

# THE KING NEPTUNE'S BADGE



The King Neptune's Badge is a medal of Honour awarded to a military personnel to commemorate the person's first crossing of the Equator (Crossing the Line).

The Badge is given after personnel has successfully undergone the Naval Traditions required while Crossing the Line. Thus changing the personnel's status from a 'Pollywog' to a 'Shellback'.

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# THE Sailor

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**VICE ADMIRAL SETH  
AMOAMA TAKES OVER  
AS CHIEF OF THE  
DEFENCE STAFF**

**REAR ADMIRAL ISSAH  
YAKUBU TAKES OVER  
AS CHIEF OF THE  
NAVAL STAFF**





# Beacon Maritime Safety, Security & Logistics Consultancy Services Ltd

"Service with integrity, professionalism and excellence"

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"To be the best maritime safety, security and logistics consultancy services company in Ghana by 2023 and make a positive impact internationally"

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- Maritime Business Representatives



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## MISSION STATEMENT OF THE GHANA NAVY

The Mission of the Ghana Navy is to develop and deploy maritime forces with the capability to ensure a safe, secure and clean maritime domain of Ghana in collaboration with other stakeholders in order to ensure a sustainable use of the maritime domain.



## VISION OF THE CHIEF OF THE NAVAL STAFF

To maintain a modern robust Naval force capable of defending Ghana against seaborne threats and ensuring the safety and security of the maritime domain for the development of the blue economy while maintaining the time-tested traditions of the Navy.



## STRATEGIC OBJECTIVES

- Total Surveillance Coverage of Ghana's Exclusive Economic Zone.
- Modernise the Fleet.
- Leverage on Technology to Enhance Operations and Administrative Functions.
- Collaboration with Land and Air Forces as well as Civil Authorities.
- Enhance Cooperation with Regional and International Partners.
- Enhance the Welfare of our Sailors.

## GHANA NAVY ANTHEM (We Are One in Strength)

We are one in strength  
In the stormy winds of life  
The battle will be won  
When we hold our anchor high  
We will fear no foe  
With God on our side  
Oh we will shout, victory!!!  
Arise Ghana Navy 2X  
We will fear no foe  
With God on our side  
Oh we will shout, victory!!!  
Ghana Navy fear no storm  
Ever ready-ever sure  
We are ever faithful- we are dependable  
Ghana Navy fear no storm (2x)

Composed by Lt (GN) TS Brocke  
(Officer-in-charge of the Ghana Navy Band)

## PLEDGE

I affirm my loyalty to the Ghana Navy,  
The Ghana Armed Forces and the Republic of Ghana.  
I pledge to uphold the constitution of Ghana.  
I promise to uphold the noble values of equity, fairness and firmness.  
I am ever ready, ever faithful and ever prepared.  
I will remain dependable, disciplined and loyal.  
With God on my side, I shall sail through.

## SLOGAN

Ghana Navy	-	Ahoy
Ever Ready	-	Ever Sure
Ever Faithful	-	Ever Dependable
Fear No Foe	-	Fear No Storm
Ghana Navy	-	Ahoy





# GHANA NAVY



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## EDITORIAL

# WEATHERING THE STORMS OF THE PANDEMIC

CAPT (GN) MICHAEL ADDO LARBI - Public Relations Officer/Editor

The year 2020/2021 will forever remain in the annals of world history as the period when virtually every aspect of life was brought to a standstill following the outbreak of the Novel Coronavirus (COVID-19). The impact of the Virus, which was first discovered in Hubei Province in China on 17 November 2019 has been captured in several publications. History.com Editors for instance reported extensively on the outbreak and its publication titled: *'The Pandemic that Changed the World,'* noted that by March 2020, the World Health Organisation (WHO) had declared COVID-19 a Pandemic. This was after the Virus had barreled through 114 countries and infected almost 120,000 persons within the first three months of occurrence.

As of the December 2020 the world case count had shot up to about 89.8 million with 1.9 million deaths while in Ghana, the infected cases stood at 56,230 with 338 deaths. With the world's case count shooting up dramatically to 109 million cases with 2.4 million deaths by 15 February 2021, that of Ghana similarly shot up exponentially to 75,836 cases with 533 deaths (about a year after first reported case). Thanks to the commencement of the vaccination roll out, the cases now stand at 95,369 COVID-19 cases with 93,312 recovery and 795 deaths as at 1 June 2021.

Though infection rate now appears to be on decline, the impact of the pandemic has been devastating and negatively affected all institutions with various Armed Forces and Security Services equally feeling the brunt. The Ghana Navy has been no exception as various operational roles, training schedules and administrative functions had to be wedged. These notwithstanding,

the Ghana Navy endeavoured to weather the storm and accordingly made huge strides in its operational roles in support of national development. The Navy additionally made remarkable and unprecedented gains in its development-orientated initiatives and transformational agenda amidst the pandemic and ensured high profile infrastructural projects are completed while others progressed steadily and nearing completion.

Notably in October 2020, the Ghana Navy left no stone unturned to ensure the official commissioning of the Naval Training Command (NAVTRAC) at Nutekpor in the Volta Region by the President of the Republic and Commander-in-Chief of the Ghana Armed Forces, Nana Addo Dankwa Akufo-Addo. The commissioning of NAVTRAC was an extraordinary event considering that it served as an opportunity to also outdoor six major training facilities and infrastructural projects that had been completed. These were: the Naval Training Command Headquarters Complex, the School of Maritime Operations, the Naval Recruits Training School Administration Block, an Instructors' Accommodation Block, a Students' Accommodation Block, a Medical Centre and a Mosque. Having all these training facilities and infrastructure built within a record time of less than two years regardless of the constraints and limitations posed by the pandemic and to finally have all Ghana Navy training institutions walled under a unified command as envisaged over a decade ago, was surely an exceptional feat.

With NAVTRAC receiving its Commissioning Warrant and with its state of the art facilities and additional ones yet

to come on board, gives credence to Vice Admiral Seth Amoama's vision at the time he was the CNS; 'To develop, project and sustain a highly professional, well-trained, credible and dependable naval force, capable of deterring aggression and maintaining total freedom at sea, which is critical to Ghana's maritime security and economic prosperity while maintaining the time-tested traditions of the Navy'.

It is based on this Navy's tradition and zeal that the Service commenced the year 2021 on the high. The Navy's operations, administrative functions and projections were rolled out in earnest while braving the odds. A more positive development that added an impetus to the fruitful launch of the year 2021 was the elevation of the immediate past Chief of the Naval Staff who had been at the Helm of the Ghana Navy for two years and currently the Chief of Defence Staff, Vice Admiral Seth Amoama. In line with this, Rear Admiral Issah Adam Yakubu, was equally elevated from being the Chief of Staff at the General Headquarters to take over as the Chief of the Naval Staff.

The Sailor wishes the Admirals Godspeed, Fair Winds and a Smooth Sail. With optimism and the readiness of personnel to do their bit to ensure the year 2021 and beyond lives to its billing of fruitfulness. It is however incumbent on all to put their shoulders to the wheel and be ready to go the extra mile to ensure the Ghana Navy, the Ghana Armed and Ghana as a whole yield positive fruits at every turn.

The Ghana Navy will be: *'Ever Ready, Ever Sure, Ever Faithful, Ever Dependable and will Fear No Foe or Storm.'* Ghana Navy – Ahoy!



# FOREWORD

It is a great honour and privilege for me to present the Foreword to this Sixth Edition of the Sailor Magazine as the 18th Chief of the Naval Staff, having assumed office with effect from 5 February 2021.



As a regular contributor and having served as the Chair of the Editorial Board of previous editions, I acknowledge the successes chalked and how instrumental the magazine has been in projecting the Navy to the increasing readership and the major stakeholders. This could be attributed to the informative and educative pieces shared in the magazine and also the good will of readers.

It is therefore a great opportunity and an honour to use this Edition; the first under my watch, to give due recognition to the Chief of the Defence Staff, Vice Admiral Seth Amoama who happens to be my boss and immediate past CNS. He has indeed increased the pace set by predecessors and moved the Ghana Navy a notch higher thereby cementing the gains made through his transformational agenda.

His tenure of office yielded a remarkable improvement in development-oriented initiatives of the Navy and massive infrastructural development and upgrading of facilities. With speed and tenacity, he ensured that six major facilities were put in place resulting in the official commissioning of NAVTRAC by the President. Other projects, some of which are captured in this magazine, attest to the successes of his transformational agenda.

As I write this Foreword, I submit that the solid foundation and the pace set by him and all predecessors, has put the Ghana Navy on the right course to



# WORD

embark on the Fleet Modernisation Agenda. This will put the Service in the proper stead to have a modern robust Naval Force that can appropriately deal with the growing maritime insecurities and issues that are hampering the blue economy from thriving. The adverse economic and security implications and consequences of not having a capable force to deal with maritime threats in our waters could be dire and unimaginable if not dealt with, hence my focus.

During my tenure of office as the Chief of the Naval Staff, the Navy will still remain focused on its core mandate of securing Ghana's maritime domain and keeping a safer blue economy. This ties with my vision as the CNS which is

***“To maintain a modern robust Naval force capable of defending Ghana against seaborne threats and ensuring the safety and security of the maritime domain for the development of the blue economy while maintaining the time-tested traditions of the Navy”.***

With God on our side, the next couple of years will be geared towards modernization of the Fleet, which will help the Service to execute its tasks more efficiently and to leverage on the

use of technology to enhance operations and administrative functions. As I noted in my remarks, on the day I took over as CNS, all my energies will therefore be directed towards the realisation of the Offshore Patrol Vessels (OPV) project and the Offshore Security Vessels acquisition, for protecting Ghana's oil and gas infrastructure and also our marine resources.

I am excited of government's ongoing plans to adequately resource the Navy in this direction. In this vein, personnel of the Navy and stakeholders of the maritime sector should be ready for more tasks ahead in dealing with the insecurities within our waters and the Gulf of Guinea.

The Navy will not relent in pursuing enemies at sea who engage in various illegal activities which makes our maritime domain insecure and unsafe for economic activities. It is heart-warming that the Ghana Air Force and other maritime stakeholders, including our international partners in the maritime industry intend to continue the collaboration with the Navy in keeping a watch of our maritime space. The challenges ahead may seem daunting, but we shall prevail as we pursue the vision and strategic priorities that have been tabled. I am indeed privileged to have taken over a well-motivated professional and formidable Naval Force to achieve the set objectives.

Accordingly, the welfare of the rank and file in the Navy will be another area of

concern for me as the CNS. I hope to complete projects which were began by my predecessors, especially, in the area of accommodation and to positively embark on other pressing requirements.

I, sincerely express appreciation to all my predecessors, partners and major stakeholders for their great efforts and support, and looking forward to more fruitful cooperation and collaboration.

I conclude by urging all personnel to comply with all COVID-19 protocols since it has become the 'odd new normal'. I will encourage all hands to be on deck as we work to achieve the set vision while maintaining discipline as our hallmark and staying safe even as the vaccinations roll out.

Finally, I thank our sponsors and members of the Editorial Board for successfully coming out with this Fifth Edition of the sailor magazine. I entreat readers to retain copies of the magazine and to enjoy the informative and educative pieces while looking forward to subsequent editions.

Long live the Ghana Navy!  
Long live the Ghana Armed Forces!  
And long live Mother Ghana!





## Goodwill Message

### VICE ADMIRAL SETH AMOAMA

#### CHIEF OF THE DEFENCE STAFF

The year 2020 was a challenging one fraught with so many uncertainties. The outbreak of the COVID-19 Global Pandemic in particular continue to negatively impact various sectors of our beloved nation and the Armed Forces has been no exception. We have been pushed to embrace new ways of life and take up new responsibilities nonetheless, the high sense of professionalism, determination and unwavering can-do spirit of the Officers, Men and Women of the Ghana Armed Forces has made it possible to carry out our core mandate of protecting our territorial integrity and the maintenance law and order and ensuring internal security.

It is in this light that, I extend my warmest felicitations to the Chief of the Naval Staff, Officers, Ratings and Civilian Employees of the Ghana Navy for your loyalty, resilience and dedication to duty in combating the various maritime threats bedeviling our dear nation Ghana, and upholding the time-tested traditions of our noble service. I know

the battle will surely be won with our anchors firmly held.

The production of this Edition of the Sailor Magazine is also a testimony of our resolve to surmount all herculean hurdles we are presented with. As the immediate past Chief of the Naval Staff, I commend the Ghana Navy for successfully producing the Sixth Edition of the Sailor Magazine. I have the strongest conviction that it will not only serve as an information base but a platform to project the enormous potential, creative and intellectual capabilities of the Navy to the rest of the world. I will thus like to commend the Editorial Team for the ingenuity displayed in publishing this Edition.

On behalf of the entire Ghana Armed forces, I wish the Ghana Navy well in all the future endeavours!

Long live the Ghana Navy!  
Long live the Ghana Armed Forces!  
And long live our beloved country  
Ghana!

# ADMIRAL AMOAMA Applauds the Special Boat Squadron

POI Davor Kwashie Charles



**A**dmiral Seth Amoama has on Wednesday 04 November, 2020, given thumbs up to the Special Boat Squadron (SBS) / Naval Special Forces after witnessing a professional display of tact during an agile training session at the Bundase Training Camp.

The then CNS described the impressive training as timely, following the heightened state of insecurity in the Gulf of Guinea, which had led to crimes such as piracy, kidnapping, bunkering, armed robbery and other forms of insurgence. He gave the Danish Special Forces a pat on the back for helping upgrade the skills of

the SBS to deal decisively with these crimes.

He also sent hearty words of appreciation to the Royal Danish Defence Force for taking steps to strengthen the win-win strategic relationship between both forces. The Admiral noted that, since the SBS was capable of performing functions in all terrains, the experience acquired would go a long way to help put them in

good shape for deployment during opposed boarding operations. He disclosed that the SBS would be deployed alongside the army to prevent terrorist activities in the Northern part of the country.

The Danish Special Forces (Frogman corps) team leader thanked the CNS and the entire Ghana Navy for the opportunity to share their expertise with the SBS. He stated emphatically that SBS was a force to reckon with since they possessed and exhibited the right qualities of a true special force. The SBS demonstrated with live ammunitions, Close Quarter Combat (CQC), a situation where operatives had to engage an enemy in tight corners by adopting various firing positions while manoeuvring through barricades and hitting their targets. There was also reflex shooting and movement where operatives returned effective fire to the direction of the enemy in less than two seconds.

Naval Captains Bright Atiayao and James Agambiri, Directors Naval Operations and Training respectively, were some of high profiled officers who accompanied the CNS on the visit.





# SBS-A FORCE TO RECKON WITH

By POI Davor Kwashie Charles

The Special Boat Squadron (SBS) / Navy Special Forces has proved its worth and superiority in unconventional warfare operations, in addition to its firmly held resolve to deal measurably with threats in the Gulf of Guinea, sending strong signals of preparedness to provide security at arm's length anytime anywhere.

Persistent acts of bravery and endurance coupled with dexterity, precision, resilience and intelligence on the side of the SBS characterised the two weeks intensive training with the Danish Special Forces (Frogman corps) at the Bundase Training Camp from Monday 26 October to Friday 06 November 2020.

First of its kind to be conducted between both forces, indicating international recognition, the training was aimed at sharpening the skills of the SBS to help put them in good shape for deployment during opposed boarding operations.

The training also served as a platform for the establishment of close collaboration between the Ghana Navy and the Royal Danish Defence Force so that, in the event of attack on any ship in Ghana's maritime domain or any other form of insurgency, help would be sought from a highly professional, well-trained, credible and dependable SBS, who are capable of responding swiftly and aggressively in all terrains.

Selected areas covered during the two weeks training session include Combat Medical Support, Combat in Building or Close Quarter Combat, Combat in Open Area, Marksmanship, Leadership and Monitoring among others. It was never a child's play to begin the day's activities with

road running from the Bundase Camp to the main junction on the Accra-Aflao road and back; but the special forces made it a routine amidst chanting of the slogan 'open your lungs'.

They demonstrated with live ammunitions, Close Quarter Combat (CQC); a situation where operatives had to engage an enemy in tight corners by adopting various firing positions while maneuvering through barricades and hitting their targets. There was also reflex shooting and movement where operatives returned effective fire to the direction of the enemy in less than two seconds. Also, they practiced rigorously the principles of marksmanship by adopting all firing positions. The dedication of the Navy Special Forces has produced excellent results making it a beacon of hope for the Ghana Armed Forces and the international community.

After the demonstration of tact, the leader of the Danish Special Forces described the SBS as a force to reckon with since they possessed and exhibited the right qualities of a true special force.

The highly impressive, all round SBS training caught the attention and admiration of troops deployed to undertake the annual fire power demonstration exercise. They expressed genuine remarks about the unique qualities and indefatigable abilities exhibited by the squadron hence showed inestimable and unpretentious pride in the SBS and desired to be identified with the best special force the Ghana Armed Forces could boast of without hesitation.

Special Forces perform various functions including airborne operations, counter-insurgency, counter-terrorism, foreign or

internal defense, covert operations, direct action, hostage rescue, high-value targets/manhunt, intelligence operations, mobility operations, and unconventional warfare operations by air, land, or sea during combat.

Formation of this uniquely outstanding Special Forces stems from a visionary strategy in consonance with command policy guideline to position the Ghana Navy on a highly dependable and aggressive pedestal where it would deal decisively with all forms of aggressions within the sub region in order to keep the Gulf of Guinea safe and maintain a total freedom at sea.

This has become necessary because the Gulf of Guinea has experienced an escalation of maritime crimes such as; piracy, kidnapping, armed robbery, bunkering and other forms of illicit activities in recent times.

Worried by these heightened trends of insecurity, the Ghana Navy adopted strategies to improve regional cooperation, maritime domain awareness, information-sharing practices and tactical interdiction expertise in a bid to enhance collective capabilities to deal with maritime crimes.

It has been said over and over again that the importance of a marine-based economy that provides social and economic benefits for current and future generations; that which restores, protects and maintains the diversity, productivity and resilience of marine ecosystems cannot be underestimated, hence, the need to confront these miscreants head-on with iron fist in order to take the wind out of their sails.

# ASSESSING THE ROLE OF GHANA NAVY IN MARITIME SEARCH AND RESCUE IN GHANA



**Lt Cdr E Anyimadu**  
Assist Dir Naval Admin

*The rampart use of the ocean has significantly increased the risk of maritime accidents and other incidents, thereby, necessitating the need for safety and effective search and rescue in all national waters. Maritime Search and Rescue (SAR) became topical following the Titanic disaster in 1912<sup>1</sup> when 1517 passengers out of 2223, who could not be rescued, died.<sup>2</sup> The International Maritime Organisation (IMO) adopted the International Convention for the Safety of Life at Sea (SOLAS) in 1914 and the International Convention on Maritime Search and Rescue in 1979 as guiding frameworks for national SAR. Globally, efforts are ongoing to find more efficient and effective ways to carry out SAR. On the African Continent, Morocco, the hub of SAR in Africa, has developed efficient mechanisms including 42 specialised ships and experts who coordinate SAR operations.<sup>3</sup> Morocco's SAR mechanism involves effective collaboration and integration of military and civilian agencies.<sup>4</sup> The North African nation also assists in building the SAR capabilities of other North and West African countries including Ghana.*

Ghana, an IMO member state, and a signatory to the SOLAS convention and has accordingly mandated the Ghana Maritime Authority (GMA) to collaborate SAR in its maritime domain.<sup>5</sup> According to IMO, SAR is an operation, normally coordinated by a rescue co-ordination centre using available resources to locate and retrieve persons in distress at sea. SAR also involves providing the initial medical or other needs of rescued persons and delivering them to safety.<sup>6</sup> On the local front, the Maritime Authority, as mandated, organises maritime exercises to enhance interagency collaboration. However, these exercises are not often organised and do not involve real-time practical rescue-scenarios at sea which the Ghana Navy is required to do during emergencies. Though the Navy participates in these exercises it does not have dedicated SAR teams, boats and equipment.

It is against this backdrop that this paper is written to assess the role of the Ghana Navy in SAR, to improve the national maritime SAR capabilities. The paper will give an overview of the legal framework of SAR in Ghana and discuss challenges to the Ghana Navy in performing its SAR roles.<sup>7</sup> It would then discuss ways of enhancing the role of the Navy in conducting SAR operations. This paper assumes an effective SAR mechanism for the open sea can

also be used for SAR on inland waterways. It is limited to SAR resulting from maritime accidents and not those involving security incidents such as hostage search and rescues during piracy and hijacks. Though other SAR agencies perform important roles, the paper limits discussions mostly to the roles of the Ghana Navy in relation to GMA.

## AIM

This paper aims to assess the role of Ghana Navy in SAR operations in Ghana with the view to making recommendations.

## OVERVIEW OF LEGAL FRAMEWORK FOR MARITIME SEARCH AND RESCUE IN GHANA

To set the premise for discussions, an overview of the legal framework of SAR in Ghana will be discussed. Ensuing paragraphs will further highlight the international framework, political will for maritime SAR as well as Ghana's current framework.

International SAR Legal Framework. Ghana's maritime SAR framework is based on the International SAR Framework which is set legally by both the United Nations Convention on the Law of the

<sup>1</sup> International Maritime Organisation, 'International Convention for the Safety of Life at Sea (SOLAS), 1974 at [www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Safety-of-Life-at-Sea-\(SOLAS\)-1974.aspx](http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Safety-of-Life-at-Sea-(SOLAS)-1974.aspx) accessed on 6 July 2020.

<sup>2</sup> Titanic Universe, 'How Many People Died on the Titanic', Electronic Article at [www.titanicuniverse.com/how-many-people-died-on-the-titanic/1223](http://www.titanicuniverse.com/how-many-people-died-on-the-titanic/1223) accessed on 6 July 2020.

<sup>3</sup> The Maritime Executive, 'Morocco Reinforces SAR Hub Role', Electronic Article at [maritime-executive.com/article/morocco-reinforces-sar-hub-role](http://maritime-executive.com/article/morocco-reinforces-sar-hub-role) accessed on 21 July 2020.

<sup>4</sup> *id.*

<sup>5</sup> Ghana Maritime Authority, 'Search and Rescue' at [www.ghanamaritime.org/services\\_page.php?id=24](http://www.ghanamaritime.org/services_page.php?id=24) accessed on 6 July 2020.

<sup>6</sup> '1979 International Convention on Maritime Search and Rescue' at [nmsa.gov.pg/wp-content/uploads/2016/11/SAR-Convention-1979-pdf](http://nmsa.gov.pg/wp-content/uploads/2016/11/SAR-Convention-1979-pdf), accessed on 8 July 2020.

<sup>7</sup> Seline Trevisanut, 'Law of the Sea Symposium: Search and Rescue Operations at Sea – Who is in Charge? Who is Responsible?' *OpinioJuris*, at [opiniojuris.org/2013/05/28/law-of-the-sea-symposium-search-and-rescue-operations-at-sea-who-is-in-charge-who-is-responsible/](http://opiniojuris.org/2013/05/28/law-of-the-sea-symposium-search-and-rescue-operations-at-sea-who-is-in-charge-who-is-responsible/) on 7 July 2020.



Sea (UNCLOS), 1982 Article 98 and SOLAS, 1974 Chapter V. Ghana has signed as a party to all international SAR regulations in ensuring safety.<sup>8</sup> These regulations require Ghana to ensure the safety of navigation including establishing and maintaining effective SAR systems. Ghana, as a Flag State, is mandated to ensure its ships comply with the instructions in the 3 Volumes of the International Aeronautical and Marine Search and Rescue (IAMSAR) Manual.<sup>9</sup> The International Convention on Maritime Search and Rescue, 1979 gives guidance on national frameworks and operating procedures for establishing Maritime Rescue Coordination Centers (MRCC).<sup>10</sup> Accordingly, GMA set-up a Marine Rescue Sub-Centre (MRSC) in 2010 and upgraded it to an MRCC in 2018.<sup>11</sup> This MRCC is required to track, coordinate and record marine emergencies in Ghana's waters. Ghana also conducts Flag state inspections to ensure ships carry the 3 IAMSAR manuals. However, mere establishment and operation of an MRCC and inspection of manuals are insufficient for an efficient and effective SAR mechanism. Physical mobilization of equipment and ships through regular exercises are necessary for an effective SAR mechanism. It is important to domesticate all international SAR regulations to give sufficient legal background for the conduct of drills and acquisition of equipment. GMA and the Navy could institute measures to increase commitment to the government for SAR.

**Lack of Political Will in SAR Implementation.** There is a perceived lack of political will in committing resources to improve SAR in Ghana. This is premised on successive governments' failure to domesticate and ensure full implementation of international SAR regulations.<sup>12</sup> Several memos to Government requesting for a review of SAR in Ghana have yielded little result.<sup>13</sup> The entire SAR mechanism in Ghana seems to be neglected because it does not offer tangible benefits. Sea-blindness, where people do not see the importance of international maritime trade and safe shipping<sup>14</sup> might be another reason for the lack of political will. Traditionally, a majority of Ghanaians view the sea as an obstacle but not an avenue of development shown by buildings in coastal towns facing away from the sea.<sup>15</sup> Moreover, in a country with scarce resources and competing needs, it might seem a waste to purchase equipment for SAR, which may not be used often. However, the comprehensive development of all sectors of a state will ensure sustainability and prevent huge losses, which could setback development. Government through GMA could seek assistance from non-governmental organisations, corporate entities and individuals who seek to be reputable for safety and maritime development. National laws could be amended to add SAR levies to transactions of private maritime and insurance companies.

**Ghana SAR Framework.** Without domesticating international SAR regulations, the nation's SAR framework is challenged. The lack of

clarity in roles of agencies, uncoordinated and insufficient acquisition of equipment, and inadequate budgetary allocation are challenges the framework ultimately face. Apart from UNCLOS and SOLAS, Ghana has not domesticated SAR regulations making their implementation challenging.<sup>16</sup> This makes the national legal SAR framework insufficient. In setting an efficient and effective framework/mechanism, a national SAR operating procedure or plan needs to be established and exercised frequently. GMA has drafted maritime SAR plan for assembling, deploying or coordinating persons, assets and equipment for SAR. However, this plan is yet to be accepted and given legal backing. It details roles of SAR agencies, which are Ghana Navy, Ghana Air Force, Marine Police, National Disaster Management Organisation, Ghana Civil Aviation Authority, Maritime Hospital and Ghana Ports and Harbours Authority. Though GMA has purchased 4 boats for SAR and seek more, the Authority rarely conducts operations at sea since it is primarily a regulator. It is therefore imperative for GMA to assign the role of on-scene coordination and execution of SAR duties to an organisation like Navy, which conducts frequent maritime operations. In this sense, the Navy would be apt to be assigned SAR on-scene roles.

## CHALLENGES TO GHANA NAVY IN MARITIME SEARCH AND RESCUE OPERATIONS

Ghana Navy, which has an integral role in the Nation's SAR framework, has challenges. The challenges include the lack of suitable ships, expertise and inadequate resources. Further, poor interoperability and inadequate information sharing affect the SAR roles of the Navy. Subsequent paragraphs discuss these challenges and suggest solutions.

**Lack of Specialized Ships, Expertise and Resources.** The Navy currently lacks specialized ships for SAR, expertise, and resources to conduct on-scene SAR roles. The ships of the Ghana Navy are designed for maritime patrols, combat, law enforcement and not primarily for SAR. However, Ghana Navy ships have occasionally performed SAR operations. Though military and naval training equip officers and ratings to conduct operations at sea, it is not tailored for specialised operations like SAR. SAR requires mission-specific expertise that few personnel in the Ghana Navy possess. Successful rescues by the Navy have been conducted by daring persons who relied on intuition to carry out correct action. Though this is commendable, there is the need to train naval personnel in SAR, particularly for cases of mass rescue where an individual may be overwhelmed. Naval personnel could also be trained to take-up mission co-ordinator roles where they could run the whole SAR operation from the MRCC. Aside from a few ships, the Navy has no equipment dedicated to SAR. Distress situations are addressed with equipment which can be assembled at the time of occurrence of the incident. On 17 Jan 18, the crew of GNS BONSU rescued 6 crew

<sup>8</sup> Interview with Captain Oweridu, op. cit.

<sup>9</sup> International Maritime Organisation. (2016). 'International Aviation and Maritime Search and Rescue Manual (IAMSAR Vols I and II)' Electronic Book at [krcon.krs.co.kr/](http://krcon.krs.co.kr/) accessed on 7 July 2020.

<sup>10</sup> National Maritime Safety Authority Papua New Guinea' at [nmsa.gov.pg/wp-content/uploads/2016/11/SAR-Convention-1979-pdf.pdf](http://nmsa.gov.pg/wp-content/uploads/2016/11/SAR-Convention-1979-pdf.pdf) on 6 July 2020.

<sup>11</sup> Ghana Maritime Authority, op. cit.

<sup>12</sup> Interview with Captain Oweridu, op. cit.

<sup>13</sup> Interview with Captain Owiredo, Former Deputy Director and Branch Manager GMA-Tema Branch on 7 Jul 20.

<sup>14</sup> Mitcham, John C. 'The 1924 Empire Cruise and the Imagining of an Imperial Community,' *Britain and the World* 12, no. 1 (2019): 67-88.

<sup>15</sup> Kontoh, J.O., Yakubu I.A., Kwafo, E.A., Akwei-Aryee N.A., Amoo-Welsing, C., Doudu K.A., Farouk, A.A. & Adam, *History of the Ghana Navy. A case for a credible naval force as an instrument for national development*, (DigiBooks. Ghana, 2019) p.

<sup>16</sup> Interview with Captain Oweridu, op. cit.

members of MV Synagogue in Tema when the Merchant's vessel was on fire.<sup>17</sup> Two medics from the Naval Sickbay in Tema joined the rescue team and treated one crew member who sustained severe burn injuries. The injured person was evacuated to 37 Military Hospital for further treatment. Though the Navy succeeded in this rescue, the personnel involved did not have the expertise for this operation.<sup>18</sup> The Navy used its ships, personnel, medical and other resources in rescuing this situation. The Navy could engage GMA to set a yearly budgetary allocation to support SAR operations. This budget could be used to acquire SAR ships, training naval personnel to acquire the needed expertise and essential resources such as fuel and life-saving appliances for SAR operations.

#### **Poor Collaboration between Navy and other SAR Agencies.**

In the absence of accepted guidelines, SAR collaboration between Ghana Navy and other agencies particularly GMA is poor. GMA in collaboration with the Inter-regional Coordination Center (ICC) for Maritime Safety and Security in the Gulf of Guinea, on 17 Jul 18 organized a Crisis Response Exercise at Tema Naval Base.<sup>19</sup> Though this exercise was reported to be successful, discussions with organizers and participants revealed several challenges with inter-agency collaboration. Mainly, differences in communication equipment and lack of clarity in the limit of roles were some stated challenges. Some agency representative sought to perform roles meant for other agency representatives. The Crisis Response Exercise was described as good but would be inadequate in enhancing collaboration between the Navy and other agencies. Again, an SOP giving guidance on ways of collaboration between SAR agencies would resolve this challenge. The SOP would also consider regional and international SAR mechanisms for collaboration as shown in IAMSAR manuals. The possibility of multiple agencies seeking to perform a particular role because it gives the leadership of SAR mechanism or gives access to more national resources needs to be carefully considered. The criteria for assigning roles could look at the traditional and constitutional mandated roles of agencies. The draft national SAR plan has assigned roles in this manner and could be adopted. This would enable clarity and harmony in collaboration.

**Inadequate Information Sharing with Ghana Navy.** Ghana Navy receives distress information, which is mostly inadequate and late. Notwithstanding, the Navy has over the years done its best to conduct SAR operations. Inadequate information sharing between SAR agencies makes Ghana's SAR mechanism inefficient, which would have to be improved. Efficient and effective SAR relies on adequate and swift information sharing.<sup>20</sup> The Navy, as well as other maritime agencies, operate various electronic maritime domain awareness (MDA) tools. These include the Vessel Traffic Management and Information Systems, Vessel Monitoring System, Seavision, Timezero and Polestar. These tools are operated by separate organisations with sub-optimal synchronization of

information among agencies. This situation also makes the detection and reporting of distress situations delay. There is a need to integrate all maritime domain awareness tools through adequate information sharing to ensure efficient and effective SAR operations. Share integration of information from all MDA tools would enable the building of a comprehensive picture, which could build, among agencies. Personnel from GMA, Navy and other SAR agencies, could jointly operate mRCCs. This would enable quick information sharing, mobilization of resources and coordination of operations.

#### **ENHANCING THE ROLE OF GHANA NAVY IN MARITIME SEARCH AND RESCUE**

The paper now focuses on ways of improving the Navy's role in SAR operations. It will discuss essential elements of an SOP which enables effective and efficient conduct of on-Scene commander/mission coordination roles.

**Improving Navy's Roles through SAR SOP.** The Navy's SAR role as mission coordinator needs legal and resource backing, implementable through an SOP. The challenges faced by the Navy may cause other agencies to seek to perform this role. This is probably the reason GMA is acquiring boats for SAR. However, establishing parallel mechanisms for the performance of similar tasks is an inefficient use of scarce national resources. These GMA boats, in addition to ships in the Navy, would enhance SAR capabilities in Ghana. However, it is insufficient to merely acquire ships, man and operate them. A sustainable plan of acquisition, maintenance and checking the efficiency of SAR mechanism would need to be set-up through a national SOP. Efficiency and harmony could be achieved by publishing an SOP to detail the roles of agencies. The SOP could mandate the Navy to perform roles which would be regulated and resourced by GMA. However, other SAR agencies are not precluded from acquiring boats or equipment to enhance the performance of their core mandates. Rather, equipment acquired by SAR agencies would need to be harmonised with that of the Navy. A committee of representatives from SAR agencies could be formed to engage government to commit resources to build SAR capabilities in the Navy, GMA and other agencies. The Navy is not ever-present everywhere in Ghana's waters. Therefore, the SOP would need to permit the most capable and nearest ship to an emergency to be given on-scene duties. The Navy could then take-over on-scene coordination roles from a first responder. Just as in the National Oil Spill Contingency Plan, Ghana Navy performing national on-scene coordinator roles in SAR would not be a deviation from best practice.<sup>21</sup> Australia with an effective SAR mechanism has the Australia Maritime Safety Authority as SAR regulator and Australian Defence Force responsible for on-scene SAR operations.<sup>22</sup> The role of on-scene SAR coordinator needs to be covered by a national SAR plan and appropriate regulations with a statement of resources to be allocated for this function.

<sup>17</sup> GhanaWeb 'Navy Rescues Crew from Burning Vessel' at [www.ghanaweb.com/GhanaHomePage/NewsArchive/Navy-rescues-crew-from-burning-vessel-618254](http://www.ghanaweb.com/GhanaHomePage/NewsArchive/Navy-rescues-crew-from-burning-vessel-618254) accessed on 6 July 2020.

<sup>18</sup> Interview with Commander IM Abu, former Command Operations Officer Eastern Naval Command, on 6 July 2020.

<sup>19</sup> Raskorsa, 'Ghana Maritime Authority Organises Crisis Response Training Exercise for Security Administrators', Electronic Article at [www.ghananews247.com/2018/07/17/ghana-maritime-authority-organizes-crisis-response-training-exercise-for-security-administrators/](http://www.ghananews247.com/2018/07/17/ghana-maritime-authority-organizes-crisis-response-training-exercise-for-security-administrators/) accessed on 7 July 2020.

<sup>20</sup> Waring, Sara, Laurence Alison, Grace Carter, Chloe Barrett-Pink, Michael Humann, Lauren Swan, and Tomas Zilinsky. 'Information sharing in inter-team responses to disaster', *Journal of occupational and organizational psychology* Vol 91, no. 3, 2018, p.591-619.

<sup>21</sup> National Oil Spill Contingency Plan, 'Ghana's National Contingency Plan to Combat Oil Pollution' 2015 Version 5 p.28.

<sup>22</sup> Australian Maritime Safety Authority 'Australian National Search and Rescue Manual. 2019 Edition 1 (Secretariat of National Search and Rescue Council), p.3, 36, 57, 245 and 247.



**Mechanisms for Improving Navy's SAR Roles.** Beyond SOPs, other mechanisms could be used to improve Navy's role. Frequent engagement with seafarers, fishers and related persons could be a ready means of getting up-to-date information on emergencies at sea.<sup>23</sup> Seafarers are required by SOLAS to assist others in distress as well to maintain and comply with IAMSAR manuals. In enforcing border closure measures to prevent the spread of Coronavirus Disease 2019 (COVID-19) the Navy engaged some artisanal fishers to provide information on persons seeking to enter the country by sea. Fishers provided frequent updates on the movement of vessels in Ghana's waters. Fishers, both industrial and artisanal, could be engaged to provide information on distress situations they encounter at sea. Financial rewards could be given to Fishers who provide actionable information on distress to encourage accurate reports. SAR ships, equipment and other resources for Navy could be financed from GMA budget.

## CONCLUSION

Ghana lacks the adequate legal framework for SAR and successive governments have shown little will for the implementation of SAR regulations. It is necessary to domesticate all international SAR regulations to give legal background for the conduct of drills and acquisition of equipment. The entire SAR mechanism in Ghana receives little support because it does not seem to offer tangible benefits. Sea-blindness caused by the tendency of people not to see the importance of international maritime trade may be another reason for the lack of political will. Currently, the Navy performs SAR roles using its general-purpose military equipment with persons not trained in SAR. Ghana Navy would need to be assigned SAR Mission Coordinator roles and be resources adequately for it. GMA could solicit support from non-governmental, corporate entities and individuals desiring a reputation for safety and maritime development to acquire resources for SAR.

Resourcing the Navy which has more presence at sea than other organisations, could be central to achieving an efficient and effective SAR mechanism in Ghana. The Navy lacks ships built for SAR and has few experts to conduct on-scene SAR roles. An SOP to clearly define roles indicate training needs and ship acquisition through budgetary allocations would enable efficient SAR. Navy's

collaboration with GMA is poor due

inter-agency collaboration. Though the Navy conduct SAR operations, delays and ineffective information sharing creates challenges and make the mechanism inefficient. Effective and efficient information sharing among agencies could be achieved through representatives of SAR agencies jointly manning MRCC.

Furthermore, the SAR SOP could be used as a means of requesting resources for the Navy. The SOP should detail the need and a sustainable means of acquiring ships, training personnel and obtaining other resources for the Navy's SAR roles. A committee, with representatives from GMA and the Navy, would need to be established to lobby government to commit resources to SAR. The Navy could also engage GMA to set a yearly budgetary allocation for SAR ships, SAR training of naval personnel and essential resources. Seafarers, fishers and related persons could be encouraged to offer actionable information on SAR. SAR levies could also be placed on merchant ships and the proceeds used to resource the SAR mechanism. An effective and efficient SAR system would not only ensure the safety of shipping in Ghanaian waters but also attract more ships into Ghanaian ports which would enhance development. An effective SAR system would be in fulfilment of Ghana's obligations under UNCLOS, SOLAS and other international SAR regulations.

## RECOMMENDATION

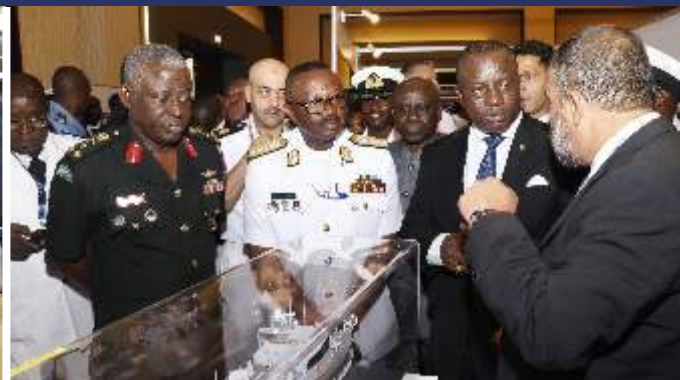
The following recommendations are made:

- a. GMA should allocate mission command (On-Scene Coordination) role in SAR SOP to Ghana Navy.
- b. Ghana Navy should advocate for the quick adoption of the national SAR SOP.
- c. GMA should set up a joint MRCC to be operated by the Ghana Navy and other SAR agencies.
- d. GMA should make budgetary allocation for the Navy to acquire ships, equipment and train personnel for SAR.

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<sup>23</sup> Interview with Commander M Duvor, Deputy Director Naval Operations at Naval Headquarters on 7 July 2020.

# Maiden IMDEC in Pictures





# GHANA NAVY RECEIVES SUPPORT



*Odulair Ghana/OBZ Group presents Advanced Fever Thermometer Infrared Motion Sensor and some Personal Protective Equipment (PPEs)*



*Plastic Bag Ghana Ltd Donates biodegradable disposable bags and seedlings*



*Donation by Chinese Embassy and China Shipping Trading Co Ltd*



# 3 DIMENSIONAL MODEL AS A TOOL SUPPORT NAVAL TRAINING

LS Mensah Rose Nyarko

A presentation on 3 Dimensional (3D) model as a tool to aid in the training and operations of the Ghana Navy has been made to the Chief of the Naval Staff (CNS), Rear Admiral Seth Amoama, on Tuesday 6 October 2020 at the Naval Headquarters. The presentation was a project work undertaken by Leading Seaman (LS) Yahaya Ibrahim of the Directorate of Public Relations (DPR) in fulfilment of his Bachelor of Art in Fine Art graduation requirement from the National Film and Television Institute (NAFTI).

In his presentation titled 'Computer Aided Approach to Fleet Formations and Manoeuvres in Support of Naval Training', LS Yahaya explained that the Ghana Navy and the Ghana Armed Forces at large could use 3D modelling as a tool for training and exercising in diverse ways. He further added that this will equally help in reducing cost of physical training on ships, depletion of equipment and benefits of simulations in enhancing the operations of the Ghana Navy.

He emphasised that, this will increase the involvement of technology in many activities of the military such as section and regimental drills, weapon training, creating exercise scenarios and instructional aids among others which will make it more visual than imaginary in some cases where teaching and learning aids are unavailable. Indicating that this will not affect the time tested traditions of the



military in anyway as this could even be a springboard for the Ghana Navy to train the trainer within the West Africa sub region in fleet work.

LS Yahaya disclosed that, the vision of the CNS which is 'To develop, project and sustain a highly professional, well-trained, credible and dependable naval force, capable of deterring aggression and maintaining total freedom at sea which is critical to Ghana's maritime security and economic prosperity while maintaining time-tested tradition' motivated him in choosing the project topic and he believes it will help in achieving the vision of higher command.

Rear Admiral Seth Amoama in his remarks congratulated LS Yahaya for the impressive work done and also the staff of NAFTI for the guidance they gave LS Yahaya in putting together his work. He added that, the presentation was very timely and as well fits into an Ocean Navigation Exercise which involves many formations by the naval ships as they sail to cross the equator in the next few weeks.



He further commended LS Yahaya for harnessing the expertise of the Ghana Navy communicators who assisted him in diverse ways.

The CNS assured him of any assistance he will need in actualising the project especially in communication and fleet work. The Admiral believes that the project if further developed would replace the sourcing of software done from foreign companies in such communication activities. Present at the presentation were the Director Public Relations, Colonel Eric Aggrey Quashie, officers, a team from NAFTI.





# GHANA NAVY COMMEMORATES 7TH MEMORIAL DAY

*The Ghana Navy has commemorated its 7<sup>th</sup> annual memorial day on Monday 14 September 2020 at the Ceremonial Jetty of the Western Naval Command in Sekondi-Takoradi. The day was memorialised with a parade to celebrate the lives and achievements of fallen naval personnel who lost their lives in their line of duties with special recognition to personnel who died on-board GNS YOGAGA in 1990.*

**LS Mensah Rose Nyarko**



**T**he day marked exactly 30 years when GNS YOGAGA was shelled by a faction of militants involved in civil war in Liberia, while the ship was on an ECOMOG intervention mission.

In delivering his speech, the Guest of Honour for the occasion, the Western Regional Minister, Honourable Kwabena Okyere Darko-Mensah on behalf of the President of the Republic commended the Ghana Navy for its initiative to honour and

recognise the selfless acts of its fallen heroes every year thereby quoting former US President John F Kennedy, 'A nation reveals itself not only by the men it produces, but also by the men it honours, the men it remembers'.

He emphasised on how the selfless acts serving personnel and these heroes have earned the Ghana Armed Forces and Ghana an international reputation to high sense of discipline and professionalism in

international peacekeeping missions. He also acknowledged the navy's effort in contributing to various international peacekeeping missions both past and present.

Honourable Okyere Darko-Mensah commended the contribution of the Ghana Navy towards the nation's economic, social and political development since its establishment especially in ensuring peace and security within Ghana's Maritime domain. The Minister applauded the Navy for its successes in anti-piracy, anti-sea robbery, anti-illegal unreported and unregulated sea fishing, anti-smuggling, anti-illegal bunkering operations among others. He further assured of government's support of requisite tools and logistics to help the Ghana Navy to sustain its operations as the government is committed to addressing these and other administrative challenges.

He urged all and sundry to learn from the exemplary dedication, selflessness, commitment and sacrifices of our predecessors. He further encouraged personnel to remain honest, loyal, discipline and hardworking to their duties both locally and internationally.

The short ceremony and solemn ceremony was witnessed by Regional Minister, Hon Okyere Darko-Mensah, Member of Parliament for Sekondi Constituency Honourable Agyapa Mercer, Omanhene of Esikado, Nana Kwabena Nketsia V, Chief of the Naval Staff, Rear Admiral Seth Amoama,



Flag Officer Commanding Western and Eastern Naval Commands, Commodores Samuel Walker and Emmanuel Kwafo respectively, Commodore Superintendent Naval Dockyard, Commodore ... Wayoe. Others present were; very senior officers in command at 2 Garrison, members of the Regional Security Council, officers, ratings, members of Retired Naval Personnel Association (RENPA), families of the fallen heroes among others.

Prior to the commencement of the Memorial Day, a sod cutting ceremony was held at the Naval Barracks in Sekondi to commence the construction of an accommodation block. The new block

which is a one bedroom, one storey residential block of 20 unit replaces the old Block D which had been in a very bad state for some years and upon completion will accommodate 20 families and help reduce accommodation challenges in the Navy.

According to the then Chief of the Naval Staff, Rear Admiral Seth Amoama, commencement of the project had brought great relief to him in particular as the state of the old block was a burden for Higher Command.

He expressed appreciation to all stakeholders who pushed for the approval of the commencement of the project,

especially, the Minister for Defence, Honourable Dominic Nitiwul, former Chief of the Defence Staff, Lieutenant General Obed Boama Akwa, CAT consultancy and Directorate of Engineering Services at the General Headquarters as well as Directors who played various roles.

The contractor for the project, Dr Richard Coffie of Mistress Supremo, expressed appreciation to Higher Command of the Ghana Navy for awarding him the contract by dint of hard work, speed and quality of projects the company had previously executed for the Navy, adding that the projected will be completed in a year or less to serve its purpose.





# POII SAPAK WINS 2020 TMA OVERALL BEST FARMER

LS Mensah Rose Nyarko

The Ghana Navy has commended Petty Officer Class II (POII) Sapak Philomena for being adjudged the overall best farmer of the Tema Metropolitan Assembly, at the 2020 Farmers Day celebration on Friday 6 November 2020. This took place at the Naval Headquarters in Burma Camp.

Then serving as CNS, Admiral Seth Amoama disclosed that he was overjoyed upon hearing of the accomplishment of the Senior Rating who is serving with the Ghana Navy Regimental Band in the Eastern Naval command. He noted that the feat would serve as a motivation to both serving and retired personnel as her farming activities does not interfere with her profession as an active military personnel.

POII Sapak has five acres of maize, half an acre of cassava, half an acre of cocoyam and potato, two acres of pepper, two and half acres of okro, 50 plantain trees, ten beds of lettuce, 22 goats, 13 boars, 13 Sows, 63 weaners and piglets, she also has two permanent and five casual workers.

In an interaction with Admiral Amoama, she disclosed that, she was putting up a modern structure with facilities that could house about 6000 piglets and intends to commence snail and fish farming as well increase her maize production.

The CNS gave her a letter of commendation to motivate her to do more and also presented to her a cash of two thousand Ghana cedis (GH¢ 2,000) on behalf of the Ghana Navy.

Her award for winning the Overall Best Farmer of the Tema Metropolis were an amount of twenty thousand Ghana cedis (GH¢ 20,000), a tricycle, wheel barrow and other assorted items.

The Flag Officer Commanding (FOC) the Eastern Naval Command (ENC), Commodore Emmanuel Kwafo on behalf of POII Sapak expressed gratitude to the CNS for congratulating and acknowledging her hard work. He added that, this had brought honour to the command and the Ghana Navy as a whole.

Also present, were the Chief Staff Officer (CSO), Commodore Godwin Bessing, some directors at the naval headquarters, officers, the Master Coxswain of the Navy, Master Chief Petty Officer Class (MCPO)





# 2020 CEREMONIAL DIVISIONS, ADMINISTRATIVE INSPECTION AND FLEET REVIEW HELD

LS Mensah Rose Nyarko

A maiden Chief of Naval Staff's ceremonial parade was held for Rear Admiral Seth Amoama on Friday 30<sup>th</sup> October 2020 at the Western Naval Command (WNC) in Sekondi. The ceremony climaxed the Navy's annual inspection and fleet review which is done to assess the state of preparedness of the Ghana Navy ships and shore establishments.

The inspection which is conducted every two years and rotates among the various commands of the navy brings to attention the readiness of the Navy to combat security threats. A team of personnel from the naval headquarters who are well vested in the different trades and branches of the Navy conduct the administrative inspection to set the grounds ready for the CNS' inspection. After this, reports are sent to the headquarters with copies to the various units to effect necessary corrections accordingly.

The parade was made up of Officers contingent, Senior Ratings, an All-Male contingent, All-Female contingent, junior ratings contingent, with the Ghana Navy Regimental Band.

At the parade, Rear Admiral Seth Amoama commended leadership at all levels and expressed satisfaction in the command's resilience in performing tasks and also encouraged personnel to work with zeal. He further applauded the Commodore Superintendent Naval Dockyard, Commodore Wayoe for the efficient use of limited logistics to run the yard and also service the equipment onboard the ships which gave the command the momentum to *Cross the Line*.

The CNS assured personnel of government's efforts in retooling the navy and the Ghana Armed Forces at large and his interest in providing accommodation for personnel. He hinted that, the navy was making effort to complete accommodation projects which were at various stages of completion and as well replicate the Biekro barracks located in Tema for personnel in Sekondi.

The Admiral acknowledged the effort put into the training of personnel to perform their various duties, stressing that, he will ensure personnel had the requisite training to man various naval platforms.

At the parade, Commanding Officers of the ships that sailed to the equator GNS YAA ASANTEWAA, GNS GARINGA, GNS EHWOR AND GNS BLIKA together with their Coxswains were awarded certificates and King Neptune Badges on behalf of their ships' company to mark the significant event of *Crossing the Line*.

Witnessing the parade were the Chief of Air Staff, Air Vice Marshall Frank Hanson, the Metropolitan Chief Executive for Sekondi Takoradi Metropolitan Assembly, Mr Abdul Mumin Issah, Formation commanders, senior officers, retired officers and ratings, representatives from sister security services, ratings, and civilian employees.





# GHANA NAVY CONDUCTS EXERCISE SEA LION

LS Mensah Rose Nyarko

The Ghana Navy has revisited an old naval tradition of crossing the equator known in naval terms as 'Crossing the Line' with four of its ships after over 40 years since the Navy performed such a tradition. The tradition which was also as ocean navigation exercise and was code named Ex SEALION started from Monday 26 to Thursday 29 October 2020 to test the resilience and readiness of the naval ships and personnel onboard while promoting esprit de corps.

Prior to the casting off of the naval ships from the Sekondi Naval Base, the Acting Flag Officer Fleet, Captain Ben Baba Abdul briefed the Chief of Naval Staff, Rear Admiral Seth Amoama, Commodores, directors, and officers on the various phases and nature of Ex SEALINE. He revealed that, the four ships; Ghana Navy Ship (GNS) YAA ASANTEWAA, GNS GARINGA, GNS EHWOR AND GNS BLIKA will sail 610 nautical miles which is about 65 hours to and fro the equator in





different formations, perform search and rescue and maritime interdiction exercises and finally end with an amphibious operation together with the Ghana Army, the navy's Special Boat Squadron and the Ghana Air Force.

On Tuesday 27 October 2020, the four naval ships gracefully Crossed the Line around 1545 hours after sailing for 300 nautical miles. Personnel on board the ships were initiated into King Neptune's Marine Kingdom after performing some traditions associated with it, changing their statuses from 'Pollywogs' to Shellbacks.

Upon arrival, the Shellbacks were welcomed with a short but memorable parade where the CNS, Rear Admiral Seth Amoama congratulated the 229 all ranks which included 7 females who embarked on the exercise for their bravery and courage. He commended all personnel for a successful exercise and also making for many Ghana Navy proud.





# CROSSING THE LINE



*Admiral Seth Amoama pinning King Neptune Badges on Air Forces Crew who flew over the Equator during the Crossing of the Line Ceremony.*

## **Pollywogs to Shellbacks**

Although crossing the Equator may seem like a routine event for any modern-day naval vessel, Navies have celebrated the time-honoured tradition for centuries. Back in the days of wooden ships, Crossing the Line ceremonies were designed to test young Sailors on their first cruise out in the open sea.

The rich tradition of the Crossing the Line ceremonies often involved varied events throughout which pollywogs, the term given to those who have not crossed the Equator before, were put through a series of initiation rites involving harrowing and often embarrassing tasks, gags, obstacles, physical hardships, and generally good-humoured mischief. After the ceremony, the Sailors were inducted into the "Solemn Mysteries of the Ancient Order of the Deep"

meaning that King Neptune had accepted them as one of his trusty Shellbacks. With the Pollywog to Shellback transition complete, a certificate was often awarded to the new Shellback as a rite of passage.

When the ceremonies were first conducted, they were physically challenging and could even be painful or embarrassing to the Sailors. Today, the event is voluntary and is conducted more for entertainment purposes and morale boosting than anything else. Other milestones such as crossing the Antarctic Circle and deep sea diving have also been adopted in this tradition.

## **What is 'Crossing the Line'?**

'Crossing the Line' is activated by companies when a ship crosses the Equator. It is a rite of passage that has

evolved over centuries of practice and is still performed by service personnel at sea today. The ceremony plays an integral role in fostering a sense of community and camaraderie among companies, by initiating the novices or 'pollywogs' of the ship; people who have not yet crossed the Equator, into 'the Ancient Order of the Deep.'

On the day of the crossing, a procession of Father Neptune and his royal court takes place; of company members who have adorned costumes. Members of the royal court coerce the 'pollywogs' after the procession to complete a series of uncomfortable tasks until they are finally submerged into tanks of water. The company collectively re-emerges as 'trustworthy shellbacks' and the newly initiated receive certificates.



### **The History Behind the 'Crossing the Line Ceremony'**

Way back in the enlightened days of the world's history when the Greek civilization was in its prime ... when Romulus and Remus were nothing more than twinkles in their father's eyes, and Britons were even less civilized than they are today ... there was a god, a deity called Poseidon. As the books have it, 'His domain was of Hercules and he had some authority' – in other words he was a god of the seas and the ancient Greek matelots were accustomed to burning incense and signing 'Eternal Father' and other odds and ends to intercede for his good offices. In fact, the Greeks went even further than we do today by erecting Atlas at seaports and training specialist-priests to attend to the rites and rituals. It was an extremely high organized business but history does not relate whether or not Poseidon came through in the pinches.

Now Poseidon, by the simple expedient of turning on a storm now and then to frighten the poor Greeks was doing quite well for himself for several centuries and would have lived happily ever after if it hadn't been for the Romans. The Romans were not up to much in the way of seamanship but they had all taken Leadership Courses and even in those days this was what counted in the long run for they finally succeeded in driving the Greeks from the seas. Even then, however, Poseidon continued to whip up the odd storm at sea and the Romans, although this did not frighten them particularly decided it was only logical to do something about the situation. The answer was of course, to obtain the services of a god who could effectively put Poseidon in the shade and the Romans, having no spare gods around Olympus at that time, had to borrow one from the Etruscans (history

does not relate if it was ever returned).

His name was Nethuns or Nethunus depending on which part of Etruscia you came from but the Romans called him Neptunus for short. Poor old Poseidon, of course, was left far behind because the Romans were fairly rich and could erect more altars and sing more choruses of Eternal Father than the Greeks ever deemed absolutely necessary. In fact, to show you how far Neptunus did go, Poseidon had a wife called Amphitrite, who was incidentally, the daughter of Oceanus, a very big wheel in the Greek system and he had gone to some trouble to marry this woman ... she didn't particularly like the idea and has fled to Mount Atlas when she heard of it, but Poseidon had sent along one of his dolphins to collect her ... Neptunus actually adopted this woman, which made him Poseidon's father-in-law and Poseidon, on hearing this, committed suicide by drowning himself in his own ocean.

Well, to make a long story short, while we know all about Neptune, his life, and works, historians of a later date were not so smart as the Romans and Greeks and they did not write down how the 'Crossing the Line Ceremony' came into being so present day scholars have to say that 'It's origin is wrapped (shrouded) in mystery', and that 'we can only guess at the actual date of its inception into the maritime services. Some fairly educated guesses have been made though and the dates have been narrowed down to the half century between 1768 and 1818. One Professor Callender, whose opinion we must admit is rather biased in those matters reckons that the custom was

brought into being in the Royal Navy's East Indian Command during Nelson's day. Since most of the navy's most peculiar customs can be traced back to dear old Nelson, one way or another, this may be considered not a bad guess. Why they chose the Equator instead of the International Date Line or the Arctic Circle is another point altogether and your guess is as good as Callender's.

To bring this short history right up to date, it should be mentioned that certain sects or cults such as the Royal Canadian Navy, still practice the ancient ritual of Crossing the Line (although in its enlightened form). The enlightened ceremony takes three phases: First, the Herald of his Oceanic Majesty comes on board the night previous to the actual crossing in order to inspect the ship and decide upon its worthiness to receive on board Neptunus Rex in all his glory. His opinion favourable, Neptune himself comes on board the following day with all his court, and presents Orders and Awards to those Shellbacks who have proven themselves worthy thereof on the Quarterdeck. The third and final phase is when King Neptune retires to the Quarterdeck and supervises the initiation of the tadpoles.

**Note:** A Shellback is one who has been initiated into the Ancient Order of the Mysteries of the Deep. (i.e. one who has Crossed the Line before.) A Tadpole is one who has not yet had this privilege.

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**Credit:** Joseph A. Williams is the Author of *Seventeen Fathoms Deep: The Saga of the Submarine S-4 Disaster* and *The Sunken Gold: A Story of World War I, Espionage, and the Greatest Treasure Salvage in History*.







# PRESIDENT COMMISSIONS NAVAL TRAINING COMMAND

LS Mensah Rose Nyarko



The President and Commander-in-Chief of the Ghana Armed Forces (GAF), Nana Addo Dankwa Akufo-Addo, on Tuesday 20 October 2020 commissioned the Naval Training Command (NAVTRAC) at Nutepkor in the Volta Region.

In a welcome address by the Chief of the Naval Staff (CNS), Rear Admiral Seth Amoama, he indicated that the establishment of NAVTRAC was to develop appropriate human resource capacity strategies and policies to help the Navy keep pace and be ahead of actors in maritime transnational crime as well as bring all training schools in the Ghana Navy under one command. The Admiral added that the establishment of NAVTRAC will help in training not only Ghanaian naval personnel but also naval personnel across the sub region.

The CNS expressed gratitude to past chiefs of the Navy who conceived the idea of establishing a training command in 2009 and taking steps to begin the project after identifying an ideal location.

The Minister for Defence, Honourable Dominic Nitiwul in his remarks expressed

gratitude to the President for allowing the Ghana Armed Forces to undertake some projects with its internally generated funds. He noted that, training, a core objective for the CNS' is in line with the President's commitment to ensuring that the human resource of the country is developed through education, thus making the establishment of NAVTRAC worth it. Hon Dominic Nitiwul added that, the well-structured training system in GAF helps personnel to execute their tasks very professionally and also perform creditably as expected both home and on peacekeeping missions.

In his speech, President Nana Addo Dankwa Akufo-Addo, Commended the Ghana Navy for bringing NAVTRAC to realisation after years of proposing. He said, the increasing economic activities and the rise of criminal activities in the maritime space, required well trained Navy to provide security. He added that, the Command will serve as the Centre of the navy's training doctrine and instil the core values of the navy while imparting knowledge and skills required of a naval personnel.

The Commander-in-Chief presented a

Commissioning Warrant to the Flag Officer Commanding (FOC) NAVTRAC and unveiled a plaque to signify the commissioning of the Command. The Commission Warrant indicates that the command has been commissioned for services with the Ghana Navy with its primary responsibility of ensuring effective, efficiency and purposeful administration of the Ghana Navy's training activities and programs.

Schools under the Command include; School of Maritime Operations (SMOPS), School of Marine and Electrical Engineering, Supply Application School, Basic and Leadership Training School, Recruit Training School, Special Forces Training School and a Diving School.

Present at the ceremony were Ministers of State, Members of Parliament, the Chief of the Defence Staff, Service Chiefs, Admirals, Generals, past Chiefs of the Navy, Senior Officers, Officers, Traditional Authorities of the area, Ratings, District and Municipal Chief Executives, representatives of sister security services among others.









# GHANA NAVY POISED TO ASSUME RIGHTFUL PLACE

By POI Davor Kwashie Charles



**E**stablishment of the Ghana Navy dates back to Wednesday 29 July, 1959 by an act of Parliament as a noble and formidable force with its mandate clearly spelt out making it a dependable arm of the military. It holds in high esteem the principles of loyalty, devotion and excellence. At its early stage, Ghana's first President, Dr Kwame Nkrumah had a grand plan to develop it to a world class standard. This was to enable the institution fulfil his vision as an African High Command, assert the political independence of Ghana as well as national development and prestige. Unfortunately, successive governments saw the plans of Nkrumah as overly ambitious, grandiose, waste of scarce resources and unnecessary for a small country like Ghana. These politically conflicting ideological underpinnings contributed largely to the steady decline in the Navy's fortunes even in the midst of other buoyant economic activities at sea.

Interestingly, the constant development of lucrative sea related activities heightens the importance of a marine-based economy that provides social and economic benefits for current and future generations, restores, protects and maintains the diversity, productivity and resilience of marine

ecosystems. These prospective factors heralded and summed up the prepositive support among other prominent interests for development of the Blue Economy. But, the fact remains indisputable that development of the country's Blue Economy cannot be sustained without a credible Naval Force to secure its littoral zone and maritime frontiers from aggressions that may emanate from the sea. For this reason, the Navy established an overarching state of the art training command, predominantly imbued with cutting-edge technologies to meet international requirements for conceptual and doctrinal impartation. The strategic positioning of the Naval Training Command (NAVTRAC) is an impetus that explains in scope a great visionary leadership with a splendour of legendary competence and a niche beyond comparison but worth emulating by persons desiring to leave indelible marks in the sands of time. The timely construction of the edifice undeniably makes it feasible to centralise all Naval Training Schools in order to pull resources for effective and efficient training. It also addresses the inability of the service to assemble courses for the large number of personnel who graduate from the Naval Training Institutions with some trade

groups having backlogs of Junior Ratings who have neither attended any basic course nor likely to have the opportunity to do so in the immediate future. The same can be said for most young naval officers even though the personnel are trained in schools and training outlets scattered in the Western and Eastern Naval Commands as well as other military and civil institutions. The trend does not auger well for effective command and control of all matters relating to training, hence the establishment of the Naval Training Command (NAVTRAC) at Agorta in the Volta Region of Ghana. The establishment of the Training Command reflects and has a direct bearing on the vision the Chief of the Naval Staff; that is to develop, project and sustain a highly professional, well-trained, credible and dependable naval force, capable of deterring aggression and maintaining total freedom at sea. This vision is critical to Ghana's maritime security and economic prosperity and would maintain the time-tested traditions of the Navy. The vision, narrowed into 5 strategic objectives have been developed to achieve total surveillance coverage of Ghana's Exclusive Economic Zone (EEZ); maintain ships at high state of operational readiness; establish and maintain highly skilled specialised force for various kinds of maritime operations; maintain a highly motivated workforce; and enhance collaboration and cooperation with local, regional and international partners.



SCHOOL OF MARITIME OPERATIONS



INSTRUCTORS ACCOMMODATION



ACCOMMODATION FOR STUDENTS



NAVAL TRAINING COMMAND HEADQUARTERS



NAVAL RECRUITS TRAINING SCHOOL ADMINISTRATION

Based on these objectives, the Navy has identified and run on a medium term strategy dubbed the SMART strategy. These concepts and others would ensure the required capabilities and physical components to develop a credible Naval force in order to develop and deploy maritime forces with the capability to ensure a safe, secure, and environmentally sound maritime domain of Ghana in collaboration with other stakeholders to ensure sustainable use of the maritime domain.

#### **SIZE OF NAVTRAC LANDSCAPE**

NAVTRAC land covers a total area of 114 acres with all facilities for the training school situated at the main premises except the shooting range, which is situated about three and half kilometres from the main training command. The shooting range covers a total area of 250 acres. Based on the lessons and experiences drawn from the circumstances where the Ghana Armed Forces lost large parcels of land due to improper land title registrations and documentations leading to encroachments and unresolved litigations, high command deemed it necessary to save future naval generations from the unpleasant duty of land litigation, hence compensations have been paid to the traditional authorities as well as families who have lost their farm lands which serves as their sources of livelihood to the construction of the state property. It is breath-taking to note that, the entire acreage of land for both school and shooting range have been well delimited and

documented in order to avoid future litigations. But this alone will not prevent future encroachments and litigations so the need to construct physical structures on the boundaries in earnest.

#### **STUDENT, INSTRUCTOR CAPACITY AND SCHOOLS UNDER NAVTRAC**

Considering the current social distancing protocols, it is worth mentioning that NAVTRAC has an auditorium of an estimated capacity of 340 personnel, a classroom capacity of over 300 students, students accommodation to hold 190 students while the instructor's accommodation to take care of 40 instructors.

##### ***The facility consists of:***

- (a) School of Maritime Operations (SMOPS),
- (b) School of Marine and Combat Systems (SMECS)
- (c) Supply Application School,
- (d) Basic and Leadership Training School,
- (e) Recruit training school,
- (f) Special Forces Training School and
- (g) Diving School.

#### **NATIONAL DUTIES UNDERTAKEN BY NAVTRAC**

NAVTRAC which is fundamentally an administrative command also engages in some operational activities including fisheries patrols to ensure fishermen within the area between Ada and Keta use the right fishing methods, Riverine Patrols [which are constantly conducted to ensure the safety of navigation on the Volta river], Anti-smuggling operations conducted to combat

illegal smuggling of goods on the river or at sea.

NAVTRAC Personnel are also deployed at Aflao to help secure the borders since a breach of security at the entry point could seriously destabilise the entire country. They were also deployed to help deal measurably and decisively with the recent insurgence of secessionist activities in the region. In a bid to further secure some strategic state assets in the heat of the insurgency, personnel of the command were tactically deployed at Aveyime, Sogakope Bridge, and ECG Sub-station to ward off any imminent attack by the secessionist groups which led to the arrest of some key suspects in the Aveyime attack.

#### **CHALLENGES HAMPERING SMOOTH RUNNING OF NAVTRAC**

The training command which can be equated to the Special Marine Force in other countries must be treated as such. Unfortunately it is bedevilled with some challenges which require urgent attention to enhance its smooth day-to-day administration. Amongst them are the poor road network which is having severe impact on command vehicles, poor mobile network, lack of potable water and electricity. The institution also needs a sports and entertainment complex. High command must therefore act swiftly to resolve these challenges in order to make life comfortable for personnel. More so, High command should also fast track the construction of a barracks to accommodate personnel and their families.



# COMMISSIONING OF KP FAIDOO LODGE AT NAVAL WARDROOM, ACCRA





# NAVAL CUSTOMS AND TRADITIONS

Compiled by Lt (GN) Gideon Yankey - Acting Training Coordinator, NAVTRAC



## INTRODUCTION

In this current dispensation of the twenty-first century, the Ghana Navy often observes rituals and traditions that have distant or mysterious origins. Some of the actions that we at times undertake seem to be grossly unnecessary or even patently silly. The facts of the case still remains that, we do these things happily and without a second thought. This is no way a failure of our collective sense or thinking ability, but a deliberate recognition that what has gone before forms an important part of what - and who - we are today. In fact it is our identity as a Navy.

The whole idea and concept of naval traditions emphasize the point that the Navy is different from other occupations and vocations. The Navy is actually not just another occupation or service but truly a way of Life. In ways that we do not even realize, every day and in every way, we reflect that body of tradition that makes us

what we are. We salute when crossing a brow onto something still called a "quarterdeck"; we ring a ship's bell to initiate the ancient ceremony of colours; we precede important announcements with the peals of a Boatswain's call; we use a language that is all our own, unfathomable to the uninitiated.

Many of these actions would be completely familiar to a navy sailor two hundred and fifty years ago. When our ships are commissioned, we still break a bottle of champagne on the stem in a pagan ritual that the Vikings would have understood as they sacrificed young men to be crushed under their launching rollers. There is no rational or logical reason to do some of these things. Indeed, some are counter-intuitive. There are other ways to accomplish the same objectives that are cheaper, or more efficient, or faster. Yet we persist because of an inborn realization that these things are of crucial importance in defining us.

Tracing the roots of formation of the Ghana Navy to the Royal Navy in the colonial era, most of our traditions are drawn uniquely from the Royal Navy. It is notable to know how navies with very different heritages have come to adopt over the centuries many of the same procedures. Some of these define a common maritime past. In most cases if you happen to visit another Navy ship, you would instantly remark the small differences with our way of doing things. You would not even notice that the overarching concepts and many of the detailed procedures are fundamentally the same.

Let us now review some of the notable naval customs and traditions:

## TOASTS OF THE DAY

In explaining the origins of these exhortations to a wide-eyed civilian. Maybe the point should be that we still have naval toasts of the day. They are still proposed at mess dinners, usually by the junior member present, as they were done in the Royal Navy in the late eighteenth century. The toasts themselves have been modified to reflect not so much political correctness, but the realities of our service in the 21<sup>st</sup> century. This is not the creation of a new tradition, but the updating of an old, and precious, one.





Learn the new toasts of the day to avoid embarrassment. They are:

Monday	Our Ships
Tuesday	Our Sailors
Wednesday	Ourselves
Thursday	Our Navy
Friday	Our Nation
Saturday	Our Families
Sunday	Absent Friends

And, just to be sure that you can tell the story with the proper amount of colour, you might want to remember their predecessors.

Monday	Our Ships
Tuesday	Our Men
Wednesday	Ourselves (for no one else is likely to remember us)
Thursday	A Bloody War or a Sickly Season
Friday	A Willing Foe and Searoom
Saturday	Wives and Lovers (may they never meet!)

### CLINKING GLASSES

Naval officers never clink glasses when they make a toast. The sound is reputed to be too much like the solemn toll of the ship's bell as the body of a sailor was committed to the deep. Thus, it is assumed that the clinking sound will herald the death of a sailor. Silencing a clink that has occurred, or quickly clinking a second time, is thought to confuse the devil enough that he might take a soldier instead.

### HAND SALUTING

The origins of the hand salute are obscure, and range from knights raising their armoured visors to signal peaceful intent, to holding up an open hand to demonstrate that no weapon was being carried. A particular favourite in naval circles seems to be turning the palm down so that hands dirtied at sea would not be visible to august personages.

The salute is a mark of respect, but it symbolizes much more – confidence, trust, and both a willingness and obligation to obey legal orders. There is nothing demeaning or servile about saluting; it is a mutual obligation by both parties – the junior to render the salute, and the senior to acknowledge it. Because the hand salute is both a greeting and mark of courtesy, rendering a salute can rarely be wrong. Even if technically incorrect in a given situation, the mistake can be easily



forgiven, while not extending this mark of respect could cause offence.

When crossing the gangway onto a commissioned ship, both officers and ratings salute the quarterdeck at the gangway's inboard end. In civilian clothes, coming briefly to attention is the equivalent. Some say that the origin of this practice is recognizing the authority of the seat of command, while others trace it back to a more religious observance begun when a shrine or crucifix was carried aft.

The Ghana Navy also permits hand saluting when a cap is not worn for all ranks. The origin of the “eyes right” is interesting. In jolly old England, serfs and peasants were forbidden to look on their lords and masters, and had to avert their faces when they passed. In contrast, trusted soldiers in service to the lord were extended the privilege of looking him directly in the eye. Thus, “eyes right/left” became a form of salute

### SALUTING OTHER SHIPS

When warships, Ghanaian or foreign, underway or alongside, pass each other between sunrise and sunset, the junior salutes the senior. The junior initiates the salute by sounding the “still” on the bosun's call. The senior ship then sounds the “still”, and a few moments later, the “carry on”. The junior ship then sounds the “carry on”. While the salute is being rendered, personnel on the upperdecks come to attention and face in the direction of the honours being exchanged. A hand salute is given from the quarterdeck area by the Officer of the Day/Officer of the Watch if the ship is alongside or at anchor. If underway, a designated officer makes the hand salute

from the bridge area.

Traditionally, merchant ships saluted warships as they passed, and not just warships of their own nationality. This salute was rendered by striking the topsails. In the age of steam, a different method was needed, so merchant ships began dipping their ensigns in salute. This was acknowledged when the warship dipped her ensign in reply, and then rehoisted it close up. This tradition continues today, although it is often overlooked since there is no legal requirement. Still, if the merchant ship passing you has a Scottish or Danish mate, you can be sure that those proper seafarers will dip. Be prepared.

### MANNING AND CHEERING SHIP

At one time, this action was a formal salute. The ship's company appeared on the upper deck and on the yards to show that the guns were not manned and that no ill intent was planned. Those aloft grabbed the rigging with both hands to demonstrate that no small arms were carried. Today, we simulate this action by clutching the guardrails only. The lesson here is that if you are going to render this honour, you have to ensure that it is done correctly. This means not only that some rehearsal is necessary, but that the cheer itself must be given loudly and enthusiastically. Pay particular attention to the spacing of the ship's company at the guardrails. Inattention here is quickly evident to the spectators, including the dignitary being honoured.

### CROSSING THE LINE

This tradition is so old that no accurate assessment can be made of its origins.

Certainly, the Vikings are known to have recognized the crossing of important parallels of latitude. The most significant of these milestones, at least for northern hemisphere sailors, is the crossing of zero degrees latitude – **the Equator**. Ships conduct ceremonies that are many hundreds of years old to welcome “tadpoles” into the ranks of “shellbacks”. This ceremony is an age-old tradition involving safe practices that targeted all the uninitiated, regardless of rank, with amusing activities designed to mark the milestone.

### THE WEARING OF CAPS

Naval officers wear caps, not hats. In ships, everyone normally wears caps on the upper deck and members of the watch wear caps on the bridge. Below decks, caps are normally only worn when making formal reports or at defaulters. (In civilian buildings, they are normally worn). For example, while a gentleman in civilian clothes would remove a cap in an elevator, a naval officer would not. In military HQs, it is quite common to remove caps shortly after entering. A cap would never be worn in an office, a mess, a messdeck or a cabin. These procedures are in stark contrast to the army, which mandates the wearing of caps indoors so that salutes can be rendered. They do this when entering an office regardless of the rank of the occupant. The Navy does not do this.

### HALFMASTING

At one time, mourning was shown by donning sack cloth and smearing the body with ashes. The nautical equivalent was to drape sails along the yards in obvious disarray. There was even a special verb applied to the procedure. Such a display was so at odds with the normal practices of good seamanship, that the yards were said to be “scandalized”. The lowering of the ship's ensign half way down today represents this deliberate display of grief.

### THE SHIP'S BELL

The Ship's Bell is an important traditional symbol that is often one of the few treasures invariably saved when a ship is laid up or sent for disposal. Today, it is a prop in many shipboard ceremonies such as “colours”, but it began as a simple way to attract attention to orders and initiate events. A ship's bell is mentioned as early as 1485. Records from 1675 decree that “if it proves foggy weather by day or night, we

must ring our bells and fyre (sic) a musket now and then”. The use of bell as a fog signal was eventually made mandatory in the Royal Navy in 1858. Indeed, even in this modern age, a ship of a certain size is legally required by the International Rules of the Road to have a bell.

In the days of sail, the bell was sounded each time the half-hour glass was turned. This developed into the system whereby the passage of each thirty minutes of a watch was marked. After the first thirty minutes, there was one bell; after an hour, two. This continued until eight bells indicated the end of a four-hour watch.

### WEDDINGS

Traditionally, a young officer sought the permission of his Commanding Officer (CO) to marry, partly because many did not necessarily have the means to support a spouse. Although we would often like to, they don't let us say no anymore. Nevertheless, it is still polite to seek permission to marry, if only to signal an intention to change your circumstances, and to give your CO the opportunity to congratulate you before the fact. In the past, it was also required to have permission to marry in uniform and it is still the case today in the Ghana Navy. This has become more popular of late, and the Arch of Swords has been adopted by wedding planners everywhere as something a little out of the ordinary. This custom of forming an arch, with the sword's cutting edges upward in the “quinte” or fifth guard position, symbolizes the guarding of the couple as they embark on married life.

### WHISTLING IN SHIPS

Every naval cadet or midshipman at sea for the first time has been told by a hairy old buffer that whistling in a ship could result in confusion with the sound of the Boatswain's call. None of them ever believed this since the sounds were so dissimilar. A more believable explanation for this phobia, believable because it relies on a sailor's childlike superstition, concerns “whistling up a wind”. When becalmed in the doldrums, it was thought that whistling enough could stimulate a wind. A knife was sometimes driven into the main mast to indicate the direction from which the desired wind should blow.

Too often, the result after a long period of drifting in those horse latitudes was a gale, i.e. too much wind. Eventually, jolly jack tar

decided that it was better to leave the whole business up to the Almighty, and whistling in ships has been frowned on ever since.

### PIPING

The Greeks are known to have used flutes to pass orders in their galleys, and drums have been used at sea for millennia to communicate short orders that might not be heard or understood if given verbally. There are references from the crusades in 1248 describing orders being given by whistle. In sailing ships, many of the directions for calling the watch or handling sails were given this way. Even today, we use a Boatswain's pipe (more accurately, a Boatswain's “call” since about 1500) to signal several routine events during a ship's day. We use the shrill notes of this whistle to attract attention before announcements about exercise emergencies. We pay respects by piping senior authorities on board and piping other warships. Even a routine summons is called “a pipe”, although in a taut ship these are kept to an absolute minimum. When a ship's company has done particularly well at something, the old man gets on the blower to “make a pipe” praising the effort.

2Think about this. In the twenty-first century we still make important announcements by blowing a series of notes, on an “instrument” that has been unchanged for five hundred years, and we blow them into an electronic broadcast system designed specifically to carry the human voice to speakers throughout the ship. We don't think twice about doing this. What better example of the power of history and tradition could there be? It would be interesting to see how the modern sailor would respond to the archaic pipe.

### LAUNCHING AND NAMING SHIPS

Over the centuries, the procedures for launching boats and ships have changed along with their size and method of construction. Early ships were carried to the water, or moved on crude rollers. For centuries this fundamental method was employed although the technical details were refined. New ideas were needed as ships were constructed by joining together pre-fabricated modules, and ships were often built upside down. Most recently, ships have been built in dry docks. Thus, there is no “launching” as such, but instead a first floating up.

Whatever the method, we still undertake





some ceremony to recognize the launching and/or naming of a ship. The sacrifice of animals or humans to mark the occasion has been replaced by ritual sacrifice. This practice has evolved from using blood, to employing wine (symbolic blood), to the champagne of today. The original silver chalice was replaced by a more pedestrian glass bottle from about 1690. Eminent men once took on these duties, but in 1811, the first woman participated in the naming of a warship.

This tradition continues despite the fact that that first lady missed the ship and hit a spectator with the bottle. After that, for the sake of safety and the avoidance of lawsuits, the bottle has been secured to the bow of the ship with a lanyard. The launch begins with the famous words "God bless this ship, and all who sail in her". At the moment of commissioning, the jack and ensign are hoisted for the first time, and the national flag is broken at the masthead. From that moment, the vessel will be a legal part of this nation wherever in the world she may be; she has become sovereign territory.

### STRIPEWETTING

Wetting-down the stripes is a raucous ceremony for newly promoted officers observed in the the wetting-down celebration is always paid for and hosted by

the newly promoted officer, who invites his or her friends, which usually include several officers of the same rank at which he or she has most recently served. It is customary for the officer to spend the difference between their pay at their old rank and their pay at the new rank on the bar tab for their guests.

Normally the party occurs at the Mess, bar or pub frequented by officers. Being located in a bar, there is typically a great deal of drinking of [alcohol](#). There must always be at least one ceremonial toast. Friends present several rowdy speeches expressing their appreciation of the new officer's good comradeship and endearing faults. Often one of the speeches describes an embarrassing event in the new officer's career which occurred under the old rank, although this latter variety of speech is sometimes discouraged in order to avoid providing evidence pertinent to a disciplinary hearing.

### SPlicing THE MAINBRACE

"Splice the main brace" is an order given aboard naval vessels to issue the crew with an [alcoholic drink](#). Originally an order for one of the most difficult emergency repair jobs aboard a [sailing ship](#), it became a [euphemism](#) for authorized celebratory drinking afterward, and then the name of

an order to grant the crew an extra ration of [rum](#) or [grog](#).

Braces are the [lines](#) that control the angle of the [yards](#). On square-rigged ships, the main brace was the longest line in of all the [running rigging](#).<sup>[1]</sup> It was common to aim for the ship's rigging during naval battles. If the main brace was shot away, it was usually necessary to repair it during the engagement; the ship was unmaneuverable without it and would have to stay on the same tack. Even repairing it after the battle was a difficult job; the main brace ran through blocks, so it could not be repaired with a [short splice](#) or a knot. Splicing in a large run of hemp was strenuous work, and generally the ship's best [Able Seamen](#) were chosen to carry out the task under the supervision of the [Boatswain](#) ("bosun").<sup>[2]</sup> On completion of the task, it was customary for the men to be rewarded with an extra ration of rum. The Boatswain would take a sip from the ration of each of the men he had selected for task. Eventually the order to "splice the main brace" came to mean that the crew would receive an extra ration of rum, and was issued on special occasions: after victory in battle, the change of a monarch, a royal birth, a royal wedding or an inspection of the fleet.<sup>[3]</sup> In cases where the whole fleet was to receive the signal, it would be run up with a lift of flags or sign.

# MANAGING GLOBAL SUPPLY CHAINS IN A PANDEMIC; THE **COVID-19** CASE



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## INTRODUCTION

Since January 2020, the Novel Coronavirus or COVID-19, which first appeared in Wuhan, an 11 million business and industrial metropolitan city in Central China, has rapidly spread around the world. On January 30, 2020, the virus was officially declared a global health emergency by the World Health Organization (WHO). According to World meter, there are over 25 million registered cases in 213 countries and territories around the globe and the amount of infections keep rising every day. In an attempt to contain the spread of the virus, governments worldwide have enforced closures of offices, factories and stores and have restricted social life by shutting down public places and requesting people to stay at home and practice social distancing. Alongside these have a challenging effect on human life, the COVID-19 outbreak is having massive impact on employment, the economy, and supply chain management, with increasing implications for global business operations and supply chains.

*It is for this reason that this article is written to discuss the management of global supply chains in a COVID-19 era. The article will look at the impact of COVID-19 on global supply and reasons for fragile supply chains. It will further investigate how devastating disruptions of this kind could be better cushioned in the future.*

## IMPACT OF COVID-19 ON GLOBAL SUPPLY CHAINS

Global supply chains are highly complex, involving numerous stakeholders including different category of suppliers often located in other countries and continents. The widespread nature of suppliers however makes supply chains extremely fragile to disruption. According to a report from Dun and Bradstreet, in Wuhan where the coronavirus originated, 51 000 companies around the world have one or more suppliers in Wuhan. Hence, these enterprises depend on those vendors to keep their supply chains running. The dependency on one specific area of supplies brings forth great risks. Furthermore, when Wuhan's industry came to a standstill, most

of these companies' supply chains have been impacted as goods are unable to move out of Wuhan anymore, hence a drastic drop in trade. Considering that this immense drop resulted from the shut-down and isolation of only one city, it can be deduced what is currently happening to supply chain flows around the world with the virus having reached 213 countries.

Even though there have been several disastrous events with global impact in the past such as the Severe Acute Respiratory Syndrome (SARS) and the H1N1 outbreaks and diverse hurricanes in the US, most companies have been hit by COVID-19 totally unprepared. Research has it that, shortly after the COVID-19 outbreak in China, most companies were still

evaluating the situation and identifying which of their suppliers had facilities in the shut-down regions. This therefore indicates the widespread lack of supply chain visibility. While there is no doubt that the gravity of the COVID-19 crisis cannot be compared with any of the previous disasters in terms of scale, severity and impact as production has partly come to a halt, the question which lingers in the minds of businesses/ organisations is what lessons could be learnt from the current pandemic in order to be disaster resilient to any similar disruptive future events.

## REASONS FOR FRAGILE SUPPLY CHAINS

1. Today's supply chains are deemed fragile. The sensitive nature of supply



chains have been attributed to several reasons. These reasons are discussed in the following paragraphs.

2. Just-In-Time (JIT) Manufacturing. As a common goal of supply chain managers to constantly keep costs down, JIT manufacturing is perfect to maintain lean supply chains leading to cost reduction. However, once a supply chain suffers shortages of any kind, the chain is immediately at risk.
3. Limited Supplier Network. Many companies collaborate with the same pool of suppliers without strategically expanding their scope of partners and thus ensuring they are spread across different geographical locations. This practice especially becomes challenging when a disruption occurs to one major supplier or in a region where crucial suppliers are situated because it makes spontaneously switching to an alternative vendor impossible.
4. Manual Supply Chain Management. Supply chains unfortunately lack behind in terms of digitization, even though it is the year 2020. Most processes such as supplier management are still run manually which kill flexibility when it is needed.
5. Lack of Supply Chain Visibility. Even though we are in an era of networking, most companies hardly map out their supplier networks. This results in a lack of comprehensive information about suppliers which hinders risk anticipation and as well as quick vendor change should the need arise.
6. Lack of Alternative Production Centers. The establishment of geographical zones that specialize in manufacturing specific or product related parts may be practical and cost-efficient. However, most organisations do not consider alternative sources for unavailable products if these zones or regions are troubled in anyway and thus affecting the supply of goods.

## WAYFORWARD

Having considered some reasons why today's supply chains are fragile, it is imperative to consider ways to strengthen supply chains and make them disaster-proof for the future. The following two possible areas for supply chain improvement that could reduce the impact

of major disruptions such as COVID-19 are discussed below.

### **Supplier Acquisition and Management.**

A significant way to mitigate the impact of major disruptions is supplier acquisition and management. A comprehensive assessment of suppliers prior to engaging them is highly recommended to minimize the risk of being negatively impacted by either your direct suppliers or their suppliers in the future. **Even though it is resource and cost intensive, proper supplier mapping seems crucial for adequate supply chain protection.** It provides companies full visibility on their partners' network including their suppliers. By revealing JIT information such as specific suppliers, facilities, goods, and items that could be at risk enables a company to take appropriate decisions whenever necessary.

Additionally, it is always vital to closely monitor possible challenges associated with suppliers to keep a complete overview of the supply chain. Again, several alternative vendors in different geographical regions of the world should be identified and engaged to avoid dependency on few suppliers. By expanding the suppliers' pipeline, it could help organisations ensure that they always have a supplier to turn to in case of emergencies. Also, organisations should also consider implementing dual sourcing for crucial parts/products to further mitigate the danger of disruptions.

### **Digitization of Supply Chains.**

Digitization is the current trend in supply chain systems. It is widely used in industries by automating and accelerating internal and external processes. This affords industries the opportunity to utilize data to hence visibility and reduction of inaccuracies. Without digitization, it will be nearly impossible to establish an end-to-end robust supply chain that enables a comprehensive efficiency and enhancement within any industry. The good news is that new supply chain technologies are already being developed using existing tools including automation and robotics as well as Digital Supply Networks (DSNs). While all of these are highly relevant and expected to have a significant impact on transport and logistics management, it is important that sharing, analyzing fundamental information and data, and effective communication flows along supply chains are enabled. This way of cooperation

between sellers, buyers, suppliers, freight forwarders, transportation hubs such as ports and airports, could be massively improved. Additionally, it could enable appropriate decisions such as changing suppliers, shifting volumes or changing transport routes to be taken based on facts and in real time, especially in critical times of shortages such during the current COVID-19 pandemic.

## CONCLUSION

COVID-19, which first appeared in Wuhan, China, has rapidly spread across the world. On January 30, 2020, the WHO officially declared the virus a global health emergency. The virus since its inception has registered over 25 million cases in 213 countries and territories around the globe. In an attempt to contain the spread of the virus, governments worldwide have enforced lockdowns by shutting down public places and requesting people to stay at home and practice social distancing. The virus has greatly impacted global supply chains worldwide in terms of scale, severity and impact as production has partly come to a halt hence. This has resulted in a drastic drop in trade across continents thereby impacting suppliers in particular and supply chains in general.

Supply chains are susceptible to disruptions and have been attributed to several reasons. These include limited supplier network, manual supply chain management, lack of supply chain visibility and lack of alternative production centers. However, with the current COVID-19 crisis and devastating consequences for global supply chains, companies involved in the logistics and supply chain must urgently reconsider strategies and push them forward. The real impact of the coronavirus outbreak needs to be revealed once it is hopeful that the disease will be contained. While it is impossible to avoid similar unexpected events in the future, organisations can still prepare for them in order to limit the negative impact on their operations.

Having said that, COVID-19 should be a wake-up call for supply chain operating companies. Thus, instead of going back to business as usual once the crisis is over, they should eventually initiate integrated supplier management and the digitization of their supply chains. This will significantly help them to become more resilient to challenges hence enabling them to deal with events such as COVID-19.



# DEVELOPING A SAFE CYBER DOMAIN TO ENHANCE DIGITAL DATA SECURITY IN THE GHANA ARMED FORCES

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The whole world, especially the military, is firmly entrenched in cyberspace. Everything from personal messages among friends and family to top-secret military and diplomatic dispatches are created, transmitted, received, and read in the "0s" and "1s" of computer code. The upsurge of technological innovations and discoveries are seen in the daily activities of humankind and how we interact with our environment. Digital data is collected, stored and analysed during these interactions within the cyber domain. This has made cyberspace inevitable in the 21<sup>st</sup> century. Cyber attacks from benign hacking to deadly attempts to disrupt, control or destroy institutions are perhaps the single greatest threat the world faces at all levels in all nations. Digital data security is hence a vital endeavour.

Cyberspace is defined as a global domain within the information environment consisting of the interdependent network of information technology infrastructures and resident data, including the Internet, telecommunications networks, computer systems, and embedded processors and controllers. Cyber relates to or is characteristic of the culture of computers, information technology, and virtual reality. Digital data security refers to protective digital privacy measures that are applied to prevent unauthorised access to computers, databases and websites. A cyber attack is an assault launched by cybercriminals using one or more computers against a single computer or multiple computer systems and networks. Cyber attacks are the modern version of the old armour/anti-armour loop: create a stronger, more resilient armour and someone will create a stronger, more potent anti-armour. This is not a new problem; it began as soon as the first computers appeared in war rooms and operations centres and have grown apace with the world's ever-increasing dependence on electronics.

Data security protects data from corruption and is an essential aspect of Information Technology (IT) for organisations. The Ghana Armed Forces (GAF) in particular is at high risk of cyber attacks considering the sensitive nature of data which is generated, stored, retrieved and sent within computer networks and telecommunication. In the past few years the seriousness of cyber threats have been fully recognised, leading to the creation of cyber warfare and cybersecurity departments in almost every major entity, military and civilian, and the declaration of cyber as a full domain of war. The GAF needs to develop a safe cyber domain to enhance digital data security in units, formations and commands. This would apply especially to the Directorate of Plans, Research and Development (PR&D) where the future plans and advancements in the GAF are initiated. Also the Directorate of Information Technology (DIT) and Directorate of Records are responsible for computer systems and telecommunications and personnel data respectively.

The purpose of this paper is to suggest ways in which the GAF can be better equipped to deal with the complex and emerging cyber security threats. The paper would first give an overview of the cyber domain. It would then look at emerging threats to cyberspace. Finally, the paper would identify the requisite training, resources and digital systems the GAF would need to thoroughly secure the cyber domain against the inevitable and rapidly evolving threats. It is assumed that the reader has some knowledge of the GAF.

## **AIM**

The aim of the paper is to develop a safe cyber domain to enhance cyber security in GAF with the view to making recommendations.

## **OVERVIEW OF CYBER DOMAIN**

IT is technology involving the development, maintenance, and use of computer

systems, software, and networks for the processing and distribution of data. The world is now considered as a single community or a global village linked by telecommunication. The history of mankind has witnessed many significant innovations with huge impacts on individual and collective behaviour. There has been successful adaptations to these innovations, although such process often takes time and is met with resistance. Cyber is, however, much more than a specific innovation such as the print machine or others. It is a new and unique environment, often called "cyber domain" or "cyberspace" or "cybersphere" and defined, mostly the same. The conventional domains that pre-existed the cyberspace are land, sea, air and outer space: and in this era of information-driven innovation and discoveries, the cyberspace is the interactive domain which acts as a glue to bring the others together.

In the 21<sup>st</sup> Century, the cyberspace has granted interoperability between the conventional domains. The cyber domain encompasses home appliances, office equipment, children's toys, medical devices, TV sets, unmanned vehicles, baby monitors, and espionage. For instance, communication during a military operation is possible amongst several platforms located at different places. Communication has been achieved between a PT-76 Light Tank in the battlefield, a Stealth Submarine few meters from the sea bed, a Frigate at sea, an F-19 Fighter Jet and a Command Control Centre on land.

During the last two decades, the internet has grown exponentially in its reach and scope. Equally, our dependence upon cyberspace for social, economic, governance, and security functions has also grown exponentially. Unfettered access to information through a global interconnected internet empowers individuals and governments. However, it poses new



challenges to the privacy of individuals and to the capability of governments and administrators of cyberspace tasked to prevent its misuse. The military's task in every country has been complicated by the unique characteristics of cyberspace. These include its borderless nature (both geographically and functionally), anonymity and the difficulty of attribution. These dynamics continue to present complex and emerging cyber threats daily.

## **EMERGING TREATS TO CYBER SECURITY**

Threats in cyberspace can be classified in many ways. By exploiting weaknesses/vulnerabilities, threats may lead to a loss or takeover of assets. The European Network and Information Security Agency (ENISA) uses a cyber threat model consisting of threats. Some of the major threat agents in cyberspace are corporations, cybercriminals, employees, hacktivists, nation-states, and terrorists. For instance, massive capital resources and personnel are required to build, field, maintain and operate fighter aircraft, satellites, and ships. It took only a small and determined organisation with simple tools to fly into the World Trade Centre buildings on 11 September 2001. The military is high on the list for cyber actions that often cannot be traced back to the attacker and a successful cyber attack there could have a devastating real-world impact. It is possible for anyone with the requisite knowledge, skills and proper motivation to have access to GAF computers and telecommunication networks, anonymously and covertly, from any part of the world and cause significant damage to operations. These threats could take numerous forms such as nation-state, transnational actor, criminal organisation, traditional, or insider threat. These would be discussed subsequently.

**Nation-State Threat.** Nation-state threats involve traditional adversaries and sometimes, in the case of espionage, even traditional allies. Nation-states may conduct operations directly or may outsource third parties to achieve their goals. This threat is potentially the most dangerous because of access to resources and personnel. Other nations may employ cyberspace to attack and conduct espionage against Ghana. For example, sensitive information classified as confidential or secret by GAF may end up in the hands of another nation. This could threaten the future plans and potential of the GAF operations. Such threats could be

curtailed by cyber security education to prevent personnel from being used for espionage.

### **Transnational Actor Threat.**

Transnational actors are formal and informal organisations that are not bound by national borders. These actors use cyberspace to raise funds, communicate with target audiences and each other. They even recruit, plan operations, destabilise confidence in governments, and conduct direct terrorist action. For instance, these organisations have funded separatist and terrorist groups in the past and may do same in Ghana, if the situation presents itself. The GAF could work in tandem with other cyber security stakeholders to ensure the safety of the cyberspace from vulnerabilities which would grant such actors an opportunity.

### **Criminal Organisation Threat.**

Criminal organisations may be national or transnational in nature depending on how they are organised. Criminal organisations steal information for their use or, in turn, sell it to raise capital. An automated ransomware attack is a form of malware that encrypts a victim's files. The attacker then demands a ransom from the victim to restore access to the data upon payment. The costs can range from a few hundred dollars to thousands, payable to cybercriminals in Bitcoin. The GAF must endeavour to improve its computer systems and telecommunications networks to automatically detect such criminal organisation threat. One sure way to achieve this is to use artificial intelligence incorporated into the concerned systems.

**Insider Threat.** The "insider" is an individual currently or at one time authorised to access an organisation's information system, data, or network. Such authorisation implies a degree of trust in the individual. The insider threat refers to harmful acts that trusted personnel might carry out; for example, something that causes harm to the organisation, or an unauthorised act that benefits the individual. The success of such threats depends on the personnel using the digital data and level of competence of cyber security professionals working within the GAF.

## **MEASURES TO ENHANCE CYBER SECURITY**

In concert with other agencies such as the

Ministry of Interior, the National Security Secretariat and the National Cyber Security Centre, the MOD is responsible for defending Ghana and her interests from attack, including attacks that may occur in cyberspace. In a manner consistent with local and international law, the MOD must seek to deter attacks and defend the State against any adversary that seeks to harm national interests during times of peace, crisis, or conflict. To this end, the Ministry must develop capabilities for cyber operations and further integrate these capabilities into the full array of tools that the Ghana Armed Forces, in collaboration with other security stakeholders, may use to defend Ghana's national interests, including diplomatic, informational, military, economic, financial, and law enforcement tools. These capabilities and tools must encompass awareness education, enlistment and recruitment of cyber security professionals, provision of resources and infrastructure, development of digital systems, use of artificial intelligence and interagency coordination. Comprehensive strategic approach cyberspace operations must be utilised to assure the GAF strategic superiority in the domain. These would be discussed subsequently.

**Cyber Security Awareness Education.** In today's world, we are connected globally through the internet. It can be through a handheld device, personal desktop/laptops, home/office network or smart devices/Internet of Things (IoT) connecting devices such as a smartwatch, smart televisions and other appliances. As the connectivity increases, so does the importance of security. Personal IT devices are constantly connected to the internet hence are most prone to cyber-attacks. There is a need for cyber security awareness education to be conducted in all commands, formations and units of the GAF to ensure that officers, men and women, as well as civilian employees are educated on the risk that these devices present to the bigger cyber domain of the Armed Forces. The conduct of awareness education for all personnel would be crucial in reinforcing the actual cyber defence efforts made by the designated cyber security professional.

**Enlistment and Recruitment of Cyber Security Professionals.** The success of any venture or organisation is dependent on how the resources available to that entity is used appropriately to achieve the desired results. Human resource is the key

determinant factor in any organisational endeavour and cyberspace management and security is no exception. The capability of the Directorate of Information Technology (DIT) of GAF can be greater improved by enlisting or recruiting officers, men and women, and civilian employees who are qualified cybersecurity professionals. Also, the Continuous Professional Development (CPD) of personnel who are already on the strength of DIT should be a matter of great concern to GAF. There could be regular refresher courses and exercises on the ever-evolving nature of threats and attacks within the cyber domain globally for the GAF to be fully prepared for such eventualities. After these professionals are brought to the required high standard, there would be a need to organise the data or information which is the meat of the computer systems and telecommunication networks that make up the cyberspace of the GAF.

**Digitisation of Databases.** Professionalism is at the core of all operations and endeavours of the GAF to secure the territorial integrity of Ghana on land, at sea and in the air. In the six decades of existence, the GAF has collected, stored and updated the personal data of all service personnel and civilian employees. The data for persons who embarked on enlistment or recruitment processes in the past is still held by the GAF for documentation purposes. The digitisation of data is essential in securing the integrity of the cyber domain of the GAF and would be extended to that of the nation. Efforts have been made to digitise data already, especially at the Military Secretary's outfit, Directorate of Records and other service Headquarters Administration wings. There is a need to conduct various cyber security penetration tests on these databases to identify the already existing vulnerabilities. After, all these databases must be collated into one platform and secured appropriately. In today's information era, data runs the world. Systems that process and store big data have become a common component of data management architectures in organisations and the GAF must move towards these kinds of integrated systems. Big data is often characterised by the large volume of data in many environments, the wide variety of data types stored in big data systems and the velocity at which the data is generated, collected and processed. The GAF would be in a better position to ensure cyber domain security when all databases in use currently are organised into one big database.

#### **Upgrade of Software and Equipment.**

Businesses are unnecessarily exposing themselves to cyber-attack simply by failing to update to the latest versions of the software they are running, according to Microsoft and Adobe. Corporations are an obvious target and will remain so, as cyber adversaries look for intellectual property or competition strategies. The research, intellectual property and strategies of the military are most susceptible to these cyber-attacks and hence the constant update of the computer systems, software and telecommunication equipment, which make up the cyber domain, of the GAF is indispensable. The GAF could procure computer hardware, software and telecommunication equipment which are tailor-made for the operations of the services. This procurement could be done in consonance with intermittent training and upgrade of the software systems by the requisite suppliers to meet the current cyber security trends. One of the major threats facing all fields of cyber security is the overwhelming increase of threats without a proportional increase in cyber security professionals to handle them. All signs point to automation as a lynchpin in helping the repetitive tasks and increase response time to incidents and threat events.

**Artificial Intelligence.** In a rapidly transforming threat landscape, cyber defence solutions must be both innovative and flexible. These challenges however are compounded by the individualised characteristics of a given network, as each demands a system that understands its unique threats. A significant change can come with the effective use of Artificial Intelligence (AI) as part of an overall cyber security strategy. Using AI, cybercriminals can also gather incredibly detailed personal information from the Internet and social media, allowing them to conduct ever more in-depth social engineering. However, AI technology can be used to predict or even salvage cyber attacks. Organisations, such as the GAF must be able to detect a cyber-attack in advance to be able to counteract whatever adversaries seek to achieve. Machine learning seems to be the aspect of AI, which has proven extremely useful in detecting cyber threats based on data analysis and finding a threat before leveraging a flaw in the information systems. Machine learning helps computers to employ and adjust algorithms based on obtained data, learn from it, and understand the necessary improvements. In a cyber security sense, this would mean

machine learning allows the computer to detect threats and identify any anomalies even more accurately than any human would. In the current cyber security environment, adversaries are employing increasingly sophisticated algorithms and diversified methods, blacklists, rules and behaviour-based cyber operations. Traditional, reactive measures (human intervention) are no longer enough.

**Interagency Coordination.** As a matter of first principle, cybersecurity should be approached as a team effort. To succeed in its missions the GAF via the MOD must operate in partnership with other Departments and Agencies, international allies and partners, state and local government's organisations, and most importantly, the private sector. The Ghana National Computer Emergency Response Team (CERT-GH) was formed by the Ministry of Communications in August 2014 in response to a rising need to curb the cybersecurity menace. To protect the e-government project and Industrial and Commercial Systems (ICS) infrastructure being deployed as well as secure other critical information infrastructure in Ghana, CERT-GH was thus created to respond principally to cyber infractions on government networks; it serves the private sector as well. The GAF must endeavour to collaborate with already existing government bodies such as CERT-GH which is under the auspices of National Cyber Security Centre (NCSC) which is an agency with the mandate to coordinate Ghana's cybersecurity development through the Ministry of Communication. In addition, the GAF should build bridges to the private sector. From application developers to Internet Services Providers, private companies provide the goods and services that makeup cyberspace. The MOD relies on the private sector to build its networks, provide cybersecurity services, and research and develop advanced capabilities. Finally, the GAF should also build alliances, coalitions, and partnerships abroad. For instance, the United States of America's Department of Defense in addition to the Five Eyes treaty partners works closely with key partners in the Middle East, the Asia-Pacific, and Europe to understand the cybersecurity environment and build cyber defence capacity. Allies and partners would bring onboard complementary capabilities that can augment those of the GAF. Building these strong alliances and coalitions would counter potential adversaries' cyber activities. Strategically, a unified coalition



sends a message that Ghana and its allies and partners are aligned in collective defence.

## CONCLUSION

The inevitable reliance on the cyberspace in the 21st Century across all spheres of human living cannot be ignored. The information technology-driven innovations and discoveries have made life simple as compared to preceding decades. However, the same cyber domain has become a hub for cybercriminals to perpetrate crimes anonymously with grave consequences in most cases. This makes cyber attacks – from annoying but benign hacking to deadly attempts to disrupt, control or destroy financial institutions, power grids, computer networks, and offensive and defensive military equipment – perhaps the single greatest threat the world faces, at all levels, in all nations. (1)

The prime target of these cybercriminals have been State governing bodies, financial institutions, hospitals and even individuals. The military in any country remains a prime target for such cyber threats and attacks as information and data relating to national security goes through the computer systems and telecommunication networks of the military. The GAF, in particular, is at high risk of cyber attacks considering the sensitive nature of data which is generated, stored, retrieved and sent within computer networks and telecommunication. (3)

Some of the major threat agents in cyberspace are corporations, cybercriminals, employees, hackers, nation-states, and terrorists. A threat agent could be any person or thing that acts to cause, carry, transmit, or support a threat. These threats could take numerous forms such as the nation-state, transnational actor, criminal organisation, individuals or small group, insider, disruptive or catastrophic. By exploiting weaknesses/vulnerabilities in the computer systems and telecommunication network, threats may lead to a loss or takeover of strategic military assets. (9 and 10)

The GAF must endeavour to put in some measures to detect, mitigate if possible stop and document these threats to the cyber domain. The development of a modern computer system and telecommunication network pivotal to the success of this cyberspace security endeavour. This undertaking must be a thorough and practical venture. Starting with research by PR&D into the emerging cyber security threats peculiar to the GAF. This effort must be followed up with the cyber security awareness education of all personnel, enlistment and further training of cyber security professionals and the digitisation of all databases. After, the upgrade of computers, software and telecommunication equipment and the utilisation of Artificial Intelligence as well as Machine Learning. Finally, interagency coordination, information sharing and collaboration

must be encouraged at all levels. The proposed measures when implemented would ensure that the GAF cyber domain is secured against any cyber threats and attacks. (23 to 28)

## RECOMMENDATIONS

The following are recommended:

- a. The Directorate of Plans, Research and Development should research into the development of a safe cyber domain for the GAF and originate a policy document in line with that of the NCSC. (24)
- b. The Directorate of Information Technology should facilitate the training and professional certification of personnel in cyberspace security management and practice. (16)
- c. The GAF should compile all data stored into digital format. (17)
- d. The GAF should upgrade the computer systems, software and telecommunication equipment of commands, formations and units. (18)
- e. Artificial intelligence technology should be embedded into existing computer systems for rapid detection and resolution of cyber threats. (19)
- f. The GAF should continue to collaborate with CERT-GH, NCSC, allies and private sector stakeholders. (20)

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# THE YEAR 2020 IN REVIEW

## - Gulf of Guinea Maritime situation

*Within the context of Gulf of Guinea (GoG) maritime security, the states subsist in an environment where internal and external threats to security are both common and ever-present. In this regard the soundness of the collective maritime security environment becomes the ultimate measure of the individual states security risk profile. Consequently, maritime insecurity within the region has become indivisible and the impact is increasingly pervasive threatening both revenue and livelihood in the GoG. Indeed the threat disposition has increased in terms of density and coverage. It has therefore become undeniable that Maritime Zone F (Ghana –Guinea) which hitherto was regarded a safe area is no longer a sanctuary especially as the Ghanaian and Ivorian EEZs recorded high impact piracy acts in 2020. Over the past twelve months, security and safety threats to the collective maritime domain within Maritime Zone F have evolved in both frequency, complexity, and severity. The risk to the vital interest at sea including that of partners and the private maritime industry has increased. In some instances, the nefarious actors have taken innovative steps that challenged and tested the collective resolve to protect and secure the maritime interest.*

**A**dditionally, the ongoing COVID-19 pandemic and the associated medical fallouts created some gaps in maritime presence especially as most of the foreign naval assets routinely present in the region withdrew largely due to precautionary reasons. Similarly, the initial lack of clarity and knowledge on the safety protocols as well inadequate COVID-19 PPE also created health concerns within the regional maritime law enforcement forces thereby reducing the tempo of operations. Similarly, the pandemic created delays in mandatory vessel crew change over due to travel restrictions leading to crew fatigue and drop in vigilance levels to the benefit of sea criminals. Although the private maritime industry and the states readjusted to the new normal, the effects of the pandemic did conspire with existing challenges to disrupt maritime security and safety activities over the period, especially as some resources for states security agencies had to be diverted to attend to urgent medical needs in many

countries across the region. In essence, the COVID-19, pandemic have and would continue to have some security ramifications in the foreseeable future.

Within the context of maritime piracy and related incidents, a total of 139 incidents were recorded in 2020 as compared to 128 in 2019. About 45 percent of all piracy and related incidents occurred offshore as compared to 34 percent in 2019. This shows that the pirates have increased their depth of attacks from territorial waters to deep offshore. In terms of impacts, the pirates have been able to significantly disrupt and influence the cost of shipping and related activities as compared to the previous year. This is due to that fact the deep offshore attacks directly affected sea lines of communications as compared to attacks within territorial waters and approaches to anchorages which effect is relatively localized. Similarly, the increased offshore attacks dislocated fishing activities as most fishing grounds are located deep offshore

and distant waters. The most frequent incident within the territorial waters, ports, anchorages and internal waters was theft as compared to armed robbery which was very dominant in 2019. The incidents of kidnapping, attempted boarding and hijacking recorded a reduction in the territorial waters, ports, anchorages and internal waters when compared to the previous year. However, boarding, suspicious approach and fired upon recorded an increase in 2020 as compared to 2019.

Despite considerable efforts across the region and in particular by Nigeria in terms of significant investment in assets notably the “Deep Blue Eye” project, the pirates have prevailed in some ways. Indeed, the Nigerian Navy and the maritime industry collaborative efforts yielded significant dividends for most part of the year until the last quarter where the pirates made slight gains. The pirates operating out the Brass area in Nigeria mounted series of attacks



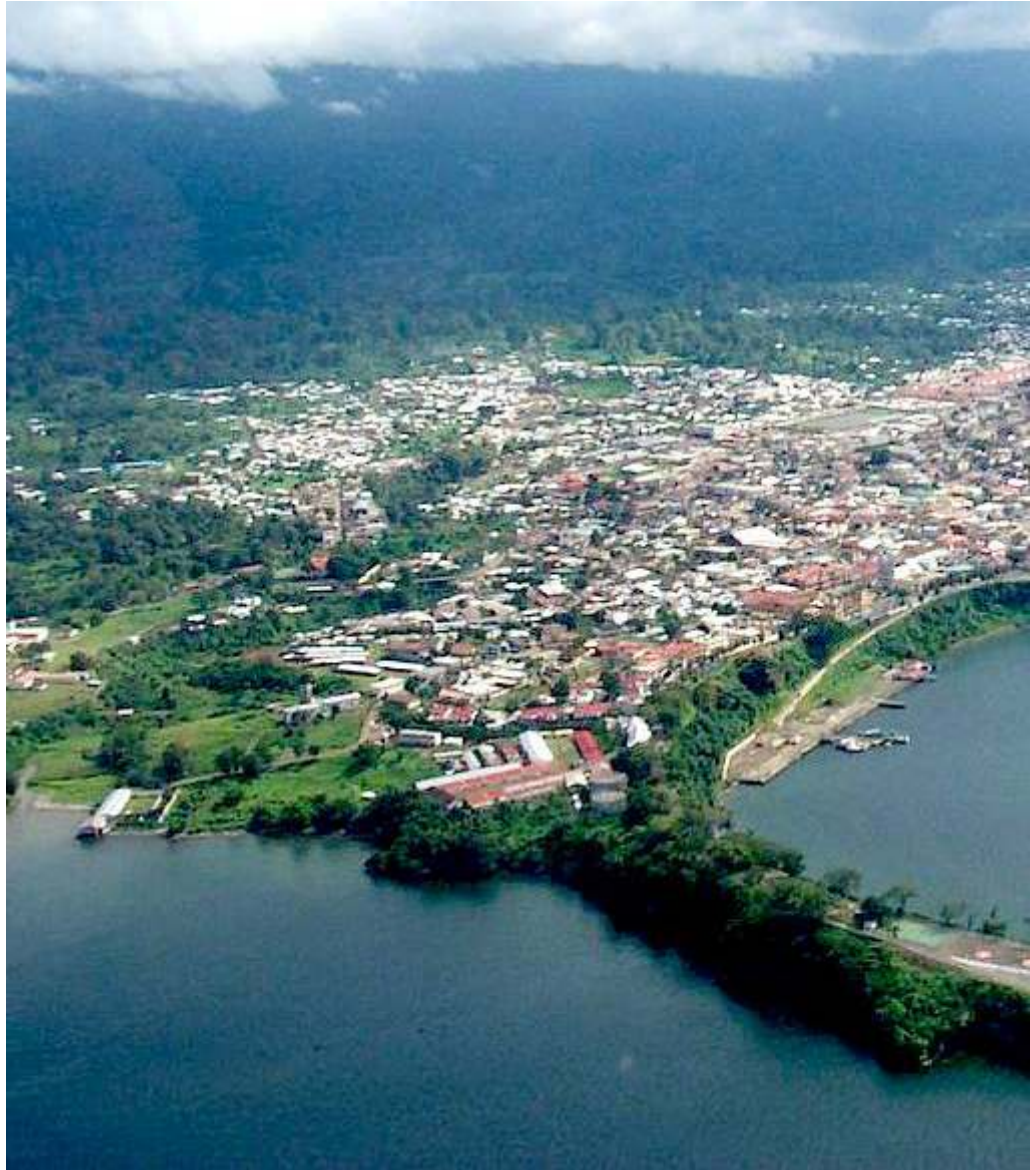
and succeed in kidnapping more crew between November and December 2020. Indeed the pirates temporarily succeeded in imposing a maritime blockage of their own as nearly every vessels transiting close of deep offshore the Brass shoreline came under some form of attack. It is hoped that within the course of the year 2021, the investments and collaborative efforts by the Nigerian Navy and the private industry would reach full maturity and deliver sustained positives outcomes. Notwithstanding the slight gains by pirates, Nigeria has made some progress in reduction of number of attacks occurring within its maritime domain as compared to previous years. While this may represent a gain for Nigeria, it has caused a progressive spread of piracy acts perpetuated by Nigerian-based pirates and collaborators in other countries West and South of Nigeria. For example, in 2019, Nigeria accounted for about 59 per cent of all pirates' attacks and related incidents in the GoG. However, by the end of 2020, Nigeria accounted for about 40 percent of all maritime incidents in the region largely due to the spike in incidents in the last quarter of 2020. Accordingly, the risk profile of the region has increased and consolidated in two dimensions. The average depth of the risk area stretching from the coastline has increased from 100 miles in 2019 to 200 miles (limit of EEZ. The breadth of the risk area has also increased marginally to West to include Ghana's border region with Togo in 2020. To the South, the risk area has stretched and consolidated up to Cape Lopez, Gabon. The progressive increase in the risk remains a matter of great concern as it led cost of shipping due to the fact that vessels transiting from West to East of the region had to take longer routes thereby increasing fuel consumption and delays in port calls across the region. Security escort services has also increased significantly as ships departing or calling at ports have to be marshalled to and from 200 miles range. It is significant to add that the level of the threat levied on Ghana and Cote d'Ivoire EEZs has caused it to be considered as transition from low medium to high medium risk area.

In terms of density of attacks, maritime zones, Maritime Zones E and D have witnessed about 18 percent and 25 percent reductions in maritime incidents respectively in 2020 as compared to 2019. This may be attributed to an increase in presence at sea and the provision of security escort vessels and armed guards' onboard commercial vessels by the Navies

of maritime Zones D and E member states. On the other hand, maritime Zones A and F have both recorded more than double the numbers that were recorded in 2019. Thus, maritime Zones A and F are gradually becoming high medium risk areas as the pirates extend range of attacks. Notwithstanding the reduction in number of incidents, maritime Zones D and E still leads in all types of maritime incidents except armed robbery and hijacking. Maritime Zone F recorded more armed robbery and theft cases as well as the only hijacking incident in 2020. It is however, worth noting that even though the phenomenon is spreading to other countries, majority of the perpetrators have their bases in Nigeria as exemplified by the hijacking of HAI LU FENG II on 15 May 2020 in Ivorian waters by Nigeria pirates and taken to Nigerian waters where it was rescued by the Nigerian Navy. Maritime Zone A and F member states are encouraged to intensify presence at sea to help curtail the spreading threat.

The pirates' strategy of attacking vessels deep offshore is expected to continue and even beyond the 200 miles from the shoreline. Out of 62 maritime incidents that occurred outside the territorial waters of GoG states, about 30 occurred between 50 to 100 miles with 12 located between 100 – 200 miles. Five out of the 12 incidents involving CURACAO TRADER, MINERVA ENVROPI, and LNG LAGOS II occurred at 201nm, 210nm, 250nm respectively and two attacks on the NEW RANGER at 210nm and 220 miles from shoreline. The average ranges of attack from the shoreline have consolidated at about 200 miles in 2020, compared to 62nm and 75nm for the 2 previous years. Attacking vessels at these ranges gives little chance for any successful intervention by law enforcement agencies due to reaction speed limitations and other operational challenges. The need for the navies to maintain relatively forward presence has come to the fore as the pirates would continue to exploit the situation.

The overall pattern of disposition of





incidents has remain unchanged across the GoG. For maritime Zone F, a total of 32 incidents were recorded in 2020 comprising of hijacking, kidnapping, armed robbery, theft, suspicious approach and attempted boarding. About 78 percent of all the incidents occurred in the ports, anchorages and territorial waters. Armed robbery and theft remained the most frequent incidents within these areas. Hijacking, kidnapping and suspicious approaches were however the dominant incidents in the EEZ. The furthest successful incidents recorded involved kidnapping onboard AP 703 on 28 August 2020 and AGISILAOS on 29 November 2020 at 87nm and 60nm south of Keta respectively. The MT PIKE was suspiciously approached about 114nm south east of Tema on 28 August 2020.

Ghana recorded about 59 percent of all incidents in maritime Zone F including 2 kidnapping incidents. The offshore incidents within Ghana's EEZ were concentrated within the eastern maritime

border area. The observable trends of the incidents in that area may be due to gaps in patrols due to issues relating to the border dispute. The area recorded three boarding incidents with two kidnapping onboard AP 703 and AGISILAOS and two suspicious approaches on PIKE and SKS DONGGANG. Ghana and Togo are encouraged to increase patrols within the area to prevent the pirates from gaining a further foothold.

By way of breakdown of maritime incidents statistics, the GoG recorded an increase in terms of boarding, kidnapping, suspicious approaches, theft and fired upon in 2020 as compared to 2019. A total of 139 incidents (actual and attempted incidents) were made on vessels in 2020. The phenomena of kidnapping for ransom (KFR) has consolidated in 2020, with an increase. The consequences of KFR increased with 150 crew members kidnapped onboard various ships including fishing vessels. In terms of percentages the year 2020, recorded about 23 percent increase. The number of kidnapping incidents in 2020, was 29 as

compared to 25 in 2019, thus representing a 20 percent increase. The year 2020, witnessed a consolidation and continuation of the mass kidnapping phenomena which started in the last quarter of 2019. This was exemplified in the kidnapping of 13 crew members onboard MT CURACAO TRADER on 17 July 2020 and the kidnapping of 14 crewmembers onboard ZHENG HUA 7 on 13 November 2020.

Out of the total number kidnapped, 94 representing 62.7 percent were expatriates, 31 African nationals, while the identity of 25 crew remained unconfirmed. Out of the total number of expatriates kidnapped, 46 were Europeans and 48 Asians. The increase in number of kidnappings of expatriate crew is likely to continue into the year 2021. The total number of African nationals kidnapped increased from 15.6 percent in 2019 to 20.7 percent in 2020. The kidnapping of nine all Nigerian and five Ghanaian crew onboard SENDJE BERGE and AM DELTA on 2 July 2020 and 16 November 2020, respectively highlights to new trend. The MMCC Zone F believes the payment of ransom to secure the release of crew by shipping companies and the unwillingness to disclose the true identity of beneficiaries to enable tracking and arrest will continue to fuel the business of KFR.

Generally, about 19 out 29 kidnapping incidents, representing 63 percent occurred outside the territorial waters of GoG states and accounted for about 122 out 150 crew kidnapped. The Nigerian maritime domain accounted for more than half of all kidnapping incidents. A total of 83 crew members/passengers were kidnapped in Nigerian waters with 12 of the kidnapping incidents taking place within the ports/anchorages and internal waters. Ghana, Togo, Benin, Cameroon, Equatorial Guinea, Sao Tome and Gabon all recorded at least one kidnapping incident. There is therefore the need for states to improve information sharing to enable identification of pirate networks as well as interdiction of pirate action groups particularly ashore even before they get to the sea.

The region also recorded a total of 86 successful boarding incidents with 51 incidents occurring within the territorial waters, ports, anchorages and internal waters. Out of the total, 34 boarding incidents occurred offshore, 56 percent ended in the successful kidnapping of crew.



The rate of unsuccessful boarding and kidnapping has increased from 34 percent in 2019 to 44 percent in 2020. In this regard, the master and crew of MT NEW RANGER deserve commendation for undertaking swift anti-piracy drills, thus preventing kidnapping of crew onboard on two successive boarding incidents on 5 and 6 December 2020. It should be pointed out that the ability of ships at sea to maintain and adapt more hardening measures would serve to complement overall counter-piracy efforts and minimized the risk of kidnapping in 2021. Ship company security and agents should therefore continue to train and provide regular security briefs to ship crew to help improve their reaction to pirates' attacks at sea and anchorages.

The phenomena of unusual conduct at sea by small canoes/boats engaging in sudden increase in speeds towards or maintaining presence in the vicinity of merchant vessels in open sea and anchorage came to the fore in 2020. Statistically, the incidents of unusual conduct has seen a 100 percent rise as compared to 2019. Although it sometimes difficult to determine the intentions of the boats/skiffs, it ultimately contributes to heightened the sense of insecurity at sea and anchorages as the pirates use similar boats/skiffs to attack vessels. The law enforcement agencies need to conduct security awareness and good seamanship practices sensitization to coastal communities especially the fisher folks.

Incidents of armed robberies both within territorial waters, ports and anchorages witnessed a significant reduction in 2020. For example GoG, recorded a total of nine violent armed robbery incidents in 2020 as compared to 28 incidents in 2019. Seven of the armed robbery incidents were recorded at the ports and anchorages. On the contrary, theft at ports and anchorages has recorded about 44 percent increase in 2020. This could be due to poor security onboard vessels and in the port and anchorage areas. More than 80 percent of all theft incidents occurred in the dark hours and or rainy periods. Port authorities need to conduct regular evaluation and training of security teams on ISPS Code and related security measures to curtail the theft incidents. Additionally, efforts should be made to promptly arrest, investigate and prosecute criminals.

Maritime Zone F, recorded about 50 percent increase in Theft, Armed Robbery and Piracy at Sea (TRAPS) incidents in 2020 as compared to 2019. A total of 32 incidents

were recorded as compared to 14 in 2019. About 55 percent of all incidents in maritime Zone F occurred in the ports, anchorages and territorial waters. Ten incidents were recorded in the EEZ involving one hijacking in Cote d'Ivoire, two kidnappings and suspicious approaches within Ghana EEZ.

In 2020, Zone F recorded an increase incidents across the spectrum of maritime insecurity including hijacking, kidnapping, boarding, suspicious approaches and theft except armed robbery which recorded slight drop compared to 2019. Hijacking and kidnapping which are the highest end of the insecurity spectrum were recorded in Cote d'Ivoire and Ghana respectively in 2020 as compared to none in 2019. Theft and suspicious approaches on vessels also increased tremendously in 2020. Armed robbery which was the most dominant incident in 2019, however recorded about 43 percent reduction in 2020. Ghana recorded more than 400 percent increase in maritime incidents and accounted for more than half of all the incidents recorded in maritime Zone F. Ghana recorded a total of 19 incidents compared to 4 incidents in 2019. Twelve of the incidents were recorded in the territorial waters, ports and anchorages all within the Takoradi anchorage and port. The Conakry port in Guinea also recorded six incidents in 2020. The Abidjan, Freetown and Monrovia ports also recorded incidents. However, observable trends including late reporting or non-reporting incidents to the appropriate agencies remains a big concern. We wished to encourage all port authorities to put in measures to ensure that vessels report incidents as promptly as possible for necessary actions and feedback to the relevant agencies as required by the Yaounde Code of Conduct on suppression of piracy, armed robbery and related crimes against vessels. Consistent failure to do so maybe viewed as a deliberate attempt to suppress crime and ultimately derailing the collect fight against maritime criminality.

The increase in piracy and related incidents in Maritime Zone F may be due to gaps in security measures at anchorages and progressively less presence at sea due to obvious challenges including inadequate ships, operational logistics and maintenance. Given that the pirates are facing increased risk of arrest in Nigerian waters, they would naturally search for soft areas. This was exemplified by the two kidnappings and a hijacking in Zone F

within the same calendar year for the first time. Based on the observable trends in piracy, Ghana's eastern waters up to Tema may slide into a high risk area if significant counter-piracy steps are not taken within 2021.

The year 2020, also confirmed an expansion in targets of attack to include fishing vessels in addition to the traditional merchant vessels. Actual and attempted attacks against tanker vessels increased from 47 in 2019 to 53 in 2020 and that of cargo vessels from 29 in 2019 to 49 in 2020. Although there was a 20 percent reduction in number of attacks on fishing vessels, what is significant is the areas of the attacks and the consequences of the attacks against fishing vessels in 2020. Eight incidents were recorded involving hijacking, kidnapping, armed robbery, fired upon and suspicious approach. Fourteen crew members were kidnapped in four incidents involving AMERGER II and AMERGER VII (Senegal flag), and PANOFI FRONTIER AND AP 703 (Ghana flag). The re-emergence hijacking fishing vessels exemplified by the HAI LU FENG II (Cote d'Ivoire Flag) on 15 May 2020, offshore Abidjan, Cote d'Ivoire remains a cause for concern within the fishing industry. Another worrying development within the fishing industry is the state of safety and working conditions onboard. The consequences of the appalling working conditions and related safety issues have resulted in unfortunate events such as collision, sinking and work-related accidents leading to deaths and injuries of fellow citizens. Specifically, Ghana, Guinea and Sierra Leone recorded safety related incidents involving fishing vessels. The overall situation in terms of safety within the fishing sector across Zone F is considered as critical, deserving urgent attention from the various agencies responsible for setting and enforcement of safety and work related standards within the fishing industry.

In terms of flag states of vessels attacks, about 31 flag state vessels were attacked in the GoG in 2020 as compared to 32 in 2019. These included France, Portugal, Denmark, Italy, Norway and some African states registered vessels. Liberia and Marshall Islands flagged vessels however topped the chart with 16 vessels each.

The timing of maritime insecurity incidents has seen a slight shift in 2020, majority of attacks occurring at night as compared to day time. A total of 78 incidents in 2020,

occurred at night as compared to 65 in 2019 within the GoG. Out of this number, about 75 percent (64 incidents) occurred between 0000-0600 hours. For example, a total of 63 successful boarding were recorded at night as compared to 21 during the day. Out of the 63 successful boarding, 21 theft incidents occurred within the time frame of 0001 – 0600 hours. Fifteen of the 29 kidnapping incidents occurred at the night out of which about 73 percent occurred within the 0001 – 0600 time frame. The high number of incidents recorded within the 0001 – 0600 hour time can be due to the loss of concentration and reduced level of vigilance level as these periods coincides with natural rest periods for crew onboard vessels. Ships are advised to augment onboard security watch with enhanced security sensors and regularly rotate night duty crew to help maintain their concentration and vigilance.

The overall consequence of security and safety incidents on the fishing industry and shipping across the region has been grave and have in many ways curtailed fishing activities for most part 2020. Our basic estimates based on monitoring of fishing activities at sea in 2020, indicates there could be as much as 40-45 percent reduction in overall fish production from sea especially within the tuna sector. The situation could result in collapsed of the Tuna sector especially in Ghana and Cote d'Ivoire since most the tuna vessels cannot follow the seasonal migration of tuna to high piracy risk zones. The shift in focus of attacks to KFR has resulted an increase in the number of attacks on cargo and tankers in 2020. The main reason for continue increase targeting of cargo vessels is that they tend to have a relatively high number of expatriate crew members as well as good insurance premium against kidnapping. About 64 percent of all crew kidnapped in 2020, are expatriates onboard cargo vessels. There are indications that the rising commercial vessels may deepen and ultimately dislocate revenue from the huge investment made in expansion port and related infrastructure.

In terms of intervention measures, considerable efforts have been ongoing within states and across the region in the fight against piracy and related threats. Within the framework of the Yaounde Code of Conduct, some progress has been made in states response to incidents at sea, in the form of information sharing and coordination of patrols and related actions. Significantly, the coordinated information

sharing and coordination of actions between Maritime Zone E and F contributed significantly to the rescue of the HAI LU FENG II (Cote d'Ivoire Flag), which was hijacked on 15 May 2020, offshore Abidjan and taken to off shore Lagos where the pirates were arrested by the Nigerian Navy on 18 May 2020. The prompt and safe rescue of the vessel is a small but significant outcome of the ongoing collective cooperation. Indeed, within Nigeria, the Navy conducted a number of coordinated counter-piracy operations resulting in the rescue of some Russian kidnapped crew which were held in captivity for 149 days. Similarly, the Nigerian Navy also rescued another 13 crew members kidnapped and held captivity on Nigerian soil. The efforts and success chalked by Nigeria thought significant did not changed the overall risk profile of the region.

The collaboration between Nigeria and neighbouring states including Benin Republic and Togo and Ghana to West and Cameroon, Equatorial Guinea and Sao Tome and Principe has increased in many ways resulting in some coordinated actions as required under the Yaounde Process. Similarly, Cameroon also adapted new approaches including the deployment of the Rapid Intervention Battalion (BIR) to provide both escort vessels and security guards onboard vessels at anchorages and sometimes on open seas. In the process, the Cameroon maritime forces were able to neutralize some pirates' action groups within its maritime domain. The Benin and Togolese Navies also increased maritime presence at anchorages and approaches to anchorages. Other measures include the provision of security escorts for vessels calling or leaving the ports.

The Ghana Navy also reviewed her operational deployments in response to the increasing threats at Ghana's eastern corridor. Over the period more counter-piracy actions were directed at the eastern maritime frontier close inshore and deep offshore. Similarly collaboration between the Ghana Navy and the Ghana Air Force also added elevated maritime situational awareness when responding to incidents over the period. The MMCC Zone F and E facilitated coordinated responses between Ghana and Togo, thereby enabling the two countries to foil some actual and planned attacks. In the process, the pirates adopted new strategies concentrating on attacking merchant vessels slowing down/ drifting /waiting for security escorts and or

clearance to enter port.

By way of contribution, the MMCC Zone F, has made some significant efforts in terms of sharing time relevant and actionable information coordination of intervention operations and related activities. The Centre provided security advisories and warnings to vessels calling at ports and liaising with port authorities and vessel agents to minimized vessels drifting/loitering offshore thus preventing pirates' attacks. The Centre provided accurate and reliable situation analysis of the pattern of life at sea to the benefit of law enforcement agencies and industry stakeholders within and outside the zone and the region. Importantly, our frequent updates to the fishing industry especially the tuna vessels has help shape their maritime security risk assessment and decision making over the period. The regular updates to ports and harbours and maritime authorities including shipping companies has yielded some benefits helping to provide a regional perspective on the risk profile and what assistance and efforts are available to them in time of need. The Coordination of actions with maritime Zone E has provided seamless and frequent maritime situational awareness and helping to guide the planning and conduct of deterrence presence at sea. Within the constraints of the COVID-19 pandemic, the MMCC Zone F partnered with some of our foreign partners, notably the EU and UK to deliver critical maritime security capacity building in maritime information analysis and inter agency coordination for effective actions at sea. Specifically, our capacity building has benefitted the Ghana Navy, Air Force, Marine Police, Maritime Authority, Ports and Harbours Authority, Narcotics Control Commission, Immigration Service, Fisheries Commission, Petroleum Commission and National Petroleum Authority.

In summary the work of the MMCC Zone F throughout the year 2020 have contributed to reinforcing the need for operational and synergistic maritime security cooperation within and outside Maritime Zone F. The overall outcomes of the activities of the MMCC Zone F have served as the bridge and glue supporting and binding together the relevant stakeholders and the strengths they bring to the collective and collaborative fight against the growing maritime insecurity in Zone F and the entire ECOWAS Region.



# ADMIRAL SETH AMOAMA TAKES OVER AS CDS

Sgt Ofori-Attah Jones & AB1 Abdul Latif

*Admiral Seth Amoama took over as the Chief of the Defence Staff from Lt Gen Obed Boamah Akwa on Friday, 5 February 2021 at the General Headquarters in Burma Camp, Accra. At a handing and taking over signing ceremony, Admiral Amoama assured the former CDS that, the system he nurtured would be jealously guarded and protected. He prayed for Gods guidance and protection for the out-going CDS and his entire household.*



Subsequent to this ceremony, the Ghana Armed Forces (GAF) held a farewell parade and pulling-out ceremony for immediate past CDS. In his remarks, Lt Gen Akwa disclosed that he had served the military for 46 years, and acknowledged that by divine wisdom he has been able to attain the pinnacle of the military profession.

He expressed gratitude to the President and Commander-In-Chief (C-in-C) of GAF, Nana Addo Dankwa Akufo-Addo, and the Minister for Defence designate Honourable Dominic Nitiwul for the support offered him throughout his tenure in office. Lt Gen Akwa also expressed gratitude to the hard working staff of his office and the Forces Sergeant Major, Chief Warrant Officer (CWO) Baker Ramus. He wished the GAF and the incoming CDS well.



The three Arms of Service of the GAF, Non-Commission Officers (NCOs), the Magajias Association of the GAF and the Ghana Police Service presented valuable gifts and citations to the outgoing CDS.

Awards were given to personnel who

emerged as overall bests in the CDS' Essay Competition. The Officer category went to GH3949 Lieutenant Commander Evans Kuame Adzaglo while 203665 LAC Adukpo Mensah Prince won the NCO category. Each took home a fifty-five inch colour television.







# PREVENTING THE THREAT OF TERRORISM IN GHANA

Lt Cdr Evans Kwame Adjaklo - OIC Electrical Dept, NAVDOCK

West Africa has been increasingly recognised as meriting special counter terrorism attention. This attention is emphasised by the fact that in recent years, terrorist activities in countries such as Mali, Ivory Coast, Nigeria and Burkina Faso have resulted in the loss of millions of lives and significant destruction of property. These terrorists such as Ansar Dine, Boko Haram, AQIM, MUJAO, and Ansaru apply all forms of violent acts to drum home their ideals. Further complicating the security landscape is the increased influence by transnational violent extremist groups such as Al-Qaeda and Islamic State of Iraq and Syria (ISIS). The transnational nature of terrorism makes all West African Countries including Ghana susceptible to terrorist attacks.

Seeing, Ghana's neighbours experience attacks raises questions about the Country's preparedness to prevent acts of terror. Although Ghana has some counter terrorism measures ranging from legislation to formation of combat units, the threat of terrorism is still rife and growing steadily due to certain key factors. A study of her neighbours thus gives the Country a clue to the enabling factors of terrorism. One key factor is poverty and it is evidenced in the circumstances surrounding the emergence of Boko Haram terrorists in Nigeria due to perceived socio-economic injustice. Ghana therefore needs to compliment her effort at reducing poverty by focusing on building entrepreneurial skills of the youth, support and nurture their ideas.

The possibility of Ghana's Islamic community getting infiltrated with jihadist ideology is also a key factor of importance. This ideology aims at inspiring and inciting Islamic movements and muslim masses worldwide to attack those who threaten Islam and muslims. Such acts will require a counter ideological response which discredits deviant teachings of



Lt Cdr Evans Kwame Adjaklo receiving his award from Lt Gen OB Akwa (Former CDS)

extremists. Islamic scholars and teachers of good moral credentials could be employed to offer mass counter terrorism counselling and teachings at various Islamic schools and mosques. Civil disorder and ethnic tensions are also enabling factors that threaten Ghana's fight against terrorism. Judging from recent violent crimes, ethnic conflicts and forecast of the upcoming general elections, Ghana's vulnerability to the threat of terrorism is increasing. The Country thus requires a focus on promoting tolerance amongst groups and organisations. The ramifications of a terrorist attack on Ghana could be dire. Apart from loss of lives, destruction of properties and displacement of persons, it can harm access to basic education services and public health services. The impact can also be felt through decline in foreign direct investment. One proposed counter

terrorism measure Ghana could adopt is the building of social resistance to terrorism through formation of 'harmony circles' in public institutions. It entails inter-religious and inter-ethnic groupings that guard each other against the attack of terrorists. Another key counter terrorism measure is to encourage the formation of safety and security watch groups particularly at public, commercial and industrial centres. This affords authorities easy identification of suspects.

Lastly, the need to constantly create awareness is paramount in the fight against terrorism. The public needs to know who terrorists are, their modus operandi and the impact they seek to lay on the citizenry. If all the enumerated measures and already instituted ones are adhered to and applied judiciously, Ghana can maintain resilience against external and internal terror threats.



*CDS Prize Essay-Abridged Version (3rd Place-Other Ranks Category)*

## ASSESSING POTENTIAL BORDER AND MARITIME THREATS IN GHANA

**POI AHIAGBAH FRANK**

**B**orders are very critical to a state's security and prosperity. The irony lies in the immense benefits it has for a state and at the same time an avenue for issues that weaken its security. Global market forces and increased human mobility have made it increasingly difficult for a state to assert effectively its traditional sovereign right to control its borders. In Africa as well as Ghana, the factors that threaten security at the borders have their root in the origin, nature and the mode of administering the borders during the era of imperialism. In recent times, the old border threats have not disappeared but are rather joined by new and complicated ones and manifests in activities such as smuggling of goods, weapons, drugs human beings and animals. These go together with the threat of terrorism and money laundering which are not readily visible.

There are also significant changes in Ghana's maritime domain in the last decade. Ghana's maritime domain has changed and become the engine of national progress because of the discovery of hydrocarbon deposits. Exploration of oil and gas in the territorial waters of Ghana, coupled with the fact that the Ghanaian ports of Tema and Takoradi are the gateway to West African markets, has contributed to the increase in maritime traffic. The country is faced with increasing maritime safety and potential maritime threats. Necessary attention must be given to effect on the environment of the activities associated with oil production, illegal discharge from ships as well as illegal dumping of oil. In view of that, the EPA and the Ghana Navy have conducted a series of training programmes aimed at ensuring their preparedness to act swiftly in the event of an oil spillage off the coast of the country. The fishing industry in Ghana is also threatened with extinction as a result of over-fishing and IUU which cause potential threats to its maritime domain. Industrial fishing vessels are not allowed to fish in the Inshore Exclusive Zone. However, many industrial fishing vessels

defy this provision, resulting in the depletion of the fish resources. Ghana Navy with the help of Fisheries Commission over the years intensified patrols and has arrested a number of fishing vessels that flout the fishing regulation in territorial waters of Ghana. All Ghanaian registered industrial fishing vessels carry a vessel monitoring system as well as automatic identification system (AIS) transponders to enable vessels to be tracked and monitored continuously from the Monitoring Control and Surveillance Centres.

Illegal bunkering is purchase of illegally acquired or refined oil products and diversion of crude and refined products by unauthorized persons at sea mostly at cheaper rates, criminal intent or for monetary gain. Piracy and robbery at sea are set to be on the rise in the GoG region at an alarming rate and pirates and robbers target the ships crews or their valuables. Therefore all fishing vessels have been sensitized on intelligence and information sharing. Drug trafficking and transnational crime has an impact on national security and is directly related to other types of organised crime such as money laundering and terrorism. Moreover, it has the potential to corrupt state institutions and to affect the stability of state systems and society. Humans and weapons may also be trafficked through Ghanaian waters if criminals find that these waters are not properly secured.

The institutions charged with the responsibility to enforce security at the borders are woefully under resourced hence nullifying their efforts directed at improving security. Their constraints involved a lot of factors that are intertwined and include inadequate legislative and judicial support to enforce the rules, insufficient, outmoded and dilapidated border facilities and equipment, and the deficiency in their capacity to act according to modern standards. In addition, lack of motivation in terms of low remuneration for the security personnel is the reason for the "institutionalized" corruption. The issues

are exacerbated by the uncompromising attitude of the border residents who perpetuate smuggling at the borders and the inability of the institutions concerned to use the right platform to sensitize civil society on relevant concerns that pertain to the use of the borders. Assessing Ghana in terms of the enormous task involved and the threading of the paths to an ideal secured border, Ghana can be described as being far from the appropriate principles of ensuring border security. However there can be gradual efforts directed at reversing the negative trends.

### RECOMMENDATIONS

The following recommendations are made:

- a. A major transformation within the judicial sector for timely persecution of offenders and to devise a pragmatic means to trace, freeze or confiscate the assets of border criminals if found guilty.
- b. Capacities of the institutions that gather, analyze and exchange information should be enhanced.
- c. Attention should be given to maritime security especially, along the Eastern Maritime borders.
- d. Much effort should be made to improve competencies of security personnel.
- e. Collaboration with the media on issues related to border security.
- f. Government should provide needed modern equipment border controls.
- g. Government should consider merging immigration and customs and other relevant institutions into a single body. Classical example is the US Customs and Border Protection (CBP).
- h. Ghana Immigration Service should be armed to boost their operation at the borders.



# REAR ADMIRAL ISSAH YAKUBU TAKES OVER AS CNS



*Rear Admiral Issah Yakubu has taken over as the 18th Chief of the Naval Staff (CNS) from Vice Admiral Seth Amoama who is the Chief of the Defence Staff. The handing/taking over ceremony was held on Friday 12 February 2021 at the forecourt of the Naval Headquarters in Burma Camp, Accra.*

*LS Mensah Rose Nyarko*

In an address delivered by the Out-Going CNS, Rear Admiral Amoama, he expressed appreciation to the Commander-In-Chief of the Armed Forces Nana Addo Dankwa Akufo-Addo for appointing him into the highest office of GAF and assured of working diligently while in office. He recounted the achievements of the Navy within the last 2 years while he was the CNS which include; the commission of the Naval Training Command in Nutekpor, commissioning of Officers accommodation block and Ratings transit quarters in Accra and Sekondi respectively with a 20 unit block under construction in Sekondi. The high maintenance of the Ghana Navy fleet by the Naval DOCKYARD Complex which gave

the momentum for four Naval ships to sail to the equator (Exercise SEA LION). He added that the latest of the infrastructure is a swimming pool which has been completed at the Eastern Naval Command in Tema.

Admiral Amoama expressed profound gratitude to his operational and administrative officers who worked tirelessly with him during his tenure of office in transforming the vision of the Navy into reality. He urged them to render same support to the incoming CNS.

The Acting Chief of the Naval Staff, Rear Admiral Issah Yakubu, in his remarks acknowledged the support of all

stakeholders who helped him in diverse ways in his former appointment as the Chief of Staff at the General Headquarters and commended his predecessor Rear Admiral Seth Amoama for good work he did for the Navy.

He further indicated that, though there has been a change in command, the mission and mandate of the Navy still holds and would require the support of all and sundry to build on the solid foundation laid by his predecessor.

Rear Admiral Yakubu disclosed that, European Union was expressing frustration at the Sovereign Coastal States in the Gulf of



Guinea not doing enough to secure the International sea lanes and have resolved to take over the security of the Gulf of Guinea with the launching of Coordinated Maritime Presence in the Region. He therefore assured maritime stakeholders of the Navy's commitment to ensure a safe blue economy.

He re-echoed government's decision to resource the Ghana Navy adequately to confront the challenges in the Gulf of Guinea

and hoped that the Offshore Patrol Vessels (OPVs) project and the Offshore Security Vessels for the protection of oil and gas infrastructure at sea would come to fruition to augment the Navy fleet.

The Acting CNS sounded a note of caution to the criminals operating at sea, that, Ghanaian waters will no longer be a prey for them as they will be hunted and destroyed. He added that, he will ensure Ghanaian waters will be free of all criminal activities

and seafarers will be safe enough to conduct their businesses without fear. Adding that, Ghana Navy will continue to cooperate with the Ghana Air Force and other stakeholders to achieve a common securing Ghanaian waters.

Rear Admiral Seth Amoama, handed over a symbolic Wheel to Rear Admiral Issah Yakubu. This signifies the handing over of the helm of authority and thus the ultimate command and responsibility of the Ghana Navy, to Admiral Yakubu who will not steer affairs.

Witnessing the occasion were the Out-Going Deputy Defence Minister, Maj Derrick Oduro (Rtd), the Chief Director at MOD, Dr Evans Dzikum, Service Chiefs, Directors General at the General headquarters, Senior Officers, Retired Admirals and Commodores, Officers, Ratings, Civilian Employees, some maritime stakeholders, family and friends of the Admirals.







# *Farewell Speech* **ADMIRAL SETH AMOAMA**

**IMMEDIATE PAST CHIEF OF THE NAVAL STAFF**

**ON FRIDAY 12 FEBRUARY 2021**

The Chief of Army Staff,  
The Chief of Air Staff  
The In-Coming CNS, Rear Admiral  
Issah Yakubu,  
Former Chiefs of the Naval Staff,  
Retired Admirals and Generals,  
Formation Commanders,  
Directors General of the General  
Headquarters,  
Chief Staff Officers,  
Senior Officers, serving and retired,  
Members of ARNO,  
Officers, Forces Sergeant Major, Master  
Coxswain of the Navy, Army Sgt Major,  
Master Air Warrant Officer, Ratings  
and Civilian Employees of the Ghana  
Navy Headquarters,  
Naval Wives Association,  
Our Families, Friends, loved ones,  
Distinguished Guests, Ladies and  
Gentlemen.  
A pleasant good morning to you all !!!

I am highly honoured and privileged to warmly welcome you all to the Naval Headquarters for this morning's change of command ceremony. I thank you most sincerely for taking time off your busy schedule to be with us. Before I proceed further, let me take this opportunity to commend the young sailors in front of us for their smart turnout. I cannot imagine a more meaningful ceremony than what this naval guard of honour is conducting here today. The sailors on parade before us today represent the naval fraternity, the seamen and women who on daily basis serve under difficult conditions at sea to keep our maritime domain safe. It is my greatest privilege to have led this great service for two years and I am humbled by this impressive turnout.

Distinguished guests, ladies and gentlemen, it is exactly two years ago on this very ground that I took over the appointment as the seventeenth Chief of the Naval Staff. The overwhelming euphoria that greeted my appointment was an indication of a huge expectation towards my assumption of office and a heavy responsibility placed

on my shoulders, particularly when the outgoing Chief of the Naval Staff recounted some of the numerous projects the Navy was undertaking to overcome the challenges he inherited. Though, I recognised that there is not an immediate solution to every challenge that we have and some of the challenges require time and space to adjust and the patience to seek higher lasting results, I was very hopeful of living up to the expectations, because I had the belief that I could count on the professionalism, loyalty and the commitment of the entire naval fraternity.

Today we can all look back with pride at what we have achieved together. By dint of hard work and our collective determination, we have been able to complete most of the major projects that I inherited from my predecessor, Rear Admiral Faidoo and new ones started with majority of them completed. May I please crave your indulgence to recount a few of them. We started with the grand celebration of the Navy's 60<sup>th</sup> Anniversary in 2019, which included the launching of the Ghana Navy History Book which had been on the shelf

of the authors for over 25 years and the hosting of the maiden International Maritime Defence Exhibition and Conference which was widely acclaimed to be very successful.

Ladies and Gentlemen, the year 2020 did not unfold as anticipated due to the outbreak of the global COVID-19 pandemic, thus, our collective objectives and aspirations were seriously affected, but did not drive us to despair. We were able to record some monumental achievements. The commissioning of the Naval Training Command and other ultra-modern training facilities at Nutekpor was highly acknowledged by both local and international partners as a world class training centre. In addition, the construction of a swimming pool at the Eastern Naval Command which started last year, has been completed to support training in the Command.

We have also made some modest effort towards addressing one of the most critical welfare related challenges in the Navy. We have completed and commissioned a 16-unit accommodation for officers at the Wardroom in Accra and Ratings transit quarters at the Ghana Navy Supply Depot in Takoradi. The construction of a 20 unit accommodation block for Ratings at Sekondi Barracks has also commenced and progressing earnestly.

Distinguished invited Guest, in spite of all these infrastructural development, if a naval force cannot sustain operational ships at sea and keep our maritime domain safe, then that navy cannot be termed to be a potent and credible navy. While we continue to pursue the government agenda to acquire Offshore Patrol Vessels and Security Patrol Boats to provide continuous security to offshore oil platforms, we have worked hard to maintain our existing fleet. Through dedication and relentless efforts from the Naval Dockyard, we are able to sustain operational ships at sea continuously as a deterrent posture, to deal with the current maritime security threats and improved operational readiness.

In this regard, an Ocean NAVEX, code-named EXERCISE SEA LION, was successfully conducted last year, as part of my 2020 Administrative Inspection of the Western Naval Command. The Exercise saw four Ghana Navy Ships sail to the Equator and back, at a total distance of about 600 nautical miles. At the Equator, the Ships performed Crossing of the Line Ceremony. The crew of the participating Ships and

supporting personnel who took part in the Ceremony were all awarded the newly-instituted King Neptune's Badge and Certificate, during my ceremonial division. This is a major milestone that we should all be proud of as professional sailors.

Ladies and gentlemen, all these achievements could not have been possible without your support and commitment to duty. I therefore wish to say a big thank you to all of you here who supported me to bring the Navy this far. By your individual and collective efforts, you have all contributed to my elevation to the highest office of our cherished Armed Forces. We all share in this joy. I still need your continuous prayers and support as the job is not finished yet. In fact, it has just begun so let us continue to paddle together and put our shoulders to the wheel. Your invaluable contributions to the progress of the Navy and the Armed Forces in general cannot be taken for granted.

I would also like to take this opportunity to thank the President of the Republic of Ghana and the Commander-in-Chief of the Ghana Armed Forces, His Excellency Nana Addo Dankwa Akufo-Addo for the unique opportunity he gave me to serve as the Chief of the Naval Staff and also elevating me to the highest office in the Armed Forces under his administration. We greatly appreciate his unyielding commitment to the welfare of our personnel and their families. Let me also thank the Honourable Dominic Nitiwul, the Minister for Defence for his great leadership, support and guidance.

I also wish to thank my operational and other commanders, the Flag Officers Commanding, who worked with their staff to transform our vision and policies into reality for their unalloyed loyalty, dedication and commitment to duty.

Now to my principal staff, my Chief Staff Officer and the Directors. I must express my appreciation for your support, your response and enthusiasm, and to pay glowing tribute to your outstanding capabilities. You have made my two years here one of the highlights of my career. I am particularly thankful to you all for the work we did together to push our dear Navy forward. Thanks for the frank and honest discussions and generosity that you showed me. I will forever treasure this tremendous relationship that we have developed over the years.

To all officers of the Navy, at all levels, from

Admirals to the acting sub lieutenants, you have my enduring respect for the manner in which you put service before self in the Nation's name.

Let me also take this opportunity to express my appreciation to my Master Coxswain, Master Chief Petty Officer Gilbert Komla Mishame. As the senior most Rating in the Ghana Navy and the intermediary between the Officers and the Ratings, you have lived up to expectation in your advisory role. I thank you most sincerely for your support. To all the sailors, you are our Navy and your capacity for selfless courage is second to none.

Members of Association of Retired Naval Officers also deserve my sincere gratitude for the wise counsel, encouragement and prayer support.

For our Naval Wives Association, I say thank you and God richly bless you for your support and prayers. May your anchor continue to hold. Let me also extend my gratitude to my dear wife Victoria and my Children, Kandi, Claudia and Calvin for their immeasurable support throughout this long journey. I am forever grateful to you.

Finally, it is my greatest pleasure to congratulate my successor, my good friend and ship mate, Rear Admiral Issah Adam Yakubu for being appointed the eighteenth Chief of the Naval Staff. I urge you all to extend the same loyalty and support I have enjoyed from you to him. I have complete confidence in his ability to move the Navy even further. Mallam, I wish you well as you take over this onerous responsibility.

As I cross the street to the office of the Chief of the Defence Staff, I take with me lots of fond memories working with you all. The Navy has nurtured me to become what I am today and I will forever be grateful to this wonderful naval fraternity and still remain committed and loyal to the course of the Navy. As Albert Pratt said and I quote "The Navy is much more than a job, much more than Service to country. It is a way of life. It gets in your blood" unquote. That's why I resisted the offer to be pulled out as I hand over command of the Navy. That would mean pulling the blood out of my body.

In conclusion, I would like to thank all of you here for your presence and I wish you all God's blessing and protection as we begin a new journey. Thank you for your kind attention. God bless the Ghana Navy.





ADDRESS BY

# REAR ADMIRAL ISSAH YAKUBU

AT THE TAKING OVER CEREMONY  
AS CHIEF OF THE NAVAL STAFF

The Acting Chief of the Defence Staff, Rear Admiral Seth Amoama  
Service Chiefs  
Former Deputy Minister for Defence, Maj (Rtd) Derek Oduro  
Former Chiefs of the Naval Staff  
Chief Director Ministry of Defence  
Very senior officers (serving and retired),  
Defence Attaches  
Wife of the Chief of the Defence Staff, Mrs Victoria Amoama,  
My better half, Mrs Salamatu Yakubu  
Distinguished invited guests  
Forces Sergeant Major and Service Sergeant Majors  
Officers, sailors and civilian employees of our Professional Ghana Navy  
Our friends from the media.  
Ladies and Gentlemen.

**T**hank you for honouring us with your presence today to witness this all important change of command ceremony between our indefatigable Chief of the Defence Staff, who is handing over command of the navy to me following his elevation to Chief of the Defence Staff. Sir congratulations for your well-deserved elevation. We give thanks to almighty God for making this day possible and pray for his guidance and protection and also to grant us the wisdom to do our job.

My special thanks and gratitude go to the President of the Republic and Commander-in-Chief of the Ghana Armed Forces, His Excellency Nana Addo Dankwah Akufo-Addo for the trust he has expressed in me and for giving me this

exciting opportunity to serve our dear country and beloved Ghana Armed Forces in the high office of Acting Chief of the Naval Staff. I assure Mr. President that I am totally committed to the job and would serve with loyalty and integrity.

I would also like to thank the Vice President and Chairman of the Armed Forces Council, His Excellency Alhaji Dr, Mahamudu Bawumia and the Minister for Defence designate, Honourable Dominic Nitiwul for their guidance and support. Next let me thank my boss, mentor and predecessor, The Chief the Defence Staff for towing me along his very successful career path. This is the third time I am having the privilege to succeed him. I know it is a tall order to fit in his size 14 shoes but I am blessed to have him as my

boss. I am confident I can continue to count on his guidance and wise counsel.

My thanks also go to Chief of the Army Staff and Chief of the Air staff with whom I worked closely as Chief of staff coordinating the activities of the Ghana Armed Forces. Sirs, your support and excellent cooperation and understanding in difficult times made my work easier. Thank you for taking me under your arms and guiding me through an awesome year as Chief of staff. Now that I have become your counterpart, I am confident I can continue to count on your cooperation for the betterment of our Armed Forces. In the same vein, I would like to thank the Chief Director at the Ministry of Defence, Dr Evans Dzikum, with whom I had an excellent working relationship. Thank you



for your support throughout my tenure as Chief of Staff. I look forward to continue working with you for the betterment of the Ghana Armed Forces.

Let me not go too far without recognizing the love and support of my dear wife, otherwise I will go hungry tonight. Honey thank you for being beside me through thick and thin. We did it together with the children and I thank you all. I also have some family and friends here too numerous to mention. I thank you all for coming from far and near, notwithstanding the dangers of the Corona Virus Pandemic, to support me.

In the days ahead, I look forward to getting about to meet as many of our sailors, and stakeholders as possible to understand the situation before I develop

my Command philosophy. While the name and face of the Chief of the Naval Staff have changed, our mission and commitment to maintain a safe and secure maritime environment have not. The Ghana navy will continue to perform its mission in a robust fashion, to provide a safe and secure environment for all seafarers. An environment in which freedom of movement is assured.

My predecessor and boss has laid a solid foundation with his transformational agenda which has seen marked improvement in infrastructure, particularly at the Naval Training Command and also improved operational readiness of our ships. The conduct of Exercise SEA LION jointly with the Army and Air Force which saw our ships cross the line (Equator) after several decades sent a strong message to the criminals that no matter how far they go to attack ships, we are capable of reaching them. Sir, you have set the pace and we shall do our best to keep it up. I must also thank our forebears, former Chiefs of Naval Staff and other retired senior officers here present who laid the foundation upon which we are building the Navy. We owe you a depth of gratitude and would draw on your rich experiences to continue developing the Navy.

I must admit that the piracy situation in the Gulf of Guinea is getting worse. While the situation in the maritime domain of Ghana is relatively safer, a lot more needs to be done. The European Union, in expressing its frustration at sovereign coastal states in the Gulf of Guinea not doing enough to secure international sea lanes have resolved to take over the security

of the Gulf of Guinea with the launching of what they call the Coordinated Maritime Presence in the Region. While we welcome cooperation and collaboration in dealing with an international problem, we will not renege on our obligation to keep our waters safe for all seafarers.

Mr President has indicated his Government's intention to resource the Ghana Navy adequately to confront the challenges in the Gulf of Guinea. I have no doubt that the Honourable Minister designate for Defence would lead the charge to ensure the realisation of the President's intention. I had the privilege to accompany the Minister Designate for Defence to Parliament yesterday for his

vetting. When he was asked what the Government's plans were for dealing with the insecurity in the Gulf of Guinea he outlined Government's plans to resource the Navy to deal with the problem and summarised it with these words and I quote "It is going to be an exciting year for the Navy". This was music to my ears. The Government has already invested heavily in the ongoing construction of a Forward Operating Base (FOB) at Ezinibo in the Western Region, which would greatly reduce our response time to the oil and gas fields. We have been promised similar bases in the Eastern Corridor. What we urgently need now is to augment our fleet of ships to be able to maintain constant presence at sea.

It is my hope that during my tenure the long-awaited Offshore Patrol Vessels (OPV) project and the Offshore Security Vessels for the protection of oil and gas infrastructure at sea would come to fruition. All my energy would be directed towards these projects and I entreat my staff to double their efforts to support the Government to fulfil its intention.

On this note, I want to sound a note of caution to the criminals out there at sea. We have heard you loud and clear. You will hear from us very soon. Ghanaian waters will no longer be an easy prey for you. We will hunt you down and destroy you. We would ensure that our waters are free of all criminal activities and seafarers should feel safe enough to conduct their business without fear in order to expand our blue economy. That we assure the Government and the international community that we would work hard to achieve. We will enhance our cooperation with the Ghana Air Force and continue to collaborate with other stakeholders to realise a common goal to secure our waters.

I want to extend a special welcome to our friends from the Media who are here today. We live in a global information environment where the media have great influence. Your role in providing accurate and timely news about our activities to the public is of great importance. I look forward to a harmonious working relationship with you.

Chief of the Defence Staff, Senior officers, ladies and gentlemen, thank you once again for being with us today. Thank you for your continued support of the Ghana Navy. May the good Lord bless us all.



# CDS, CNS AND COS INDUCTED INTO OFFICE

By Cpl Quao Jonathan

*The Chief of the Defence Staff, (CDS) Vice Admiral Seth Amoama, the Chief of the Naval Staff (CNS), Rear Admiral Issah Adam Yakubu and the Chief of Staff (COS) at the General Headquarters, Major General Nicholas Peter Andoh, were officially inducted into office on Sunday 9 May, 2021. This follows their confirmed appointments in substantive capacities by the President of the Republic of Ghana and the Commander-in-Chief of the Ghana Armed Forces (GAF), His Excellency Nana Addo Dankwa Akufo-Addo on 4 March 2021.*

The induction service, which was under the theme: “You Are a Chosen Vessel of Christ”, was held at the Garrison Methodist Presbyterian Church at the Burma Camp. Reverend Professor Joseph Obiri Yeboah Mantey, Moderator of

the General Assembly of the Presbyterian Church Ghana, preached the sermon on the subject, “The Man or Person God Chooses”. he cited Abraham from a pagan home who was chosen among his people to be the father of all nations and Joshua who took

over the mantle from Moses to lead the Israelites to the Promised Land.

Rev Prof. Mantey therefore noted that God chose all manner of people in diverse ways, whether through election, appointment or





by nomination as leaders and imbibe in them the wisdom and direction to succeed no matter how arduous the task may be. "You will definitely face challenges and obstacles but I urge you all to be strong and courageous, for the Lord is with you", he added.

The Minister for Defence, Hon. Dominic Nitiwul, who was the guest of honour, urged the CDS, CNS and COS to continue to give off their best for the success of GAF and country. He also called for the needed support from the rank and file of GAF for the CDS and Service Chiefs for them achieve their mandate.

The CDS, Vice Admiral Seth Amoama on behalf of the inductees pledged and committed themselves to work to the glory of God for the betterment of GAF and Ghana in general. He conveyed his goodwill message to all ranks and civilian employees for the support since assumption of office. "I commend all ranks for their loyalty, vigilance, integrity, dedication and professionalism that has enabled us to maintain the much needed alertness and readiness amid the challenges in certain segments of our society".

Admiral Amoama further encouraged all ranks to maintain the positive attitude to

enable them discharge their duties with honour, pride and dignity. "It is therefore crucial that we eschew apathy, complacency and unprofessional attitude in the discharge of our duties", the CDS emphasised.

Dignitaries present at the service included the Senior Advisor to the President, Hon. Yaw Osafo Marfo, the Minister for Foreign Affairs and Regional Integration, Hon. Shirley Ayorkor Botchway, Heads of sister security services, former Service Chiefs, very senior serving and retired officers, some members of the Diplomatic Corps and a host of traditional rulers among others.





# CNS HOLDS DURBARS AT COMMANDS

## NAVAL HEADQUARTERS



## WESTERN NAVAL COMMAND



## EASTERN NAVAL COMMAND



## NAVAL TRAINING COMMAND





# CNS' Annual Conference 2021

Sgt Siaw Kwadwo

The Chief of the Naval Staff (CNS), Rear Admiral Issah Adam Yakubu has held his maiden annual conference for 2021 with a call on the leadership of the Navy to brainstorm to find solutions to challenges and also plans for the future of the Ghana Navy.

The two days conference dubbed, "Adopting Resourceful and Innovative Measures to Transform the Ghana Navy into a Modern and Robust Naval Force" started from Thursday, 22 April 2021 to Friday, 23 April 2021 at the GHQ Command Officers' Mess, Burma Camp in Accra.

In his address, the Chief Staff Officer (CSO) of the Navy, Commodore Godwin Bessing said, the conference was among others, to provide a veritable platform for the CNS to interact with his principal Staff Officers and Formation Commanders to pitch his vision, solicit and share ideas which would serve as the basis to facilitate the strategic trajectory to the Navy.

He said unlike the past conferences which were held in remote locations in order to eliminate any distractions, this year's edition was located at the home of the Ghana Armed Forces (GAF) due to the COVID-19 pandemic which had established a new order of living.

He said this had afforded the Ghana Army



and Air Force counterparts to witness the conference and he was optimistic that the outcome of the conference would shape the strategic direction of the Ghana Navy in the years ahead.

Rear Admiral Yakubu in his key note address stated that his vision for the Ghana Navy was to maintain a modern robust Naval force capable of defending Ghana against seaborne threats and ensuring safety and security of the maritime domain while maintaining the time-tested traditions of the Ghana Navy.

He further stated that the conference was to interrogate a critical set of questions and answers which should define the way forward to achieve the set objectives of Agenda 2024 Strategy, which sought to examine where the Ghana Navy currently

stands and where it should be in the future. He said collaborating with local stakeholders and international partners, the Agenda 2024 strategy should encourage other services such as the Ghana Air Force and other maritime agencies as well as Regional and International who are the leading beneficiaries of security in the maritime domain to take a greater role in sustaining it.

Enhancing the welfare of personnel, the CNS said the Ghana Navy had considered the maintenance of the morale of the Officers and Sailors, primarily to give them the peace of mind to carry out their duties as Sailors. He said the priority included improved availability of accommodation, effective training and advancement through training and availability of opportunities or professional military education and reward merit, hard work and commitment to duty.

Others included pursuit of mortgage and Mutual Health Insurance schemes for Sailors, affiliation of courses to accredited institutions, adoption of Ghana Armed Forces camouflage uniform as part of Ghana Navy dress code and implications on welfare of plans to recruit 250 recruits annually from 2021-2024.

The conference was attended by the Chief of Air Staff (CAS), Flag Officers Commanding (FOCs), Chief Staff Officers (CSOs) of the Ghana Army, Navy and Air Force and Directors of the various Units of the Navy.





# GHANA NAVY CONDUCTS PRACTICAL LEADERSHIP EXERCISE 2021

WOII Ametepé Francis Yao



The Ghana Navy has conducted a Practical Leadership Exercise for its troops at the Naval Training Command, Nutekpor in the Volta Region on Friday 7 May 2021. The theme for this year's Practical Leadership Exercise was "Building Teamwork Through Effective Leadership."

The Guest of Honour, Chief Staff Officer (CSO) at the Navy Headquarters, Commodore GL Bessing on behalf of the Chief of Naval Staff, commended participants for their physical fitness during the two day exercise. He reminded all to refrain from habits that were not compatible with effective training.

He added that the important ingredients for a good team were self-discipline, esprit- de- corps, obedience and spirit of healthy competitiveness that will enable selected Navy teams to win laurels in upcoming tri-service exercises and competitions.

Awards were presented to the best officer in the person of Acting Sub Lieutenant Amoah Agyemang, the best female, OS Antoh Margaret and best male ABI Omari Eric. The overall winner went to the Navy Training Command while the 1<sup>st</sup> and 2nd runners-up went to Western and Eastern Naval Commands respectfully.

Present at the occasion were the Flag

Officer of the Navy Training Command, Commodore Maxwell Arhen, Acting Director Naval Training, Cdr Dennis Eghan, the Commanding Officer School of Maritime Operations of Operations, Cdr Isaac Aratuo.

Other dignitaries present were the Officer Commanding the Navy Recruit Training School, Cdr Manu, the Revenue Officer, Mr Dari Abdallah of the Customs Division of the Ghana Revenue Authority, Deputy Superintendent of Immigration Mr David Cobinnah of the Ghana Immigrations Service and the Coxwains of the various Commands.







# COURTESY CALLS BY ARNO, NAWA AND WARNO







Lt Cdr KA Duodu

# UTILISING DRONES TO IMPROVE MARITIME DOMAIN AWARENESS CAPABILITIES OF THE GHANA NAVY

## INTRODUCTION

The maritime domain of Ghana post oil discovery has become extremely important to the development of the nation. Majority of the national revenue comes from offshore oil and gas, port and shipping, fisheries and several other industries associated with the blue economy of Ghana. This development has brought unprecedented attention on the maritime sector especially the safety and security of same. The need to have total maritime domain awareness has become more evident. The Ghana Navy which is the lead agency in ensuring the security of the maritime domain has sought to maintain awareness and presence at sea. With the help of other stakeholders, various technologies and strategies have been employed but total maritime domain awareness remains elusive. The occasional avoidable breaches in security and the evolving nature of threats constantly expose the deficiencies in the infrastructure and assets of the maritime security and safety gatekeepers especially the Navy.

The Ghana Navy currently has less than a score of operational ships at high state of readiness and some surveillance capabilities to deal with the vast area of responsibilities. It also relies on stakeholders like the Air Force and the Ghana Maritime Authority for surveillance of the maritime space but these are neither always available nor tailored for the specific needs of the Navy in achieving its mission. Over the past decades efforts have been made to acquire new ships, including an OPV, and technology that ensures that the Navy can constantly see what is happening at sea and deploy at short notice to protect the nation's current most important resource,



the sea. The other competing needs of the nation have relegated the acquisition of ships and the needed technology to protect the vital national resource to the background even in normal times.

The current global pandemic is depleting world economies and Ghana has had its share of the economic meltdown with GDP expected to fall to about 2 per cent. This means providing the needs of the Navy (ships and technology) in protecting resources at sea is likely to remain in the pipeline for a longer period, if ever. Experts believe that the economy may recover in the next 2 to 3 years hence it is safe to assume that any capital intensive procurement for the Navy may occur after the economic recovery. In the unlikely

event that the much needed funds are made available to procure these ships now, it is unlikely to have shipbuilders ready to start work in the wake of the global pandemic which has frozen production and supply chains. The normal period for building ships is about 2 years, meaning any new additions to the fleet may occur after 2 years. The current operational demands on the few operational ships make the current situation grim requiring urgent and immediate action without which, the Navy may not have a fleet that can adequately address the basic security needs at sea in the next 2 to 3 years.

Besides the aforementioned, the current global pandemic has necessitated a new approach to all facets of life including the conduct of operations. With the uncertainty of infection and transmission, SOPs have to be modified to reduce the risk to life, for example risk to boarding parties. Maritime patrol aircraft would have been ideal in providing a rich maritime picture to guide the decisions of command in sailing ships and conducting operations. Unfortunately, such aircraft cannot be available at all times for the Navy's use. Even if they were available, the cost of running and maintaining such an operation would be quite high coupled with crew fatigue as a result of the constant presence at sea and long patrol hours. Additionally, the current infrastructure makes it difficult to have real time feed for timely decision making. The Unmanned Aerial System (UAS) often referred to as Unmanned Aerial Vehicles (UAV) or drones provides the best solution that addresses the issues of urgency, cost, crew fatigue and operational integration without significant changes to the existing operational and infrastructural architecture.





This paper seeks to suggest the use of UAS technology as a cost effective, easy to acquire, deploy and manage, versatile and efficient solution to remedy the situation at hand. The panacea proposed here is neither absolute nor exclusive but relies on the current infrastructure and may complement other strategies already in place or yet to be implemented. The paper will introduce the UAS technology, explain the strategy for deployment and suggest ways to mitigate foreseeable challenges.

## AIM

The aim of the paper is to propose a panacea to improving the Ghana Navy's operational capabilities with focus on maritime domain awareness in the prevailing circumstances and conditions.

## OVERVIEW OF UNMANNED AERIAL SYSTEMS

The UAS technology presents numerous advantages to a commander at any level ranging from its efficiency and effectiveness in reconnaissance and surveillance to being a force multiplier. Its advantages are even more evident in "dull, dirty or dangerous" missions. The dull allows the ability to give operators normal mission cycles and crew rest, the dirty increases the probability of a successful mission and minimizes human exposure while the dangerous, lowers the political and human cost if the mission is lost. Further, the key merits of UAS technology in a maritime environment is its availability, speed, mobility, versatility and interoperability. For the needs of the Ghana Navy, drones can be acquired off the shelf considering the vast array of brands and specifications

that best fits the area of operation. The main types available are vertical take-off and landing (VTOL), fixed wing and the VTOL Fixed-wing which is a hybrid of the two. They are usually modular hence various parts can be easily replaced. Also, they can easily be customized to meet the specific operational demands. The initial cost and the cost per flying hour of most UAS is negligible compared to manned aircraft. Drones are easy to transport and deploy which means they can be carried anyway and launched within minutes. They can have long endurance and large payload. The advantages they offer are numerous and the best part is that they can be easily integrated into the current fleet and maritime operation centers.

The acquisition of drones for use in the Ghana Navy offers the Navy continuous presence at sea in its quest for total maritime domain awareness. Though drones alone cannot ensure total maritime domain awareness, it bridges an immediate gap and offers future integration into any new acquisitions. Drones can be used in IUU fisheries operations, illegal bunkering operations, anti-piracy operations, anti-narcotics operations, offshore security patrols, marine pollution monitoring, search and rescue operations and several other missions in line with the mandate of the Navy. With the added advantage of easy assembly and deployment, drones enable time-critical missions to be launched quickly. They provide captains of ship a rich maritime picture of activities at sea to inform intelligence-led decisions and actions. For example, during a boarding operation the boarding team can have real time intelligence to conduct the board while command also remotely monitors

and provides legal and other necessary advice during the conduct of the operations. Pictures and videos can be used as evidence in court thereby ensuring high rate of prosecution. In the end, criminals will be deterred knowing they are being monitored. Finally, these drone can be used in various military assistance to civilian authority either on the Volta Lake or during Op CALM LIFE.

## STRATEGY FOR DEPLOYMENT OF UNMANNED AERIAL SYSTEM IN THE GHANA NAVY

Having discussed acquisition cost, maintainability, infrastructure and other factors considered in any procurement, it is important to explore the strategy needed to optimize the technology. The strategy will consider 3 main areas; architecture, training and support, and operations.

**Architecture.** The proposed strategy is hinged on a layered approach utilizing about 12 drones. These layers are the shore based teams, ship-based and command based.

**a. Shore-based.** The first layer is the shore based teams either independent or attached to MOCs. The proposed locations are Newtown, Enzilibo, Cape Coast, Winneba, Nutekor and Aflao. It will have a pick-up truck which will serve as the control station with a team of 3 consisting of the vehicle driver and 2 drone operators. The drone could be with a wingspan of about 3-4m, a minimum endurance of about 3hrs with 8kg payload, standard endurance of 6hrs with 5kg payload and a maximum endurance of 10hrs with 2kg payload. The drone should have gasoline/heavy oil powered engines (with starter) and preferably hybrid of VTOL and fixed wing (Quad-Fixed Wing or better). It should have a strong datalink network with the capability of providing live video feed up to an appreciable distance to be guided by the area of responsibility of the team.

**b. Ship-based.** The second layer is ship based drones deployed on duty ships and OPS JUBILEE vessels. The primary function will be to give the ship reach and new capabilities in surveillance and reconnaissance. The drone could be with a wingspan of about 3m, a minimum endurance of about 1hr with 5kg payload, standard endurance of 1.5hrs with 2kg payload and a maximum endurance of 2.5hrs with 0.5kg payload. It can either be

brushless motor or gasoline/ heavy oil powered engines (with starter) and preferably hybrid of VTOL and fixed wing (Quad-Fixed Wing or better). It should have a strong datalink network with the capability of providing live video feed to the mother ship.

**c. Command-based.** The third layer is at the operational command level; WNC and ENC. There will be 2 drones in each of the commands. One should have the specification to operate at the first and second layers. The other should have higher specifications than the first and second layer with the capability of carrying a larger payload with minimum of 3kg for maximum endurance of 10hrs and 15kg for minimum endurance of 3hrs. The maximum speed for any of the aforementioned should be about 120-150km. All other specification must be superior to the first and second layers and should be able to conduct more sophisticated missions. Beyond this level the Air Force should be invited to assist in the mission.

**Training and Support.** For the uses anticipated, it is envisioned that other stakeholders such as Ghana Ports and Harbours and the Ghana Police Service would also deploy drones for some of their activities. This presents the Navy the advantage of not only being a leader in the deployment of the technology but well placed to offer training and support to its personnel but to these other stakeholders as well. The proposed establishment of a Naval Aviation wing could be used as a tool to develop courses with the help of suppliers and other solution providers. Such course could be taught on site for personnel and/or developed as a Specialist Qualification course. Training, certification and technical in UAS technology is deficient in Ghana. There are some few courses arranged as pre-deployment training by the University of Mines and Technology, Tarkwa and Signal Training School, Burma Camp. The Ghana Navy through the NAVTRAC could be positioned as the premier training center for UAS technology in Ghana eventually becoming a local developer of drones. Through all of this cost is a very important factor hence it is proposed that grants, like the Skills Development Fund, are sourced in the absence of government budgetary allocation and/or delays from same. Developing a UAS training and support acumen in the Ghana Navy would not be beneficial to only the Service but to GAF,

other security services, academia and African maritime agencies.

**Operations.** Beyond the architecture, training and support, how the technology is deployed is crucial in maximizing the advantages the technology affords. The architecture proposed is to offer a layered approach to maritime surveillance and other uses of the drones. For instance, the MOC at NHQ detects a suspected contact along the coast. The Shore based team within whose jurisdiction the contact is located either drives to a favourable location to launch the drone. The real time feed could either be local or remote in which case NHQ receives the real time as well. This value intelligence can then inform the decision to sail a ship or not. This is crucial in reducing to the barest minimum the number of investigative sailings the yield no results. If the contact is not littoral but a bit deeper seaward, the Command based drone could be deployed for the task. In the case of Ship based drones, contacts detected on radar could be interrogated by deploying the drone. Live or recorded videos or photos can be taken to guide the next actions of the captain. A very good example is when the drone is used to record the presence of juvenile fish onboard fishing vessels. This could lead to evidenced based arrests and easy prosecution subsequently. With the capabilities of varying payloads, different missions can be conducted and the appropriate payload configured. The drones would be a vital tool in the operations of the SBS as well. Overall, the numerous advantages vis-a-vis cost

makes acquiring and deployment UAS technology vital and crucial in the current state of the Navy with a limited fleet size and over-used ships.

## **CHALLENGES TO DEPLOYING UMMANNED AERIAL SYSTEM IN THE GHANA NAVY**

The use of UAS despite its numerous advantages also present some challenges that need to be addressed if the technology is to be as beneficial as discussed. Some of these challenges include infrastructure, technical support and training, technology and cybersecurity, and interoperability. The mitigation measures are discussed together with the challenges below.

**a. Infrastructure.** The infrastructure needed to deploy UAS is core to any acquisition of the system. For fixed wing drones, a recovery net and a launch pad are necessary for its successful operations either at sea or ashore. The current Ghana Navy fleet will be unable to incorporate such an infrastructure onboard. On the contrary, such an infrastructure can easily be set up ashore. Using a VTOL does not present this challenge onboard or ashore however VTOL and fixed wings present different advantages hence it would be erroneous to reject fixed wings on the basis of infrastructure alone.

**b. Solution.** Any UAS used in the Ghana Navy should be able to function at ashore and sea considering the current





infrastructure. The feasible option for an immediate deployment of UAS is to acquire tilt-rotor drones which are hybrids of horizontal take-off and landing (HTOL) and VTOL. These have functions of both fixed wings and rotary drones with a reasonable cost element. These hybrids can be deployed the advantages of both and curbs the challenge of initial infrastructure that HTOLs have to deal with.

**c. Technical Support and Training.** One of the likely challenges to the successful implementation and sustenance of UAS use in the Ghana Navy is technical support. Currently, the Navy has no expertise in the technical support of drones. There is little technical support also available in the open market in Ghana.

**d. Solution.** Usually sale of UAV with specifications indicated above comes with some training but with the numbers involved, an arrangement could be put in place to build local capacity to provide the required support. Additionally, some of the parts are modular and can easily be replaced with some spares easily available in the open market outside Ghana. With adequate training some of these drones could be made locally. Also, utilizing the technical expertise of technicians in the Ghana Navy can help build technical abilities with little training.

**e. Technology and Cybersecurity.** The UAS technology is constantly evolving. Sadly, the research and development capabilities of the Ghana Navy to evolve with technology is quite limited. The probability that the drones acquired now would be obsolete in the next couple of years is a reality. This means it would be prone to cyber-attacks if adversaries see these as a threat to their operations which would be the case. The possibility of hacking the system is possible though unlikely. All these pose a challenge to UAS use.

**f. Solution.** Research and develop are important elements of UAS implementation. The Ghana Navy could seek partnerships with tertiary institutions and private companies to expedite the research and development capabilities. In house expertise and interest could also be solicited in attracting personnel to the proposed Naval Aviation department. Discussions could be

initiated with other units in GAF to draw on their expertise to ensure the maximum use of in-house expertise which has little or no cost implications.

**g. Interoperability.** Quick information flow and interconnectivity across platforms and systems is important to achieving operational success. The Ghana Navy has achieved some successes in this regard albeit some challenges. There are usually ground to air communications challenges and fusion of assets ashore and those at sea. This means secondary means are usually employed to share sensitive and sometimes time sensitive information. The need to have a seamless and timely information dissemination in the midst of a UAS solution may suffer a similar outcome without proper systems interoperability. Drones should be able to provide feed to ships, MOCs and operation rooms wherever they may be mounted.

**h. Solution.** The current platforms and systems in the Ghana Navy are at an appreciable level and having drones would greatly improve the operational capabilities of Ghana. Small sized drone described earlier for use onboard ship could be deployed on the current platforms and integrated in the MOCs. They could also be independent but with the ability to share resources with the MOCs. The UAS solution to be deployed could easily be modeled around the existing platforms and systems with little or no modifications. In effect, the drones procured and its associated software applications should compatible with existing systems.

## CONCLUSION

The use of UAS offers the Ghana Navy the capacity to contribute significantly towards achieving total maritime domain awareness. Drones are affordable, effective and efficient in reconnaissance and surveillance, versatile and easy to deploy and maintain. When used with other systems and platforms, they drive intelligence led operations. However, for drones use to be optimised it needs a good strategy to be employed. For the Ghana Navy, 3 main areas are necessary to deploy drones namely architecture, training and support, and operation. The proposed architecture comprise a three layered structure involving Shore-based teams, Ship-based drones and Command-based. The Shore-based teams would use medium

sized drones along key locations along the coast such as Newtown, Enzilibo, Cape Coast, Winneba, Nutekor and Aflao. The Ship-based drones would be made of small to medium sized capable of being launched from the current fleet. The Command-based drones on the other hand are to be medium to large sized drones with a longer reach and endurance. The deployment of this architecture will be backed by adequate training and support to seamlessly integrate the drones into the current training, technical and operational setup of the Ghana Navy. The integration would ensure efficiency and effectiveness in the operations of the Ghana Navy.

Since this is new to the Navy, it will present new challenges and amplify some old ones. The challenges envisaged include the infrastructure to deploy the UAS and easy access to technical support and training. Other possible challenges will be the lack of research and development to support the technology involved and the UAS interoperability with existing systems and platforms. For infrastructural challenges, the acquisition of models of drones that can easily be deployed with little or no modifications to current structures ashore and onboard should be able to mitigate this challenge. In the case of technical support adding on to the knowledge of some technicians could alleviate the challenge posed. Arrangements could be made with the suppliers to build the capacity of personnel for training of others as well as equip them to offer technical support. Due to the availability of drones in the open market, it is important to secure its use for military operations. Partnerships with other units in GAF, academia and other civil institutions could help improve the research and development capability of the Ghana Navy to adequately deal with any technological or cybersecurity issues. Finally, the deployment of the drones should leverage on existing systems and platforms so as to offer the Navy the capacity to address its maritime domain awareness deficiencies.

# SUPPORT TO NATIONAL DEVELOPMENT THROUGH MILITARY ASSISTANCE TO CIVIL AUTHORITIES

LT CDR C DARKWAH



## INTRODUCTION

The armed forces of countries all over the world are established primarily to defend the sovereignty and territorial integrity of the country. Nevertheless, over the years, this traditional mandate of the military has been changing gradually due to changing nature of global politics and security. As a result, the military forces in most countries are increasingly being employed in military assistance to civil authority (MACA). Nevertheless, the traditional role of the military as guardian of national sovereignty and territorial integrity will remain unchanged in view of the strategic uncertainties in our region. The historical roots of the Army's experience with military civic action go back to the eighteenth and nineteenth centuries. Although the labels and definitions did not exist at that time, the process involved the use of troops working on non-military projects in nation building. Hence, the use of military in non-military missions is not a new concept.

In the United Kingdom for instance,

Government institutions or civil authorities may call upon the armed forces to assist in planning or the response to emergencies. This may be to assist with flood reliefs, bomb disposal, fisheries protection, and search and rescue operations among others. Kenya Armed Forces for instance in addition to the traditional role of defending the country, provides assistance in aid to civil authority to support national development. These roles include internal security operations which are to restore law and order in the country. It also includes operations other than war, such as disaster prevention or management, crisis management and humanitarian aid. In peace time, the Kenya Armed Forces is directly involved in civil activities that are beneficial to the citizens, such as borehole drilling, dam construction and de-silting of dams, road and bridge constructions. These additional roles are not different from what pertains to other militaries on the continent.

The Ghana Armed Forces (GAF), in addition to its traditional role of defending the country and citizens has on several

occasions rendered military assistance to civil authorities in support of national development. The military for instance, assists the police in maintaining internal security. The military also assists in operations as response to disasters. It is also involved in a number of other internal operations such as 'Operation Halt' and 'Operation Vanguard' to stop forest destruction and illegal mining activities respectively. All these assistance are aimed at protecting and restoring the environment. The support of the military to national development through MACA cannot be over stated. However, MACA has been labeled with accusations of over fraternization and brutalities against civilians. It is against this background that this paper seeks to discuss how MACA could be employed to effectively and efficiently support national development without its attendant challenges. The scope of the paper will cover overview and challenges of MACA in Ghana. It will also discuss effective ways of employing MACA to continue to support national development.



## AIM

The aim of this paper is to discuss how MACA could be employed effectively to support national development with a view to making recommendations.

## OVERVIEW OF MACA IN GHANA

MACA is a complex, yet critically important mission for the GAF. The GAF do not maintain specific forces to assist civil authorities, as assistance is provided depending on the requirements. The Constitution of Ghana stipulates that, the GAF shall be equipped and maintained to perform their role of defence of Ghana as well as such other functions for the development of Ghana as the President may determine. It is upon this Constitutional mandate that the Armed Forces are frequently drawn to render assistance to civil authorities when the need arises. These assistance include, internal security operations, disaster relieve, protection of the environment, construction works and health delivery. The GAF have the capability to rapidly respond to domestic emergencies and provide assistance to civil authorities to save lives, prevent human suffering, or mitigate great property damage. The military normally responds to domestic emergencies in support of another civil authority and therefore do not play the lead role. The GAF has assisted civil authorities in several ways with the aim of maintaining law and order. This is to ensure peace and security in the country. Ghanaians currently enjoy a peaceful and secured country. This could be the military assistance being offered to civil authorities. Therefore, the Government should continue to employ the military to support national development through assistance to civil authorities.

The Navy has conducted search and rescue missions, provided escorts for merchant ships and checked poachers and smugglers across the sea. They work in close collaboration with the Fisheries Commission in the patrolling of the exclusive economic zone (EEZ) of our international waters against illegal fishing by foreign fishing vessels. They have on several occasions evacuated Ghanaians and other nationals from war thorn countries in the West African sub region. They are in the position to provide personnel to man the ports and harbors of the country. The Air force, on the other hand, provides transport services to governmental, sports and delegations to both internal and external destinations.

The Air force also carries out medical evacuation duties. Additionally, they assist in the transportation of bullions from the mining centers. They have personnel who in the past manned the international airport during periods of industrial unrest and they still have the capacity to manage the airport should need arise. It is strongly believed that with the training, human skills, material resources and the discipline in the GAF a lot more support could be achieved toward the socio-economic and political development of the country. The 37 Military hospital apart from being designated as national emergency hospital plays a major role anytime medical personnel in the country go on industrial strikes. Additionally, the numerous medical facilities dotted around the country provide good medical care for a lot of Ghanaians.

The GAF has been involved in local peacekeeping in the Dagbon/ Konkomba/ Nanumba areas of the Northern Region and the upper fringes of the Volta Region in the wake of the violent ethnic clashes between the Dagombas, Gonjas and Konkombas in 1994, and also still keeping peace in Bawku to assist the Kusasis and Mamprusis find peace. Joint military/police patrols to fight armed robbery, span all the major cities and towns. All these operations are meant to maintain peace and security in the country. A peaceful country attracts investors to conduct their businesses which lead to job creation, industrialization, poverty reduction as well as national development. The Government should therefore continue to employ the military to support other security institutions in order to maintain the peace and security of the country.

Apart from keeping peace, the combat and civil engineers of the Army have been involved in the construction of Bailey bridges throughout the country. Roads have been constructed to some hitherto inaccessible parts of the Afram Plains and the Sefwi area in the Western Region by the 48 Engineer Regiment. The roads and bridges in such rural areas ensure free movement of people, goods and services which are required for national development. It is also important because it makes it easy for food to be moved from the rural areas to the towns and cities to ensure availability of food. The military's support in this regard is critical to national development. Therefore, the Government should continue to employ the military for development of those inaccessible parts of the country.

Humanitarian and disaster relieves are important areas of concern for the modern militaries in view of the many large-scale disasters that may occur in a country. These unprecedented disasters require highly skilled teams that can be mobilized within minimal time delay. Such kinds of attributes are easily available in the military. These major disasters, man-made or natural, do not respect political boundaries, and have the potential to inflict damage on local and regional economies, as well as the social stability and security of the country. For example, the military has contributed significantly anytime there were floods, fires and other emergencies in the city of Accra and other Regions through the provision of temporary shelter, rescue and evacuation of those trapped by the flood water. The military thus support national development through the



assistance they offer civil institutions such as National Disaster Management Organization to bring relief to people in times of emergency. Again the military assists civil authorities to protect the environment. There are also operations in support of the Ministries of Lands and Forestry to check illegal lumbering. There is currently operation vanguard which is a joint military/police operation tasked to eliminate the menace of illegal mining activities popularly referred to “Galamsey”. All these operations are meant to support civil authorities to protect the environment from deforestation, pollution of water bodies and the destruction of arable lands. From the numerous roles enumerated, it is obvious that the GAF **have** contributed significantly towards the public administration in the security political and economic matters of the country.

## CHALLENGES OF MACA

**Brutalities against Civilians and Fraternization.** Brutalities against civilians and fraternization are an impediment to the effective employment of MACA to support national development. In more recent times military brutality, certainly now isolated, rather than systemic, has crept back into the country with some predictable certainty. All through Africa and Asia, including India, one saw the same pattern: native soldiers and police brutalizing their fellow citizens to please their white masters. The GAF personnel in the course of providing assistance to civil authorities have in most cases resulted in brutalities against civilians. Again the military's assistance to civil authorities has resulted in over fraternization with civilians. The term in this context refers to impropriety, unprofessionalism or lack of ethics. In other words MACA results in dilution of professional military standards. The regular interaction of military personnel with civilians through assistance to civil authorities tends to negatively affect professional standards. Some personnel see such task as money making opportunity and consequently engage in illegal activities which negatively dent the image of GAF. The GAF should therefore ensure that personnel who over fraternize with civilians during MACA and consequently dent professional standards of the military are dealt with.

**The Society's Fear of the Military's Involvement in Development.** Historically, military institutions have played crucial



roles in the shaping of political systems, even in European states in existence prior to the nineteenth century. In the new states that emerged in Asia, Africa and Latin America after the Second World War, the political activities of the military became more pronounced. Rare is the situation where the military has not taken over power in these regions, mostly through coups. Ghana has experienced series of coups after independence. Society's fear of the military's involvement in the development process is therefore well-founded. It may be honest and sincere in its desire of advocating change and contributing to progress, but what guarantees exist that it will not usurp power. Even in Western societies like the United States where strong civilian institutions have kept the men in uniform under control, there is no guarantee that they will always remain apolitical and subservient to civilian authority. The society's fear of the military could therefore be a reason the military is not effectively employed to provide assistance to civil authorities in support of national development. Therefore GAF should rebrand itself as well disciplined and professional armed forces capable of contributing significantly to national development.

**Interference with Primary Task of the Military.** The interference with primary task of the military is a challenge to MACA. The argument that has been advanced most often against participation by the military in this field is that it interferes with the primary task of a military force - the effective defence of the country which it

serves. According to this point of view, the involvement of an armed force in development schemes inevitably results in the diversion of scarce resources of manpower and materials away from their use for vital defence purposes. GAF currently performs a number of internal operations to support civil institutions in diverse ways. This could put extra pressure on the already limited manpower and resources meant primarily for the primary task of defence. For GAF to be able to effectively play both its primary and MACA roles the Government should consider employing more people into the military in order to increase its manpower resource.

## EFFECTIVE WAYS OF EMPLOYING MACA TO SUPPORT NATIONAL DEVELOPMENT

**Education and Leader Development Training.** Education and leader development training of GAF personnel especially officers could be the beginning of effectively employing MACA to support national development without many challenges. Responding aptly to disaster relief operations or other type of civil support operations requires soldiers to have the right attitude when conducting these tasks. The right attitude means soldiers realizing they are not in charge but in support of providing assistance to civil authorities in aide to national development. Many soldiers in most cases have not always understood this right relationship, and therefore, the GAF must educate its leaders on the roles and responsibilities of conducting civil support operations. Prior to disaster relief or civil



support operations, the military needs to educate and develop its leaders on MACA. Although some training is given to officers on the concept of Internal Security operations during their training, it does not cover all aspect of domestic assistance to civil authorities. With the military's continued role of providing assistance to civil authorities, there remains a need for MACA education to begin early in an officer's career. That will not only increase the leaders' self-awareness about military support, but builds flexibility within an organization. Therefore GAF could include the fundamental learning objective for MACA into the Curriculum of the Ghana Military Academy as part of individual's career progression. This will provide potential officers with an overview on the relationship between military authorities and local civilian authorities in a potential deployment of military support.

**Civic Education on MACA.** Civic education on MACA could be an effective way to employ the military to support development in Ghana. The frequent resistance of the military's involvement in national assignment is due largely to the fact that they do not understand the constitutional mandate of the military. Again, most civilians are of the opinion that GAF personnel are only good at war and therefore do not see the need to get them involved in domestic issues. The interference of politicians and heads of civil institutions during MACA, do poses a challenge to the military. These challenges do not ensure the effective employment of MACA to support national development. This interference and the misconception of civilians about the military's involvement in domestic matters to support national development could be minimized through civic education. The public could be sensitized to understand that the military could be employed in various ways to support national development. To ensure such success civilians should be sensitized to understand the need for better civil-military relationship. The National Commission on Civic Education could be tasked to spearhead the sensitization drive.

**Planning for Civil Contingencies.** Planning for civil contingencies should not be left entirely with the civil institutions. The GAF is not a designated lead department for planning for, and responding to, any civil contingencies, except in the event of a defence nuclear material accident or emergency. This trend is however being

modified in other countries. A policy review of MACA published by the UK Government in February 2016 and in 2017 a new edition of 'Joint Doctrine Publication 02 UK Operations: the Defence Contribution to Resilience and Security' was published incorporating the main elements of the policy review. One of the key developments was greater involvement of Defence in planning for rather than simply responding to civil contingencies. Government policy is for Defence to be more involved in preparing for potential emergencies. Their 2015 Strategic Defence and Security Review announced military planners were to be placed in key Government departments to give the military a "wider and more formal role in supporting national resilience contingency planning". Ghana could adopt a similar approach by placing military planners in key Government departments to support national resilience contingency planning. This could enhance effective use of MACA when the need arises to support national growth.

#### **Resourcing the Ghana Armed Forces.**

Resourcing the GAF is one of the most effective ways that the military could continually be employed to providing assistance to civil authorities. Logistics provide the backbone for military operations. Without fuel, ammunition, rations, and other supplies, the Armed Forces would grind to a halt. The Constitution of Ghana mandates the Government to provide the military's budget for all its operations. Considering the importance of MACA to support national development, it is imperative that, Government increases the military's budget allocation. This will ensure availability of adequate logistics to be able to perform its primary roles as well as effectively conduct MACA to support national development.

#### **Establishment of National Interagency Civil-Military Institute.**

The United States has a National Interagency Civil-Military Institute which offers a wide range of courses devoted to Homeland Security. The course curriculum is primarily focused at the strategic level and offers instructions relating to disaster preparedness and consequence management. The Institute does teach Military Support to Civil Authorities programme of instruction. The course content is designed to train individuals in the principles of military support to civil authorities focusing on the use of the National Guard, military, and civilian planning in response to a disaster.



To effectively conduct MACA the Government of Ghana through GAF could establish a similar institution here to run courses relating to military support to civil authorities programmes. These programmes would benefit senior leaders who are identified to serve in positions of higher authority. This would ensure proper coordination among all heads of civil institutions and the military. Additionally, the Institute could organize regular seminars for GAF personnel and all civil authorities that employ the assistance of the military when the need arise in order to harmonize effective conduct of MACA.

#### **CONCLUSION**

The traditional role of the military is changing steadily due to changing nature of global politics and security. As a result the military forces in most countries are increasingly being employed to conduct MACA. The military has available a unique blend of skilled personnel and equipment capable of rapid and effective responses in support of the lead civil authority. However, MACA has been characterized with accusations of over fraternization and brutalities against civilians. It is against this background that this paper looked at how MACA can be employed to effectively and efficiently support national development without its attendant challenges.



The overview of MACA in Ghana indicates GAF performs a wide range of operations locally to support national development. These assistance include, internal security operations, disaster relieve, protection of the environment, construction works and health delivery. Ghanaians currently enjoy a peaceful and secured country. This could be the military assistance being offered to civil authorities in the conduct of internal security operations. Therefore, the Government should continue to employ the military to support national development through assistance to civil authorities. The GAF conduct operations to support the Ministries of Lands and Forestry to check illegal lumbering and illegal mining activities. All these operations are meant to support civil authorities to protect the environment from deforestation, pollution of water bodies and the destruction of lands. From the numerous roles enumerated, it is obvious that the GAF have contributed significantly towards the public administration in the security political and economic matters of the country. Government should therefore, continue to engage the military to support such operations.

Some challenges have been identified to affect the effective and efficient employment of MACA to support national development. These include brutalities against civilians and fraternization, the society's fear of the military's involvement

in development as well as interference with primary task of the military. The society's fear of the military could therefore be a reason the military is not effectively employed to provide assistance to civil authorities in support of national development. Therefore GAF should rebrand itself as well disciplined and professional armed forces capable of contributing significantly to national development. For GAF to be able to successfully perform both its primary and MACA roles the Government should consider employing more people into the military in order to increase its manpower resource.

MACA could be effectively employed to support national development through education and leader development training as well as civic education on MACA. The rest are resourcing the GAF and the establishment of National Interagency Civil-Military Institute. GAF could include the fundamental learning objective for MACA into the Curriculum of the Ghana Military Academy as part of individual's career progression. This will provide potential officers with an overview on the relationship between military authorities and local civilian authorities in a potential deployment of military support. To ensure success in MACA civilians should be sensitized to understand the need for better civil-military relationship. The National Commission on Civic Education could be tasked to spearhead the sensitization drive. Considering the importance of MACA to support national

development, it is imperative that, Government increases the military's budget allocation. This will ensure availability of adequate logistics to be able to perform its primary roles as well as effectively conduct MACA to support national development. To also ensure proper coordination among all heads of civil institutions and the military Government through GAF should establish National Interagency Civil-Military Institute.

## RECOMMENDATIONS

The following recommendations are made:

- a. GAF should rebrand itself as well disciplined and professional armed forces.
- b. Government should increase the manpower resource of GAF as soon as practicable.
- c. GAF to incorporate studies of MACA into the Curriculum of the Ghana Military Academy as soon as possible.
- d. Government to task the National Commission on Civic Education to spearhead the sensitization of civilians on importance of MACA to support national development.
- e. Government through GAF should establish National Interagency Civil-Military Institute as soon as possible.





# GHANA NAVY HOSTS EXERCISE OBANGAME EXPRESS 2021

LS MENSAH ROSE NYARKO

Ghana Navy has hosted the 2021 edition of Exercise OBANGAME EXPRESS (OE21) from Sunday 14 to Saturday 27 March 2021 in partnership with the United States Naval Forces Africa (NAVAF). The multinational maritime exercise was participated by 32 nations from West Africa, Central Africa, the United States, Euro-Atlantic as well as local and international maritime partners and stakeholders.

The fourteen-day exercise was aimed at improving regional corporation, Maritime Domain Awareness, information sharing among countries with practical exercises to enhance the collective capabilities of participating nations to counter sea-based illegal activities.

In a remarks, the Chief of the Naval Staff (CNS), Rear Admiral Issah Yakubu at both the opening and closing ceremony, expressed gratitude to the United States government and the United States Africa Command (USAFRICOM) for their immense support in making OE 21 possible. He noted that the Exercise seeks to bring together Navies in the sub region and beyond and offer the opportunity to share information and ideas that will help in keeping a safer maritime space.

According to the Admiral, the Exercise will further give the forum for participants to exercise and validate combined doctrine and standard operating procedures to deal with the challenges in the maritime domain and also build the capacity of Navies in the Gulf of Guinea region, to maintain a safer and secured maritime environment for socio-economic development.

The Chief of Defence Staff, Vice Admiral



*Admiral Peter Burke been welcome to the General Headquarters*

Seth Amoama in delivering his speech, expressed delight about the participation of some international organisations like the Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS), International Maritime Organisation (IMO), INTERPOL and the United Nations on Drugs and Crime (UNODC), in this year's Exercise. The CDS further emphasised that, the crimes and insecurities in the Gulf of Guinea such as illegal, unreported and unregulated fishing, drug trafficking, smuggling of merchandise and weapons, human trafficking, kidnapping among others are interrelated and therefore requires integrated approach in dealing with it. He added that these illegalities threatens not only the economies of various countries but also global trade and universal economic securities.

The US Ambassador to Ghana, HE Stephanie Sullivan in an address indicated the US readiness to partner with Ghana in providing maritime security and also enhance interoperability among African, European, Atlantic and US military and agencies. She noted, that the sub-region's ability to provide security in the maritime domain is of utmost priority now than ever since cases of various illegal maritime activities are on the increase.

HE Stephanie Sullivan further explained, that a safe maritime domain in Africa is of much concern to the global community, and therefore encouraged participating countries OE21 and all stakeholders to come up with coordinated approach to help in countering these illegal maritime activities for a safer and secured Blue Economy for the entire international community.



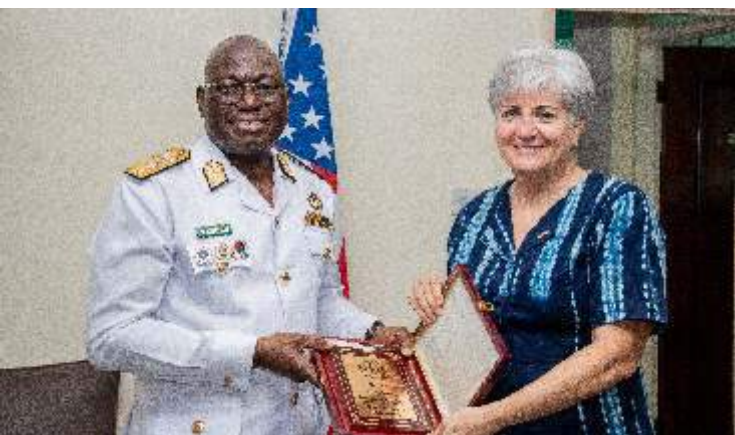
In a remarks, The Commander US Naval Forces Europe and Africa, Admiral Robert Peter Burke, commended the Ghana Navy and other teams who helped in making OE21 a reality despite the COVID-19 pandemic. This he said, explains the dedication and readiness by all stakeholders to combat for a safer maritime space. Adding that, the multinational exercise will improve the global maritime security and increase in nations' ability to protect their maritime resources and therefore urged all participants to work towards the OE21 common goal, which is Maritime Security.

Similarly, the Director Maritime Partnership Programme, US Naval Forces Europe and Africa, Rear Admiral Jeffrey Spivey at the closing ceremony, highly commended the Ghana Navy for organising the training which he hopes the outcome will go along in curbing maritime crime in the Gulf of Guinea which is a concern to the world at large.

The participants from the 32 nations together with both international and local maritime stakeholders and partners like the Environmental Protection Agency (EPA), Narcotics Control Board (NACOB), the Marine Police, Ghana Ports and

Harbours among Authority among others undertook very practical exercises with real-time scenarios. They were deployed on all the naval ships designated for the exercise and various Maritime Operation Centres in Ghana to combat various crimes such as Piracy, Search and Rescue, Human Trafficking, oil spill and response at sea.

As part of OE21, the Ghana Navy Special Forces together with their Denmark, Dutch and Polish Navy counterparts had a number of training session at the Naval Training Command (NAVTRAC) at Nutekpor in the Volta Region.









# CDS Commissions Eastern Naval Command Swimming Pool

Sarah Ofori Dei Appiah, 1 Gar, PR Det



The Chief of the Defence Staff (CDS), Vice Admiral Seth Amoama has on Wednesday, April 21, 2021 commissioned and dedicated a newly constructed swimming pool for the Eastern Naval Command (ENC) at the Amenity Centre, Biekro Barracks-Tema.

Commissioning the swimming pool, Vice Admiral Amoama noted that swimming was a basic requirement for promotion for all ranks in the Ghana Navy. This, according to him, would be a great source of training to advance personnel practice and preparations for promotion. CDS added that the pool would as well serve as a source of recreation for friends, families and the general public.

Vice Admiral Amoama entreated the Command to take steps in maintaining the swimming pool so it could serve its purpose for a longer period of time.

In a durbar with personnel of 1

Garrison at the Junior Rates Mess, the CDS indicated that his maiden visit as the CDS was to introduce himself, interact and better appreciate personnel concerns and challenges.

He encouraged troops to adhere to discipline in promoting a formidable Armed Forces devoid of personal interest and politics, but rather be professional at all times in the discharge of their duties. Vice Admiral Amoama further advised personnel to strive to adhere to Command Policies and Guidelines in order not to fall foul of the law.

The CDS was in the company of the Chief of Naval Staff, Rear Admiral Issah Adam Yakubu, Director General Joint Operations, Brig Gen Mahama Abdulai, Director General Medical Service, Brig Gen Ernest Crosby Saka, Gender Advisor to the Chief of Defence Staff, Naval Captain Veronica Arhin, and Forces Sergeant Major, Chief Warrant Officer Barker Ramous.





# GHANA NAVY LAUNCHES FAMILY ENDOWMENT FUND

LS MENSAH ROSE NYARKO



*The Chief of the Naval Staff, Rear Admiral Issah Yakubu, has launched the Ghana Navy Family Endowment Fund on Wednesday 26 May 2021 at the Naval Headquarters. The event, which coincided with a major milestone since his assumption of office, was geared towards the fulfilment of one of the six strategic priorities outlined in the CNS' Vision which is to improve the welfare of naval personnel.*

**T**he Fund is intended to be used as a vehicle to provide financial support to the spouse and children of naval personnel who will lose their lives in their line of official duties. It is therefore meant to alleviate the hardships that most bereaved families especially spouses and children suffer, due to the delays and bureaucracies in processing and receiving compensations, other benefits and widows pensions among others.

The CNS in his address stated that, personnel have sworn an oath to go wherever ordered even at the peril of their lives and therefore necessary to have contingency plans for the nucleus family of such personnel who may unfortunately pay the ultimate sacrifice in the course of the duties. This, he said, will motivate personnel to work wholeheartedly and with full commitment taking into consideration the hazardous nature of the military profession.

Rear Admiral Yakubu stated that the Fund had been operationalised retrospectively and takes effect from 1 January 2021. He added that personnel would not be required to contribute towards the Fund but rather the Naval Headquarters will ensure the seed money is made available from the limited resources while efforts are continuously made to seek the support of well-wishers and philanthropists for donations to the shore it up.

“A Board of Trustees would therefore be set up to administer the Fund under the management of InvestCorp, a premier investment banking institution, which has a vast experience in fund management and currently manages Funds such as, the Teachers' Provident Fund, GES Occupational Pension Scheme and Judicial Service Provident Fund among others therefore am assured they will do a good job for us”, he stated.

The CNS further disclosed that in addition to this Family Endowment Fund, other welfare programmes in the offing include affordable mortgage housing schemes to enable naval personnel acquire their own homes and also a mutual health insurance facility to ensure quality health delivery for personnel and their families while some professional courses being run for personnel are to be certified to make



beneficiaries competitive on the job market upon retirement.

In a contributory address, the Managing Director of InvestCorp, Mr Henry Sunkwa-Mills, expressed gratitude to personnel for their selfless acts of service to the country. He was optimistic that the Fund will be ready to support spouses and children during difficult moments of losing their serving spouses.

Mr Sunkwa-mills further indicated that guided by their core values of 'Innovation, Integrity and Leadership', the key strength

of InvestCorp, which is to manage institutional fund is a culture built on strong technical capabilities and modern relationship management. Hence he is confident that they will manage the Ghana Navy Family Endowment Fund to ensure sustainability and ability to pay out when the need arises.

As part of the Launch of the Fund, a dummy cheque valued at One Hundred Thousand Cedis (₵100,000.00) symbolising the donation to the first beneficiaries, was made to the wife and children of the late Petty Officer Class I (POI) Budu Ekow,

who lost his life while performing his duty as a Diver at the Sekondi Naval Base on Tuesday 26 January 2021.

Witnessing the memorable occasion were Flag Officers Commanding Eastern and Western Naval Commands, the Chief Staff Officer at the Naval Headquarters, Directors, Officers, the Master and Command Coxswains, Ratings, the Patron an representatives of the Naval Wives Association, staff of InvestCorp, civilian employees at the Naval HQ and some family members of the late POI Budu Ekow.



# THE GENDER AGENDA

## IN THE GHANA ARMED FORCES

LS MENSAH ROSE NYARKO

On 20 June 2020, the Military High Command appointed the first ever Gender Policy Advisor to the Chief of the Defence Staff (GPA to CDS) in the person of Naval Captain Veronica Arhin. The aim of this appointment among others is to help drive gender mainstreaming in the Ghana Armed Forces (GAF) in order to ensure equal opportunities for males and females.

The Sailor Magazine's Reporter finds out more from the GPA.

Naval Captain  
**Veronica Adzo Arhin**

*Gender Policy Advisor to  
the Chief of the Defence Staff*



**Reporter:** Why Gender Mainstreaming in GAF?

**GPA:** Thank you so much for this opportunity. Gender mainstreaming because there have been instances where policies, programmes, operations, and or activities of an organisation have not taken into consideration the needs of one gender or the other, thereby perpetuating inequalities. GAF is therefore gender mainstreaming in order to ensure that the needs of every gender are taken into consideration when planning any programme or introducing a policy.

**Reporter:** What is the relevance of Gender Mainstreaming to GAF?

**GPA:** Mainstreaming gender is very relevant to GAF because it is at the core of human rights, where men and women are treated as equal human beings with equal rights. Gender mainstreaming brings a number of advantages. For instance, research has shown that the equitable employment of males and females in any institution is more effective in the execution of tasks as opposed to an all-male or an all-female environment. Decision making is also better enriched as contributions/concerns from both sides are taken onboard. More importantly, no one is discriminated on the basis of his/her sex. GAF deploys on a number of operations including peacekeeping where there is the need to address problems pertaining to men and women. It therefore stands to reason that GAF must reflect the society in order to be effective. The presence of women in any force gives it a friendly and approachable image which can help it get information /assistance as and when required. Furthermore, with the use of Gender Based Violence (GBV) as a tool of war in many war-torn countries, adequate involvement of women will enable GAF work more efficiently.

**Reporter:** How will personnel channel gender related issues?

**GPA:** GAF has laid down channels of communication that must be adhered to. However, personnel could channel gender related problems/suggestions to their respective Gender Advisors/Gender Focal Point Officers who may forward them to higher gender offices if need be. The various Gender Advisors are expected to

constantly sensitise/train personnel on gender matters, addressing their concerns and taking onboard their suggestions.

**Reporter:** Any Gender Policy in GAF?

**GPA:** There is currently a high-powered committee working feverishly to develop the policy. The Charter of the GPA is out, which is the first step. The next stage is the policy which is being developed. Personnel are encouraged to acquaint themselves with the Charter.

**Reporter:** What are the roles of GPA?

**GPA:** GPA is a personal staff of the CDS and is responsible for advising on Gender Policy matters. The GPA's roles include, providing inputs to the development and regular review of a comprehensive gender policy, provide inputs into the review of GAF policies/SOPs to ensure their alignment with national and global commitments to gender equity, liaise with Gender Advisers/Gender Focal Point Officers to ensure sensitisation of personnel on gender matters.

Some specific tasks are, advise on unfair practices and unequal opportunities in GAF, provide inputs into recruitment and retention of both sexes, roll out programmes on training to ensure gender capacity building and provide input into the review of all training materials to ensure that gender perspectives are incorporated.

**Reporter:** What could possibly hinder GAF's Gender mainstreaming drive?

**GPA:** GAF is a hierarchical institution, hence when the military hierarchy is committed to gender mainstreaming, it is bound to succeed. In fact, the Military High Command has indicated that the gender drive must be command-led. Commanders at all levels are therefore urged to give it the necessary support including logistics, direction and most importantly ensuring that gender advisers/ gender focal point officers to carry out their jobs effectively. Personnel who are privileged to serve as Gender Advisors/ Gender Focal Point Officers are urged to demonstrate commitment and read-wide about their duties, so as to provide their commanders with the right inputs to ensure that command guidelines

on gender matters are adhered to. To every member of GAF including our civilian counterparts, it is in our collective interest to ensure gender mainstreaming succeeds.

**Reporter:** Any concluding Remarks?

**GPA:** The Military High Command must be applauded for this laudable initiative which ensures that GAF's operational and administrative posture supports, promotes, establishes and maintains gender equity in the enlistment/recruitment, management and deployment of personnel. Gender Mainstreaming is important because it creates a healthy working environment where everyone's rights are respected and protected. There is therefore the need to cooperate with the gender advisors and gender focal point officers in all units to ensure GAF reaps the full benefits of mainstreaming. According to Lt Gen OB Akwa, former Chief of the Defence Staff

**“Enhanced gender mainstreaming today is not just right for the day, but also a better Armed Forces for tomorrow and all time.”**

Also, the current CDS, Vice Admiral Seth Amoama is on record to have said

**“I look forward to when decision makers at all levels do not see the strength of our Armed Forces in terms of only male members; where soldiers do not perceive their female counterparts as burden and where females do not see themselves as weak and only in to support the men and therefore deserve special dispensation.”**

I respectfully urge all to be guided by the 2 quotes above in our gender agenda in the Ghana Armed Forces.

Thank you once again for the opportunity.





# GOVERNMENT RESOLVES TO MODERNIZE AND EQUIP GHANA NAVY

By Sgt Siaw Kwadwo

The Vice President, His Excellency Alhaji Dr Mahamudu Bawumia has reiterated government's resolve to modernize and equip the Ghana Navy to deal with current and emerging maritime threats in the Gulf of Guinea, by acquiring Offshore Patrol Vessels, Fast Patrol Boats and Crafts.

**H**e said in addition, government was making funds available for the timely completion of the Forward Operating Base at Ezelinbo, and that there were plans to establish similar Bases on the country's Coastal frontiers.

Dr Bawumia made this known when he was addressed the opening ceremony as the Guest of Honour of the Second Edition of the International Maritime Defence Exhibition and Conference (IMDEC 2021) hosted by the Ghana Navy and Ghana Air Force at the Kempinski Gold Coast City Hotel, Accra from Tuesday, 6 July to Thursday, 8 July 2021.

The Vice President also noted government was in the process of endorsing a comprehensive National Integrated Maritime Strategy (NIMS) that would enhance interagency cooperation and thereby boost the collaboration among Land, Sea and Air Forces and key shareholders in the country. He stated that the sea is the super highway for global trade and that Africa's quest for a continental Free Trade Area cannot be successful without a secured maritime domain.

On the theme; "Maritime Security and Trade, the Nexus between a Secured Maritime Domain and a Developed Blue Economy", the two-day conference was aimed to strengthen regional cooperation and interoperability and to promote



interagency approaches to curb maritime security.

The Chief of the Naval Staff (CNS), Rear Admiral Issa Adam Yakubu said this year's theme for IMDEC 21 was focused on secured maritime domain and a developed Blue Economy. He added that the Blue Economy had suffered from significant distraction on international trade, unregulated fishing and other challenges due to the insecurity in the maritime domain.

He said this conference was crucial even in the mist of the COVID-19 pandemic because the Ghana Navy could not afford to slow down its operations because of the pandemic since the tempo of criminal activities in the Gulf of Guinea has increased during the period.

The CNS said he was hopeful the major outcomes expected from the conference and exhibition in line with the theme would provide workable and affordable solutions that could be adopted regionally

to deal with maritime security issues.

The Chief of Air Staff (CAS), Air Vice Marshall Frank Hanson in his remarks outlined some of the strategies for addressing the challenges to air maritime operations in the Gulf of Guinea.

These included targeted foreign direct investment in air power capabilities which some foreign partners had used to eliminate some maritime challenges, redefining air power as an interoperability budget for maritime operations and strengthening air Bases that were far from the coastland to form network of Bases to launch air power operations in the sub region.

In his closing remarks, the Chief of the Defence Staff (CDS), Vice Admiral Seth Amoama noted that the recent maritime crimes need to be tackled with sophisticated technologies and strategic ideas as discussed by the speakers, panelists and exhibitors of IMDEC 21. He was optimistic that with the strategic ideas discussed and with the appropriate equipment exhibited Navies and Air Forces in Region could provide the roadmap solutions to protect and ensure a secured maritime domain for the Blue economy.

Vice Admiral Amoama commended the Ghana Navy and Air Force working tirelessly to ensure a successful hosting of

IMDEC 2021 and also expressed his gratitude to Great Minds Event Management, the partners for the great organization of the Conference and Exhibition.

As part of the activities lined up for IMDEC 21, there was a site visit by the attendees and delegates to the Western Naval Command at Sekondi and Air Force Base, Takoradi.

The Conference brought together about 15 Chiefs of Navies and Air Forces from across Africa, international maritime experts as speakers, panelists and exhibitors from global defence industries.





# IMDEC

## 2021 IN PICTURES











# GHANA AND NIGERIA NAVIES RESOLVE TO CURB MARITIME INSECURITY IN THE GULF OF GUINEA

By AB1 Abdul-Latif Seidu

The Ghana and Nigerian Navies have jointly resolved to enhance cooperation and collaboration in a renewed effort and as part of the strategies to curb piracy and other maritime crimes in the Gulf of Guinea (GoG). This was the main focus of deliberations when Chief of the Naval Staff (CNS) of the Nigeria, Vice Admiral Awwal Zubairu Gambo called on the Chief of the Defence Staff (CDS), Vice Admiral Seth Amoama and the Chief of the Naval Staff (CNS), Rear Admiral Issah Adam Yakubu at Burma Camp on Wednesday, 7 July 2021.





The courtesy call was on the sidelines of the Second International Maritime Defence Exhibition and Conference (IMDEC 2021) and also in reciprocation of the working visit by Ghana's CNS to Nigeria a few weeks earlier, which equally centred on the maritime issues in the Gulf of Guinea.

While in Burma Camp, Vice Admiral Gambo first visited the Naval Headquarters where he inspected a Guard of Honour and was later introduced to the key appointment holders at the Headquarters. Subsequently he met with his Ghanaian counterpart at his office.

Rear Admiral Yakubu welcomed him and recounted his recent visit to Nigeria and the warm reception accorded him by the Nigerian Navy and the fruitful discussions they had on tackling the insecurities in the Gulf of Guinea.

Vice Admiral Gambo in his remarks stated that, African problems could be best solved by Africans and hence the need to work together to ensure maritime safety in the sub-region. He noted the necessity for Navies in the sub-region to accordingly work together as one in order to combat the maritime crimes.

Following the meeting at the Naval Headquarters, Rear Admiral Yakubu and Vice Admiral Gambo proceeded to the Office of the CDS, where they signed an agreement that will govern the strategies to be adopted by the two Navies in respect of cooperation in tackling the insecurities in the Gulf of Guinea.

In an interaction with the CDS, Vice Admiral Amoama noted the importance of shared responsibility and the need for Navies in the Gulf of Guinea Region to work jointly to ensure a secured maritime domain. He expressed

optimism that the enhanced between the two countries would yield positive results. Vice Admiral Amoama further commended the Nigeria Navy for the continuous support in training Ghanaian Naval officers in some training establishments in Nigeria.

The Nigeria CNS, Vice Admiral Gambo on his part expressed appreciation to the CDS for receiving him and further congratulated Vice Admiral Amoama on his appointment as the CDS of Ghana. He assured the CDS that the collaboration between the two countries to help combat piracy and other crimes in the sub-region will lead to successful outcomes.





## CASE STUDY VII:

# THE RISE OF COMMUNIST CHINA: THE CHINESE CIVIL WAR THE KOREAN WAR AND MAOIST STRATEGY

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*Commodore Godwin Livinus Bessing*

This paper was submitted to the Faculty of the Naval War College, Newport, Rhode Island, by the author (then Naval Captain) in partial satisfaction of the requirements of the Department of Strategy and Policy. It was based on the following assigned topic: "Which outside power- the Soviet Union, China, or the U.S.- derived the greatest strategic advantage from the Korean war of 1950-1953?"

**'The contents of this paper reflect my own personal views and are not necessarily endorsed by the Naval War College or the Department of the Navy' – GL Bessing, 29 April 2019**

### Introduction

The Korean war of 1950-1953 between North and South Korea was influenced by the international power dynamics of neighboring China, the Soviet Union and the U.S. in what could be regarded as a regional or ideological war. Each player strove for strategic advantage to influence events in what was considered a secondary theater. At war termination and beyond, China emerged as the greatest strategic beneficiary. This is because Maoist Communist China increased its prestige in the region and consolidated the emerging revolution by rallying the people against what was perceived as imperialist intervention in the region. In spite of China's relatively rudimentary economy, without the requisite technology, it managed to favorably contest the most powerful nation at the time, U.S. and its equally powerful UN allies. These gains came at the expense of China's inability to unite the island Republic of China (ROC) with the mainland Peoples Republic of China (PRC) and its ability to secure permanent status on the UN Security Council (UNSC) which was then being held by the ROC.

Contrarily, the Soviet Union, a strategic ally of China, could be argued to also have derived an important strategic advantage by minimizing risk and cost, using China

as a proxy to fight its ideological war in a secondary theater. This did not go down well with China, setting off a misunderstanding which threatened the Sino-Soviet alliance which had been formed before the outbreak of the war.

On the other hand, the U.S. and its allies intervened in what appeared to be a just war under the legitimacy of a UNSC mandate, even though the strategic agenda of the U.S. was to maintain the ideological balance of power in the region. Its strategy in the war suffered setbacks as the relatively weak China favorably contested the technologically superior U.S.-led UN force.

By war termination, the U.S.-led force could only maintain the status of a divided Korea along the 38<sup>th</sup> Parallel at the cost of blood and treasure,

### **Cost-Benefit Analysis of the U.S., the Soviet Union and China in the Korean War**

To carry out a comparative analysis of each of the major players in the Korean War, it is worth examining the strategic goals or benefits of each of them in the war and going forward, a critical cost-benefit analysis in terms of advantages and disadvantages to the major international players on war termination.

## Cost-Benefit Analysis of the U.S. in the Korean War

In terms of strategic advantages derived from the Korean War, the U.S. and its allies derived the least. As the most powerful nation at the time with equally powerful allies, it was expected that the U.S.-led UN force could have a quick decisive victory over the North Korean (NK) force supported by the Communist Chinese Volunteer force. However, in spite of all the technology, sea and air power at the disposal of the U.S.-led UN force, only a stalemated status quo could be maintained at the end of the war. The result was a humiliating set back from a relatively weaker PRC force that managed to repel the advancing allied forces. The U.S. strategy in the war was quite problematic as it sought to achieve both limited and unlimited objectives in the cause of prosecuting the war. The loss of lives and war funding was equally a considerable cost to the U.S. and its allies. Beyond the war, the U.S. had to maintain considerable presence to maintain stability in the region at the cost of the U.S. tax payer. Strategy and policy mismatch in seeking both limited and unlimited objectives created confusion in theater contrary to Clausewitz's view that "No one starts a war-or rather, no one in his senses ought to do so-without first being clear in his mind what he intends to achieve by that war and how he intends to conduct it.

<sup>vi</sup> The above notwithstanding, the intervention of the U.S. in Korea did achieve some strategic goals by containing the NK and PRC forces thereby saving the ROK from being absorbed by communism. This outcome maintained the status quo in the ideological balance of power in the region. However, the lack of a decisive victory on the part of the U.S. and its allies gave all the credit to the relatively weak PRC and NK forces and the result was what eventually manifested in another war of ideology in Vietnam.

## Cost-Benefit Analysis of the Soviet Union in the Korean War

The Soviet Union was much involved in the ideological war to unify the Koreans, albeit, indirectly. The entire war planning, execution and termination were masterminded by the Soviet

Union even though it did not directly



commit troops. The Soviet Union avoided any direct confrontation with the U.S. in this war of ideology by using the PRC as a proxy to fight the war. The strategic gain for the Soviet Union was by sucking down the U.S. against communist China in what was considered a secondary theater of the Cold war. The ideological war in Korea was therefore fought at the least cost and risk to the Soviet Union.

However, the smart role played by the Soviet Union was the beginning of mistrust and apprehension of China to the Sino-Soviet alliance treaty that was signed some few months before the outbreak of the war. Mao felt a sense of betrayal from Stalin when the Soviet Union failed to honor its obligations to "provide China with all kinds of support, including supplies of ammunition, military equipment and air cover for Chinese land forces."ii China openly expressed its disgust in the Sino-Soviet dispute in 1963 in an official article stating that: "We have always made the necessary sacrifices and stood at the front-line in the defense of socialism so that the Soviet Union can remain at the second line. While China was sending volunteers and shedding blood in the Korean war, the Soviets stayed behind and merely sold weapons. They got payments for them with interests."iii The relationship between Beijing and Moscow rapidly worsened in the early 60s and by the 70s, the Soviet Union became China's worst enemy.iv This profound dissatisfaction with the Soviet role in the Korean war, provided a friction that was exploited by the Nixon

administration in 1972 to gain leverage of relations with China over the Soviet Union.

## Cost-Benefit Analysis of the PRC in the Korean War

By far, Communist China derived the greatest strategic advantage from the Korean War. Its participation in the war, to some extent, was driven by "Thucydides trinity of honor, fear and gain."v Emerging from a revolutionary war that was fought with assistance from thousands of Communist sympathizers from NK, the PRC was morally-bound to reciprocate this gesture to NK in its unification war, even though the timing was strategically not appropriate to China. This is because the PRC was preparing a major offensive to unify mainland China with the island ROC. Perhaps the greatest catalyst for China's involvement was for fear of its security from what it adjudged as imperialist intervention in what was supposed to be a civil war between the two Koreas. The proximity of the theater of operations to China's southern border justified the concern by China that the war could threaten the nascent Chinese revolution and the very existence of the Chinese Communist Party (CCP) which had just emerged victorious over the Nationalist Party (KMT). Indeed, a Rand Corporation study published in 1960 indicates that the Chinese intervention in the Korean War was not predicated by any collusion with NK nor due to pressure from Moscow, but "was precipitated by the well-known MacArthur strategy which



even contemplated an attack on China."<sup>vi</sup> The value of the object for China was therefore too great for it to stand aloof. Mao, a great leader with the attributes of coup d'oeil and determination, viewed the U.S. intervention in the war "as a potential stepping-stone for an attack on China, just as it had been for the Japanese earlier in the century."<sup>vii</sup> With China's national security at stake, Mao had to act "to preempt a possible American offensive into China."<sup>viii</sup> Mao indicated that the war was necessary to defend the vital interests of China and urged "all patriotic industrialists and merchants to join with the masses in a united front against foreign aggression."<sup>ix</sup> Besides this, China was obsessed by a sense of responsibility to defend the global socialist system.<sup>x</sup>

Having entered the war, China derived some strategic goals by consolidating the gains of the Communist revolution, earning some international prestige and respect, and contesting the might of the powerful alliance led by the U.S. to a stalemate. The cost of the war to China was the loss of Taiwan, massive loss of life and indebtedness to the Soviet Union, and its inability to bargain for permanent seat at the expense of Taiwan.

By the end of the Chinese revolutionary war and the beginning of the Korean War, the CCP still had pockets of Nationalist sympathizers to deal with. It also had the biggest task of economic reconstruction and modernization. The Korean War therefore served not only as an avenue for mobilizing the masses, it also introduced a high sense of

nationalism to defend the revolution and institute land reforms through redistribution. According to William Stueck, the "U.S. intervention in Korea and Taiwan provided a chance to further mobilize the Chinese people and to purge [the] remaining reactionary elements."<sup>xi</sup> The Chinese mobilization for war under the mantra of "Resist America, Aid Korea" "expedited the unification of the country and strengthened the sense of national unity."<sup>xii</sup> It also "gave a push to the land reform movement in the newly liberated areas, particularly in the Southeast as a means of consolidating control and improving defense capabilities."<sup>xiii</sup> The resolute position of China in defending communism during the Korean War gave Stalin the confidence that the Soviet Union had a reliable ideological partner in the region which encouraged him to increase economic and military assistance to China. After the war, the Soviet Union provided China with "loans totaling 520 million rubles. In addition, they offered technological support, initiating or upgrading 156 key industrial projects, and by April 1955, the Soviet Union and China signed an agreement under which Moscow provided Beijing with nuclear technology purportedly for peaceful purposes."<sup>xiv</sup> This effort contributed to the reconstruction program but at the same time became a source of friction when China had to pay for all the investment with interest. By the end of the war in July 1953, "China's society and political landscape had been altered: organized resistance to the regime had been crushed; land in the countryside had been redistributed and the landlord class had

been eliminated."<sup>xv</sup>

Perhaps, one of the greatest achievements of Communist China after the Korean war was the prestige and self-respect it gained as an emerging developing economy. Prior to, and immediately after the Chinese revolution, China was a laughing stock in the region with the accolade of a failed state. Stalin treated Mao as an unequal partner who deserved the sympathies of the Soviet Union. The U.S. also rubbished the threat issued by Communist China that it will intervene in the war if the 38th Parallel border was violated, on the same ground that China had no capacity of carrying out this threat, and if it did was not capable of influencing events in its favor. In Chen Jian's book, "Mao's China and the Cold War", he indicates that "Mao and his comrades were never comfortable with the junior partner's role they had to play in China's relations with the Soviet Union feeling a deep sense of inequality in their dealings with the Soviets, and particularly Stalin."<sup>xvi</sup> Communist China under its leader Mao, therefore used the Korean War as an appropriate platform to fight relentlessly to restore the dignity of his country and this changed the negative perceptions about China after the war. Indeed, the U.S., in the subsequent Vietnam war, "exercised restraint in sending troops into North Vietnam and, especially in the early part of the war, helped maintain a sanctuary from aerial attacks in the areas of North Vietnam closest to Chinese."<sup>xvii</sup> Thus, the lessons from the Chinese intervention in the Korean war served a deterrence purpose in Vietnam.



The prestige and dignity of Communist China was further enhanced by the relatively weak China contesting a super power, U.S. and its UN allies to a stalemate. The superior technology of the U.S. coupled with its capability in a 3-dimensional warfare of land, sea and air could not secure a decisive victory for the allies. "Chinese troops successfully forced the U.S. [UN forces to retreat from the Chinese-Korean border to the 38th Parallel, a development that allowed Beijing to call its intervention in Korea a great victory. Mao and his comrades believed that they had won a powerful position from which to claim that [the] international society-friends and foes alike- had to accept China as a Great Power."<sup>xviii</sup> The resolve of China was necessitated by the value of the object at

stake. China regarded the war as an existential threat to its very existence and therefore martialled all the resources at its disposal to contest the U.S. in spite of the minimal support provided by the Soviet Union. Perhaps, if China had the necessary support with adequate equipment and logistics support and the advantage of air and sea power, the result of the war would have been different. The massive investment China is putting into maritime and air assets in its contemporary military architecture is conceivably emanating from lessons learnt in the Korean war.

On the other hand, the strategic benefits that inured to China in the Korean war came with associated cost in China's failure to unify Taiwan with the mainland, massive loss in blood and treasure, China's inability to annex the U.N. permanent seat from Taiwan and being tagged by the UN as an aggressor. Prior to China's involvement in the Korean War, it had been preparing a liberation war against Taiwan which it had to abandon in order to support NK. The

PRC had to postpone its objective of "liberating Taiwan indefinitely because of the Truman statement of 27 June 1950, incorporating a strategy for "neutralizing"

the Taiwan Strait."xix The investment in the war effort in Korea, together with numerous casualties suffered in the war, mainly due to air power of the U.S.-led UN force were as a result of materiel deficiencies promised by the Soviet Union but were either not provided or used in a rather restricted manner in order to prevent a direct Soviet-U.S. confrontation. China paid the price on behalf of Russia in this ideological war which negatively affected the Sino-Soviet alliance. The PRC was branded as an aggressor by the UN, giving an advantage to the Soviet Union in war termination negotiations<sup>xx</sup>.

In spite of the disadvantages suffered by China in the Korean War, the advantages it gained were worth the effort. Considering, the perceived existential threat posed to China in the Korean War, and the fact that China eventually gained recognition as a permanent member on the UN Security Council, it was worth paying the price in terms of cost-benefit analysis. It is perhaps a matter of time to see a unified mainland China with the island of Taiwan.

## Conclusion

The Korean war, in the strategic context as a regional and ideological war saw the interplay of great power contest amongst the U.S., Soviet Union and an emerging

Communist China. Weak as Communist China was, it managed to contest the might of the U.S. in a war that had no decisive victory and had to be settled in an armistice. All three players in the war derived strategic benefits. The US, and its allies managed to maintain the status quo by maintaining the balance of power in the region at a cost of treasure and blood and also having to maintain significant military presence in a region considered to be a secondary theater in the Cold war at the cost of U.S. tax payers. The Soviet Union smartly got Communist China sucked up with the U.S. in this theater whilst gaining all the economic benefits through arms and equipment sale. This however, strained the Sino-Soviet alliance. By far, Communist China emerged as the greatest strategic beneficiary by fighting the powers of U.S. and its allies to a stalemate, thereby earning respect, dignity and honor in the region. Even though the war cost them the loss of Taiwan, human and material resources, it enabled the PRC to consolidate the gains of the revolution against what could have been an existential threat to its survival. In terms of cost-benefit analysis, the value of the object was worth the fight.

## End notes

<sup>i</sup> Clausewitz, Carl Von. "On War", p 579.

<sup>ii</sup> Chen, Jian. "Mao's China and the Cold War", p 55.

<sup>iii</sup> Nakajima, Mineo. *The Sino-Soviet Confrontation: Its Roots in the International Background of the Korean War*, p 32-33 sourced from *The Australian Journal of Chinese Affairs*, No. 1 (January 1979) pp 19-47.

<sup>iv</sup> Chen, Jian. "Mao's China and the Cold War", p 83-84.

<sup>v</sup> Strassler, Robert B. "The Landmark of Thucydides: A Comprehensive Guide to the Peloponnesian War" (1.75.3), p 43.

<sup>vi</sup> Nakajima, Mineo. *The Sino-Soviet Confrontation: Its Roots in the International Background of the Korean War*, p 33 sourced from *The Australian Journal of Chinese Affairs*, No. 1 (January 1979) pp 19-47.

<sup>vii</sup> Stueck, William. "Rethinking the Korean War: A New Diplomatic and Strategic History", p 108.

<sup>viii</sup> Hunt, Michael H. *Beijing and the Korean Crisis, June 1950-June 1951*, p 464 sourced from *the Political Science Quarterly*, Vol. 107, No. 3 (Autumn, 1992), pp. 453-478.

<sup>ix</sup> *Ibid* p 464.

<sup>x</sup> Nakajima, Mineo. *The Sino-Soviet Confrontation: Its Roots in the International Background of the Korean War*, p 34 sourced from *The Australian Journal of Chinese Affairs*, No. 1 (January 1979) pp 19-47.

<sup>xi</sup> Stueck, William. "Rethinking the Korean War: A New Diplomatic and Strategic History", p 108.

<sup>xii</sup> Nakajima, Mineo. *The Sino-Soviet Confrontation: Its Roots in the International Background of the Korean War*, p 34 sourced from *The Australian Journal of Chinese Affairs*, No. 1 (January 1979) pp 19-47.

<sup>xiii</sup> Hunt, Michael H. *Beijing and the Korean Crisis, June 1950-June 1951*, p 470-471 sourced from *the Political Science Quarterly*, Vol. 107, No. 3 (Autumn, 1992), pp. 453-478.

<sup>xiv</sup> Chen, Jian. "Mao's China and the Cold War", p 62.

<sup>xv</sup> *Ibid*, p 60.

<sup>xvi</sup> *Ibid*, p 63.

<sup>xvii</sup> Shulsky, Abraham N. *Deterrence Theory and Chinese Behavior*, Appendix Chinese "Deterrence" Attempts: Failures and Successes, p 55, published in RAND Monograph Report, 2000.

<sup>xviii</sup> Chen, Jian. "Mao's China and

<sup>xix</sup> Nakajima, Mineo. *The Sino-Soviet Confrontation: Its Roots in the International Background of the Korean War*, p 34 sourced from *The Australian Journal of Chinese Affairs*, No. 1 (January 1979) pp 19-47.

<sup>xx</sup> *Ibid*, p 34.





# CNS VISITS ADA FOB DETACHMENT

By Sgt Siaw K



**T**he Chief of the Naval Staff (CNS), Rear Admiral Issah Adam Yakubu has assured Sailors that he would modernise the Ghana Navy and make it a robust one by improving infrastructure deficit in terms of accommodation and acquisition of new Ships and Boats.

He added that he would improve the welfare of sailors and provide a conducive atmosphere for them to work efficiently and effectively.

The CNS said this when he paid a one-day working visit to the Ada Forward Operating Base (FOB) detachment in the Greater Accra Region on Wednesday 7 April 2021, to familiarise himself with their operational activities. He stated that the visit also formed part of his maiden visits to the various Commands, Units and Detachments of the Ghana Navy as the new CNS to share his vision with them.

Addressing some of the challenges during an interaction with the Sailors, the CNS entreated them to channel their problems through the appropriate command, but not to resort to the social media. He also urged them to exhibit high level of professionalism in the discharge of their duties and not involve in any activities that would tarnish the image of the Ghana Navy.

Rear Admiral Yakubu and his entourage also called on the Ada East District Security Committee chaired by the District Chief Executive (DCE), Hon Sarah Dugbakie Pobee, where they discussed issues on how to improve security on the Volta Lake and the sea against illegal activities such as pirating and kidnapping. They also toured a proposed site for the establishment of a permanent FOB at Big Ada.

The CNS was accompanied by the FOC, East, Commodore Kwafo, Director Naval Operations, Capt (GN) BEK Atiayao, Director Technical Division, Capt (GN) E Osei, ENC operation officer, Cdr M Kudjo and the Master Coxswain of the Navy, FCPO Meshiam G.





# CNS VISITS DETACHMENTS

## VISIT TO AFLAO DETARCHMENT MOC



## VISIT TO AFLAO IMMIGRATION DETARCHMENT







**Captain(GN) Wilson Tay**  
Director Special Projects  
Naval Headquarters

# POLITICISATION OF INSTITUTIONS: A CANKER TO HUG OR TO SPURN

## Introduction

The years that intervened between Ghana's independence and the beginning of the fourth republic marked an unstable epoch of our political history as military takeovers competed against democratic processes for the rule of the country. That period and the years into the fourth republic provide enough evidence of the real-life evolutionary transformations of our politics and its dynamic trends, from which some important predictions could be made. In general, the practical meaning of politics is condensed in phrases such as; ideas and activities relating to gaining and using power; gaining personal advantage within a group; and power relations between individuals for award of status and distribution of resources. Politics is said to be a game for the fact that its players seek all practical ways and means to gain advantage over opponents, and extreme high hopes with intense inclinations for gain of competitive advantage often lead to lack of fair play and unlevelled playing fields. Nonetheless, beyond the deleterious attributes that justify its description as even a dirty game, politics could be said to be the theory and practice of government; especially the activities associated with governing, with obtaining executive or legislative power, or with forming and running institutions that are connected with the governing of a nation. The fourth republic has so far presented a stage for a continuing democratic process in which political parties are engaged in a keen struggle for power. The quest for dominance has engendered a progressively developing

societal partitioning phenomenon known as polarisation, which is understood in our context to mean an evolving imagery of fixative partisanship solidarity and antipathy amongst citizens along the lines of the two major political parties; New Patriotic Party (NPP) and National Democratic Congress (NDC).

Today, politics has become a major obsession of the Ghanaian citizenry, and allegorically, everyone claims some substantial territory of knowledge of how the country is supposed to be governed. So much is the passion that; the airwaves of the local media are routinely fuddled in ulcerated round the clock diffusion of politically-related occurrences and discussions; citizens are spending good deals of time debating matters that stereotypically aim at the subject of which of the two major political parties deserves to be in power; and ecclesiastical celebrities are getting themselves immersed in a habit of making ludicrous proclamations of having received celestial revelations on political matters. Being considered as the embodiments of their parties, ruling presidents and flagbearers of the two major political parties are the most revered and reviled individuals. By that discernment, they are inundated constantly with approbations or otherwise beleaguered with invectives. The rising interest in politics is also seeing citizens according much relevance to constituency representation in parliament than it ever was in our political history. To that extent, it is becoming a commonplace for highly-placed

professionals including university professors to trade off their noble professions for what seem more appealing as in the status and privileges of members of parliament, and the possibility of those predispositions plummeting for lower political appointments in the near future is not farfetched. In effect, our political environment is seeing citizens conferring greater veneration upon political power, and that is spiralling with very keen interests and competitions to get oneself or one's favourite candidate elected as president or a member of parliament.

One important matter that hangs out from amongst the reasons that probably account for the growing interest of citizens in politics is political control over government institutions. Political control or its distended genre termed 'politicisation' is a major external influencing factor exploited by political authorities to shape public institutions to their desired political conformation. Thus, politicisation can serve a positive purpose of ensuring that institutions conform to the good plans of government, but it can also be employed to carve their images to shapes that depart from the originally-designed philosophy of sheltering the larger society, to one that fills in some close-minded whims and caprices. Indeed, the political situation of our country as defined by the growing ungenial public obsession with politics, and the ardent manoeuvres of political actors to gain total control over the government institutions is one in which virtually the entire citizenry is engaged in a routine of constant watch over

activities, decisions, and utterances of the government of the day. This therefore raises a question as to what we see of the institutions whose performance of legitimate duties are to convince us of the sincerity of our governments as required to keep the political nerves of citizens relaxed in a manner consistent with appropriate social order.

In real terms, government reaches citizens through its institutions and so the profiles and postures of those institutions must speak to the candour of our governments in order to free the minds of ordinary citizens of the habitude of keeping uneasy watch over governance. This would provide them a latitude of choice to concentrate on matters that are of interest to them personally, their families, and their lesser communities. The government institutions are established by law and are supposed to be developed functionally through legal compliance and approved operational and administrative policies and procedures. Progressing along the years of our nation's politics, political control has been courting subterranean connections with the behaviour and performance of government institutions and has thus become a subject of immense public interest. This article seeks to highlight some imprints of politicisation of government institutions in Ghana, and give some indications on exploratory withdrawal routes out of the conundrum. It will first look at the basic precepts of government institutions by defining their boundaries; elaborate the expectations of citizens regarding the conduct of public office holders; and introduce the concept of politicisation. It will then reveal what the worries are concerning politicisation, and draw out a couple of ideas in an attempt to stimulate further deliberation.

### **Government Institutions and Office Holders**

Distribution of resources and accountability by government to its citizens are discharged through the Public Service and Civil Service. Public servants are members of governmental organisations that provide resources in the forms of goods and services to communities and the general public whilst civil servants include members of the government, various ministries, departments, agencies, and the nation's foreign missions. In the Ghanaian context, the Civil Service is listed under the Public Service in Article 190 of the 1992 Constitution, and so it is discernible that it represents the policy wing of the government's working apparatus. The term 'government institutions' or what is also referred to at various instances

in this article as 'government bureaucracy' or 'the permanent bureaucracy' therefore refers to the entire Public Service, or just to say; the entire Ghana Government workforce that comprises Ministries, Departments and Agencies (MDAs); and Metropolitan, Municipal, and District Assemblies (MMDAs); together with any other state organisations that may not be classified under the mentioned categories. Individuals who hold high positions in those institutions would generally be referred to as public office holders.

The standards placed upon a public office holder are those to be expected of any competent, loyal and obedient public employee, who idyllically should be above any suspicion of partiality and should not let personal sympathies, loyalties, or interests affect the performance of his or her duties. A public office holder is obliged to be circumspect in private dealings and as a general rule, he or she is not allowed to engage in any profit-making businesses but may engage in social or charitable works only if these have no direct connection with his or her duties. There are always ethical restrictions on a public office holder's right to put up behaviours that make him or her incur encumbering personal financial liabilities, and he or she is also prohibited under a host of circumstances from accepting gifts under the emblem of office for personal appropriation. Being above any suspicion of partiality introduces an idea of political neutrality that is built on allegiance to the ruling government on the one hand and the general public on the other, with obligation to operate and maintain the rational, professional and ethical doctrines of his or her organisation.

To indicate in a more concise digest of demonstration of impartiality, senior public servants are to serve their organisations and the government of the day with complete loyalty and to the best of their ability, no matter what their own political beliefs are whilst acting in the supreme interest of the general public. They are not to allow their own political affiliations or beliefs determine or influence the discharge of their official duties and responsibilities. As a rule, civil servants have a role to evaluate implications of policy options and to tender clear and honest advice in the process of policy formulation in order to pull the best option that would be beneficial to the public. Once a decision is taken, all public servants are obliged to support and implement the decision fully and faithfully irrespective of their personal preferences. Members of both services are not to make

their own views on policy decisions known in public but to assist in explaining them in a manner that would gain public support for them. To cap it all, civil servants are enjoined by the etiquettes of their profession to administer the public services under their charge in a just and fair manner.

### **Basic Concept of Politicisation**

Politicisation is said to be a wide concept that includes a range of mechanisms through which political actors attempt to influence public administration, and it is defined broadly as the substitution of impersonality for personal criteria in the functioning of the bureaucracy. In specific terms, it is defined in the book 'Governing Complex Societies' by Jon Pierre and Guy Peters (2002) as "the substitution of political criteria for merit-based criteria in the selection, retention, promotion, rewards, and disciplining of members of the public service." The influence or lack of influence of politicians on decisions in the public sector is a long-standing area of study that is said to have its origin from the writings of Max Weber and Woodrow Wilson in the 1960s. While politicisation is considered an effective instrument to safeguard political control over the institutions, there is also a general belief that partisanship of senior public servants is likewise associated with certain ills that are deemed detrimental to professionalism and meritocracy.

The term politicisation appears to connote an objectionable attribute of the political environment, and indeed it has an ambivalent reputation amongst public administrators even in very liberal stances within numerous jurisdictions across the world. Various studies on the connections between politics and the permanent bureaucracy attempt to find out if political control has negative effects on the performance of the latter. One such study carried out by Falk Ebinger and two others of Vienna University examined how political backgrounds of German senior civil servants influenced their decision-making behaviour. The group put two theoretically-derived conceptions of loyalty, namely: 'responsiveness' and 'responsibility' to the test, through in-depth interviews with 40 former senior civil servants from ministerial departments at the federal and state levels. The published results were surprising in so far as they revealed that politicised senior civil servants act neither more responsively nor less responsibly than their non-politicised peers.

Indeed, attitudes about the extent to which



public servants may engage in political activities vary across two opinions. One view is that a public servant has the same constitutional rights as other citizens and it is unconstitutional to attempt to limit those rights other than by common law. Thus, some countries traditionally expect public servants to conform to ministerial policy with vitality and goodwill, whether they agree with the policy or not. In that spirit, countries such as France and Germany allow public servants greater scope of political activities as they deem policy and administration to be intimately connected and so all their top posts are filled at the discretion of the government of the day. Nevertheless, the public servants in those countries are expected to act with greater discretion and public decorum than private citizens, and any excess use of power or abuse of office for political purposes renders them instantly liable both to statutory regulations and severe internal disciplinary proceedings. The opposing view holds that, since public servants are engaged in the unique functions of national government, their integrity and loyalty to their political masters might be affected by active participation in political affairs. At the instance of this belief, the United Kingdom, India and some other countries have total ban on the engagement of their senior civil servants in any form of political activity, though the prohibition could be progressively less strict down through the lower levels of the organisations.

### **A Cause to Worry**

Judging from the conclusions drawn by Falk Ebinger and his team of researchers, a general opinion could be formed that politicisation of institutions may be inert so long as partisan public servants were observed to have acted neither more responsively nor less responsibly in their organisations. There is no doubt however that the conclusions of such experiments would differ on the basis of situational variables that include amongst others; the country and the culture of its people; the system of government in place; and the design of the bureaucracy, as well as the regulations binding them. Nonetheless, it is a hard fact that the discretionary appointments in the affected dominions go with obligations for greater public decorum than for ordinary citizens, and any gross deviations immediately trigger statutory and internal penal responses. In many countries across the world however, the views of people regarding politicisation are not at all held in any soft-spoken narratives. In a 30-page paper titled 'Partisan Politics

and the Decline of Ghanaian Public Service Over the Past Two Decades' by Mr Isaac Nyarko (2019) and two others of University of Ghana, the trio had this to say about the Ghanaian politics and politicisation of government institutions:

*"A Spector is haunting Ghana, it manifests widely in what scholars have referred to as patrimonial rule or neopatrimonialism, whereby the resources of a state become the private resource or personal property of ruling coalitions and their allies, thereby eschewing impersonal resource allocation. This is facilitated through the heavily contested nature of Ghanaian politics; hence the civil service has become a mere tool of political staffing and change in organisational goals anytime there is a change in regime. The function of the civil service is compromised in many ways, which is well translated into a decline in performance. Additionally, successive incumbent regimes necessarily undermine the performance of public agencies so as to bypass formal channels of resource allocation, while redistributing state perks through informal networks."*

Mr Isaac Nyarko and his colleagues appeared to have summarised in very passionate terms, attempts by successive Ghanaian governments to exert total control over the government institutions in order to facilitate unhindered access to jobs and resources that constitute vital elements to the sustenance of political power. The authors explained the term 'neopatrimonialism' to mean "a type of rule or governance structure depicted by personal relations between the ruler and subordinates whereby the ruler distributes the resources of the state as if they were his or her personal properties". They expounded further that in a neopatrimonialism regime, the resources are likened to the resources of the ruler and his entourage of governing elites, and the power to distribute public jobs, allocate rents, determine beneficiaries of resources amongst others, are determined by a few people. In their conclusion, the trio asserted that their findings suggested that patronage, changing of organisational goals, and deliberate prevention of certain public agencies to perform has led to a decline in the overall performance of the civil service."

An author Christopher Clapham in his book titled 'The Nature of the Third World State' defined neopatrimonialism as "a form of

organisation in which relationships of a broadly patrimonial type pervades the political and administrative systems that are formally constructed on rational-legal lines." The author was quite effusive in expatiating the meaning of the term. He described it as a system in which an office of power is exploited for personal uses and gains as opposed to a strict division of the private and public spheres. He explained further that it is a system of social hierarchy where the patrons use state resources in order to secure the loyalty of clients in the general population and that informal patron-client relationship can reach from very high up in state structures down to individuals in small villages. He went further to state that it may underlie or supplant the bureaucratic structure of the state whereby only those with political connections have the real power and not those who hold higher positions.

From the above narrative, Christopher Clapham delicately added another dimension to the leitmotif of politicisation of government institutions with the fact that people could have higher positions but may be powerless as the real power lies in the hands of politically-connected individuals and organisations. Neopatrimonialism is criticised widely for undermining government institutions and the rule of law, and it is deemed largely a highly corrupt practice even though there are cynical arguments that the practice has an inherent benefit of extending the reach of the state into geographical and social peripheries of the country, and also provides short term stability and communal integration. In fact, the theatre of appointments to public offices and recruitment into the public sector in general is seeing an ever-growing taste for patronage and clientelism with habitual appointments of senior public servants from amongst party loyalists and the appointed senior public servants in turn assisting to recruit staff for the middle and lower levels along party lines. The culture of implementation of patronage appointments is descending even into the deeper fibres of the institutions. To a large extent, patronage and clientelism are major stokers in the rising affinity for political power and hence the rousing interest of citizens in politics. The fact that those elements of neopatrimonialism unequivocally aid the sustenance of political power makes the exertion of political control over government institutions a very important power brokering tool, and so the cycle of derivation of palpable benefits and the continuous

drive of affinity for greater politicisation is likely to become a perpetual scenery in the Ghanaian politics.

The negative landscape of politicisation and the extent to which it undermines professionalism in the public sector has been the focus of many deliberations. Nevertheless, to assume that political patronage is intended exclusively for exploitation of the parochial goodies of neopatrimonialism may seem unjustifiably prejudicial because patronage can also contribute to performance by bringing highly qualified persons into the public sector. In its genuinely-directed sense, it is understood to ensure that the work of government moves in rhythm with party manifestos and aspirations. It is also exercised against the backdrop of mistrust when the ruling government is unsure that the permanent bureaucracy would be responsive to its policy preferences, given the fact that it had served previous governments and had presumably pursued idiosyncratic objectives. In that regard, the appointment of loyalists to such positions may serve as a means to enhance government control over the permanent bureaucracy and contribute to democracy by ensuring that the programmes of elected officials are implemented by a bureaucracy that may otherwise be disinclined to them. Noteworthy however, is the fact that any belief that partisan appointees would be loyal to the government in power and be bound at the same time by the obligation to safeguard the interest of the general public through the pursuit of the rationally-designed professional and ethical doctrines of his or her organisation would remain a mere assumption until politicisation is rendered convincingly an acceptable norm. **The principal discordances that pervade the scheme of politicised job environment in our local setting are that; the institutions must have to contend with professionalism gaps; conform to routine order of compliance with conflicting orders; and execute imposed unprofessional and unethical directives; as may be mandatory for fulfilment of some eccentric political expediencies.**

Provision of jobs has become a major inducement that members of political parties have used extensively to canvass for votes of the populace towards elections. Party flagbearers and aspiring members of parliament have found a lot of prospects in the promise for jobs as they look upon the teeming youth whose predicaments are more or less as a result of the fact that the job market is not expanding in tandem with the churning of their ilk from the formal and informal sectors. On assumption of power, the elected party's immediate avenue for

pursuing the fulfilment of its political campaign promises of jobs lies largely in the exploitation of job opportunities within the public sector. Under the circumstances, the numbers in the public sector jobs may have to be bloated through creation of more bureaucratic offices and duplication of jobs in the various segments. The exploitation of jobs within the public sector for party loyalists goes with many ills that include unfair accomplishment of recruitment of staff without advertisement of job positions, and the employment of unqualified staff. Such recruitments make self-arrogated power handy to those so recruited and the entire anomaly become recipes for indiscipline and internal power wrangling within the institutions. Politicisation also sometimes devolves politically-appointed public office holders of responsibility for their indiscretions and wrongdoings as political authorities find themselves compellingly going on the defence in pursuance of face-saving and image restorative measures that end up shielding culpable appointees against statutory punishment or internal disciplinary procedures.

Polarisation whiffs a major concern into the foregoing deliberation as it permeates the entire trail of neopatrimonialism. Contemporary voting pattern in the country is seeing the two dominant political parties sweeping entirely all the votes in elections. The combined picture of this trend and a continuing trend of steadily diminishing vote differentials between the two parties in elections means that the entire country is polarised and so are the government institutions within which a large part of the nation's population resides. The allegiances of citizens and for that matter, members of the institutions are being systematically divided between the two political parties, and opinions on issues are staunchly expressed consistently by loyalists in support of their party or consistently in denial by members of the opposition. Seemingly, it is becoming unavoidable in the current order of our politics to be judged quickly by others not on the merit of one's opinion but by quiz of harmony of whether it accords with or departs from the position of either of the two major political parties. It is like everyone is being defined from a perspective of a political colour such that every act or expression is aligned with the position of either of the two parties and receptivity of facts and opinions on matters are being constructed on standpoints of two opposing political lenses. The politically polarised society as a result of the deep

rivalry between the two dominating parties, and the powerfully developing interest of citizens in politics keep warming up the political climate of the nation and seeing successive election years presenting increasing security challenges to the nation. Resolution of security challenges that come in the centre of political differences in which ruling governments themselves are parties would often constitute dilemma situations.

### **Exit Routes from the Conundrum**

Politicisation of government institutions is an issue that is hotly contested both conceptually and empirically and so there are numerous questions surrounding it: What is an ideal bureaucracy, and under what conditions can an impersonal system of administration emerge in a country where two major political parties are engaged in continuous power struggle? Is it practically possible to create a public bureaucracy that is autonomous from the control of the government of the day, and who should create it? Can a bureaucracy that is independent from political manipulation be responsive and responsible to the development policies of the ruling government? What should be the relationship between the political executive and public service bureaucrats in a democracy in order to promote an efficient stable development? These and other questions make politicisation of government institutions an awfully hard nut to crack. The appointment of public servants remains a central issue for both political practitioners who genuinely or if not, ostensibly want to make the functioning of government better. But the guiding assumption is that the public service will perform better with a permanent career public servants appointed based on merit.

Patronage and clientelism bear significant strength for maintaining political power and that seem to foment the ever-growing desire for political actors to engage in politicisation of the institutions. Conclusions of many studies point to the fact that patronage and clientelism cannot guarantee meritocracy in public organisations. In that light, the condemnation of politicisation of government institutions cannot be a belaboured undertaking and so governments would continue to be admonished to appoint careerists to the apices of public offices. Firstly, careerists are generally more likely to have the upper hand in professional knowledge and understanding of the policy issues of their sectors and that places them almost always in a better position for better performance. Secondly, careerists have the experience



and institutional memories of their organisations and are therefore in a better stead to connect current issues with the past records. As a large society however, the community of the public service has its share of anomalous players such as lobbyists, sycophants, charlatans, supplicants, and resolute politicians. That being so, the mere appointment of careerists may not altogether be a panacea to the resolution of the quandaries of politicisation if it is not conscientiously pursued. Arguably also, fair-minded careerists could become fully yielded and dogmatised within the order of perfidy on account of long pursuit of aberrant intents of their political masters. Nonetheless, there are faithful and unpretentious players within the government bureaucracy that have the key to aiding the disinterring of the right individuals for appointments to the high offices of the permanent bureaucracy.

In a governance system without a well-pursued national vision or national development plan into which successive governments would be obliged to contribute their developmental quota, every political party comes to power to pursue what is visibly appealing to the eyes of the majority in the population. So, in a population where the majority do not comprehend the intangible elements of good governance as well, their assessment of the work of government is typically based on such tangible achievements as could manifest in the building of infrastructure, and the administration of social interventions that presumably affect their pockets directly. Against this backdrop, political campaign messages are tailored basically to the pursuit of infrastructural developmental agenda that feature largely the building of schools, hospitals, and roads, and the offer of some enticing free goods and services, which promises are sometimes unconsciously served only as baits and not genuinely intended for delivery in their entirety. A national vision and developmental programme are necessary as means of providing bases for assessing and appraising the developmental agenda of political parties in order to provide the electorate with a body of more focused criteria for evaluating campaign promises and achievements of political tenures.

Instances of allegations and admissions of bribery of electorates by candidates of political parties with colossal sums and other affluent giveaways towards elections are becoming commonplaces in our contemporary electioneering processes. What it means is that, electoral candidates

are ready to part away with so much wealth to enhance their chances of winning power. People openly confessed sales of their immovable properties to provide funding for their parties and that is just one issue that has brought into question the means by which political parties raise funds to compete in elections. The receipt of such financial supports from individuals and organisations potentially renders the government indebted to those donors when the beneficiary party assumes power. The opening of avenues for debt recovery and rewards for such benefactors come handy through offer of high positions in the public sector jobs and award of public sector contracts. Each of these surreptitious schemes potentially harbour the exercise of unhallowed discretion and perpetration of unmeasured duplicity on the part of those individuals and organisations in accordance with their estimation of the size of compensatory rewards they expect on those investments. Deliberations on the possible ways of funding political parties in Ghana is a protracted work in progress but what seems clear is that the scale of funds required for party expenditure on elections is appearing increasingly indeterminate due to such innate guilefulness as bribery, vote buying, and the tendency of individuals and organisations to reap 'pay bags' from the electioneering processes. The apparent unlimited funding demands of political parties in elections would therefore remain an unresolved distressing glitch on our socio-political pane and continue to contribute to politicisation of our institutions for as long as state-funding does not seem feasible.

In trying to uncover further reasons for the growing interest of citizens in politics and the raging penchant for political power, it is pertinent to ask why the desire for power to rule the country and for representation of constituencies in parliament in this contemporary time are being so powerfully contested and seem to be a matter of do or die amongst citizens? Why would someone be so eager to put his or her entire wealth or even life on the line just to win an election if the sole purpose is to serve the nation? If it is for the fulfilment of dreams of self-actualisation, how does that fit within the agenda of the political parties on whose backs they ride? Of course, any enterprise that offers very attractive material benefits would certainly be intensely contested even if it bears potentially disastrous risks for partakers. There is no doubt that the material benefits and the haloed social statuses that are inherent in the positions

of government functionaries are the agents that are whipping up individual interest in politics. Government institutions serve as channels for resource distribution and so their capture provides access to resources and therefore important means for sustenance of power. It is irrefutable that the perquisites of political status including access to jobs; multiple gratuities as long as one remains a constituency representative in parliament; peripheral incentives aside official emoluments; and access to government contracts; are some of the pedigrees that arouse appetite for power, the building of staunch partisan loyalties, and the hot contestations of elections. The responsibility for creation of an impartial bureaucracy is a thing successive governments would want to continue to avoid in order to stay with the paybacks of politicisation. Reduction of perks to rational levels and elimination of corrupt tendencies could be some practical measures to make governance appealing to only those who genuinely want to serve the nation.

## Conclusion

A remarkable growing interest in politics nowadays is in a vicious cycle with struggle for power between two major political parties, along whose lines a systematic polarising of our society is evolving. Certain practices in politics have provided justification for its description as a dirty game but its importance in our lives makes it deserve a more serious look. Jutting prominently from a phenomenally high mounting interest of citizens in politics and polarisation of our society along the lines of two opposing political parties is politicisation of government institutions. The article described what constitutes government institutions and elaborated on the standard of behaviour required of holders of offices of those institutions. They are to behave with complete impartiality and loyalty to their organisations and the government of the day, whilst being fair to the general public. Attempts by governments to have political control over the permanent bureaucracy in a manner that aids the reaping of perks and sustenance of political power makes politicisation an issue of public concern. Politicisation is a matter of pros and cons, however, its hallmarks of patronage appointments and clientelistic offer of jobs are deemed detrimental to meritocracy and professionalism, and also act as catalytic elements for indiscipline and power play within the institutions.

There appears to be hardly any softly expressed sentiments on the matter of

politicisation of government institutions. The article quoted passionate feelings expressed by some Ghanaian writers to buttress the hard stance of people on that political canker in the Ghanaian society. The writers criticised politicisation as they brought it within the context of neopatrimonialism, by which ruling elites arrogate the nation's resources to their control as their personal properties and distribute them along politically-connected and parochially-designed channels. This, as the authors indicated, has rendered the public service a mere tool for political staffing to facilitate the personally-oriented mode of resource distribution. Though politicisation can be employed for the good purpose of ensuring that the permanent bureaucracy responds appropriately to the development plans of government, the nature of politics and manoeuvres of political actors and gofers that characterise the pursuit of power within our homegrown context are apt to leave it adorned eternally with negative connotations. As to whether a bureaucracy that is independent from political manipulation can be responsive and responsible to the development policies

of a ruling government, and who should create such bureaucracies, are the few rhetorical questions that appear to support cynical arguments in favour of politicisation and remain the sine qua non for its persistent exploitation in our political dispensations.

On possible routes out of the conundrum, the article explains how careerists, when unearthed through genuinely unpretentious institutional players could at the side of professionalism obligingly balance their loyalty appropriately between their appointed authorities on the one hand, and the public and institutions on the other. The article also pointed out the fact that well-designed national vision and national development plans could set good tones for national development agenda in which job creations would feature inherently. These could generate more focused set of criteria for electorates and remove the frolicsome promises of jobs that open up floodgates in the aftermaths of elections for partisan exploitation of public sector jobs. The article emphasises the fact that Individual and corporate funding of political parties in

elections makes a newly-elected government indebted to its party financiers upon assumption of office. Acts of bribery, vote-buying and reaping of pay-bags in electoral processes make financial budgets of political parties infinitesimally large and unattainable. Thus, the lack of any rational alternative political party funding solution and the growing leaning of citizens to political power would probably allow space for entrenchment of the furtive electoral reward schemes within our government institutions that come handy in the form of patronage appointments to high offices, clientelistic offer of jobs, and compensatory award of contracts. Finally, the article identifies that the perks inherent in the arena of politics are significant contributors to the persistent politicisation of our institutions, hence their extenuation and the elimination of dishonest tendencies on the side of functionaries could elicit desired positive outcomes.

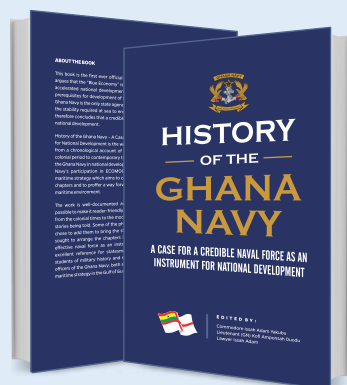
## MCPO and FCPOs RETREAT





## BOOK REVIEW

# HISTORY OF THE GHANA NAVY A CASE FOR A CREDIBLE NAVAL FORCE AS AN INSTRUMENT FOR NATIONAL DEVELOPMENT



**Title:** History of the Ghana Navy (A Case for a Credible Naval Force as an Instrument for National Development).

**Editors:** Commodore Issah Adam Yakubu, Lieutenant (Ghana Navy) Kofi Amponsah Duodu and Lawyer Issah Adam

**Publisher:** Digibooks Ghana Limited Tema - Ghana

**Pages:** 257

**Reviewer:** Captain Jude Nii Otu Anim



**Capt JNO Anim**

*History of the Ghana Navy (A Case for a Credible Naval Force as an Instrument for National Development) was edited by Commodore IA Yakubu, (now Rear Admiral), Lieutenant (Ghana Navy) Kofi Amponsah Duodu (now Lieutenant Commander) and Lawyer Issah Adam in 2019. Rear Admiral IA Yakubu who was then and the Chief Staff Officer (CSO) at the Naval Headquarters, is currently the Chief of Staff (COS) Ghana Armed Forces (GAF) General Headquarters. He has held several appointments in the GAF and was once the Chief Instructor of the Naval Faculty at the Ghana Armed Forces Command and Staff College. Rear Admiral Yakubu is an avid researcher and has many publications on maritime security and strategy to his credit.*

**L**t Cdr KA Duodu is currently the Assistant Naval Secretary at the Naval Headquarters in charge of Special Projects. He is a Mandela Washington Fellow and a researcher at the Gulf of Guinea Maritime Institute. Lawyer Issah Adam is a lecturer, lawyer and Deputy Director at the Ghana Armed Forces Legal Department. He holds a Master of Arts in Conflict Peace and Security from the Kofi Annan International Peacekeeping Institute. The above editors/authors are well versed in maritime affairs and security issues and they brought their knowledge to the fore in this well-thought out publication.

Other contributors to the book are Cdre James Osei Kontoh, Cdre Emmanuel Ayesu Kwafo, Cdr Naa Ayeley Akwei-Aryee, Cdr Cecilia Amoo-Welsing Lt (GN) Dorothy Osei-Anaso, Lt (GN) Priscilla Ami Dzokoto and Ex-CPOI Abdel Aziz Farouk. History of the Ghana Navy (A Case for a Credible Naval Force as an Instrument for National Development) is the first ever official record of the history of the Ghana Navy in its 60 (sixty) years of existence. It is a compilation of 20 (twenty) years' worth of painstaking research commissioned by the Chief of Naval Staff (CNS) at the time, V/Adm EO Owusu-Ansah.

It must be noted that Ghanaian Military literature is awash with detailed history of the Ghana Army from colonial days along with its contribution to national development in contemporary times. Unfortunately, since its formation in 1959, historical accounts of the Ghana Navy have not been “collected, preserved, displayed or interpreted to inform, inspire or serve as reference literature on naval affairs”. For this reason, the Ghana Navy, under the leadership of the current CNS, R/Adm S Amoama, sought to publish the official history of the Ghana Navy to coincide with the Navy's Sixtieth Anniversary celebrations in 2019.

The book is divided into three (3) parts and consists of 11 chapters. The first part of the book traces the history of the Ghana Navy from a Pre-Independence Colonial Naval Force through the actual formation of the Navy, the “Ghanaianisation” of the Ghana Navy and finally its role in National Development.

In Chapter 1, R/Adm IA Yakubu gives an account of the Pre-Independence Colonial Naval Force established to provide coastguard and customs controls, perform fishery protection duties and to assist in air/sea rescue work. According to the author the Naval Volunteer Force was tasked to clear channels of mines for movement of British ships entering the harbour or transiting the colonies. Their impressive performance led to discussions by the Imperial Government of Britain for a West African Colonial Naval Force to be established.

The Chapter further discusses the failed attempts by Great Britain to establish a West African Naval Force which would have comprised the colonies of Sierra Leone, Nigeria, Gambia and the Gold Coast. Unlike the well documented role of the Royal West African Frontier Force (RWAFF) in East Africa and in Burma, the British's attempts to raise a West African Naval Force failed to materialize for a myriad of reasons well discussed by the author. Even though the plans by the British Government for a West African Naval Force never materialized, the Gold Coast Naval Volunteer Force which was established during the Second World War would form the foundation of the Regular Ghana Navy when it was established in 1959.

In Chapter 2, R/Adm IA Yakubu and Lawyer Issah Adam discuss the back-

ground to the actual formation of the Navy by an Act of Parliament in July 1959 in detail. According to the authors, Dr Kwame Nkrumah's vision to “make Ghana a maritime power, at least within the African context” led Dr Nkrumah to write to Lord Louis Mountbatten, the Admiral of the Fleet, and head of the British Royal Navy, soliciting assistance to build a naval force for Ghana. The Chapter further discusses the contributions of the Royal British Navy in the initial acquisition of naval assets, training and development of both the Naval Officers and Ratings and the adoption of the Ghana Navy Ensign. The use of pictures to illustrate the naval history makes it enjoyable to read.

Chapter 3 of the book elaborates on the evolution of the Ghana Navy from its inception in 1959 until the first coup in 1966. The construction of Naval bases in Sekondi and Tema as well as further development of human resources in the Navy are highlighted in this chapter. The decision by the National Liberation Council in 1967 to invite a team of experts from the Indian Navy to review and make recommendations on the training of naval cadets is also worthy of note as Ghana Navy subsequently started sending Naval Cadets to India and other Naval Academies in Pakistan and Canada.

The authors opine that, “the diversification of training enabled the Ghana Navy to blend talents from the British Navy and those from other littoral forces of developing countries. This allowed Ghana to train more Naval Cadets than it would have if it had relied exclusively on the Royal British Naval Academy in Dartmouth”. The appointment of the first Ghanaian Officer R/Adm DA Hansen as head of the Ghana Navy as well as further Ghanaianisation of the Ghana Navy is also well discussed in Chapter 3.

The fluctuating development of the Ghana Navy from 1966 to 2019 is examined in Chapter 4. Its decline from 1966 to 1992 and the development of the Navy under democratic governance from 1993 to 2007 are also well elaborated to the understanding of all. The chapter also captures a key event leading to a decline in morale of naval personnel. The lessons therein are imperative for personnel of the Ghana Armed Forces. The transformation of the Ghana Navy following the discovery of oil in commercial quantities is a seminal point in the history of the Ghana Navy. The Navy's role in the oil find and the

provision of a safe and secure environment for oil exploration activities and drilling operations led to revitalisation of the Ghana Navy. The subsequent infrastructural transformation by successive Chiefs of the Naval Staff is worthy of commendation.

Key areas of the Navy's contribution to national development are covered in Chapter 5 in a clear and logical manner even to the understanding of readers who are not familiar with the role of the Ghana Navy in national development. From its fishery protection duties, to support to Offshore Oil and Gas exploration to anti-piracy and anti-smuggling operations in the Gulf of Guinea, the Ghana Navy plays a focal role in the development of the maritime industry. A significant assertion made by RAdm Yakubu is that with more than 80 percent of Ghana's foreign trade conducted by sea, it is imperative to keep the Ghana Navy operational and ready to keep the country's territorial waters safe and secure for economic activities to thrive.

An important aspect of the book is the history and role of women in the Ghana Navy and this is covered in Chapter 6. The chapter reveals that, interestingly, “although there has been an age-old tradition of christening and characterising ships with female names, attributes and pronouns in the maritime world, female presence aboard ships was deemed to be bad luck especially amongst pirates”. The contributors, Cdr Cecilia Amoo-Welsing, Cdr Naa Ayeley Akwei-Aryee and Lt (GN) Kofi Amponsah Duodu review the crucial role of women in the Ghana Navy. The Chapter recounts the exploits of the first female Officer, Capt (GN) FB Anokye-Boakye, and that of the first female Legal Officer, Cdr Naa Ayeley Akwei-Aryee.

Chapter 6 also assesses the challenges and prospects for the first executive female Naval Officers Lt (GN) D Osei-Anaso and Lt (GN) PAD Dzokoto, as well as the first female Engineering Officer, Lt (GN) A Atttoh. Beyond the officer corps, the contributions of the first batch of female naval ratings are well documented. It is the view of the authors that the challenges encountered by female naval personnel need to be addressed holistically. It is probably to this end that Cdr V Arhin (first female Naval Public Relations Officer) has been appointed Gender Policy Advisor to the Chief of the Defence Staff. It



is the hope of the contributors that more opportunities would be created for females to pursue a career in the Navy especially on board more gender-friendly ships.

The second part of the book is made up of 4 chapters. Chapter 7 gives an overview of the role of the Ghana Navy in ECOMOG operations as part of the ECOMOG Naval Task Force. The role of land forces (Ghana Army) in the wars in Liberia and Sierra Leone are well documented and have been adequately reviewed by many authors. However, there is limited literature on the role that the Ghana Navy played in ECOMOG operations. This chapter serves as a prelude to a detailed account by Cdre James Osei Kontoh on the role of Ghana's Naval Force starting from 10 August 1990 when GNS ACHIMOTA and GNS YOGAGA were tasked to escort Ghanaian troops on board a Ghanaian merchant ship, MV TANO RIVER. R/Adm IA Yakubu further discusses the organization of the ECOMOG Naval Task Force, the Command, Control and Logistics arrangement, and the detailed role of the Naval Task Force especially the Naval Gunfire Support and Blockade Enforcement operations against the National Patriotic Front of Liberia (NPFL) led by Charles Taylor.

Cdre Kontoh in the following chapter presents the perspective of an ECOMOG combatant as experienced during the Liberian crisis. It details the account of the Ghanaian fleet that set sail from Sekondi-Takoradi on 10 August 1990, transiting Ivorian and Liberian waters to Freetown and then to Monrovia. Cdre Kontoh also gives a vivid account of the attacks carried out by rebels on Ghana Naval Ship (GNS) YOGAGA, and the subsequent evacuation of soldiers and dignitaries by GNS ACHIMOTA. Drawing lessons from his experience in Liberia, the author concludes his account by suggesting the need to position the Ghana Navy as a competent force to deal with and contain threats that may arise due to the discovery of oil in commercial quantities and the subsequent increase in maritime traffic along our shores.

The detailed account of the bombing of GNS YOGAGA and eventual escape to GNS ACHIMOTA is poignantly narrated in Chapter 9 by Ex-CPOI Abdel-Aziz Farouk who was on board the ship that was tasked to transport a high-level Ghanaian delegation from Tema to Monrovia. Ex-CPOI Farouk impressively recounts the

individual and collective acts of heroism by the ship's Officers and Ratings on board GNS ACHIMOTA which had to evacuate personnel and civilians from GNS YOGAGA to Freetown. The gruelling twenty-seven-hour journey from Monrovia to Freetown which under normal circumstances would have taken six hours to cover is a testament to the valour and bravery displayed by the ship's crew. Such stories need to be brought to the fore and celebrated.

Similarly, the exploits of GNS SEBO in Sierra Leone during the rebel invasion of Freetown in January 1999 is highlighted in Chapter 10 by R/Adm IA Yakubu. The ship which was originally tasked to carry out logistics resupply of Ghanaian ECOMOG troops in Liberia was suddenly reassigned to provide Naval Gunfire Support to ECOMOG ground troops at Royeima. The author asserts that, the ability of GNS SEBO to respond to this new mission and subsequent combat missions demonstrated the attributes of maritime power including mobility, versatility and flexibility.

Also, according to the author, the fact that Ghanaian and Nigerian Naval Forces "used the same class of ships and weapons made interoperability very smooth and enabled the ships to support one another". Another key recommendation by R/Adm IA Yakubu is the need to "harmonize defence acquisition and combat systems to facilitate interoperability in combined operations."

Additionally, due to the effective collaboration between the Naval Forces of Ghana and Nigeria during the Liberian crisis, the writer suggests the need to include a naval component in the ECOWAS Standby Force. It is his view that designated ships must be kept at the same level of readiness as the Standby Brigade to offer naval support in future conflicts within the West African sub-region. It is yet another critical recommendation that must be considered by ECOWAS.

The third part of the books looks at the need for a National Maritime Strategy and some important principles of maritime strategy. In the final chapter, the authors make a cogent case for a National Maritime Strategy suggesting that, such a crucial national policy is long overdue. It is the opinion of the authors that, with the huge investment made in Ghana's

maritime sector, and the increased maritime traffic in Ghana's territorial waters, there is the urgent need for a comprehensive National Maritime Strategy to serve as a gyro compass course for activities in the maritime sector. The authors further add that an integrated Maritime Strategy will among other things achieve a coherent and relevant approach to maritime safety, security and then facilitate effective allocation of resources based on identified priorities.

The book posits that the maritime industry, otherwise referred to as the "Blue Economy" is the most promising sector to lead Ghana to accelerated national development and that safety and security at sea are prerequisites for development of the sector. The authors further explain that the Ghana Navy is the only state agency with the capability and structure to ensure the stability required at sea to ensure a thriving maritime industry. The book concludes that a credible Naval Force is an imperative instrument for national development.

Generally, the history of the Ghana Navy is well organized and presented with utmost clarity. The use of pictures aids the reader to appreciate the key events discussed in the book. The use of clear and simple English makes the book a delight to read. The book is a well-researched and logically written book and will serve as a brilliant reference material for students of military history in general, and officers and men of the Navy and indeed the Ghana Armed Forces. The detailed account of the role the Ghana Navy has played in the ECOMOG operations in Liberia and Sierra Leone is a refreshing addition to the otherwise Army biased narrative of external peace support operations. The Navy's crucial role in safe guarding our maritime domain, and its contribution to ensure that the over 80 percent of Ghana's foreign trade that occurs on our waters are safe is worth highlighting and celebrating.

The History of Ghana Navy (A Case for a Credible Naval Force as an Instrument for National Development) by R/Adm IA Yakubu, Lt Cdr KA Duodu and Lawyer Issah Adam is an exceptional addition to military literature and meets its desired end state of enriching the knowledge of its readership particularly in naval history, strategy and doctrine.

# PROFILE OF REAR ADMIRAL ISSAH YAKUBU

## CHIEF OF THE NAVAL STAFF ★ ★

Rear Admiral Issah Yakubu was born on 10 March 1965 in Tamale, the Northern Region of Ghana. After completion of his first cycle education, he proceeded to the Tamale Secondary School where he attained his Ordinary Level and Advanced Level Certificates in 1984 and 1986 respectively. He enlisted into the Ghana Armed Forces in 1987, trained at the Ghana Military Academy as part of Regular Career Course Intake 29, and was commissioned into the Ghana Navy as an Executive Officer in 1991. Subsequently, he had his International Midshipmen and International Sub-Lieutenants Courses at the Britannia Royal Naval College, Dartmouth and the School of Maritime Operations, Portsmouth both in the United Kingdom (UK), from April 1993 to April 1994 and from September 1994 to April 1995 respectively. He was adjudged the best international student on both courses.

In 1996, Rear Admiral Yakubu had his Junior Staff Course at the Armed Forces Command and Staff College (AFCSC), Jaji in Nigeria. From 2002 to 2003, he completed his Senior Command and Staff Course at the Ghana Armed Forces Command and Staff College (GAFSC) Teshie – Accra, where he emerged as the best Naval student. Other courses undertaken by Rear Admiral Yakubu include Naval Staff Course at the Naval War College in Rhode Island, USA in 2005, the International Maritime Operations Course at the Coast Guard Training Centre, Virginia, USA in 2006, the International Disaster Management Course at Resilience Centre of Cranefield University, UK in 2007 and the Naval Command Course at the Naval War College, Rhode Island, USA from July 2015 to June 2016. He received the coveted Honourable Mention for Leadership during his Naval Command Course.



Rear Admiral Yakubu has held various appointments in the course of his career starting with Administrative Officer at the Naval Base Sekondi from February 1991 to October 1992 and Watch-Keeping Officer on board Ghana Navy Ships (GNSs), ACHIMOTA and YOGAGA from October 1992 to June 1997 and then as Executive Officer on GNS SEBO from July 1997 to March 1999. During the period on board these three ships, he participated in the military intervention in Liberia and Sierra Leone as part of the ECOWAS Ceasefire Monitoring Group (ECOMOG).

Following that, he served as the Officer-in-Charge of the Communications School at the Basic and Leadership Training School at the Naval Base Tema, from March 1999 to April 2000 and as the Officer-in-Charge of Naval Cadet Training at the Regional Maritime Academy (now Regional Maritime University) from April 2000 to January 2001.

Afterwards, he was appointed the first Executive Officer of GNS ANZONE in January 2001 and was part of the crew that sailed the Ship from Alaska, USA, on its maiden voyage to Ghana. In September 2003, he proceeded to the United Nations Mission in Ethiopia and Eritrea (UNMEE) as a Military Observer and returned in September 2004 to assume the post of Acting Commanding Officer, Basic and Leadership Training School at the Naval Base Tema. He returned to the Fleet in June 2005 and was appointed Commanding Officer of GNS ANZONE where he served from June 2005 to June 2006. As Commanding Officer of GNS ANZONE, he was instrumental in the arrest of MV BENJAMIN, which was trafficking



cocaine to Ghana. He was commended for his professionalism and resourcefulness in the Report of the Georgina Woode Committee that investigated the MV BENJAMIN saga.

Rear Admiral Yakubu's next appointment was as a Directing Staff at the Ghana Armed Forces Command and Staff College (GAFSC), Teshie – Accra, from September 2006 to October 2008, and at the Armed Forces Command and Staff College (AFCSC), Jaji in Nigeria from October 2008 to October 2010. He returned to GAFSC as Directing Staff in October 2010 and later appointed as the Acting Chief Instructor of the Naval Faculty from July 2011 to December 2011. He was then posted back to the Fleet and appointed Commanding Officer of Ex-German Navy Warship, which was later named GNS YAA ASANTEWAA in December 2011 and he subsequently sailed the ship as its first Commanding Officer from Germany on its maiden voyage to Ghana.

In November 2012, he was posted to the Naval Headquarters where he initially served as the Director Naval Administration till July 2015 and then as the Acting Chief Staff Officer from July 2016 to April 2017. He was promoted to the substantive rank of Commodore and appointed substantive Chief Staff Officer in May 2017. He served in that capacity till August 2019 when he was appointed Ghana's Defence Attaché-designate to London, UK.

Subsequently, Rear Admiral Yakubu was appointed Chief of Staff at the General Headquarters of the Ghana Armed Forces from 18 February 2020 to 5 February 2021 when he assumed the helm as Acting Chief of the Naval Staff based on the appointment by the President of the Republic and Commander-in-Chief of the Ghana Armed Forces. He was confirmed as the 18<sup>th</sup> Chief of the Naval Staff (CNS) by the President on 4 March 2021.

During the course of his career, Admiral

Yakubu has been awarded for several accomplishments and also honoured with several medals including commemorative medals and those attained on international peace operations such as the ECOWAS Ceasefire Monitoring Group in Liberia (ECOMOG) and with the United Nations Mission in Ethiopia and Eritrea (UNMEE) among others.

Admiral Yakubu holds a Master of Arts Degree in International Relations from the Salve Regina University, USA and a Post-graduate Diploma in Public Administration from the Ghana Institute of Management and Public Administration. He is an avid researcher and has authored numerous papers on maritime security and strategy. He is Co-Author and Co-Editor of the official history of the Ghana Navy titled "History of the Ghana Navy: A Case for a Credible Naval Force for National Development".

He is married with children and enjoys reading, swimming and playing golf.

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