

THE HORIZON



MAGAZINE OF THE INDONESIAN NAVY

1st Edition 2020

TNI JOINT EXERCISE "DHARMA YUDHA" 2019

Joining Forces to Destroy the Enemy

STRENGTHENING DIVERSITY WITHIN TOGETHERNESS IN PAPUA

To Frame the Archipelagic State of
the Indonesian Republic



The Kartika Jala Krida Diplomatic
Trails

From People's Soldier To National
Military

Border Areas as Strongholds
of the Nation's Defense

OUR GLORY IS AT THE SEAS!

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The editorial staff received articles (maximum 5 pages with 1.5 spaces) along with photos from all members of the TNI/TNI AL and the general public. The manuscript must be printed on A4 size paper and is equipped with digital data in a Compact Disc (CD) or soft copy can be sent via the editor's e-mail.

Submissions that have been sent become the property of the editor, and the editor has the right to correct/edit without changing the content/meaning. The manuscript that is published will get the appropriate reward. The editor also accepts criticism, suggestions and brief opinions.

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JALESVEVA JAYAMAHE!

Dear readers,

THIS inaugural *The Horizon* magazine comes with a variety of reports and varied information as a result of a variety of recorded events, interviews and writings from various circles that can add to our shared insights.

Strike after strike of various TNI main equipment and weapon systems clashed in enemy areas. Thousands of TNI soldiers from the three branches swiftly and unitedly carried out diverse assault maneuvers, until they succeeded in destroying enemy forces. The description of the Joint Exercise of the TNI "Dharma Yudha" 2019 increasingly shows the identity of the TNI in general and the Navy in particular, which now has been 74 years in service in defending the Republic of Indonesia. This report is also the main attraction of *The Horizon* magazine.

A variety of other articles are also presented, so that the information media of the Indonesian Navy and Maritime Affairs increasingly captivates readers. Among them are the remembrance of the Arafuru Sea Battle to commemorate *Dharma Samudera Day* on January 15, 2020, Sail Nias which is expected to be a gateway to go to Indonesia's tourist destinations as the first archipelagic country to have a Traffic Separation Scheme, strengthening diversity within togetherness in Papua, the diplomatic footprints of Kartika Jala Krida in the visiting voyage of KRI Bima Suci-945 to nine countries, and other interesting information.

The Horizon magazine will be meaningful if it has been in the hands of loyal readers who read all the information presented.

Have a pleasant reading.

Head of Naval Information Service,
First Admiral Mohamad Zaenal, S.E., M.M., M.Soc.Sc.





MEETING OF NAVAL CHIEFS RESULTED IN INDONESIA-AUSTRALIA MARITIME COOPERATION

THE Chief of the Indonesian Navy, Admiral Siwi Sukma Adji, S.E., M.M., met with his Australian counterpart, Vice Admiral Michael Joseph Noonan, on Friday (07/19), in Canberra, Australia. On this occasion, the Chief of the Indonesian Navy, who was accompanied by several senior Indonesian Navy officers, including the Assistant to the Planning and Budgeting Rear Admiral Arusukmono Indra Sucahyo, S.E., M.M. and the Head of the Naval Information Service First Admiral Mohamad Zaenal, S.E., M.M., M.Soc.Sc., discussed the development of bilateral relations and the regional situation specifically regarding the importance of maintaining maritime security.

During this meeting, the Indonesian Navy and the Royal Australian Navy agreed to mutually increase

cooperation in the field of exercise and training. Both of them realize that a form of cooperation through the interaction between individuals is very important in understanding each other especially in cooperation in the fields of education, exchanges, seminars, and conferences.

As is well known, so far the relationship between both navies has been very well established. So that this is implemented through various bilateral cooperation, including the joint exercises Cassowary Exercise (Cassoex) New Horizon and Australia-Indonesia Coordinated Patrol (Ausindo Corpat). The two countries also actively participated in exercises involving various countries such as the Multilateral Exercise Kakadu and the Multilateral Naval Exercise Komodo (MNEK) initiated by the Indonesian Navy.

HONORARY VISIT TO AUSTRALIAN NAVY HIGH-RANKING OFFICIALS

IN addition to holding meetings with the Chief of the Australian Navy, Admiral Siwi Sukma Adji also paid an honorary visit to the Australian Chief of Defense Force, represented on this occasion by the Vice Chief of the Australian Defense Force Vice Admiral David Lance Johnston, and Secretary of the Department of Defense Gregory Laurence Moriary, and also met with the Indonesian Ambassador to Australia Y. Kristiarto S. Legowo.

On that occasion, the two Navy chiefs discussed the development of bilateral relations and the regional situation, in particular the importance of maintaining maritime security. The Indonesian Navy and the Australian Navy agreed to increase cooperation for exercises and trainings.

To date, the cooperation between both navies has been very well established, among others carried out through the Cassoex Exercise New Horizon and Ausindo Corpat. The two countries also actively participated in exercises involving various countries such as the joint Multilateral Exercise Kakadu and the Multilateral Naval Exercise Komodo (MNEK) initiated by the Indonesian Navy.

THE IMPORTANCE OF MAINTAINING MARITIME SECURITY

AT this meeting, the Indonesian Navy and the Australian Navy agreed to mutually enhance cooperation in various fields, particularly in the field of maritime security. The two Navy chiefs discussed the development of bilateral relations and the regional situation, in particular the importance of maintaining maritime security.

Both parties realized that the form of cooperation through the interaction between individuals is very important for mutual understanding, especially in the fields of education, exchanges, seminars, and conferences.

As is well known, so far the relationship between both navies has been very well established, implemented through bilateral cooperation. And the two countries also actively participate in various joint exercises.

The working visit of the Chief of the Indonesian Navy along with senior Indonesian Navy officers to Australia was a reciprocal one after Vice Admiral Michael Joseph Noonan visited Indonesia in November last year and met the Chief of the Indonesian Navy at the Main Building of the Navy Headquarters in Jakarta.

The Royal Australian Navy Chief Admiral Michael Noonan said in May 2019 that the two countries held a meeting on board the HMAS Canberra anchored in Jakarta, at the time of the IPE 19 (Indo-Pacific Endeavor-2019). HMAS Canberra's and HMAS Newcastle's visit was to carry out the IPE 19. This endeavor strengthened Australia's partnership with regional countries, one of them with Indonesia, namely the TNI AL. Indonesia and Australia have had a good relationship for a long time. This visit brought a mission of peace in the region and broadened the cooperation with the Indonesian Navy.

According to the Australian Ambassador to Indonesia, Gary Quinlan, this visit showed that a strong relationship with Indonesia is crucial for Australia's national security.

Australia engaged more than 1,000 personnel in carrying out the IPE 19, consisting of members of the Navy, Army, and Air Force. At IPE 19, the Indonesian Navy also included two commissioned officers to take part in the voyage from Vietnam to Indonesia.

JALASENASTRI CHAIRPERSON ACCOMPANIES INDONESIAN NAVY CHIEF ON WORK VISIT

IN the visit, the Chairperson of Jalasenastris (association of the wives of members of the Indonesian Navy) Mrs. Manik Siwi Sukma Adji accompanied the Navy Chief, Admiral TNI Siwi Sukma Adji, S.E., M.M., during his courtesy visit to Canberra, Australia, from 17th to 19th July 2019.

During the work visit, Mrs. Manik Siwi Sukma Adji also attended a dinner invitation with the Indonesian Navy Chief, as the guest of honor. Accompanied by Mrs. Jan Noonan, wife of the Chief of the Royal Australian Navy, the event felt cosy, especially when Mrs. Manik Siwi Sukma Adji submitted her self-authored book, entitled *Ecoprint and the Leaf Philosophy*.

Ecoprint is a technique for yielding patterns to natural features. Leaves, flowers, or fruits, can be used as patterns on materials or fabrics. This simple technique does not involve machines or artificial chemical fluids. This technique is applied to natural fibrous materials such as silk, wool, cotton, or cowhide that are able to absorb color well.

Since 2018, the Ecoprint technique has been socialized within the Jalasenastris organization throughout Indonesia in order to increase the insight, creativity, and skills of Jalasenastris members, while at the same time becoming a commodity that can improve the welfare of the families of Indonesian Navy soldiers.©

COMMEMORATING THE ARAFURU SEA BATTLE

| 15TH JANUARY 1962 |

NAVY CAPTAIN DR. R. SYARIF THOYIB, M.SI. AND ADI PATRIANTO, S.S.



THE Indonesian People on August 17, 1945 proclaimed the independence of the Republic of Indonesia and formed a government that protected the whole nation and country. The entire Indonesian archipelago is the all-inclusive territory that once belonged to the former Dutch East Indies including West Irian which was contained within the Unitary State of the Republic of Indonesia (NKRI).

The Dutch did not recognize the Indonesian proclamation of independence, and sought to return to Indonesia to continue colonialism by piggybacking on the Allies in 1945 after Japanese troops surrendered to the Allies at the end of the Second World War. During 1945-1949, the War of Independence raged to expel the Dutch from Indonesia by combining physical (military) struggle and diplomatic struggle at the same time.

The Dutch eventually gave up and was willing to advance to the negotiating table. Through the Round Table Conference (KMB) in The Hague, the Netherlands, on December 19, 1949, recognized the sovereignty of the Republic of Indonesia, with the exception of the West Irian Residency. The discussion on West Irian was agreed to take place a year after the recognition of sovereignty.

The Netherlands reneged on its promise and continued to postpone discussion on the status of West Irian. Bilateral discussions on the status of West Irian dragged on with no results. Even in mid-August 1952 the Dutch Parliament issued a decision approving West Irian or the Netherlands New Guinea as part of the Kingdom of the Netherlands. This triggered a strong reaction from the Indonesian government, so that since then the conflict between Indonesia and the Netherlands escalated.

After experiencing a stalemate in various negotiations, the Indonesian government resolved a confrontation with the Netherlands through the policy of nationalizing Dutch-owned companies and the expulsion of around 50,000 Dutch nationals living in Indonesia in 1958. Indonesian-Dutch diplomatic relations were at a difficult point to be saved, let alone the Netherlands had increasingly strengthened its military forces in West Irian including bringing in the aircraft carrier Hr. Ms. Karel Doorman in mid-April 1960. Finally, on August 17, 1960 the government of the Republic of Indonesia severed diplomatic relations with the Kingdom of the Netherlands.

GUNBOAT DIPLOMACY

IN order to balance the Dutch military power in West Irian, Indonesia made efforts to modernize its military power and added its main equipment and weapon systems with modern technology. Because the obtaining of defense equipment from Western European countries and the United States was constrained by Dutch membership in the North Atlantic Treaty Organization (NATO), it was

otherwise carried out with the Warsaw Pact countries (East Bloc) and the Soviet Union.

Since 1958, weapons purchasing missions had been sent to the Soviet Union and Warsaw Pact. Starting in 1959, the Indonesian Navy received a number of modern defense equipment, including the Jaguar-class Motor Torpedo Boat (MTB) from West Germany, as well as two Whiskey-class submarines and frigates from the Soviet Union. To accelerate the urgent procurement of defense equipment needs in the context of the liberation of West Irian in 1960 the government established a weapons purchase mission led by the Minister of National Security/Chief of the Indonesian Army General A.H. Nasution to Moscow.

The Indonesian Navy's strength also continued to grow with the presence of modern high-tech warships, implementing the gunboat diplomacy strategy. It was estimated that by the end of 1962 the Navy's ability had reached 62% of the target. The procurement of the Navy's forces was carried out through the militarization of commercial vessels.

THE GRAND STRATEGY OF THE INDONESIAN GOVERNMENT: "TRIKORA"

THE Dutch did not want to return West Irian to Indonesia, even fought for the decolonization and internationalization of West Irian in the UN forum without negotiating with Indonesia which had sovereignty in the region. The Dutch also attempted to separate West Irian from Indonesia by forming the Papua National Committee in October 1961. Indonesia attempted to thwart the Dutch plan to internationalize West Irian and establish a Papuan state.

To reinforce the struggle to return West Irian to the Republic of Indonesia, on December 11, 1961 Indonesia formed the National Defense Council (Depertan) which established the Supreme Command (KOTI) for the Liberation of West Irian. As the commander of KOTI was the President/Supreme Commander assisted by the Commanders of the Army, Navy, and Air Force. The National Defense Council devised the steps to integrate all national potentials in the struggle for the liberation of West Irian which gave birth to a famous decision, i.e. the *Tri Komando Rakyat* (Trikorra) or Three Commands of the People which was announced on December 19, 1961 in the Yogyakarta square by the Republic of Indonesia President Ir. Sukarno. The Trikorra commands were: 1) Thwart the establishment of a puppet state of Papua made by the Colonial Dutch; 2) Raise the Red and White in West Irian as an Indonesian territory; and 3) Prepare for general mobilization to maintain the independence and unity of the motherland and the nation. Subsequently, on December 31, 1961 the National Defense Council (Depertan) and the Supreme Command of Liberation of

West Irian (Koti Pemirbar) formed the West Irian Liberation Theater Command. Since then, armed confrontations with the Dutch began in West Irian.

The Trikora announcement marked a new phase in the struggle for the liberation of West Irian, namely from the diplomatic phase to the confrontation phase in all fields, including the military. The Indonesian government had set a point of no return and was determined to take West Irian back to Indonesia with all its risks.

OPERATION FOR THE LIBERATION OF WEST IRIAN

AFTER the announcement of the Trikora, Indonesia began to determine the next step by planning the West Irian liberation operation. In a joint meeting of the National Defense Council together with the Joint Chiefs of Staff and KOTI on December 31, 1961, it was decided to: 1) Establish a new version of West Irian Province with a West Irian native as its Governor; 2) Establish a *Mandala* (Theater) Command that directly leads the units of the Armed Forces of the Republic of Indonesia in the task of seizing West Irian.

The term *mandala* has been used since the Majapahit era which means a war zone or theater of operation. The Theater command for the liberation of West Irian was led by the Theater Commander which composition consisted of the Theater Army Command (ADLA), the Theater Naval Command (ALLA), the Theater Air Force Command (AULA), the Combined Theater Air Command (Kohanudgab), and the Combined Theater Forces Command, each led by a Commander in Chief.

The Theater Naval Command (ALLA) was led by Navy Captain (P) R. Sudomo who was in charge of the I-Task Force Command (Komartu-I) and the Marine Force (Paskomartu). The ALLA command had 54 warships, 24 navy ships, eight aircraft, and one Marine Brigade. The number of personnel consisted of: Fleet 5,460 people, militarized 3,300 people and Marine 6,700 people. The concept of operations carried out by ALLA was to carry out four stages of operation consisting of: 1) the Show of Force Phase; 2) Infiltration Phase; 3) Exploitation Phase; and 4) Consolidation Phase.

The ALLA command in the first, Show of Force, phase was in charge of balancing the forces. Then in the Infiltration Phase or Pre Operations phase, it was tasked with concentrating the ten companies of Indonesian Armed Forces (APRI) troops in stages until the end of 1962. During this Infiltration Phase, the ALLA involved the Torpedo Fast Boat Units (KKTT) and Submarine Units (KKS). During the Exploitation Phase, the ALLA Command would carry out an open attack occupying West Irian with a target that would last until the end of 1963.



Navy Captain Sudomo (left)

Whereas during the Consolidation Phase, the ALLA was to consolidate the position or strength of the Republic of Indonesia throughout West Irian in 1964.

The atmosphere of confrontation with the Dutch increased; both the Netherlands and Indonesia were ready to face the possibility of an open war.

SPECIAL TASK FORCE 9

DURING the Supreme Command (Koti) of the Liberation of West Irian meeting at the State Palace held in early January 1962, the Minister/Chief of the Indonesian Navy (Men/KSAL) Admiral R.E. Martadinata received orders from Indonesian President Soekarno to land a company consisting of natives from West Irian. The landing mission was incorporated in the Special Task Force 9 (STC-9) with elements consisting of RI Macan Tutul-602, RI Macan Kumbang-606, RI Harimau-607, and RI Singa-608. Infiltration would be carried out on January 15, 1962 at 2400 hours, aiming at the south coast of Kaimana, around Vlakke Hoek.

After the meeting at the palace, the Minister/Chief of the Indonesian Navy immediately held a meeting with the Operations Staff of the Navy Headquarters (MBAL). During the emergency meeting, Navy Commander Sudomo, Head of the Operations and Training Directorate of MBAL, was ordered to compile an infiltration operation task force consisting of four Torpedo Fast Ships (KCT) or Jaguar-class Motor Torpedo Boat (MTB) made in West Germany. The task force must be able to sail 2,000 nautical miles from its base in Tanjung Priok Jakarta to "Red Beach" in West Irian.

The four MTBs to be assigned to the infiltration operation were RI Harimau-607 commanded by Navy Lieutenant Commander Samuel Muda, RI Matjan

Tutul-602 commanded by Navy Lieutenant Wiratno, RI Matjan Kumbang-606 with Navy Lieutenant Junior Grade Sidhoparomo in the lead, and RI Singa-608 with Navy Lieutenant Junior Grade Soegardjito as the ship's commander. As the Squadron Commander was Navy Lieutenant Commander Samuel Muda and RI Harimau-607 became the flagship. Other supporting vessels were RI Pattimura-252, RI Rakata-922, and RI Multatuli-561. In addition, three gathering points or rendezvous (RV) for the re-supply process were also set.

To lead the troop landing mission, Navy Captain Sudomo had previously sought out officers, but until an urgent deadline he had not yet been obtained one, the operation was finally led by him. Related to this landing operation, it turned out that the Deputy I to the Minister/ Chief of the Indonesian Navy Commodore Yos Soedarso also conveyed his plan to join the landing team later. In order to maintain confidentiality, the entire process of resupplying was carried out at sea and all MTBs should as far as possible avoid meetings with commercial vessels. The MTBs of the Indonesian Navy would sail with a bounce motion, along the waters of the Lesser Sunda Islands then turn northeast to cross Maluku waters approaching the target area. The "Red Beach" of the landing was determined to be located on the south coast of Kaimana, precisely in Vlakke Hoek, east of the Aiduna river.

On January 9, 1962, four MTBs gathered at the Samudera Pura pier, Tanjung Priok Port III, and carried out a logistical embarkation. As the Commander of the STC-9, Sudomo, whose rank had just been promoted to Navy Captain, was based on the RI Harimau warship.

At 1830 hours, all elements of the STC-9 left the Samudera Pura pier with the following starting formation: RI Harimau, RI Matjan Tutul, RI Matjan Kumbang, and RI Singa. The four sailed to RV I across the Java Sea in a dark state (black out) and applied radio silence. STC-9 sailed in full line formation with RI Harimau on the lead.

RV I

CROSSING the Surabaya West Channel still in full formation with a speed of 15 knots. The STC-9 convoy of RI Harimau, RI Matjan Tutul, and RI Singa arrived at RV I between Gili Genteng Island and Gili Raya Island with RI Pattimura-252 corvette on January 10 at 1800 hours for refueling and logistics re-supply. RI Matjan Kumbang, which succeeded in repairing its engine in Ujung Karawang waters, arrived at RV I on January 11 at 0500 hours.

SPECIAL TASK FORCE MOBILIZATION

ARMY troops to be landed in West Irian embarked from Halim Perdanakusuma Air Base in Jakarta with two

Hercules transport aircraft belonging to the Indonesian Air Force. On January 12, one Hercules brought troops and another Hercules brought Commodore Yos Soedarso along with the Army commanders. The two Hercules arrived at Letfuan the next day. Next, the group moved by boat from Letfuan to RI Multatuli which was anchoring in the waters around Ujir Island. The army guerrillas were then stationed at RI Multatuli awaiting the arrival of STC-9.

RV II

ON January 13, all elements of STC-9 arrived at RV II on the tugboat RI Rakata-922 in Hading Bay, north of Flores Island, for refueling.

RV III

THREE MTBs, except RI Singa, due to running out of fuel floated about 100 miles away, arrived northwest of Great Kai Islands RV III waters by RI Multatuli-561 submarine tender ships around Ujir Island and Wasir Island, in the Kai Islands.

COMMAND BRIEFING

ON January 15th at 0900 hours, a briefing was held in the RI Multatuli command room by STC-9 Commander Navy Captain Sudomo to all ship commanders. The briefing was attended by Deputy I of Operations for Minister/ Chief of the Indonesian Navy Commodore Yos Sudarso, Assistant for Operations for Minister/ Chief of the Indonesian Army Colonel Moersyid, commander of RI Multatuli Navy Lieutenant Commander Soekotjo Soerjo, A Operation Commander Major Roedjito, and Major Tondomuljo from the Army Para Commando Regiment (RPKAD). In his briefing, Navy Captain Sudomo emphasized the distance of each MTB, i.e. 0.5 nautical miles with the 18 formation (Kielline) and as the lead ship was RI Harimau, followed by RI Matjan Tutul and RI Matjan Kumbang. If the convoy got caught by the enemy, then all must return to the emergency rendezvous point at Tual, Kai Islands.



EMBARKATION OF THE SPECIAL TASK FORCE

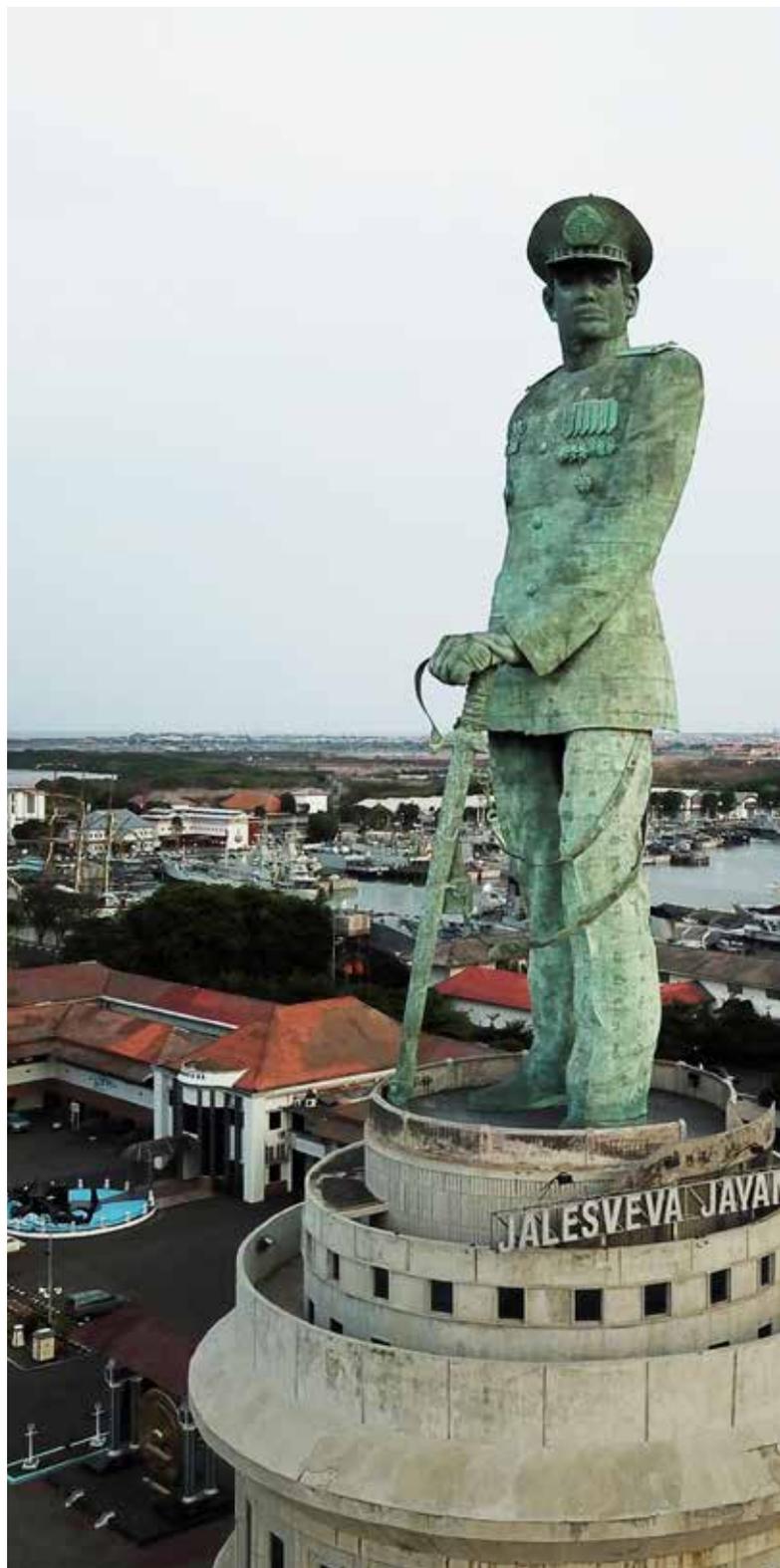
THE 100-strong army guerrilla force was divided into three platoons and each platoon was placed in an MTB along with its combat gear including rubber boats while in RV III. Commodore Yos Soedarso with his aide, Navy Lieutenant Junior Grade F.X. Soeprapto and intelligence officer Navy Lieutenant Memet Sastrawiria were stationed at RI Matjan Tutul. Colonel Sudomo, together with Colonel Moersyid and Major Roedjito, were stationed at RI Harimau.

THE ARAFURU SEA BATTLE ON JANUARY 15, 1962

At 1700 hours, Navy Lieutenant Commander Samuel Muda as the Squadron Commander reported to the Commander of STC-9 that three MTBs were ready to embark. Furthermore, STC-9 moves in formation 18, in the order of RI Harimau in in the lead followed by RI Matjan Tutul and behind it RI Matjan Kumbang. STC-9 moved away from RI Multatuli with a speed of 20 knots in black out and applied radio silence, towards the "Red Beach" target area in Vlakke Hoek at bow 306 (northwest). All ships turned off the radar to avoid enemy detection; only RI Matjan Kumbang turned on its radar as a radar picket. Then at 1930 hours, the STC-9 turned its course towards 059 degrees (northeast).

Even though the STC-9 was moving in full secrecy, a Dutch Neptune patrol aircraft has detected the movement of the STC-9 at a distance of 60 nautical miles from Vlakke Hoek since 2025 hours. The Dutch aircraft then sent an alarm signal to three Dutch warships patrolling around West Irian, namely Hr.Ms. Eversten, Hr.Ms. Kortenaer, and Hr.Ms. Utrecht. The presence of the Dutch elements was caught by the radar of the RI Matjan Kumbang bearing 300 degrees. At the same time, two echoes on the radar were also caught tightly moving towards the STC-9 formation bearing 207 degrees. Recognizing the presence of enemy ships, STC-9 then turned on the radars, so all ships could know the position of the enemy at 2103 hours. The radar of RI Harimau caught two echoes. One to the north of the STC-9 formation within 7.7 miles and another one in bearing 060 degrees was 3.5 miles.

After confirming that the MTBs of the Indonesian Navy would move closer to the coast of West Irian, the Dutch Neptune aircraft began firing flares at 2145 hours, so that the surroundings were brightly lit. At the same time, Navy Captain Sudomo, who was stationed in RI Harimau saw two silhouettes of ships on the horizon. One on the right side and one on the left, followed by the appearance of another silhouette on the right. From the shadow of the funnel, they could recognize the type of the ships, which was one destroyer and one frigate on the right side, while on the left one frigate. Aware of the unfortunate situation because it was clear that the three enemy ships were moving towards the position of STC-9, Navy Captain



Sudomo ordered the STC-9 to turn towards 239 degrees, returning to the emergency base at Tual.

Meanwhile, in order to keep the Dutch Neptune aircraft from continuing to fire flares, RI Matjan Kumbang began shooting back with a 40 mm cannon and a 12.7 mm machine gun. In addition to flares, the Dutch Neptune aircraft also apparently fired rockets. Seeing the Neptune plane being shot, Dutch warships began firing towards the STC-9 formation at 2203 hours, so that sea water was spouting on the right and left of the Indonesian



Navy MTBs. Dutch warships began to move closer while shooting when they saw the MTBs seemed to turn around away from the waters of West Irian. The Dutch did not want to let the Indonesian Navy MTBs get away with it.

In the midst of the precarious situation, surprisingly, RI Matjan Tutul sailed at full speed to the right of RI Matjan Kumbang at the bow of 329 degrees, which means it led directly to Hr.Ms. Eversten's position. Assuming that RI Matjan Tutul would launch a torpedo attack, Hr.Ms. Eversten started firing its 4.7-inch cannon directed

towards RI Matjan Tutul. Shots to RI Matjan Tutul were also carried out by Hr.Ms. Kortenaer. At 2208 hours, Commodore Yos Soedarso on his telephone radio called for the command "Keep the fighting spirit. The Matjan Tutul is sinking in a gentleman's and brave manner." Simultaneously, two 40-mm cannons of RI Matjan Tutul fired, aiming at Hr.Ms. Eversten. RI Matjan Tutul's sacrificial maneuver paid off, making the concentration of enemy fire no longer divided into three targets.

The shot from Hr.Ms. Eversten hit the stern of RI Matjan Tutul and a fire broke out at 1010 hours. RI Matjan Tutul then turned to the left in the direction of 239 degrees. Seeing the maneuver, Hr.Ms. Eversten tried to catch up by turning to the right, parallel to 239 degrees while continuing to open fire at RI Matjan Tutul. At 2230 hours, the second shot of Hr.Ms. Eversten hit the center of RI Matjan Tutul, resulting in an explosion. In this situation, the crew and passengers of RI Matjan Tutul began jumping into the sea.

At 2235 hours, Hr.Ms. Eversten's third shot hit the platform of RI Matjan Tutul which caused a massive explosion. As a result, RI Matjan Tutul began to stop moving, until it finally sank at coordinates 04 49 00 South-135 02 00 East. As for some of the crew of RI Matjan Tutul and surviving army troops were captured and detained by the Hr.Ms. Eversten.

The Dutch warships continued the pursuit of the other two Indonesia Navy MTBs. But none of the Dutch shots hit the MTBs that maneuvered in a zig-zag manner. Both MTBs, the RI Harimau and RI Matjan Kumbang, successfully returned to base safely.

The Battle of the Arafuru Sea on January 15, 1962 became a momentum to commemorate the *Dharma Samudera* (Ocean Duty) Day which is also to commemorate sea battles involving Indonesian fighters, such as the Battle of the Sapudi Sea, the Battle of the Bali Strait and the Battle of the Cirebon Sea. All of these naval battles contain the values of maritime struggle that must be lived by the Indonesian nation, which two-thirds of its territory is covered by the sea. The values of struggle expressed in every naval battle such as unyielding, firm in purpose, brave, and willing to sacrifice, must be passed on to the next generation for the glory of the nation.

The inheritance of the values of the struggle must continue to be pursued in various ways that can add historical insight as well as touch the awareness that the noble values contained in the events of the battle become the spirit in facing challenges of the present and the future. Therefore, on the commemoration of the Dharma Samudera Day every January 15, the Indonesian Navy holds a flower sowing ceremony at sea, and a joint prayer commemorating the Arafuru Sea battle.©

HEADING TO THE GATEWAY OF WORLD TRAVEL DESTINATIONS

NAVY COMMANDER IGN. M. PUNDJUNG T., S.SOS., M.SC.

A PARADE OF FOUR INDONESIAN NAVAL WARSHIPS (KRI), WHICH WAS THE MAIN BACKGROUND AT THE PEAK EVENT OF THE SAIL NIAS 2019, PUT COLORS ON THE ATMOSPHERE OF THE ACTIVITIES AT THE PORT OF BARU, TELUK DALAM, SOUTH NIAS, NORTH SUMATRA ON SEPTEMBER 14, 2019, AND MADE THE EVENT LIVELIER WITH ITS OWN CHARM. THE FOUR NAVAL WARSHIPS OF THE INDONESIAN NAVY WERE KRI SEMARANG-594, KRI TANJUNG KAMBANI-971, KRI SILAS PAPARE-386 AND KRI TJIPTADI-381.





THE peak event of Sail Nias 2019 was opened by the Indonesian Coordinating Minister for Maritime Affairs, Luhut Binsar Panjaitan, representing President Ir. H. Joko Widodo, and attended by the Working Cabinet Ministers, among others, the Minister of Law and Human Rights Yasonna Laoly who was also the Chairperson of the Sail Nias Organizing Committee, the Minister of Maritime Affairs and Fisheries Susi Pudjiastuti, the Minister of Tourism Arief Yahya, the Minister of Village Development and Underdeveloped Regions and Transmigration Eko Putro Sandjojo, as well as North Sumatra Governor Edy Rahmayadi, and other relevant officials.

The Coordinating Minister for Maritime Affairs said that Sail Nias 2019 was the 11th Sail since the first Sail at Bunaken in 2009. Sail Indonesia originally aimed to accelerate the development of disadvantaged areas, but in the course of it, Sail emphasizes more on the development of tourist destinations, including Sail Nias 2019. So that with Sail Nias 2019 this would certainly bring Nias Island ever more to the gates of world tourist destinations.

“We all know that Nias is one of the regions that has abundant marine potentials. So it is very appropriate for Nias Island to hold the Sail Nias 2019 event as an international standard marine event, considering that one of the tourist attractions in Nias, namely Surfing Sports on Soraké Beach has become an International Destination,” concluded Luhut Binsar Panjaitan.

Nias Island is located in the Indonesian province of North Sumatra with an area of 1,825.2 square kilometers and a population of 314,395 inhabitants. Nias Island, which is situated in the westernmost outer part of Indonesia, forms a small Indonesian exoticism with extraordinary natural potential that may make Indonesia one of the world-class tourist destinations.

We all know that Nias is one of the regions that has abundant marine potentials.

The event was part of the symbolic signing of the stamp cover of the Sail Nias Commemoration in 2019 by the Coordinating Minister for Maritime Affairs, the signing of the MoU between the North Sumatra Provincial Government and the Manager of the Nias Heritage Museum to revitalize and develop the Nias Heritage Museum as a cultural heritage.

NAVY CONTRIBUTION

DURING Sail Nias activities this year, the Indonesian Navy had actively contributed to the success of the government program, by organizing two important events. First, the *Surya Bhaskara Jaya* (SBJ) Task Force 68/2019 commanded by Navy Captain Avianto Rooswirawan, SE, M.Sc., held humanitarian service operations with the KRI Semarang-594 to several locations such as in Lahewa, North Nias Regency, later in Gunung Sitoli Regency, as well as in the Teluk Dalam region, South Nias Regency.

Secondly, the Indonesian Archipelago Sailing Circle (Pelantara) Task Force IX commanded by Marine Colonel I Dewa Gede Wirawan, SE, which brought along a group of young people that represented all provinces in Indonesia to sail with the KRI Tanjung Kambani-971 to see firsthand the richness of Indonesian culture, especially in the Nias region and at the same time instill nationalism and maritime values.

The departure of the SBJ Task Force 68/2019 and Pelantara Task Force IX to promote Sail Nias 2019 was inaugurated by the Chair of the Sail Nias Organizing Committee who is also the Indonesian Minister of Law and Human Rights, Yasonna Laoly, from Pier 2 of the Jakarta International Container Terminal in Tanjung Priok, North Jakarta, on September 2, 2019.

Thousands of people of Nias Island enthusiastically came to witness the peak event of Sail Nias 2019. Not to mention invited guests and also domestic and foreign tourists. It was estimated that altogether more than ten thousand people attended the large event held in North Sumatra.



Minister Yasonna Laoly acknowledged that relevant ministries, state institutions, as well as the TNI and the Indonesian Police (Polri) through their respective duties and functions had taken part in assisting and supporting the success of the entire series of Sail Nias 2019.

“The Indonesian Navy formed the Sail Nias Task Force and organized the *Surya Bhaskara Jaya* Social Service as well as the National Character Building for the 9th Nusantara Youth Sail,” said the Minister.

ACTION IN THE SKY OF SOUTH NIAS

TO invigorate the peak event of Sail Nias, the Indonesian Navy displayed a free fall parachute demonstration carried out by the elite Navy unit, Jalamangkara Detachment (Denjaka) of the Marine Corps.

Soldiers from the elite Denjaka displayed their skill in the sky of South Nias by demonstrating free fall parachute jump, during the peak of Sail Nias 2019 held at the Port of Baru, Teluk Dalam, Nias, North Sumatra. Besides Denjaka, parachutists from the Air Force Special Forces Training Command also participated in the demonstration.

Ten parachutists from the two TNI units flew into the sky of Nias in an Indonesian Navy Casa U-6208 aircraft piloted by Lieutenant Musmuliadi and Lieutenant Junior Grade Surya Dinata in the co-pilot seat.

From an altitude of 6,000 feet, the parachutists hovered in the air and succeeded in riveting the thousands of Nias people who were present when they landed perfectly at the Port of Baru, Teluk Dalam.



Following the demonstration, the Working Cabinet Ministers, as well as state officials who were present had the opportunity to congratulate the TNI soldiers who had pepped up the event.

In addition to skydiving, the Sail Nias 2019 also featured a parade of 1,000 dancers performing a colossal exotic Nias dance, a parade of 100 fishing boats, a flypass of three Hawk 100/200 fighter planes of the Indonesian Air Force, a paramotor and an aeromodelling demonstrations.

Thousands of people of Nias Island enthusiastically came to witness the peak event of Sail Nias 2019. Not to mention invited guests and also domestic and foreign tourists. It was estimated that altogether more than ten thousand people attended the large event held in North Sumatra.

Also present at the peak event of Sail Nias 2019 were high-ranking officials of the Indonesian Navy, including the



Assistant of Maritime Potential of the Chief of the Indonesian Navy, Marine Major General Bambang Suswanto, S.H., M.H., M.Tr. (Han), Head of Maritime Potential Service Marine Brigadier General Donar Philip Rompas, Chief of Staff of 1st Fleet Command First Admiral Bambang Irwanto, M.Tr (Han), Commander of the Main Naval Base I Belawan First Admiral Abdul Rasyid Kacong, SE, MM, Main Naval Base II Padang First Admiral Dafit Santoso, as well as other relevant officials.

The event peaked with the closing of the whole series of Sail Nias 2019 activities. Previously there were 11 events as a series of Sail Nias 2019 activities which were supported by the Ministry of Tourism.

The 11 events included among others a Yacht Rally (May 12-16), Influencer Famtrip (2-4 September), Discover Influencer Famtrip (4-6 September), Beach Volley Ball International Tournament (3-6 September), and Fishing International (4-6 September). Followed by Beach Run 10K (8 September),

Kite Festival & Final Aekhula Voice (8 September), Nias Pro International Surfing (10-15 September), International Seminar on Nias Heritage (11-12 September), Diplomatic Tour (13-15 September), and finally the Batu Islands Cultural Festival (16 September).

The effectuation of Sail Nias 2019 involved four districts and one city on Nias Island, namely Gunungsitoli, South Nias Regency, West Nias, Nias, and North Nias.

THE PELANTARA IX MONUMENT

THE Head of Maritime Potential Service, Marine Brigadier General Donar Philip Rompas, as National Chairman of the *Saka Bahari* (Sea Scouts) previously dedicated the Pelantara IX Sail Nias 2019 Monument on September 13, 2019 at Baloho Beach, Teluk Dalam, South Nias, North Sumatra.

The shape of the monument resembles a structure consisting of four cenotaphs with a symbol of the Indonesian Navy and the symbol of each participant of Pelantara-IX Sail Nias 2019, i.e. the *Saka Bahari* symbol, the Nusantara Youth Ship and the National Defense symbol. The dedicating of the monument was the peak event of the Pelantara-IX Task Force Sail Nias 2019.

In his speech, the Head of Marine Potential Service said among others that this event was a very good moment as well as an expression of our gratitude for the completion of the Pelantara-IX monument on Sail Nias 2019. With the construction of this monument, it is hoped that it will become a good asset for the people of Teluk Dalam in general.

The monument dedication ceremony was marked by the signing of an inscription by the Head of Marine Potential Service and the cutting of the ribbon on the Pelantara IX Sail Nias 2019 Monument.

In addition, the event continued with the giving of placards from the Head of Marine Potential Service and the Deputy Assistant of the Ministry of Youth and Sports to the South Nias Regent who was represented by the South Nias Sub-District Head. Then the National Defense Task Force Commander (Dansatgas), Army Colonel (Arh) Luhkito to the Baloho Beach Land Owner and the Task Force Commander of Pelantara-IX Sail Nias 2019, Marine Colonel I Dewa Gede Wirawan, S.E., to the owner of Central Beach in Baloho Village, South Nias.

Also attending the event were the Deputy Task Force Commander (Wadansatgas) of Pelantara-IX Sail Nias 2019, Marine Lieutenant Colonel Riyadi, Deputy Task Force Commander of National Defense, Army Lieutenant Colonel Rudi, Chairperson of the South Nias Branch of Scouts, South Nias Regency Regional Leadership Coordination Forum (Forkompinda), and Pelantara-IX Sail Nias 2019 participants.©

RI MATJAN TUTUL CLASS MTB, THE PRIDE OF THE TRIKORA ERA

NAVY COMMANDER DR.S. HERI SUTRISNO, M.SI.





THE RI Matjan Tutul is one of the names that is well known to the people of Indonesia when discussing the Battle of the Arafuru Sea on January 15, 1962.

This light naval craft in the Torpedo Boat (MTB) type turned out to be the main equipment and weapon system of the Indonesian Navy's first generation Fast Boat Unit.

Light naval crafts carrying lethal weapons were first developed in World War I and were known as Coastal Motor Boats. The craft that only weighs around 15 tons is used as part of coast defense. This type of craft began to rise in World War II because it proved able to sink the main combatant ships with larger dimensions.

MTB is a term used by the Navies of European countries, especially the Royal Navy (RN). The German Navy during Hitler or *Kriegsmarine* named it the *Schnellboote* or S-Boat. In the United States Navy the craft is known as Patrol Torpedo Boat (PT Boat). This main equipment and weapon system is characterized by minimal size and weight, has a main anti-surface torpedo weapon (a maximum of two pairs of launchers), and attacks with hit and run tactics back to base or hiding on small islands.

The reputation of the Torpedo Fast Boat was quite encouraging for its users (the Allied as well as the Axis navies) on the Atlantic and Pacific fronts. These crafts were used to attack enemy coast installations, support landing troops (infiltration), destroy surface mines, attack supply ships, destroy enemy landing barges, rescue downed pilots, and attack enemy island posts. These small crafts are also known as main combatant ship killers. As an illustration, the German S-Boat fleet sank 12 destroyers, 11 minesweepers, eight landing craft and six Allied MTBs, and damaged two cruisers, five destroyers and three troop landing crafts.

Under Allied occupation, West Germany was still given the opportunity to develop light combatant ships. The first generation of the German Torpedo Fast Ship after WWII was MTB Type 140, which in Germany is known as the Jaguar Class. According to records, only 20 units of the Jaguar class MTBs were produced during its production period which began from 1957 to 1960. Indonesia bought eight brand new units in 1960. The eight MTBs made by the Lursen & Kroger shipyard in Bremen, Germany (West) were purchased in two variants, made of mahogany wood and of mild steel. The four wooden MTBs of this class are RI Serigala, RI Beruang, RI Matjan Tutul, and RI Matjan Kumbang. While the remaining four crafts were made entirely of iron. This variant appeared as RI Anoa, RI Adjak, RI Singa, and RI Harimau.

From the specifications, the Matjan Tutul Class MTB has a length of 42.6 meters, but the width is not more than 7.1 meters. While the weight is 183.4 tons with a slim body posture. Although it looks simple, the Jaguar class can be fierce and agile. This craft is driven by four Mercedes-Benz MB51B diesel engines which produce 3,000 horsepower. Thus, according to its designation as a fast craft, its movements can indeed be very fast. Driven by four 1.15 meters diameter propellers, the Jaguar is able to glide above the water surface with a maximum speed of 42 knots (about 77 km per hour).

Another advantage, this type of MTB has a keel only as deep as 2.5 meters. This MTB is capable of speeding in shallow seas without obstacles. This condition make this fast craft torpedo carrier capable of winding in a narrow and shallow strait. The design of the Jaguar class MTB actually develops from the World War II era German fast craft, the E-Boat. In one trip, this craft can carry 25 tons of fuel, 1.12 tons of lubricant, and 2 tons of fresh water.

The Type 140 MTB is manned by 39 crew members, consisting of four officers, two cooks, 17 engine room operators, 18 sailors. The craft is able to operate in a radius of 700 nautical miles (equivalent to 1,300 km) at a speed of 35 knots. When carrying four MK-3 533mm torpedoes which are its mainstay weapon, this type of naval craft will turn into a big fierce cat and at the same time thirsty for blood and at any time ready to fight and drown all types of ships or targets on the water even though the target size is much larger. This class of craft is armed by two Bofors 40-mm caliber cannons mounted on the bow and stern as well as a 12.7-mm caliber heavy anti-air machine gun. Since 1960, the Type 140 MTBs have officially strengthened the Indonesian Navy's Fast Boat Unit. Of the eight units purchased by Indonesia, until 1961 only two MTBs had participated in combat training at sea, namely RI Matjan Tutul and RI Adjak.

the two naval crafts were included in a joint exercise with the Indian Navy in the Java Sea in mid-1961. The two



MTBs that joined the Task Force 203 trained together with destroyers RI Singamangaraja, RI Siliwangi, RI Sarjawala, RI Surapati, RI Pattimura, and RI Hasanuddin and four Gannet submarine hunting aircrafts. While the Indian Navy involved four ships namely INS Mysoure, INS Khukri, INS Kuthar, and INS Brahma Putra.

In its purchase package, torpedoes were not included in the clauses obtained by Indonesia because West Germany was not allowed to make weapons as part of the agreement with the Allies. The Indonesian government planned to bring MK-3 torpedoes from the UK, but as an ally to the Dutch this country did not want to sell them to Indonesia. The government then looked at the purchase of torpedoes from the Soviet Union as part of the acquisition of a P-6 class MTB known as the Devil Dust Class. When the Trikora was launched, these weapons had not yet arrived and the Jaguar class MTBs were still being

prepared for the infiltration task, which was one of the usual MTB tasks in World War II. The STC-9 Task Force with a landing mission to Vlakte Hoek (Kaimana) became the first combat mission of the Fast Ship Type Command (Kodjenkat), specifically the Fast Torpedo Ship Squadron (Skwadkatjepedo) which ended with the Arafuru Sea Battle on January 15, 1962. During the operation, one MTB was sunk, namely RI Matjan Tutul with Commodore Yos Sudarso on board, and two other ships namely RI Tiger and RI Matjan Kumbang managed to return to base. In 1964, two Indonesian Jaguar-class MTB, each RI Harimau-607 and RI Anoa-603 together with two P-6 class MTB, two Komar-class KCRs, and two Whiskey-class submarines were assigned to Pakistan. The six vessels were incorporated in Task Force X with a mission to maintain peace in the India-Pakistan conflict. Gradually, the Jaguar-class MTBs were deactivated from the Indonesian Navy and replaced by the FPB-57 Torpedo Fast Boat in the 1980s.©



Prominent Figures BEHIND THE BATTLE OF THE ARAFURU SEA

ADI PATRIANTO, S.S.

REAR ADMIRAL INDONESIAN NAVY (POSTHUMOUS) JOSAPHAT SOEDARSO

JOSAPHAT Soedarso, also known as Yos Soedarso, was born in Salatiga on November 24, 1925 and joined the Maritime People's Security Agency (BKR-Laut) in Semarang, Central Java, during the War of Independence. Yos Soedarso also once joined a cross-sea expedition to Maluku in order to disseminate the proclamation of Indonesian independence while forming struggle bodies in each region.

During the development of the Indonesian Navy, Yos Soedarso was known as a capable officer and the creator of the Navy *Trisila* (three principles) and the originator of the idea of forming the Navy Women's Corps (Kowal). When the Trikora Liberation Command was announced, Yos Soedarso who had held the rank of Commodore served as Deputy I of the Chief of the Indonesian Navy. When the infiltration operation to West Irian was carried out using three Navy MTB crafts, Commodore Yos Soedarso joined in one of the MTBs, namely RI Matjan Tutul-602.

During the infiltration operation, the Battle of the Arafuru Sea took place on January 15, 1962. Commodore Yos Soedarso was killed in action with the sinking of RI Matjan Tutul-602. This heroic event is then commemorated as *Dharma Samudera* Day. For his services and heroism, Yos Soedarso was awarded the *Bintang Sakti* medal based on Republic of Indonesia's Presidential Decree Number 466/M-AL/1962 on October 31, 1962 and the title of National Hero of the Republic of Indonesia based on Presidential Decree Number 088/TK/1973 and was posthumously promoted to the rank of Rear Admiral.







ADMIRAL TNI (RET.) SUDOMO

SUDOMO was born in Malang, East Java, on September 20, 1926. During the War of Independence, Sudomo, who had attended the Japanese-formed Nautical School, joined the 3rd Battalion of the Indonesian Navy Base IX in Pasuruan. When he was a Lieutenant Junior Grade, Sudomo had also become an instructor at the Serangjaya Training Station in Aceh, under the Aceh Regional Navy (ALDA) led by the Chief of the Indonesian Navy, Navy Captain R. Soebijakto. ALDA itself was formed after the Indonesian capital of Yogyakarta was attacked and occupied by the Dutch on December 19, 1948.

During the Trikora West Irian Liberation Campaign, Navy Commander Sudomo, who served as the Head of the Indonesian Navy's Operations and Training Directorate, was the commander of the infiltration operations task force to land army forces in West Irian using three Jaguar-class MTBs. The task force was later named the January 9 Special Task Force or STC-9. Navy Commander Sudomo as the leader of STC-9 was stationed at RI Harimau-607. The Battle of the Arafuru Sea on January 15, 1962 was a heroic event celebrated as *Dharma Samudera* (Ocean Duty) Day. Admiral Sudomo, among others, served as Commander of the Theater Navy (ALLA) in 1961, Chief of the Indonesian Navy from 1969-1973 and Commander of the Operational Command for Restoring Security and Order/Deputy Commander of the Armed Forces from 1978-1983, Minister of Manpower in 1983-1988, Coordinating Minister for Politics and Security of the Republic of Indonesia in 1988-1993, and Chair of the Supreme Advisory Council for the period of 1993-1998. Admiral (Ret.) Sudomo died on April 18, 2012 in Jakarta.

LIEUTENANT COMMANDER (POSTHUMOUS) WIRATNO

WIRATNO was born in Surakarta, Central Java, on February 28, 1926. After graduating from high school, Wiratno attended education at the Naval Academy and was appointed as a young officer on October 1, 1954. Wiratno had served in several Indonesian Navy warships including RI Biscaya, RI Arokwes, the frigate RI Pati Unus, RI Amahai, RI Cepu and RI Bunyu. When the Jaguar-class MTBs began to reinforce the Indonesian Navy in 1959, Navy Lieutenant Wiratno was appointed as Commander of RI Matjan Tutul-602.

During the Trikora West Irian Liberation Campaign, RI Matjan Tutul-602 carried out the task of infiltrating army forces to West Irian together with RI Harimau-607 and RI Matjan Kumbang-606. When entering the waters of West Irian, the three MTBs joined in the Special Task Force 9 January or STC-9, engaged in a battle in the Arafuru Sea with three Dutch warships, namely Hr.Ms. Eversten, Hr.Ms. Kortenaer and Hr.Ms. Utrecht. The sea battle was known as the Arafuru Sea Battle on January 15, 1962 and was commemorated as *Dharma Samudera* Day. Navy Lieutenant Wiratno died in the heroic battle along with the sinking of RI Matjan Tutul-602. For his services and heroism, Lieutenant Wiratno was awarded the *Bintang Sakti* medal based on Presidential Decree No. 17/BTK/1966 on August 17, 1966 and was posthumously promoted to the rank of Lieutenant Commander.



MAJOR GENERAL TNI (RET.) MOERSYID

MOERSYID was born in Jakarta on December 10, 1924. During the Japanese occupation, he was a *Syodancho* of the Home Defense Force (PETA). Then in the War of Independence he became a member of the Kian Santang Battalion of Siliwangi Division. After independence, he also served as Commander of the XIII "Merdeka" Military Regional Command from 1958-1959.

When the Trikora West Irian Liberation Command was rolled out, Colonel Moersyid who served as Assistant II Operations for the Minister/ Chief of the Indonesian Army also directly monitored the army infiltrators who would be landed in West Irian. The force consisted of natives of West Irian. The army soldiers would carry out infiltration using three Indonesian Navy MTBs, namely RI Matjan Tutul-602, RI Matjan Kumbang-606 and RI Harimau-607, which were part of the STC-9 task force led by Navy Captain Sudomo. When the operation was underway, Colonel Moersyid was on board the RI Harimau-607 with Captain Sudomo because he wanted to directly monitor the landing as well as encouraging the army soldiers. On the way to West Irian, STC-9 was involved in a naval battle with three Dutch warships on January 15, 1962. Colonel Moersyid witnessed the sinking of RI Matjan Tutul-602 and the moment Commodore Yos Soedarso got KIA.

In the course of his career, Major General Moersyid, among others, served as Deputy I of Operations for the Minister/ Commander of the Army from 1965 to 1966, Deputy Coordinating Minister for Defense in the Dwikora II Cabinet in 1966 and the Indonesian Ambassador to the Philippines from 1967-1969. Major General (Ret.) Moersyid died in August 2008.©



TNI JOINT EXERCISE "DHARMA YUDHA" 2019

JOINING FORCES TO DESTROY THE ENEMY

NAVY COMMANDER IGN. M. PUNDJUNG T., S.SOS., M.SC.

THE INDONESIAN ARMED FORCES (TNI) DEPLOYED 12,500 COMBINED TROOPS FROM THE THREE BRANCHES (ARMY, NAVY AND AIR FORCE) IN THE 2019 TNI JOINT EXERCISE (LATGAB) CODENAMED "DHARMA YUDHA", HELD ON 9-12 SEPTEMBER 2019 AT THE 5TH MARINE COMBAT TRAINING CENTER (PUSLATPUR) BALURAN IN SUMBERWARU VILLAGE, BANYUPUTIH DISTRICT, SITUBONDO REGENCY, EAST JAVA.



THE combined forces mobilized all of their capabilities in large-scale battles, to test the TNI's preparedness in carrying out military campaigns to deal with possible contingencies. This is in line with the theme "The TNI Combined Command Carries out Military Campaigns in the Theater of Operation to Uphold the Sovereignty and Territorial Integrity of the Republic of Indonesia".

This theme is very applicable because the TNI is always called for in carrying out the main tasks that are faced with demands for increasingly high cross-branch interoperability in executing military campaigns. Interoperability is really looked-for considering the spectrum of threats faced today is increasingly complex and laden with the use of high technology. It is not surprising that all the units and defense equipment deployed in the 2019 TNI Joint Exercise displayed their know-hows to the fullest, as implied at the peak exercise of each branch some time ago, with satisfactory results.

The main weapon systems deployed were also fairly numerous. From the Indonesian Army there were 12 Leopard tanks, 1 ARV Leopard tank, 5 Transporter trucks, 1 Marder infantry fighting vehicle, 6 MLRS Astros, 6 76-mm cannons, 6 Caesar howitzers, 18 81-mm mortars, 9 60-mm mortars, 27 60-mm mortars, 8 Atlas firing units, 4 MPCV firing units, 2 MVPs, 8 air defense artillery drones, 2 Apaches, 2 MI-35s, 4 AS-550 Fennechs and 4 Bell-412s. Meanwhile, the Indonesian Navy deployed 23 vessels, 15 BTR-50P/Ms, 15 BMP-3Fs, 12 BTR-50P/Ks, 7 LVT-7A1s, 8 KAPA K-61s, 6 105-mm howitzers, 6 BM-21 Grads, 4 BVP-2s, 3 Ambulances, 3 AMO Tatra trucks, 5 Oplegger trucks, 18 howitzer tractors, 6 2.5-ton trucks, 4 mobile communication vehicles, 25 Mopels, 2 RHIBs, 10 Helicopters and 4 Fixed Wings.

While the Indonesian Air Force deployed 6 units of Sukhoi Su-27s and 30s, 16 F-16s, 6 T-50is, 4 Hawk 109/209s, 6 EMB-314 Super Tucanos, 12 C-130 B/H/HS/L-100s, 1 C-130 BT, 4 CN-295s, 3 B-737-400/500 VIPs, 2 B-737-200s Marine Patrol/Spy, 2 C-212s, 2 PTTA Aerostars, 1 UAV CH-4s, 4 NAS-332/EC-725s, and 1 Colibri.

The Fire Power Demo that peaked the 2019 "Dharma Yudha" TNI Joint Exercise at the Situbondo Marine Combat Training Center on September 12, 2019 was witnessed directly by the Coordinating Minister for Political, Legal and Security Affairs, retired Army General Wiranto, representing Indonesian President Joko Widodo and accompanied by the TNI Commander Air Chief Marshal Hadi Tjahjanto, SIP and the chiefs of Indonesian Army, Navy, and Air Force as well as other senior TNI ranks.

Strike after strike from various TNI defense systems continued to clash in enemy areas. Thousands of TNI

The UAV CH-4 drone is a sophisticated weapon system to strengthen domestic defense, so that with the use of these drones all the firings and bombings will be on target and accurate in the Joint Exercise.

GENERAL WIRANTO

COORDINATING MINISTER FOR POLITICAL,
LEGAL AND SECURITY AFFAIRS

from the three branches deftly carried out various assault maneuvers. Both land, sea, and air operations were combined to perform diverse maneuvers, until they succeeded in destroying enemy forces.

UNMANNED AIRCRAFT

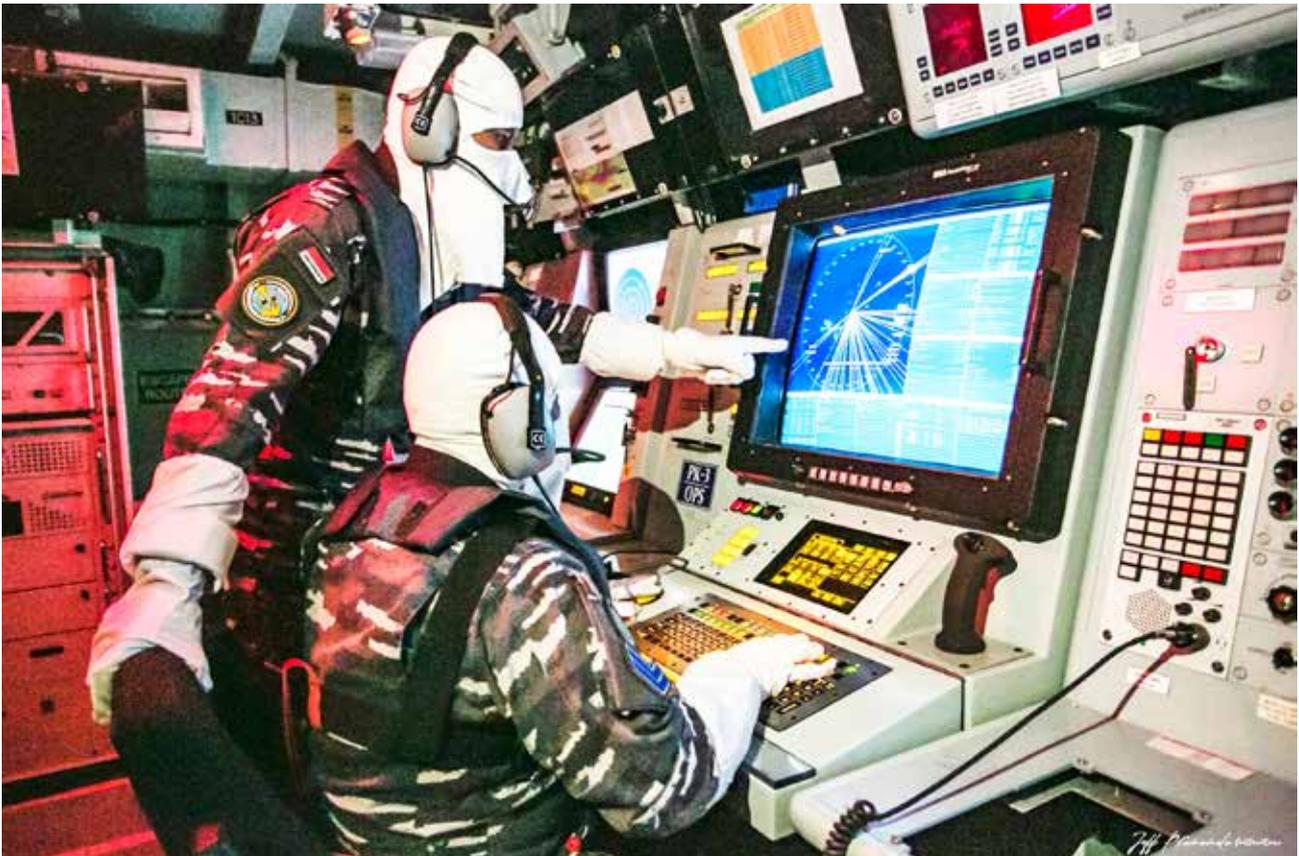
A range of sophisticated weapon systems were also deployed to support the battle on the ground. One of them was the unmanned aircraft or the Unmanned Aerial Vehicle (UAV) CH-4 drone belonging to the Indonesian Air Force, which commenced the attack. The drone that was controlled from the Juanda Air Base was not only tasked with the reconnaissance of targets. The drone, which was able to fly for up to 30 hours, also immediately bombed the enemy area.

After directly witnessing the TNI Joint Exercise through the T12 review point in the Baluran Forest in Situbondo, the Coordinating Minister for Political, Legal and Security Affairs Wiranto admitted that he was very impressed of the capability of the CH-4 UAV drone. The tool is capable of performing reconnaissance tasks. The drone is even capable of shooting and bombing so that the shots are accurate and right on target.

"The UAV CH-4 drone is a sophisticated weapon system to strengthen domestic defense, so that with the use of these drones all the firings and bombings will be on target and accurate in the Joint Exercise," said Minister Wiranto.

Retired Army General Wiranto asserted that the 2019 TNI Joint Exercise also implemented modern warfare such as network centric operations or network centric warfares, which combines the power systems of the three branches of the armed forces supported by blackboards drawing on satellites.

"Every country has pride and honor, and one of Indonesia's pride is the strength of its armed forces. We should be proud of the strength of the TNI and must be able to balance the military strength of other countries," he stressed.



Minister Wiranto also said that he greatly appreciated the 2019 TNI Joint Exercise which combined the Army, Navy and Air Force in an operation that was not undemanding. But thanks to the skills of the soldiers, this joint exercise could be accomplished well and was very accurate. He even considered the 2019 TNI Joint Exercise very impressive, because every round was always accurate at the target point.

EXOCET FIRING

ONE that was very impressive, among others, was that the Joint Naval Task Force Command (Kogaslagab) of the TNI through the KRI Sultan Iskandar Muda-367 successfully fired the Exocet MM 40 Block-3 missile. The missile got ahead in precisely striking an enemy ship in the “Dharma Yudha” 2019 TNI Joint Exercise series on 7 September 2019 in the Java Sea, with a range of 40 Nautical Mile or approximately 74 kilometers.

The success of the missile firing by the Joint Naval Task Force Command element was set in the breaking of the enemy's Sea Lines of Communication so that the marine zone can be fully controlled and other navy elements can carry out further operations. The target was successfully hit by the KRI Sultan Iskandar Muda-367 with a distance of 40 Nautical Mile or approximately 74 kilometers.

The launched Exocet MM 40 Block-3 missile was a strategic weapon of the Indonesian Navy that has the ability to attack surface ships (Anti-Ship Missile), and is

In the battle simulation of the TNI Joint Exercise this time the Marines as the Landing Force seized and took control of the landing beach contained by the enemy, then formed a passage to continue the combined land battle.

able to attack target ships in Coastline or Littoral Attack Missions.

The successful firing of strategic weapons of Navy elements in the TNI Joint Exercise, witnessed firsthand by the Chief of the Indonesian Navy Admiral Siwi Sukma Adji, SE, MM, the Expert Staff Coordinator, the Security Assistant, the Assistant of Operations, the Assistant of Logistics, the Commander of 1st Fleet Command acting as Joint Maritime Task Force Commander (Pangkogaslagab), the Commander of 2nd Fleet Command acting as Commander of Joint Amphibious Task Force (Pangkogasgabfib), the Marine Corps Commandant and related department heads who were onboard the KRI I Gusti Ngurah Rai-332 as Headquarters.

MARINE LANDING

MEMBERS of the Indonesian Marine Corps conducted a landing at Banongan Beach in Situbondo, East Java on September 11, 2019, which was the day prior to the

maxing out of the “Dharma Yudha” 2019 TNI Joint Exercise.

In this Joint Exercise, the Marine Corps Commandant, Marine Major General Suhartono, M.Tr (Han) acted as the Combined Command Chief of Staff (Kaskogab) and the Commander of the Marine Force 2 (Danpasmar), Brigadier General Ipung Purwadi, M.M. as Commander of the Landing Force (Danpasrat). In addition, Marine Corps’ combat equipment also took part in this TNI’s largest exercise, which included the LVT-7A, BMP-3F, PT-76 tank, BTR-50, KAPA-61, Grad/Vampire RM-70 Multiple Launcher Rockets, 105-mm Howitzer, Komob, Ranbeng, and Ganila.

In the battle simulation of the TNI Joint Exercise this time the Marines as the Landing Force seized and took control of the landing beach contained by the enemy, then formed a passage to continue the combined land battle. Before the landing, Special Forces of the Marine Amphibious Reconnaissance unit carried out Combat Free Fall at night and continued with a Special Landing (Ratsus).

COMMAND POST AND FIELD EXERCISES

THE “Dharma Yudha” 2019 TNI Joint Exercise was drawn on two methods, namely the Command Post and Field Exercises.

A Command Post Rehearsal had been held previously at the TNI Knights Base of the TNI Command and Staff College in Lembang, Bandung, West Java on 26th August to 3rd September 2019. The Command Post exercise was held after the TNI Commander, Air Chief Marshal Hadi Tjahjanto, SIP, who was represented by the TNI Inspector General, Lieutenant General Muhammad Herindra, MA, M.Sc, officially opened the 2019 TNI Joint Exercise, which was attended by around 469 members at the TNI Command and Staff College’s Sudirman Ceremony Field.

The Field Exercise was conducted after the Deployment of the Troop Readiness for the 2019 TNI Joint Exercise at the Ujung Pier of the 2nd Fleet Command in Surabaya, East Java on September 5, 2019. The Maneuver Readiness Call was led by the Chief of the Indonesian Army General Andika Perkasa representing the TNI Commander Air Chief Marshal Hadi Tjahjanto and were also participated by the Chief of the Indonesian Navy Admiral Siwi Sukma Adji. S.E., M.M., and the Chief of the Indonesian Air Force, Air Chief Marshal Yuyu Sutisna.

The Chief of the Indonesian Army said, this field maneuver is the second stage of the 2019 TNI Joint Exercise codenamed “Dharma Yudha”. Previously, a Command Post Rehearsal was held at the the TNI Knights Base of the Command and Staff College in Bandung.

“The Command Post Rehearsal is a simulation of work relations between commanders and all staff in planning. How the plan will be executed after receiving orders,” he said.

The maneuvers this time, according to the Chief of the Indonesian Army, was how the joint forces could break off an aggression that may jeopardize the sovereignty of the Indonesian people. In addition, the combined forces will use special equipment, especially new communication tools in terms of the integrity of communication between air, sea and land elements that had not been done before. So that it added to the perfection in the execution of the TNI Joint Exercise of the previous year.

The Command Post and Field Exercises were carried out in sequence with the Military Campaign material in the form of Combined Operations in the Theater of Operations. The TNI Combined Command consisted of several Combined Task Commands by displaying all the combat capabilities of TNI soldiers and their defense equipment, in which the TNI Joint Exercise aimed to increase the professionalism of the soldiers and improved the interoperability of the three branches of the armed forces.

The “Dharma Yudha” 2019 TNI Joint Exercise, which had been successfully executed was officially closed by the Commander of the TNI Command and Staff College, Air Marshal Trisno Hendradi representing the TNI Commander Air Chief Marshal Hadi Tjahjanto, SIP, located at the 5th Marine Combat Training Center’s Baluran Ceremony Field in Sumberwaru Village, Banyuputih District, Situbondo Regency, East Java, on September 12, 2019.©



74TH ANNIVERSARY OF THE INDOONESIAN NAVY

READY TO BUILD EXCELLENT HUMAN RESOURCES

NAVY COMMANDER IGN. M. PUNJUNG T., S.SOS., M.SC.





THEMED “Together with the People the Indonesian Navy is Ready to Build Excellent Human Resources, Which is the Foundation for Advanced Indonesia”, the Navy that recently celebrated its 74th Anniversary hoped to become an institution that supports the development of superior resources for advanced Indonesia, in this case, the soldiers and the civil servants of the Indonesian Navy.

The Indonesian Navy’s 74th Anniversary celebration ceremony which took place at the 1st Fleet Command Unit Facility of Pondok Dayung, Tanjung Priok, North Jakarta, on 10th September 2019 involved 1,134 combined Indonesian Navy personnel, including from the Navy Headquarters, 1st Fleet Command, Military Sea Lift Command, Marine Corps, Naval Command and Staff College, Hydrography and Oceanography Center of the Indonesian Navy, and Main Naval Base III as well as the crew of the naval warship (KRI) ranks of the 1st Fleet Command.

The Chief of the Indonesian Navy Admiral Siwi Sukma Adji, S.E., M.M., in his remarks as ceremony inspector said that this year would be a priority year to develop Human Resources (HR). This is in line with the vision of President Joko Widodo’s administration.

In keeping with the government’s vision of the future, the area that is the main focus for the Navy this year is the improvement of HR development. Because the high level of professionalism and commitment shown by Navy soldiers and civil servants is clearly a basic provision in the path of the Indonesian nation’s progress.

According to the Chief of the Indonesian Navy, the defense of a country does not only require physical or military strength, but also based on the quality of human resources. The Indonesian Navy is committed to improving human resources towards advanced Indonesia.

It is important to collectively realize that a country’s defense power is measured in physical and moral concepts. In terms of human resources, that is where it excels. The Indonesian Navy is not only required to be professional, but also to keep up with the times.

“The development policy, in addition to achieving operational readiness, is also directed at increasing the professionalism of personnel, educational institutions, and training within the Navy must be able to balance the development of knowledge and the challenges of the tasks. In the future, we must master the skills and naval science at the same time and have a strong character,” said the Chief of the Indonesian Navy.

During the ceremony, a sign of honor was given to representatives of the Indonesian Navy in the form of a VIII Year Loyalty Badge, XVI Year Loyalty Badge and XXIV Year Loyalty Badge.



Domestic-made submarines ready to join forces to strengthen the Indonesian Navy's ranks.

The Indonesian Navy Anniversary celebration was attended by TNI, the Indonesian Police (Polri) and Defense Ministry officials as well as former Navy Chiefs. The Jakarta Governor Anies Baswedan and a number of other invited guests were also present.

After the ceremony, traditional dance performances, parade and defile were staged. In celebrating the anniversary this time, in addition to demonstrating parachute free fall, the Indonesian Navy also displayed a combined martial arts consisting of the Frogmen Special Command, Martial Art of 1st Fleet Command, Aikido of the Frogmen Special Command of 1st Fleet Command, Karate Team of the 1st Fleet Command, Jiu Jitsu of the Underwater Rescue Service of the 1st Fleet Command, and *Silat Merpati Putih* of the Navy Command and Staff College.

A Naval Base Open Day was also held with soldiers performing activities on stage and a defense equipment exhibition that featured warships (KRI) and combat vehicles including the KRI Bung Tomo-357, KRI Sutanto-377, KRI Sultan Thaha Syaifuddin-376, KRI Sembilang-850, KRI Torani-860, KRI Teluk Cirebon-543 and 4 BTRs and Navy helicopters.

The day before the peak of the 74th anniversary celebration, all the Navy's extended family made a visit to the Kalibata National Heroes Cemetery (TMPN) in South Jakarta, led by the Chief of the Indonesian Navy Admiral Siwi Sukma Adji, SE, MM, on September 9, 2019.

The visit began with paying homage for the fallen heroes, followed by a moment of silence, laying of a bouquet of flowers by the Chief of the Indonesian Navy at the Kalibata Monument and ended with a flower sow on the tombs of the heroes.

Present at the visit, Jalasenastri Chairperson Mrs. Manik Siwi Sukma Adji, Deputy Chief of the Indonesian Navy Vice Admiral Wuspo Lukito, Deputy Chairperson of Jalasenastri Mrs. Chichi Wuspo Lukito, the Navy HQ key

officials, Major Naval Commanders, Chiefs of the Navy Services, Core and Central Administrators of Jalasenastri, Navy civil servants and other related officials.

FLEXIBILITY OF THE INDONESIAN NAVY

ALTHOUGH the contribution of the Navy to national defense continues to increase, the effectiveness of the Navy in optimally carrying out operations, control over the sea, and ensuring security at sea remains a growing discussion. This discussion is very critical, because it presents so many issues that must be achieved by the 74-year old Navy.

Additionally, the Navy has historically adopted different strength structures and postures for peacetime and wartime missions. However, in general the structure during peacetime and the implementation of operations of the Indonesian Navy also reflect the demands of duties during war. For a number of reasons, including the optimal degree of operation, ongoing resource constraints, and an increase in the Navy's budget, this pattern may have to change. In responding to the political, fiscal and operational environment, a serious rethink of the structure, posture and character of the Indonesian Navy's forces is needed in the projected national, regional and global strength.

The Indonesian Navy is basically an element of a flexible state defense force. Among its most important attributes is the combination of mobility and toughness in the operating area. The Indonesian Navy must be able to maintain its continuous presence in an area without the need to return to the base for a certain period of time. Unlike the other two branches, although the Air Force is more mobile, they do not have the ability to remain present for a long time without sufficient support. Ground forces prove to be tough and can have great tactical mobility, but do not have strategic mobility inherent in the Navy. The Indonesian Navy is also able to cross the spectrum of conflicts and contingencies. In peacetime, the Indonesian Navy is able to demonstrate its presence through operations, by influencing and convincing

through diplomacy, and prevent aggression through naval combat operations. Since the Navy is able to provide the ability to respond quickly to crises and is also ready for contingencies, therein lies the flexibility of the Navy.

The Indonesian Navy has been an ocean fortress to protect the jurisdictional waters of Indonesia since its founding. The Indonesian Navy has displayed its role and duties to ensure national security and defense.

Maritime diplomacy has also been carried out to form relations and cooperation with other countries, as has been done on many occasions to uphold international norms of behavior such as maintaining freedom of navigation and maritime security. The Indonesian Navy has also acted to ensure the free flow of goods, services and information throughout the country's territory in order to sustain economic growth and prosperity of the nation.

Navy elements and units deployed to the frontline in the face of contingencies have also shown that Indonesia has the ability to respond to disasters quickly, such as the 2004 tsunami in Aceh, the Lion Air plane crash, the natural disaster in Palu, Lombok and other humanitarian aids. The presence of elements at sea also provides a deterrent effect on various potential contingencies that may occur, such as piracy, smuggling and other crimes at sea. Marine security patrols in all waters continuously and consistently are able to guarantee security against illegal fishing and IUU Fishing in order to secure fish resources at sea. In military operations, the Navy also participates by annually sending peacekeepers under UN command through the Maritime Task Force (MTF) and sending Garuda troops to conflict areas around the world.

Maritime experts have paid attention to the different roles of the Navy. The role of sea power in grand strategy has long been a topic of study, and Alfred Thayer Mahan is one of the earliest experts and in many ways the best theorist of grand strategy. Mahan wrote that a maritime state persuasively creates an indepth interconnection between geography, society, the economic system and military power. Likewise, scholars have studied the role of the Navy in war and in particular how it can produce effects at the operational and strategic levels.

The launching of operations of the Indonesian Navy is a reflection of the importance of the presence of the government in carrying out its obligations and responsibilities. However, there is a little empirical research that is valuable to determine what is needed to show presence, how significant, or in what condition. In-depth analysis needs to determine what attributes of the Indonesian Navy are most effective in showing presence at sea. Surely this presence can prevent a potential military attack or other contingencies at sea.

Maritime experts have paid attention to the different roles of the Navy. The role of sea power in grand strategy has long been a topic of study, and Alfred Thayer Mahan is one of the earliest experts and in many ways the best theorist of grand strategy.

The purpose of prevention is to ensure that the potential threat will fail to produce benefits that are anticipated or that the threat will be confronted with the strength of the Indonesian Navy which is present, resulting in the threat being counterproductive. Prevention strategies declare that the effectiveness of prevention is a function of ability, credibility, and communication. While the capabilities (at least in part) of the platform, credibility and communication are very dependent on perception in certain circumstances. Although difficult to prove, in fact, history contains conflicts and crises that always prioritized diplomacy under the shades of a country's foreign policy.

SECURITY CHALLENGES AND ENVIRONMENTAL DYNAMICS

SOME developments in the strategic environment within the maritime scope have a very important effect on maritime security in the future and sometimes crossing the maritime boundaries itself. Most cause maritime threats that continue to emerge and are asymmetrical and non-conventional. In the future, several challenges will continue to emerge and will increase significantly in their influence.

As a maritime state, Indonesia continues to depend on free and open access by sea for security and prosperity as our ancestors did centuries ago. The difference is that now the sea has become a dangerous arena for maritime activists. Some maritime states and actors see a lack of security and attention, especially by many coastal countries. This potentially increase the opportunities to exploit and impose their will at sea. This trend is expected to continue in the future.

Maritime security in the traditional sense refers to the protection from military threats through naval operations or naval battles carried out by enemy forces with the aim of seizing control of the sea belonging to another party. A more contemporary and accepted definition includes security from threats to coastal states or maritime communities from crime activities at sea such as piracy or armed robbery against ships, illegal trade or human trafficking, intentional environmental damage to marine ecosystems or the environment such as pollution as a result of illegal exploitation of marine resources including illegal fishing, that are not reported and not regulated.

This gradual but significant shift in meaning influences strategic priorities, far from the initial interpretation of maritime security as purely militaristic action. This influence will generate pressure and the need for increasing action by the Navy in developing the capabilities needed to overcome a broader and diverse range of maritime security challenges.

Some maritime threats that are directly or indirectly related to the maritime domain and potentially become Indonesia's security challenges, are: border conflicts, natural disasters, terrorism, regional and global power competition, transnational crime, cyber security, nuclear-biological-and-chemical warfare, weapons of mass destruction, environmental damage, maritime safety, climate change, food security and energy security.

To overcome the mentioned above challenges and dynamics, the Navy needs to adopt a more pragmatic strategy that not only focuses on the recapitalization of the Integrated Fleet Weapon System (SSAT) strengths, but also strategies that focus on developing balanced strengths, while improving organizational management, degree of strength, policy, structure, and most importantly, its human resources. The Indonesian Navy must develop a strategy that includes 3 important aspects, i.e. the degree of operation, the strength of character and force structure that is effective, adaptive, adequately capable, and able to answer the needs of the country. This strategy will enable the Navy to remain at the

forefront of both traditional and non-traditional maritime security threats. Designing power structures cannot be effective unless they are directed at clearly identified needs. While current needs are different from the past and may be different in the future; what is certain is that Indonesia needs a Navy that has diverse capabilities, not just limited to combat or fighting high-intensity conflicts.

THE MOBILIZATION OF OPERATIONS AND DEMANDS OF THE NAVY'S DUTIES

HISTORICALLY, the Navy has adopted a variety of methods of operation and use of the Navy's forces across the conflict spectrum. This organization and operation show how a country perceives sea power and the various naval missions. The first approach can be called a degree of enforcement. In this kind of mobilization, most of the Navy's forces are regularly in the area of operations and waters. Mobilizations are held periodically and for specific purposes, such as diplomacy by the Indonesian Navy, responses to disasters and crises, or battles, but the Navy is basically based within the sovereignty of Indonesia.

The second approach to the operation of the Navy is to distinguish the structure of power and posture between forces and operations aimed at the presence during peacetime and possible to be designed for warfare. This mobilization is called a permanent mobilization of operations, for example the main naval bases. The third approach is the mobilization of operations which involves the deployment of ships to the frontlines and using them as instruments of presence, prevention, and the effect of a deterrent, which is often called a maneuver such as combat group operations and maritime security. Significantly, the Navy's approach to showing its presence, convincing regional countries, and preventing aggressors may reflect the concept of its operations in wartime. Namely by using the Navy defense equipment and weapon systems that is most ready for combat and for operation. Furthermore, the mobilization of operations carried out by the Navy is to be an instrument of presence, security guarantees, and maintaining peace. During a war, the Indonesian Navy deployed to the front line will serve as an instrument of force projection.

Historically, the Navy has adopted a variety of methods of operation and use of the Navy's forces across the conflict spectrum. This organization and operation show how a country perceives sea power and the various naval missions.





CHARACTERISTICS OF THE NAVY STRENGTH

THE Indonesian Navy is a military force that has specificity in carrying out operations, which is able to connect all regions of the earth and is multidimensional (the air space above, sea levels, and the water column below). Therefore, the characteristics of the Navy are influenced by its field of duties, the strength and capability of warships, combat materials and their supporters.

1. A ready force. Its manifestation is its presence at sea or naval presence, both in times of peace and times of crisis or war, in maintaining the sovereignty and integrity of the Republic of Indonesia, and protecting Indonesia's national interests from all threats and disturbances.
2. A flexible force. Warships that are physically the same, both in times of peace, crisis and war, but can quickly carry out their duties in accordance with the situation at hand. Warships in frigate size and above, have the ability to defend and attack in three dimensions, so they can operate in a variety of operational environments. Warships can be formed into task forces and task groups, each of which can be combined to support when defending and attacking.
3. A self-sustaining force. Sea power has various types of ships that carry a variety of integrated human functions. One of the basic functions of a warship is the logistical support function, including health and repair facilities. In addition, the ship is an integral unit that can carry supplies support for itself, or to be used as an element of logistic mobile support. This function enables the sea power to be able to carry out operations independently, by providing logistical needs for joint operation units, especially when involved in open warfare.
4. A mobile force. The strength of the Navy has high strategic and tactical mobility. They have the ability to passively monitor the situation, remain in a position for a certain period, but can quickly respond to crises that may occur, including maneuvers in battle. Mobility allows sea power to move quickly from one theater to another, also ensuring that the enemy cannot take offensive actions to our territory. Mobility complicates the enemy's efforts to prepare adequate defense, because they cannot ascertain the axis of our attack. During peacetime, mobility enables sea power to be able to project strength and logistical support, to quickly assist humanitarian tasks at different locations.

IMPLICATIONS FOR THE STRUCTURE AND POSTURE OF THE INDONESIAN NAVY

OVERALL, these trends signal changes in the environment in which the Navy will operate. Maintaining the flexibility of the Navy in this new environment will require optimization in the launching of operations, changes in the structure of the Navy and force posture, including the types of operations, namely Military Operations in War (OMP) and Military Operations Other than War (OMSP).

First, a new development and approach is needed to maintain the presence of the Indonesian Navy. This development might involve innovations and new ideas in planning the optimal launching of operations that can be realized as a symbol of Indonesia's presence in its territorial waters. In addition to be present at sea, this development is also used as an instrument to prevent maritime security threats and guarantees.

Second, the shift in the operational environment described above, and the shift in the power structure and strength posture to accommodate it, must be an opportunity to strengthen diplomacy and cooperation with countries within and outside the region. Third, there is a need to change the characteristics of the Navy so that power is further projected beyond, not only on national scope, but also regionally and globally.

It can be concluded that Indonesia and its Navy must continue to improve their capabilities and strengths from the national sphere towards further power projections to regional reach, to face increasing and diverse threats. By strengthening the ability to attack outside national jurisdiction, the Navy will not only strengthen its presence at sea, but also force other parties to discourage them from trying to threaten Indonesia. The development of capabilities must combine defensive with offensive capable weapons. The Indonesian Navy will continue to prioritize national security and be committed to international peace. However, naturally, to realize this will require a deep thought and planning for the development of a mature maritime defense posture.©



There are three Archipelagic Sea Lanes and 4 Choke Points in Indonesia: the Strait of Malacca, the Sunda Strait, Makassar Strait, and Lombok Strait.

INDONESIA, THE FIRST ARCHIPELAGIC STATE IN THE WORLD

TO HAVE A TRAFFIC SEPARATION SCHEME

NAVY COMMANDER IGN. M. PUNJUNG T., S.SOS., M.SC.

INDONESIA IS VERY GRATEFUL FOR THE APPROVAL OF THE PROPOSAL TO IMPLEMENT THE TRAFFIC SEPARATION SCHEME (TSS) IN THE SUNDA AND THE LOMBOK STRAITS BY THE INTERNATIONAL MARITIME ORGANIZATION (IMO). FOR MORE THAN TWO YEARS, INDONESIA HAS WORKED HARD TO FIGHT FOR THE PROPOSAL TO GAIN INTERNATIONAL RECOGNITION. IN THE END, THE TSS IN THE SUNDA AND THE LOMBOK STRAITS WILL OFFICIALLY BE ENFORCED INTERNATIONALLY IN THE COMING JUNE 2020.



THE determined results of the 101st IMO Maritime Safety Committee (MSC) in London, England on June 12, 2019 has made a new history, with Indonesia becoming the first archipelagic state in the world to have a TSS in the Indonesian Archipelagic Sea Lanes (ALKI) authorized by the IMO.

The ALKI is a sea lane in Indonesian waters that is free to be sailed by international ships (freedom to passage) as stated in UNCLOS 1982. So with Indonesia trusted by the IMO to regulate TSS in the Sunda and Lombok Straits which is also an ALKI shows the active role played by Indonesia in the field of international shipping safety and security as well as strengthening Indonesia's identity as the global maritime fulcrum. After the TSS ratification, the Indonesian government will prepare regulations related to operational and technical in order to support shipping safety and security. As well as coordinating and consolidating with various agencies and stakeholders related to the determination of the TSS.

The TSS in the Sunda and the Lombok Straits is indeed very important and is needed to ensure the safety of shipping at an ALKI Strait with very heavy traffic, where annually 53,068 ships pass through the Sunda Strait at ALKI I and 36,773 units of ships pass through the Lombok Strait at ALKI II.

With the approval of this proposal, one of the commitments is readiness in the field of shipping traffic management in the era of Industry 4.0 in the Sunda and Lombok Straits. For example, by formulating a regulation that ships coming from the north that want to cross in a TSS area of the two straits must carry out the crossing on the west side of the TSS. Vice versa, ships from the south that will cross the TSS of both straits must cross on the east side of the TSS. Thus, ships on the TSS will cross on the left side with another ship or what in the shipping world is known as "red to red". The separation of opposite sea lanes can reduce the risk of collisions of passing ships and reduce the risk of ships going aground by moving the them away from coral reefs. In other words, it shows the commitment of the Indonesian government to ensure that the territorial waters in Indonesia are safe.

GLOBAL MARITIME FULCRUM

ADMIRAL TNI Prof. Dr. Marsetio, as Indonesia's special envoy for the IMO since 2015, in a special interview with *The Horizon* at his residence on July 29, 2019, said that Indonesia's persistence in fighting for the sea lanes or TSS in the Sunda and Lombok Straits to IMO to get international recognition was inseparable from the vision of the President of the Republic of Indonesia Joko Widodo who had declared the country to be a maritime state.

"Of the seven presidents who have led Indonesia, only President Joko Widodo is determined to restore Indonesia's glory in the days of the past kingdoms as a maritime nation. The TSS in the Sunda and the Lombok Straits is an elaboration of President Joko Widodo's Nawacita (nine agendas) in an effort to realize Indonesia as the global maritime fulcrum," Marsetio said at the beginning of the interview.

President Joko Widodo in the length of his service in 2014 launched five main pillars in realizing Indonesia's ideals as the global maritime fulcrum, the first pillar being the rebuilding of Indonesia's maritime culture. The second pillar, is the commitment to maintain and manage marine resources with a focus on building marine food sovereignty through the development of the fishing industry by placing fishermen as the main pillar. The third pillar is the commitment to encourage the development of maritime infrastructure and connectivity by building sea tolls, seaports, logistics, and the shipping industry, as well as maritime tourism. The fourth pillar is maritime diplomacy, by inviting all Indonesian partners to work together in the maritime sector. Finally, the fifth pillar, is taking in the building of maritime defense forces.

As is well known, the term "sea power" first appeared in the late 19th century as submitted by Rear Admiral Alfred



Indonesian President Ir. H. Joko Widodo gives a speech at the IMO Headquarters in London.

Thayer Mahan in his book *The Influence of Sea Power Upon History*, p. 1660-1783. In developing a country that has a large Navy force, according to AT Mahan, it requires six main elements that will be the main capital, i.e. geographical position, physical conformation, extent of territory, character of the people, number of population, and character of government.

“The maritime vision launched by President Joko Widodo is academically in accordance with what the American Admiral AT Mahan had delivered. To become a large maritime nation there are six basic elements, one of which is a government that is rooting for the ocean,” said the Chief of the Indonesian Navy for the 2012-2015 term of office.

SEA POWER

FURTHERMORE, the author of the 164-page book *Sea Power Indonesia* explains that the Global Maritime Fulcrum launched by President Joko Widodo in 2014 has indeed the sustainability of realizing sea power in the Indo-Pacific as the nation’s future.

Mastery of the sea is very crucial at this time. In the next 11 years Indonesia will become the fourth world economic power after China, India and the United States. For this reason, Indonesian sea power in the form of sea mastery is a must so that opportunities in 2030 are realized.

Sea power is not only a fleet of war, but includes all the potential maritime forces of the commercial fleet, fisheries, maritime industry, maritime services, ports,

maritime communities, maritime tourism, maritime culture, and law enforcement at sea. Sea power is the ability to use and control the sea for the prosperity of the nation.

In addition to building sea power, Indonesia is also building a Maritime Domain Awareness (MDA) so that maritime awareness has a broad impact on every area of life. Sea power and MDA are important capital to meet Indonesia Gemilang (Bright) 2045. The awareness of the importance of Indonesian sea power is emphasized by President Joko Widodo in the Global Maritime Fulcrum and implemented in the construction of the maritime structure 2014-2019, which will continue in the second period of his term of office.

However, Indonesia’s sea power 2019-2024 must be placed in the context of 21st century geopolitical and geo-strategic transformations. There is currently a shift in the center of world economic growth in China, India, Indonesia, and South Korea, which transforms into a new world economic power. This transformation brought Asia out of poverty, expanded aspirations, encouraged innovation and gave birth to new geopolitics.

The rise of Asia is marked by the emergence of China as a new superpower, offsetting US dominance in the economic, political and military fields. China has begun the most ambitious investment campaign in the history of President Xi Jinping in 2013 by initiating a so-called One Belt One Road (OBOR) as an affirmation of the Silk Road that has existed since the Han and Ming Dynasties. In 2017, OBOR was changed to Belt and Road Initiative (BRI). BRI stresses on China’s determination to play a bigger role in global affairs.

China is trying to “buy” friendship and political influence by building infrastructure in countries along the OBOR. The rise of the Chinese economy also encouraged the modernization of the Chinese armed forces.

INDO-PACIFIC

THE economic revival of China and India, together with other Asian countries has created a new reality in the Asia-Pacific region and has shifted the balance of the world political economy. United States hegemony in global geopolitics and geostrategic has begun to be pursued by China. Changes in the strategic environment forced the US to change the oldest and largest defense command, i.e. the US Pacific Command (US-PACOM). Since May 2018, the combat command was changed to US-INDOPACOM.

The change underlines the importance of India and the surrounding geopolitical regions. The US considers relations with allies in the Pacific Ocean and India important to maintain regional stability. For the US, the modernization of the Russian military raises concerns, but the threat looming in 2025-2030 is China. In an effort to deter China, the US is trying to embrace India.

The conversion from US-PACOM to US-INDOPACOM impacts on the increasingly intense hegemonic rivalry between the US and China. The US seems to use a fighting force approach, while China uses a smart force implemented in BRI.

“We need to pay close attention to these changes because they have implications for the conflict in the South China Sea (LCS) which has an impact on Indonesia

and changes in the geo-maritime order in the region. The uncertainty and magnitude of the challenges facing the Indo-Pacific region have the potential to pose a threat to peace, stability and prosperity in the region in relation to the tug-of-war between the US and China power constellation,” said Marsetio. Hence, Indonesia initiated the birth of a shared ASEAN Outlook on Indo-Pacific at the 33rd ASEAN Summit in Singapore in November 2018. The Republic of Indonesia’s proposal was adopted at the 34th ASEAN Summit in Bangkok in June 2019.

The ASEAN outlook was also appreciated by representatives of 18 countries (10 ASEAN countries plus 8 dialogue partners namely the US, China, Japan, India, Russia, Australia, New Zealand, and South Korea) at the High-Level Dialogue of Indo-Pacific Cooperation in Jakarta in March 2019. The point is that ASEAN, which is at the center of the Indo-Pacific region, must be able to become a pivot, play a role, change potential threats, competition and tension into increased cooperation and make maritime aspects an element of regional governance. The way to do this is by promoting the principles of openness, inclusiveness, transparency and respect for international law.

President Joko Widodo stated at the ASEAN Summit that this outlook reflects the centrality and strength of ASEAN in respecting the principles of maintaining peace, strengthening the culture of dialogue, and strengthening cooperation. The ASEAN Outlook on the Indo-Pacific is important at the moment in the midst of the US-China trade war. To support the full implementation of the Indo-Pacific concept, it is appropriate for President Joko Widodo’s leadership in 2019-2024 to increase the



Admiral (Ret.) Prof. Dr. Marsetio with IMO Secretary-General, Mr. Kitack Lim.

We need to pay close attention to these changes because they have implications for the conflict in the South China Sea (LCS) which has an impact on Indonesia and changes in the geo-maritime order in the region. The uncertainty and magnitude of the challenges facing the Indo-Pacific region have the potential to pose a threat to peace, stability and prosperity in the region in relation to the tug-of-war between the US and China power constellation.

capability and operational scope of Indonesian sea power. The sea power policy and strategic foundation that has existed since 2014 must continue to be implemented.

ALKI I AND ALKI II

THE retired senior officer who graduated from the Naval Academy in 1981 and won the *Adhi Makayasa* award expressed his gratitude for the adoption of the Sunda and Lombok Straits TSS proposals because this success manifests Indonesia's implementation as a global maritime fulcrum, namely Indonesia's national maritime policy to play an active role in international organizations and especially in the maritime sector.

According to him, there are four objectives to be achieved in relation to the Sunda and Lombok Straits. First, to improve navigation safety by managing ship traffic. Second, to reduce the risk of collisions between ships in the two straits which has become international shipping lanes. Third, it has become a strong commitment of Indonesia to conserve the diversity of marine life in the

atoll reef coral in the two straits. Fourth, to regulate tariffs for ships passing through the Sunda and Lombok Straits which will be used to protect the sea around the straits.

The establishment of the TSS in the Sunda and Lombok Straits by the IMO is indeed very important and is needed to ensure the safety of shipping in the straits which is ALKI I and ALKI II with its very heavy traffic.

The Sunda Strait is one of the most important straits in Indonesia located in the ship traffic lane which is categorized as ALKI I from south to north with a high density traffic each year traversed by warships and commercial vessels. Annually, 53,068 ships pass through the Sunda Strait. Additionally, there are several areas in the Sunda Strait designated as marine conservation areas and protected marine tourism park, one of which is the Sangiang Island Region which has been designated as a Marine Natural Park. In the Sunda Strait there are also two clusters of coral reefs, i.e. the Koliot and the Gosal Reefs which are dangerous for shipping.



Admiral (Ret.) Prof. Dr. Marsetio with the Indonesian delegation at the 101st session of the Maritime Safety Committee (MSC), International Maritime Organization (IMO).



The Lombok Strait, which is located in the traffic lane categorized as ALKI II, is also an international high density traffic lane due to the existence of the surrounding tourist area. Annually, around 36,773 ships pass through the Lombok Strait.

Previously, Indonesia together with Malaysia and Singapore had TSS in the Malacca Strait and the Singapore Strait. However, the TSS in these straits is different in arrangement considering that it is retained by three countries. Whereas the TSS in the Sunda and Lombok Straits only Indonesia has the authority to regulate it. Amazingly, Indonesia is the first island nation in the world to have a TSS. Declared in the UNCLOS of 1982, Indonesia is recognized as a sovereign country that meets the requirements as an island nation. Other island nations included in 1982 UNCLOS are Fiji, Papua New Guinea, the Bahamas and the Philippines. With the TSS coming into effect in June 2020, the Professor of the Defense University before closing the

special interview gave out a message, that all related parties should prepare readiness for the requirements that must be met, so that the implementation of the TSS can go well and in line with mutual expectations.

Likewise with the Indonesian Navy, it needs to increase surveillance in marine security operations in ALKI I and II by deploying reliable personnel and defense equipment that it has in its inventory, bearing in mind the vast territory of the ALKI I starting from the South China Sea, Karimata Strait, Java Sea, Sunda Strait to the Indian Ocean. Likewise, ALKI II starts from the Sulawesi Sea, Makassar Strait, Flores Sea, and the Lombok Strait.

Hopefully, Indonesia as the world's number four economic power in 2030 is not simply delusional and Indonesia Gemilang 2045 as the largest maritime nation in the world will come into existence.©

TO FRAME THE ARCHIPELAGIC STATE OF THE INDONESIAN REPUBLIC

REAR ADMIRAL TNI I.N.G. ARIAWAN, S.E., M.M.
Commander, 3rd Fleet Command

DIVERSITY REALLY COLORS THE INDONESIAN NATION, WITH APPROXIMATELY 1,211 REGIONAL LANGUAGES, 300 RACES AND 1,340 ETHNIC GROUPS AND VARIOUS RELIGIONS AND BELIEFS HELD BY ITS PEOPLE. THIS IS A WEALTH OF POTENTIAL FOR THE INDONESIAN PEOPLE. BUT ON THE OTHER HAND, THE DIVERSITY HAS BEEN TAINTED BY ISSUES OF INEQUALITY AND PROSPERITY BETWEEN REGIONS, OR BETWEEN GROUPS OF PEOPLE, SO THAT IT CAN POTENTIALLY BECOME A PROBLEM THAT IS QUITE DANGEROUS FOR THE UNITY AND INTEGRITY OF THE INDONESIAN NATION.

DIVERSITY or life in a plural environment is natural and is a source of national cultural wealth. Each embodiment contains certain characteristics that distinguish it from other embodiments. We must realize that precisely because of the diversity that Indonesia exists, Indonesia stands firm until today and so on. On the basis of this understanding, the differences that exist in the lives of the Indonesian people are actually to meet the common interests in order to live prosperously. In the life of society, nation, and state various existing differences, such as ethnicity, religion, race or intergroup (SARA), is a reality that must be utilized to advance the state and nation. Intersection between SARA elements is expected to improve the quality of life of each element that is beneficial to each party, both individually and in groups.

DIVERSITY AS POTENTIAL STRENGTH

DIVERSITY is an aspect that must be managed appropriately in order to be a strong point, not otherwise creating friction and clashes between citizens of the Archipelagic State of the Indonesian Republic (NKRI) wherever they are. Likewise, the gap needs to be minimized so that the disparity is not too far away so that it can cause social resentment which then brings social vulnerability. Therefore, the diversity possessed by the Indonesian people should be managed properly, so that it does not become a source of disunion, but as a huge potential as well as asset. To that end, all parties must continue to maintain, care for, and give thanks for God's grace in the form of diversity within togetherness and unity, as well as mutual respect, help, and love.

Forming and maintaining a united Indonesia that is ethnically and culturally diverse is not an easy matter. Unity must be able to create a climate that is conducive



to improving people's welfare. Consequently, it is not possible to maintain unity at an ideological and cultural level, if efforts to improve the welfare of society are ignored. However, increasing welfare without attaching various ethnicities and cultures also remains fraught with fragility. Knitting ethnic and cultural diversity into a united nation requires a variety of serious, simultaneous and ongoing efforts.

The Indonesian people must realize that diversity is a major strength and potential to be able to maintain unity and integrity in all regions of the country and must be maintained so that Indonesia remains intact and strong in facing various threats, especially the threat of national disintegration. Considering there are still some regions in Indonesia that up to now are still desired by a handful of elements/groups who want to separate themselves from the NKRI.

MANAGING THE POTENTIAL FOR DIVERSITY IN PAPUA

THE problem of diversity in Indonesia in addition to being a gift for the Indonesian people, on the other hand still leaves a homework that must receive serious attention from the government. Many events that occurred in several regions of Indonesia some time ago started from the diversity issue, if this is not managed properly then it does not rule out the diversity values which at first is a gift for the Indonesian people, does not rule out the possibility of being a "threat" to the integrity of the Republic of Indonesia.

According to the results of a study at the National Resilience Institute, there are a number of challenges in national integration, including injustice, weak law enforcement, exploitation, community aspirations that are not channeled, social inequality, KKN (corruption, collusion and nepotism), discrimination, poverty and alienation. That challenge is what is transpiring in Papua

as one of the NKRI regions which is full of diversity in terms of ethnicity and culture.

According to a data from the Provincial Government of Papua, the Papua and West Papua regions are home to 255 indigenous tribes with different languages. Among the indigenous tribes of Papua are the Amungmes, the Asmats, the Ayamarus, the Biaks, and the Danis. Efforts to maintain peace and coexistence among the indigenous Papuan ethnic groups (*Orang Asli Papua/OAP*) are not easy, because there are often conflicts between tribes that lead to tribal wars and fights between indigenous Papuans and migrant tribes.

Facts show that there are also migrant tribes, such as Javanese, Buginese, Makassarese, Ambonese, Kei, Bataks, and so on. The existence of migrant tribes has contributed a lot to the progress of Papua and West Papua, but on the other hand this also has the potential for friction with Papuans, especially if inter-ethnic relations and economic balance are not managed properly, this is also related to the issue of justice in various other sectors.

Today, the central government is working to continue to improve economic development in the provinces of Papua and West Papua in all fields. The economic

empowerment of the community to promote the OAP is one of the government programs, where one of the challenges is how to create a balanced economic role between indigenous Papuans and migrant tribes. As is well known, for decades economic activities, especially trade in Papua and West Papua, were mostly played by migrant tribes. The creation of a balanced economic role is one of the strategic issues in order to maintain unity, diversity and good relations between indigenous Papuans and migrant tribes in harmony. This is important considering that the provinces of Papua and West Papua are still vulnerable to the issue of separatism, both those carried out by the Armed Separatist Criminal Group (KKS) and other Papuan pro-separatist groups who have resorted to politics and diplomacy.

Economic issues related to ethnic background may trigger horizontal conflicts in Papua, if this situation is not well managed by the government and other stakeholders. Then these issues are feared to become an "ammunition" for the KKS and other Papuan pro-separatist groups to provoke horizontal conflicts as well as black campaign material in the international world.

Harmony between all ethnic groups in Papua and West Papua, both indigenous Papuan and migrant tribes, is



The Sajojo Dance from Papua

one of the keywords in maintaining diversity, peace and coexistence. Efforts to care for these three aspects must be done all the time, because diversity, togetherness, peace and coexistence are not something taken for granted. The horizontal conflict between the OAP and migrant tribes in the past few years is a reminder of this. It is an encouraging fact that today the process of assimilation between the OAP tribes and the outside tribes is currently underway, and there have even been many marriages between members of the OAP and migrant tribes. But there is one thing that makes unity in this region vulnerable, namely the existence of KKSB which aims to separate themselves from the NKRI. To fulfill their "struggle", they use quite sensitive issues, one of which is disseminating the issue as if the migrants are "invaders" who want to take control of their land that has been inherited by their ancestors, even in the case of ownership of land rights the process is quite complicated with the enactment of customary law which they uphold in addition to positive law.

Since ancient times, Papua is known to be rich in natural resources, but until now the challenge is still how the people of Papua, especially the OAP, may also enjoy these natural resources. The issue of exploitation of Papua's natural resources which is not in favor of the OAP has



become a political commodity (for example PT Freeport), especially by a handful of parties who still want to achieve an independent Papua and separate from the Republic of Indonesia. Special autonomy is one of the government's efforts to improve the quality of life and welfare of the *Orang Asli Papua*. But unfortunately the implementation of special autonomy is still as expected it to be. The effectiveness of Papua's special autonomy remains a question in the midst of special autonomy funding since 2002, which until 2016 reached up to IDR 47.9 trillion.

In order to deal with the separatist movement in Papua, a security approach alone is not enough and therefore a welfare approach must also be implemented. It is a sad fact when the quality of education, health and economy of some Papuan people is still poor. So that this can be a "weapon" for the separatist movement to strengthen their struggle by discrediting the Indonesian government as if it did not care about the development and fate of the *Orang Asli Papua*.

THE 3RD FLEET COMMAND IN PAPUA

IN the midst of the development of the global strategic environment requires Indonesia not to be careless about the influence of the development of the strategic environment. The formation of four new TNI units in the Eastern region is one of the answers. The process of forming the four new TNI units has been planned since 2010 in accordance with Presidential Regulation No. 10 of 2010. The program was then followed up in the 100-day program of the TNI Commander Marshal Hadi Tjahjanto, S.I.P. and was instated based on Presidential Regulation No. 12 of 2018 on May 11, 2018; one of the considerations was because the four new units has high strategic values. The complexity and dynamics of the development of the strategic environment as well as the existence of various spectrum of threats and challenges, underlie the thinking of the TNI in developing its organization towards the East, especially Papua. TNI's strategic planning for the future is to prioritize the synergy and interoperability of the TNI, so that the formation of new TNI units in Eastern Indonesia will be carried out simultaneously including the 3rd Infantry Division of the Army Strategic Command, the 3rd Fleet Command, 3rd Air Force Operations Command, and the 3rd Marine Force of the Marine Corps.

The formation of the 3rd Fleet Command along with three new TNI units in Eastern Indonesia has a strategic value in dealing with the complexity and dynamics of the development of the strategic environment as well as the presence of various spectrum of threats and challenges by prioritizing synergy and interoperability.

In addition to the motto *Jalesveva Jayamahe* (Precisely at Sea We Are Glorious) and *Ghora Vira Madya Jala* (Mighty Knight in the Middle of the Ocean), the 3rd Fleet Command which is present in Papua also has a tagline that says "Strengthening

Diversity Within Togetherness”, based on the awareness that Indonesia is a country that has diversity and many differences in religion, ethnicity, thousands of regional languages, customs, islands and various other differences. It is therefore our duty to protect the integrity of the Indonesian people in the midst of the various challenges currently being faced.

Papua, which lies in the jurisdiction of the 3rd Fleet Command, has an enormous biodiversity and is naturally protected by indigenous Papuan tribes. Likewise anthropologically and sociologically the diversity of religions, wealth and culture in Papua, is as illustrated in the fragment of the song *Aku Papua* (I Am Papua), “Land of Papua is a rich land, a little Heaven falls to Earth, as much land as honey is a treasure of hope...” From the fragment of the song we get a picture of how rich the natural resources owned by the land of Papua, this condition is what makes Indonesia (Papua) much ogled by large capitalistic countries. To deal with these conditions, Indonesia must continue to strive to become an independent sovereign state in accordance with the Preamble to the 1945 Constitution so that a just and prosperous society can be realized.

In addition to carrying out its main tasks in the field of national defense at sea, the 3rd Fleet Command is also committed to constantly synergize with the Regional Leadership Coordination Forum (Forkopimda) of the Provinces of Papua and West Papua to support the realization of a developed, safe, peaceful and prosperous Papua region. Synergy with the Forkopimda is a momentum to strengthen mutual intention, especially in increasing solidity and solidarity by strengthening diversity, aligning existing differences into an orchestra of life that is able to produce beautiful melodies with notes of peace, harmony, coolness, togetherness, mutual tolerance, and calmness in a harmonious national friendship. The entire community and all parties in the provinces of Papua and West Papua must be able to refrain from the efforts of other parties who try to provoke destruction, provocation, slander, mutual harm, and fighting among the people.

EFFORTS MADE BY THE 3RD FLEET COMMAND

THE 3rd Fleet Command together with all components of the community and the Provincial Governments of Papua and West Papua have established communication, friendship and coordination in filling the development of Papua in accordance with their main tasks and roles.

Several activities that have been carried out by the 3rd Fleet Command in supporting the programs of the Provincial Governments of Papua and West Papua



in realizing an advanced, safe, peaceful and prosperous Papua and West Papua within the framework of the NKRI. As part of a long-term program, in the future the 3rd Fleet Command together with all components of the community and the Provincial Governments of Papua and West Papua will continue to establish communication, friendship and coordination, especially in providing for the development in Papua compliant with their respective roles.

Following are the efforts made by the 3rd Fleet Command in the framework of strengthening diversity within the togetherness of Papua, including the implementation of the Regional Resilience Development (Bintahwil) Program by implementing food security in the form of a white snapper cultivation program using floating nets on the coast, social services in the form of cleaning up of beach towns and taking care of plastic waste, health services in the form of free medical treatment and mass circumcision as well as community service by carrying out rehabilitation of places of worship, integrated service posts (Posyandu) and the repair of houses.

To further enhance these efforts, the following inputs are noteworthy:



- a. In realizing the awareness on the meaning of diversity within togetherness in Papua and West Papua, there needs to be an emphasis on the community through Social Communication activities carried out by related agencies by prioritizing the principles of togetherness.
- b. The need for a participation of the local government and related agencies in carrying out the equal distribution of tasks involving indigenous Papuans and migrants, of course through training first, then guidance and monitoring of work results are carried out, so that togetherness can be realized.
- c. The objective of economic equality by providing aid may be by prioritizing the implementation of training, mentoring and monitoring in realizing economically advanced communities without considering at either indigenous Papuans or migrants.
- d. In addition to facing the spectrum of threats and challenges faced in the Papua region, especially strategic West Papua, there needs to be a synergy between government agencies, both the TNI, the National Police and the local government by involving the community as a reserve component, so that the sense of Nationalism in Defending the Nation is possessed by the people of Papua and West Papua.

- e. There is a need to improve performance and solidity between agencies, both the TNI, Polri and local governments that are synergistic, so that people can see and learn good examples and get good teaching for national unity.
- f. There needs to be an increase in the territorial/maritime potential's budget of the Indonesian National Armed Forces/Indonesian Navy Headquarters in order to support the activities of the 3rd Fleet Command to strengthen diversity within togetherness.

Considering that diversity is a major strength and potential to be able to maintain unity and integrity in all regions of Indonesia and must always be upheld so that Indonesia remains intact and strong in handling various threats, especially the threat of national disintegration in the provinces of Papua and West Papua, it is necessary to boost the efforts in economic empowerment in the Papua and West Papua in order to create a balanced economic role between the Native Papuans and the migrant tribes. All of that must be done so as to be able to brace the diversity within the togetherness in Papua which has been intertwined so far, in order to maintain the NKRI frame in the unity and integrity of the nation.

THE KARTIKA JALA KRIDA DIPLOMATIC TRAILS

NAVY LIEUTENANT ATIK





Release of the Diplomatic Mission Ambassador for Foreign Affairs Task Force by the Chief of the Indonesian Navy.

On August 2019, Admiral Siwi Sukma Adji, SE, M.M., as the Chief of the Indonesian Navy started up the embarkment of the 2019 Diplomatic Mission Ambassador for Foreign Affairs Task Force, consisting of 18 staff trainers, 14 crew members, and 83 Level III Midshipmen of the Naval Academy Batch 66 which came from four corps i.e. the Seaman, Engineering, Electrical, and Supply Corps. The 2019 Kartika Jala Krida Training Unit that used the training ship KRI Bima Suci-945, the pride of the Naval Academy midshipmen, was ready to take nine destination countries, including Surabaya to Manila (Philippines) - Osaka (Japan) - Busan (Korea) - Shanghai (China) - Brunei Darussalam - Lumut (Malaysia) - Phuket (Thailand) - Rangon (Myanmar) - Padang - Benoa - Darwin (Australia) until returning to Surabaya in 19th November 2019.

The Diplomatic Mission Ambassador for Foreign Affairs Task Force carried out a diplomatic mission to show that Indonesia is a global maritime fulcrum while at the same time introducing the Indonesian cultural appeal as well as the Navy to friendly countries, especially the destination countries of the 2019 Kartika Jala Krida. This is in line with the global maritime fulcrum vision which is the primary objective of the Indonesian Navy.

The arrival of the KRI Bima Suci-945 at the same time carried out the function of the "Navy Trinity" namely military force, diplomacy, and police action, where the three are synergized and supported each other in maintaining maritime stability and security. The Navy midshipmen made KRI Bima Suci-945 as the Grand Ambassador of diplomatic missions through visits to 9 countries. Related to diplomacy, there are three characteristics of objectives that can identify the meaning of Navy diplomacy, namely Confidence Building Measures (CBMs), Civil Military Relations and Wider Foreign Policy Objectives in Order Countries Area of Defense. How was the first stage of the visit namely the Surabaya-Manila route?

After embarking from the Madura Pier in Ujung, Surabaya, the KRI Bima Suci-945 took the first route that is Surabaya-Manila. In everyday life aboard the ship the Naval Academy midshipmen learned and practiced to explore the respective professions corps. The Seaman Corps explored the science of navigation, communication, nautical, and the duties of the guard officer. The Electrical Corps learned about the details of electronic equipment in the ship, its specifications, functions, to details or how to operate it. The Supply Corps studied ship administration and logistics. The Engineering Corps explored how ship engines work including all engines that assist ship operations. The entire corps learned to control the ship according to their respective duties.

In learning and practicing, the midshipmen were directed to always keep the Fixed Daily Orders (PHST), including worship time and placement of guard. Worships were held in congregation. They got a new experience of carrying out Eid al-Adha prayers on the ship as well as the 74th Independence Day Commemoration of the Republic of Indonesia in August 17, 2019. According to 2nd Cadet Sergeant Major Khevin Ferdiyan Ardyanto, the voyage from Surabaya to Manila demanded self-reliance and maturity of the Level III midshipmen in exploring their respective corps.

The cruise stop of the 2019 Kartika Jala Krida was Pier 15 Harbor, Manila Harbor. The midshipmen's arrival in 12th August 2019 was welcomed by the Indonesian Defense Attaché, the Indonesian Embassy staff in Manila, and the Chief of the Philippine Navy by carrying out a Rol Parade Role and GS Mini Display. The Parade Role was cheerfully welcomed by the spectators. While holding the red and white flag the midshipmen waved their hands in response to the warm reception of Filipinos. Feelings of excitement and pride penetrated the chest, because for the first time they represented Indonesia in a friendly country. Through the demonstration of the parade role and the Mini GS Display, could be shown that Navy midshipmen are prospective Navy officers who are ready and agile in manning the KRI (Indonesian naval vessel) and always solid in dealing with various problems.©

FROM PEOPLE'S SOLDIER TO NATIONAL MILITARY

ADI PATRIANTO, S.S.





"Maintain unity in the TNI, so that our soldiers can become whole, one and a strong fortress against anyone."

(General Soedirman's message to Unit Commanders in May 1, 1949)

THE proclamation of independence in August 17th, 1945 was a historic moment that marked the birth of the Indonesian state as an independent and sovereign nation. The proclamation of independence culminated the struggle of the Indonesian people after hundreds of years under colonialism by foreign nations. For hundreds of years this archipelago became a colony of the Dutch East Indies until 1942. Then when the Second World War broke out in Asia-Pacific, the Dutch East Indies became a Japanese-occupied area between 1942 and 1945.

The defeat of Japan and the victory of the Allies in the Second World War opened up opportunities for the Indonesian people to declare their independence as soon as possible. But even so, the Indonesian nation which was still very young at that time had to face a factual threat namely Japanese military power. Meanwhile, at that time, on the other hand, the Indonesian people did not yet have the weapons or power that could compete with the Japanese military, if they only moved their war machines to silence Indonesian independence. This was where the thinking began, as soon as Indonesia was formed, a national military establishment to defend the independence and sovereignty of the Indonesian nation and state.

AT THE CROSSROAD

ALTHOUGH the idea of urging Indonesia to form a military unit had begun to emerge during the Indonesian Independence Preparatory Committee (PPKI) session, participants in the session realized that Japan still held full control of government and security in most parts of Indonesia. As the defeated party in the Second World War, Japan has also received orders from the Allies to continue to maintain the status quo in the occupied territories while awaiting the arrival of the Allied authorities to take control. For the Indonesian people, the Allies in which there were elements of Dutch government and military were a serious threat, besides Japan. The Dutch certainly wanted to take back their colony, the Dutch East Indies, which had been "lost" due to the Japanese occupation.

Taking into account all the potential threats, Indonesia's founding fathers faced a big dilemma. On the one hand, the Indonesian people realized that their conditions were still very weak, so that they prioritized the struggle for diplomacy rather than physical strength, even though the chance of Japan surrendering its power voluntarily was very small. On the other hand, the turmoil of the revolution had ignited the enthusiasm of the youth to immediately seize power from Japanese hands. This spontaneous, sporadic and uncoordinated youth movement was feared that it would provoke the Japanese who were initially passive to use their repressive powers.



Security issues were not only with the Japanese, among the people there began to emerge various friction that might potentially cause chaos, even leading to civil war. This situation put the government at a crossroad. Whatever path chosen would still endanger the future of the Indonesian state and nation, as long as it did not yet have a means of national defense. Realizing this situation, the Indonesian government finally decided to form a security body called the People's Security Agency (BKR) on August 22, 1945. The BKR itself is part of the War Victims Family Assistance Agency (BPKKP).

A COUNTRY "ZONDER" A MILITARY IS STRANGE

ALTHOUGH carrying out the main functions in the field of defense and security, the BKR was not a military but a semi-military organization. Therefore, the BKR was a forum for the aspirations and struggles of Indonesian youth, both those who had received military education and those who had not, in preparation for forming a national military institution. Thus the BKR was an embryo of the Indonesian national armed forces. After that, the Land BKR, Maritime BKR and Air BKR were gradually formed. The government did not immediately form a military organization because it avoided the possibility of resistance from the Japanese.

The government's decision received mixed responses. In fact, one of the senior fighters who was also a former KNIL major, Oerip Soemohardjo, responded to this condition with a monumental comment: "Strange, a country 'zonder' (without) a military." Meanwhile, a number of political parties and social organizations preferred to form their own paramilitary troops. This situation made it difficult for the BKR to carry out their duties optimally in order to pioneer the formation of a national military establishment.

In fact, one of the senior fighters who was also a former KNIL major, Oerip Soemohardjo, responded to this condition with a monumental comment: "Strange, a country 'zonder' (without) a military." Meanwhile, a number of political parties and social organizations preferred to form their own paramilitary troops.

The situation became more critical when the Allies began to land in Indonesia and there were increasing clashes between Indonesian fighters and Japanese or Allied troops backed by the Dutch. In order to streamline the command of the struggle and at the same time consolidating the military into one unit, the government decided to transform the BKR into the People's Security Force (TKR), which better reflects the actual military organization. The TKR was the first military establishment formed by the Indonesian government. The decree was published in Information No. 2/X dated October 5, 1945. Hence, until now every October 5 is commemorated as the Anniversary of the TNI based on Presidential Decree Number 316 of 1959 on December 16, 1959.

TRANSFORMATION INTO A NATIONAL MILITARY

WITH the formation of the TKR, Lieutenant General Oerip Soemohardjo as the formator of the military organization who also served as the Chief of Staff of the TKR tried to build a neat,

disciplined and professional national military organization. Among the strategic steps of the formation team of the TKR organization included the establishment of the TKR Supreme Headquarters and the TKR General Headquarters in Yogyakarta, electing the TKR Commander in Chief, as well as structuring the TKR organizational structure in the form of a command which oversees the divisions. Three commandments were formed in Java and one in Sumatra.

Considering that among the forces of the Indonesian struggle, besides the TKR, there were also troops from the so-called struggle body, the government intended to integrate them into one command. As a result, the duties and functions of the military were expanded, so that the name TKR was changed to the People's Security Force on January 7, 1946. But to further improve the structure of the military organization so that it met international standards, the name of the People's Security Force was changed to Military of the Republic of Indonesia (TRI) in January 26, 1946. Based on the government's announcement, TRI was declared to be the only Indonesian military organization. But in reality, paramilitary units still showed their existence by refusing to join in the TRI, even in a number of areas there were clashes between paramilitary troops and the TRI.

In order to minimize the negative excesses from the tight divergence of views between the paramilitary organizations and the TRI, the government tried to unite them into one body with uniformity of command. This had become a very urgent agenda for the government, due to the increasing pressure in the defense and security sector. Dutch troops who had received the transfer of power over Indonesia from the Allies were increasingly showing their aggressiveness and staged provocations everywhere. It climaxed when the Dutch held two major military operations namely Operation Products (1947) and Operation Crow (1948).

In connection with this goal, on May 15, 1947 the government established the unification of the TRI with the paramilitary organizations into one military organization. In order to follow up on the government's decision, a joint committee was formed which consisted of the President, Vice President, Minister of Defense, the Commander in Chief of TRI, along with representatives from MBT, TRI, student soldiers and struggle bodies. Initially, the task of this committee did not run smoothly

due to the strong resistance to the integration of TRI with the paramilitary organizations. After going through various steps of approach, finally an agreement was reached that a new military organization would later be jointly led by TRI together with the paramilitary units in the Army High Command.

Finally, in June 3, 1947 the Indonesian National Military (TNI) was officially formed, which was a merger of the TRI with the paramilitary organizations. With the formation of the TNI, all TNI and paramilitary units are required to submit to all instructions or commands from the top TNI leadership. After the TNI was formed as a visualization of the actual national military, the government and leadership of the TNI gradually began to organize and perfect the TNI organization while at the same time gradually removing all forms of differences that had previously enveloped its combat units, such as ideological or political backgrounds.

FORMATION OF TNI'S IDENTITY

ALTHOUGH the TNI grew and developed in the midst of the flames of physical struggle and the struggle for interests of the country's elites, the TNI managed to step one step further towards achieving the ideal of becoming a professional national armed forces. This professionalism of the TNI ultimately succeeded in bringing the direction of Indonesia's national struggle to one point, namely the achievement of an independent and sovereign Indonesian state.

All the dynamics that tainted the development of the TNI since it was still BKR, eventually crystallized into the TNI Identity, namely: People's Soldier, namely a military organization which members come from Indonesian citizens; Warrior Soldier, namely soldiers who fought to uphold the Republic of Indonesia and knew no surrender in carrying out and completing their duties; National Military, namely the Indonesian national military serving in the interests of the state over the interests of the regions, tribes, races and religious groups; and Professional Soldiers, namely soldiers who are trained, educated, well-equipped, do not practice politics, do not do business, and are guaranteed welfare, and follow state political policies that adhere to the principles of democracy, civil supremacy, human rights, national legal provisions, and international law which has been ratified. Long Live the TNI!!©





PREPARING A WARFARE CONCEPT

IN THE ERA OF "SWARMING" DRONES

NAVY COMMANDER DICKRY RIZANNY NURDIANSYAH, PSC(U), MMDS



A “swarming” drone technology—the ability of unmanned aircraft to independently make decisions and actions based on the information shared—have the potential to revolutionize the concept of warfare. This concept continues to develop in a variety of warfares, both air, submerged and surface. In fact, the application of swarming tactics shows significant development in almost every field of national security. A group of underwater drones can search for enemy submarines in the search action area. Drones can also be deployed over large areas to identify and neutralize threatening surface-to-air missiles and other air defenses. A group of drones even has the potential as an anti-missile defense and self-defense against anti-ship missiles with hypersonic speeds. In the field of national security, drones can be equipped with nuclear, biological, and chemical hazard detectors, face recognition, anti-drone weapons, and other capabilities that offer increased defense against various threats.

While “swarming” drones are one of the main technological advances in warfare, to find a potential concept optimally will require the development of drones that are centered around four main areas: size, type, mission to be carried out, and drone capabilities.

SIZE

IN general, the more the number of drones in a mob attack tactic, the greater the ability in a war. A group of larger and numerous submersible drones can travel longer distances in search of enemy submarines or surface ships. The large size is able to bring about better defense capabilities. In “swarming tactics”, the loss of a dozen drones will significantly reduce the ability of twenty drones, but that would not be meaningful if there were hundreds or even thousands of drones. Therefore, the more in number, the more effective the application of the concept.

On the other hand, there is a belief that the size of the drone cannot be significantly increased. Operating large numbers of drones requires the ability to handle large amounts of information and communication between controllers and drones and between drones. More drones mean more data input and communication coordination that can influence the action and maneuver of the drone independently. At a basic level, more drones mean greater risk of one drone crashing into another. Not to mention the automation system of each drone that needs to be programmed in advance to carry out a mission independently.

The importance of the size of a group of drones will depend on the mission. More secret missions toward easier targets do not require a massive amount of drones. In a secret mission, a large number of drones can damage the mission because it will attract attention from the target’s defense system. But large-scale drone attacks on enemy bases and other well-defended targets may require thousands of drones. A mass attack on the target is required. As an actual example, China is currently developing ways to use drones (shark swarm) to destroy US aircraft carriers.

However, swarming tactics like this have limitations, for example the limitations of communication networks to keep ships operating together and are vulnerable to some form of electronic warfare, and the ability of humans to control a group of drones simultaneously. But these human limitations can be overcome by increasing the ability of the autonomy of the drones themselves.



TYPES

A group of drones in the future does not have to consist of the same type and size of drones, but a combination of large and small drones is required which is equipped with different abilities and missions. The combination of various drones can create a more capable operation than drones that operate individually. The merging of drones is possible to even operate in all domains, between underwater, surface, land and air drones in coordinating their actions.

Drones currently have small and accurate sensors, but the use in multi-domains continues to be developed. One such concept involves flying drones that collaborate with land drones. Air drones map the closest area and land drones use the information to plan and carry out the action. Drones in groups can carry out different roles based on different abilities. Attack drones are capable of attacking targets, while sensor drones gather information about the environment to provide information to other drones, and then communication drones ensure inter-group communication between drones.

Sensor drones can carry out surveillance for attack drones, gather information about enemy targets and deliver it to order attack drones to carry out attacks. Even drones that are specifically tasked with carrying out attacks may vary. A group of drones can combine drone strikes of various sizes, which are optimized to match the target type. Groups that are intended to suppress enemy air defenses by using drones equipped with anti-radiation missiles to defeat land-based defenses, while other drones may be armed with air-to-air missiles to fight enemy aircraft.

The use of relatively inexpensive drones may actually prove to be a valuable contributor to swarming missions, including receiving attacks to protect more sophisticated drones or as bait targets from enemy defenses. But the key here is that the diversity of types of drones allows more complex and coherent action.

MISSION

A group of drones that can be adapted to a mission can offer a commander flexibility, allowing them to increase or decrease the use of drones according to mission and operation requirements. This requires a standard inter-drone communication procedure, so that drones can be easily added to swarm missions. Likewise, a group of drones must be able to adapt to drone reduction, either intentionally or destroyed through enemy defense action.

The choice of mission also allows a commander to adapt a group of drones to the needs and situations. For missions that require a smaller profile, a commander can reduce the number of drones. A commander can also vary the mission itself, by adding drones that are equipped with various types of sensors, weapons, or other payloads.

A group of drones can automatically separate or rejoin into one unit while in the operating area. This will enable rapid response in dynamics on the battlefield. For example, a small group of underwater drones can separate themselves from a larger group to investigate the possibility of enemy ships as Search Attack Group (SAG) or Search Attack Unit (SAU). If a new target has a significant threat, the drone can rejoin to overcome the threat.

In the future, a commander who has a group of unmanned aircraft can be the same as providing a child with a Lego game. The commander can make use of his drone collection which can be combined in various ways according to the demands of the mission. Concepts such as these allow for a rapid response to changes in the military operations environment.

CAPABILITIES

A group of drones has a significant vulnerability to electronic warfare and action to protect against this vulnerability is very important. Swarm drones function inherently depending on the ability of the drones to communicate with others. If a drone cannot share information due to interference, the swarm drone cannot function as a coherent whole.

The vulnerability to electronic warfare depends on the composition of a group of drones. This swarm can combine drones that are specifically designed to fight jamming. Communication drones can function as a relay to share information, provide alternative communication channels, or simply detect possible jamming and issue other commands. Drone swarms can also combine drone capabilities equipped with anti-radiation missiles and other anti-jamming weapons.

Advances in technology can also increase the ability to dispel the vulnerability in electronic warfare. This new form of communication can be used in a concept of coordination between drones to eliminate this vulnerability. For example, drones can communicate based on stigmergy. Stigmergy is a form of indirect communication used by ants in groups and swarming with other ants. If an ant identifies a food source, it leaves pheromones for the next ant to be found. If the next ant also finds food there, it leaves its own pheromones, creating a stronger concentration to attract more. Ants will move autonomously and independently to find food by using pheromones left by other ants.

If Stigmergy is applied to a group of swarm drones in a battle, this approach requires a new form of communication that can reduce the vulnerability to jamming. So the drone will move independently to attack the targets that have been set simultaneously. This is where swarming tactics can be applied in a battle concept. The large number and small sizes, with different abilities but mutually coherent, may cause a difficulty for the target to carry out self-defense.

Developing a technology for drone groups is a challenge for the armed forces and between other institutions. Surface

drones offer significant capabilities for the Navy to search for submarines or function as a platform carrying surface weapons. Ground drones are useful for Marine infantry to conduct observations, attacks and electronic warfare. While air drones offer a new platform in air operations to suppress enemy air defenses and in the future combat aircraft will obtain and enter information gathered from drone swarms. Robotic cooperation can improve the ability to detect the use of nuclear, biological, and chemical weapons and map the impact of disasters. But of all actors and all of these missions, to utilize the potential use of drones requires the development of drone strengths that emphasize improvement in four main areas: size, type, mission, and ability. The failure to do so will result in ineffective and suboptimal use of drones.©

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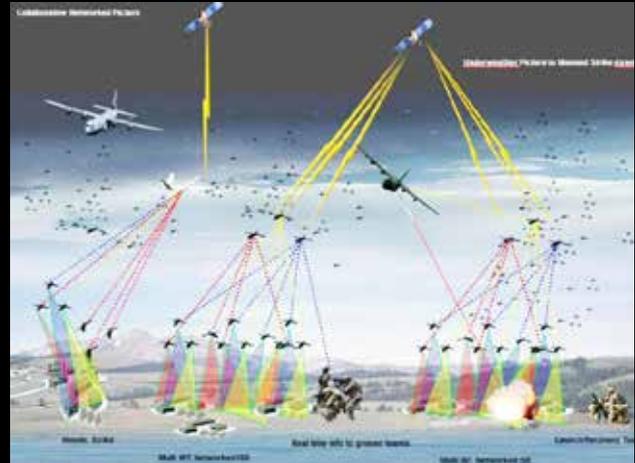


Illustration of an air drone operation.



Chinese Shark Swarm uses 56 Robo-Boats in Swarming tactics.

BORDER AREAS AS STRONGHOLDS OF THE NATION'S DEFENSE

NAVY COMMANDER LEILA KRISTIAN, S.S., M.M.

BORDER AREAS ARE THE FRONT LINES OF DEFENSE OF THE ARCHIPELAGIC STATE OF THE REPUBLIC OF INDONESIA (NKRI) WHICH ARE POTENTIALLY VULNERABLE AGAINST ALL FORMS AND TYPES OF THREATS BOTH MILITARY AS WELL AS NON-MILITARY. LIMITED DEFENSE FACILITIES AND INFRASTRUCTURE MAY BE A THREAT TO STATE SOVEREIGNTY, SUCH AS TERRITORIAL VIOLATIONS BY AIRPLANES, MILITARY AND CIVILIAN SHIPS AS WELL AS FOREIGN AIRCRAFT AND SHIPS CROSSING THE BORDER AREAS.

EFFORTS to safeguard national sovereignty, the integrity of the NKRI, and the safety of the nation from all forms and types of threats need great attention. Disregarding defense and security issues in border areas means ignoring the existence, survival, and safety of the nation and state.

National defense is very dependent on existing national resources, including human resources, natural resources, and artificial resources as well as the rules/laws that govern.

In applying the concept of empowering the defense area that is suitable with the condition of the national resources possessed, the Indonesian people give meaning to the sea, especially in border areas as a stronghold against any outside threats or attacks. It is in the sea that enemies can be destroyed so that they do not have the chance to damage and threaten the life of the nation and state.

To prevent the enemy from setting foot on land, the arrangement of the battlefield must be regulated, both the battlefields at sea, land and air must be directed

according to the battlefield dimensions. These activities will include those that are adequate and summarized in a well coordinated system of regional empowerment. This is stated in the Regulation of the Government of the Republic of Indonesia Number 68 in 2014 concerning the Arrangement of Regional Defense Areas. In the second part of article 20, which is about the use of defense territories, is stated that defense areas are used by the TNI in order to strengthen defense capabilities and maintain national sovereignty. Whereas Article 21: In the use of defense territories, the TNI may involve the participation of the community in activities to safeguard defense interests.

The Regulation of the Minister of Defense of the Republic of Indonesia also supports the importance of empowerment in border areas, i.e. the Regulation of the Minister of Defense of the Republic of Indonesia Number 13 in 2014 concerning Border Area Security Policies. This is stated in article 6: Carry out empowerment of border defense areas, through community service operations through cooperation between ministries and related institutions in order to help improve the welfare



of the people in the border area, conduct territorial development in land border areas, carry out the fostering of maritime potential in coastal areas and marine borders and implement the development of aerospace potential in the border area.

MARINE DEFENSE

DEFENSE issues, especially marine defense employs the Nusantara Navy Defense Strategy (SPLN) of the Indonesian Navy as the main component of defense at sea together with other power components in accordance with the law is obliged to maintain and enforce sovereignty in all national jurisdictions of the NKRI. To carry out this task, the state has an obligation to support all efforts to strengthen the maritime defense system, including the development of the strength of the Navy which has a posture that is confronted with perceived threats. However, the reality of the country's economic and political capabilities is apparently not yet able to make a Navy that is strong and ideal to face the challenges of the task ahead.

Indeed, there are many factors and problems of this nation that we need to tackle, but we too must be willing to learn not to forget our true identity as a maritime nation. We see Japan, Korea, Britain, America and several other countries developing because they control the sea and its technology. Many historians say that one of the causes of the collapse of the kingdoms in the archipelago was because the throne turned away from the sea.

With the geographical conditions of this republic, it is clear that the existence of our nation is a maritime nation. Consequently, to switch the culture back to the sea, it is certainly not easy; we need courage and the tenacity to

fight for it. Both in terms of politics, economics, social, culture, education, security and defense.

HUMAN RESOURCES

BASICALLY, all components of the nation capable in the maritime field are forces that can be sanctioned in defense efforts at sea. The Indonesian Navy as the foremost force in defense at sea, must be able to identify and prepare or empower all of these potentials so that they can make a positive contribution in the administration of national defense.

The population of border communities is a group of people who live in border areas and their sources of life and economy depend directly on the utilization of marine resources in the border areas. This definition can also be further developed because basically many people's lives depend on marine resources in border areas. They consist of owner fishermen, fishing laborers, fish cultivators and other marine organisms, fish traders, fish processors, and suppliers of fishery production facilities. In some cases in the non-fisheries sector, coastal communities may consist of tourism service providers, transportation service providers, and other community groups that utilize marine and coastal non-biological resources to support their lives.

However, to be more operational, the definition of community population in these border areas is mostly focused on groups of fishermen and fish farmers as well as fish traders and processors. Because this group directly manages and utilizes fish resources through fishing and cultivation activities. They usually run their businesses and economic activities to support their own families, on a small scale so that the results are only sufficient to meet the needs of a very short period of time. In general,



people in these border areas are traditional communities with relatively low socioeconomic conditions.

In essence, the utilization of human resources is closely related to the process of empowerment of the community and its environment. The utilization of maritime human resources certainly starts from empowering the elements of maritime human resources themselves. In border areas, efforts to use maritime resources to support the empowerment of marine defense areas require a condition of a strong defense area in terms of ideology, economy, politics, social, culture, and defense and security.

In the Navy's handbook contained in Article 39/VII/2011 on Empowerment of Marine Defense Areas, it is stated that the Navy along with the government and the whole community are subjects in the empowerment of marine defense activities carried out functionally and proportionally and professionally according to authority and responsibility in a national defense system for the realization of a reserve component and supporting components to assist the main component in dealing with the threat of national defense at sea.

The cooperation with the community mentioned above is an effort to empower communities in border areas

altogether in order to improve the economic welfare of the fishing community, initiating and strengthening social communication so that it can run well.

NATURAL RESOURCES

INDONESIA'S potential marine wealth is estimated at USD 100 billion. In the fisheries sector, it has contributed up to 3% of GDP so far. This number will continue to increase and is the largest foreign exchange earner for the State. Besides, the fisheries sector requires a processed industry that will add value to fish obtained from the ocean. Because all this time the fish from Indonesian waters have been processed by China, Vietnam, the Philippines, Thailand and Japan. With its own processed industry, the economy in the fishery sector will grow rapidly. The number of labor absorbed will also increase, thereby reducing unemployment and poverty.

In addition to the fisheries sector, the energy sector can also be Indonesia's main maritime potential. Based on geological data, Indonesia has 60 basins of potential oil and gas, with 40 basins being offshore, 14 basins in land and sea (coastal) transition areas and only six basins on land. Each basin contains oil. This is the material wealth that this nation can produce from its marine areas. This is still only in the form of oil and gas.



all layers of border communities to improve the defense system of the Indonesia and the welfare of the Indonesian people, especially people in the border areas.

CONTROL OF THE EMPOWERMENT OF BORDER AREAS

IN the implementation of the Empowerment of Marine Defense Areas (Dawilhanla) in border areas, we certainly face threats from both military and non-military elements. Then the defense is structured to prevent and face threats that have dimensions both in terms of ideology, politics, economics, social, culture and technology. In facing threats that may harm public safety, the form of defense is carried out through security functions. Indeed the structure of organizing military and non-military defense is different, so the Empowerment of Marine Defense Areas organizational control management system is demanded to be able to carry out Empowerment of Marine Defense Areas through supervision and control and evaluation which in principle is to find as early as possible the irregularities, violations, and deviations that can be classified as problems within the execution so that preventive and corrective actions can be taken for the successful implementation of Empowerment of Marine Defense Areas in border areas.

The dynamics of the lives of border communities within a group are also determined by the majority of the work that is carried out by the community itself, so that the sense of togetherness faces a very high problem because it is based on a sense of unity in looking for a living that eventually becomes a culture. Another factor that appears in a group is the selection of certain people to be appointed as figures or leaders. Community adherence to the chosen figures causes these community leaders to become somebody who are considered to be able to represent as mediators between the community and the government. So that people in border areas want to follow the applicable regulations in carrying out their activities in connection with the Empowerment of Marine Defense Areas.

The government's attempt to approach community leaders or leaders in a community group is a form of an empowerment activity. The government has hopes that by approaching these community leaders, at least the community will be able to accept programs or planned activities. If there a government policy or program is rejected, these community leaders can give an idea of what causes the community to reject. Thus, anticipatory steps can be taken and help provide solutions to the obstacles faced by communities in border areas to achieve the goal.

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In addition to oil and gas, the Indonesian waters also has the potential to generate electricity. Professor Mukhtasor, a member of the National Energy Board said that the Indonesian seas has the potential to generate 727,000 MW of electricity, which is three times the amount of electricity that can be generated on land. This can help solve the problem of electricity in the border areas in Indonesia, which so far has not been completely resolved. With the maximum empowerment of electric energy, it will certainly help improve the industrial sector that will touch

Regarding Dawilhanla, the Navy and the Navy's Border Regional Territorial Command implement defense that is carried out by the Fleet Command, the Naval Main Bases, Naval Bases, and Naval Posts in their respective areas in an effort to realize a strong and reliable National Defense at sea.

FACILITIES AND INFRASTRUCTURE

INDONESIA is an archipelago, which islands are surrounded by oceans. The sea is not a separator but a unifier of various islands, areas and regions of Indonesia. Only through inter-island, inter-beach communication can the Indonesian unity be realized. The development of the national shipping industry as a strategic sector needs to be prioritized in order to amplify Indonesia's competitiveness in the global market, because almost all commodities for international trade are transported by using maritime transportation facilities and infrastructure and as a counterweight to the development of border areas.

Maritime communities in border areas are not only people who live in the mainland bordering the sea but also borders the lands of other countries. So that shipping and transportation are needed to support national defense activities. Almost all of these commodities are for national and international trade, therefore the development of the transportation and shipping industry as a strategic sector needs to be spotlighted in order to boost Indonesia's competitiveness in the global market. Almost all commodities for national and international trade are shipped using transportation facilities and infrastructure, mainly maritime transportation. In remote and underdeveloped border areas, the majority of which are in Eastern Indonesia, but have abundant natural resources, of course, require access to markets, so they often require not only land transportation but also maritime transportation.

In border areas, maritime transportation cannot be taken too lightly. Because maritime transportation, which is shipping, is everything related to transportation by sea, ports and security and safety. Broadly speaking, shipping is divided into two, namely Commercial Shipping (related to commercial activities) and Non-Commercial shipping (related to non-commercial activities, such as government and defense). Maritime transportation is the activity



of carrying passengers, goods and/or animals, through territorial waters consisting of seas, rivers and lakes which become crossings, and certain territories both domestically and abroad by using ships for special and public services.

FUNCTIONS OF EMPOWERMENT OF MARINE DEFENSE AREAS

THE defense aspect is a very essential factor in ensuring the survival of the State. While the terms Binpotnaskuatmar (Fostering of National Potential to Become a Maritime Force), Bintermatla (Marine Territorial Development) and Territorial Development (Binter) as stipulated in Law Number 34 in 2004 concerning the TNI as well as the TNI doctrine (*Tri Dharma Eka Karma* or Tridek), are summarized in terms of the Empowerment of Marine Defense Areas and supporting forces or *Pemberdayaan Wilayah Pertahanan Laut* (Dawilhanla). So the function of the Empowerment of Marine Defense Areas is to help the government prepare the national potential to become a marine defense force that is prepared early on covering the sea defense area and its supporting forces to implement a Military Operation for War (OMP) or Military Operation for Other Than War (OMSP).



The defense aspect is a very essential factor in ensuring the survival of the country. Without being able to defend oneself against threats from abroad and/or from within, a country will not be able to maintain its existence. A national defense system is a total defense system that involves all citizens, territories and other national resources and is prepared early by the government and is carried out in a total, integrated, directed and continuing manner to uphold national sovereignty, territorial integrity and the safety of the nation from all threats. The Empowerment of Marine Defense Areas is arranged based on the National Spatial General Plan (RUTR Nasional) and Regional Spatial Planning (RTRW) of the Provincial and Regency/Municipal Governments which implementation is manifested in the General Spatial Plan for Defense (RUTR Wilhan) both at the national and regional levels as well as the RUTR Wilhan, in particular the state defense at sea is implicitly included in the classification criteria of certain areas (specifically) which are areas that are nationally determined and have strategic value because they involve the interests of many people.

Regarding the Empowerment of Marine Defense Areas, the Navy and the Navy's Border Regional Territorial Command implement defense that is carried out by the Fleet Command, the Naval Main Bases, Naval Bases, and Naval Posts in their respective areas in an effort to realize a strong and reliable National Defense at sea.

The empowerment of marine defenses is realized through the role of the Indonesian Navy in assisting government tasks in the interests of defense. Empowerment of the sea includes securing border areas as well as the outermost small islands. The security of border areas carried out by the Indonesian Navy by placing the strength of the Navy as guardians of the maritime border possesses a high deterrent effect so that it is able to prevent and suppress cross-border crimes through the oceanic border areas to this lowest point, supported by the existence of a synergy between the Indonesian Navy in Border Areas with the community and other agencies in supporting the Empowerment of Marine Defense Areas in the fields of security, economy, education, and social culture. With the hope of developing the integrated border and outer islands in order to be more advanced in the future as a manifestation of the total defense system.©

USING NAVAL VESSELS TO DISTRIBUTE MONEY TO BORDER AREAS

NAVY COMMANDER IGN. M. PUNDJUNG T., S.SOS., M.SC.

IN UTILIZING THE EXISTENCE OF THE REPUBLIC OF INDONESIA WARSHIPS (KRI) IN THE INDONESIAN NAVY'S INVENTORY AN ACTIVITY VERY BENEFICIAL FOR THE PEOPLE IN BORDER AREAS IS HELD. BANK INDONESIA (BI) IN COLLABORATION WITH THE NAVY HELD A MOBILE CASH PROGRAM TO THE FRONT, OUTERMOST AND REMOTE ISLANDS (3T) THROUGHOUT INDONESIA USING INDONESIAN NAVAL VESSELS.

THE distribution of Rupiah is expected to be able to help people who are spread across several islands that will be visited by the BI team and the Indonesian Navy. This endeavor is made to strengthen the position of the Rupiah as the main currency in Indonesia. Rupiah is not only a currency, but can also be seen as an aspect of national sovereignty.

BI is obliged to distribute legal tender throughout the region. Through the BI program in collaboration with the Navy, it is possible to reach the frontier areas so as to support BI's goals mandated by the Law; defending the country without weapons.

The Indonesian Navy strongly supports this program. Because, from historical experience, the islands of Sipadan and Ligitan in East Kalimantan were separated from the Archipelagic State of the Republic of Indonesia (NKRI) due to the dominance of the Malaysian Ringgit currency there. Then, it is also difficult for banks to operate there because of infrastructure conditions and business calculations that have not yet entered. Therefore, the partnership between BI and the Navy is considered to be very strategic to help the people of the islands in order to receive cash services.

This mobile cash will also reduce, revoke, and destroy money not worthy of circulation (UTLE), such as withdrawing shabby money to be replaced with new money, helping to meet the needs of money worthy of circulation (ULE) for the community, accelerating the circulation of money, and at the same time encouraging economic growth in the area, so that it will foster public

love for the Rupiah which is an official transaction tool in Indonesia.

In addition to the mobile cash which is the main program of BI, several activities will be carried out in the area visited, namely the socialization of introducing the authenticity of the Rupiah, providing understanding to the public how to treat money properly and correctly, providing donations to the local community, and withdrawing shabby money which is not worthy of circulation to be replaced with new money.

The BI team also provided information to the KRI crew during their voyage on how to distinguish real money from counterfeit money, which is visibly similar but not the same. With this socialization, it is expected to be able to increase the knowledge of KRI crew members so that they are not easily fooled if they find the circulation of counterfeit money both in their work environment as well as in the proximity of their residences, as well as avoiding the community experiencing losses due to counterfeit money. The way to find out whether a money is fake or genuine, is by seeing, touching and looking through (3D).

15 ACTIVITY PROGRAMS

THE cooperation between BI and the Navy has been going on since 2011, which aims to channel Rupiah into remote areas of the country. This synergy is expected to continue in the future.

The then Deputy Operations Assistant to the Chief of the Indonesian Navy, First Admiral Yusup, SE, MM, at the embarking ceremony of the KRI Lepu-861 in Batam, Riau



KRI Sutedi Senoputra-378, one of the Indonesian Navy warships that support cash service activities, as a collaboration of the Indonesian Navy with Bank Indonesia.

Islands, on March 27, 2019, said the TNI's collaboration with BI has been going for eight years.

This collaboration is TNI's responsibility in supporting the empowerment of coastal areas that are difficult to reach. Compliant with Law No. 34 in 2004, the TNI has the task of empowering defense territories. When there are obstacles in the distribution of money, the TNI is ready to help, especially in border areas that are difficult to reach. According to First Admiral Yusup, S.E., M.M., the availability of Rupiah in decent conditions in the 3T areas supports the sense of nationalism and state sovereignty. We cannot let an area get separated from the Republic of Indonesia only because its people use foreign currencies as happened in Sipadan and Ligitan. For 2019, there are at least 15 mobile cash programs conducted by BI and the Indonesian Navy throughout Indonesia.

"The Indonesian Navy has set up 15 KRI units to help BI run the mobile cash, to ensure the availability of Rupiah in 3T areas throughout Indonesia," said First Admiral Yusup, S.E., M.M.,

Other than the KRI Lepu-861, which toured six areas in three provinces, namely Tanjung Batu, Kundur, Selat Panjang, Bengkalis, Rupat, and Belawan, from March 27 to April 2, 2019, other warships were used in the BI mobile cash program to 3T islands throughout Indonesia in 2019 include the following:

1. The KRI Layaran-854 for several days since 30th July 2019 sailed to the islands in the South Sulawesi region, including Tanakeke Island (Takalar), Liukang Loe Island (Bulukumba), and four islands in the Sinjai Nine Islands namely Leo, Kambuno, Batanglempe, and Kanalo II.
2. KRI Sutedi Senoputra-378 sailed to the islands of the West Coast of Sumatra on July 24 to August 6, 2019 with

a route departing from Padang to Simeulue Island, Nias Island, Tello Island, Siberut Island, Sipora Island, Pagai Island, and back to Padang.

3. KRI Lemadang-632 for eight days, from 6th to 13th August 2019, conducted a cruise with targets including Jemaja Island, Siantan, Midai, Subi Besar, Serasan, Tembilahan Besar, and Pontianak.

Of course there are still several other warships that are also carrying out BI's mobile cash program to 3T islands throughout Indonesia.

REACHING 116 3T ISLANDS

ACCORDING to the Director of the Rupiah Currency Management of BI, Luctor Tapiheru, his party prepared around 75 billion Rupiah for mobile cash activities throughout Indonesia. During 2019, BI carried out 15 activities that covered 116 3T islands throughout Indonesia. In this mobile cash program, the amount of money varies. The average is around IDR 5 billion per activity.

The mobile cash program is mandated by Law Number 7 in 2011 concerning Currency which assigns BI to provide cash payment instruments to all regions of the Republic of Indonesia in sufficient quantities, on time and with any type of fraction as needed. Meanwhile, BI only has 43 offices in regions, which are generally located in the provincial capital.

"We do not have enough human resources and transportation support to reach the entire archipelago. Even though the mandate of the law requires BI to do it in all regions of the Republic of Indonesia. For this reason, BI cooperates with the Navy to help properly distribute the Rupiah throughout Indonesia using the KRI," explained Luctor Tapiheru.©



ILLEGAL FISHING AND HOW TO HANDLE IT

NAVY COMMANDER IGN. M. PUNDJUNG T, S.SOS, M.SC

It should be appreciated, the government's efforts to uphold sovereignty in Indonesian waters, one of which is by sinking foreign fishing vessels that commit illegal fishing. The effort is considered very positive because Indonesia can display a steadfast position against all illegal fishing offenders so that it provides a deterrent effect so that they do not repeat their actions.

However, assertiveness is not enough, but it requires consistency as well. The Joko Widodo administration for the past five years through the Ministry of Maritime Affairs and Fisheries (KKP) led by Minister Susi Pudjiastuti in collaboration with other relevant agencies, including the Navy, has consistently carried out law enforcement against foreign vessels indicated to carry out illegal fishing.

The steadfast and consistent attitude in eradicating illegal fishing from Indonesian waters was triggered by the fact that so far based on calculations there are around 5,000 to 7,000 vessels per year that carry out illegal fishing.

Imagine, from the 5,000 to 7,000 ships, each ship has as many as 20 or 30 crew members, meaning that there are hundreds of thousands of foreign fishermen who have been entering and fishing in Indonesian waters. This greatly dredges Indonesian fish resources. They do not pay taxes, are not recorded and it is very economically, ecologically and socially detrimental to Indonesia. Not to mention there are indications that they are using illegal fuel oil. The situation is already so severe.

Then in the period of 10 years, 2003 to 2013, fish stocks were only 6.5 million tons or 30 percent reduced, the result was a decrease in the number of Indonesian fishermen. From 1.6 million people in 2003 to only 800 thousand people in 2013, which indicates a decrease of 50 percent. This means that due to the fish in Indonesian waters being drained by thousands of foreign vessels, Indonesian fishermen do not get their share and as a result many fishermen prefer to switch professions to other fields. It is very sad that management blunders can occur for decades, especially

in the last two decades, causing many foreign vessels to steal fish which has an impact on the decline in fish stocks in Indonesia.

Even sadder, we must accept the fact that the quality of people in Indonesia is declining, one of the causes is the lack of protein intake from fish. Very strange indeed it may sound, considering the abundant marine wealth in Indonesia. This turned out to be the case because Indonesia's marine wealth was stolen by many foreign vessels which certainly violated regulation No. 45 in 2009 concerning fisheries in Indonesia. No wonder the government is furious and immediately takes action to solve the problems that have long plagued the Indonesian people.

Shortly after being appointed as Minister of Maritime Affairs and Fisheries in 2014, Susi Pudjiastuti immediately established a war against Illegal, Unreported and Unregulated (IUU) Fishing as a priority to rebuild Indonesia's marine and fisheries sector, with three pillars namely sovereignty, sustainability and prosperity. Eradicating illegal fishing as an initial step in resolving fisheries problems in Indonesia. By realizing an independent, developed and strong Indonesian marine and fisheries sector, the government began by building sovereignty first, namely by making the Indonesian sea controlled by the Indonesian people as much as possible.

SINK THE SHIPS

ONE of the tangible steps taken by the government is to sink foreign fishing boats that commit illegal fishing in Indonesian waters. The sinking of the ships is not without foundation, but it is the severest punishment for illegal fishing perpetrators from the perspective of the current law. Because according to the fisheries law there are several decision options for illegal fishing. First, the ship will be sunk. Second, the ship will be confiscated for other uses, and third, the ship will be auctioned.

Ideally, all fishing vessels must be destroyed by sinking so that illegal fishing does not recur and can provide a deterrent effect on the perpetrators. Of course, before being submerged, the related parties have ensured that all oil on the vessel is cleaned according to procedure. Later, the wreck of a ship that has sunk could become a fish aggregating device and divers can also make it a new diving site.

If a fishing boat is auctioned, then there is a possibility that the ship can be used again for the same purpose so illegal fishing in the waters of the Indonesian archipelago is impossible to eradicate. Over and over, Minister Susi Pudjiastuti stressed on various occasions that to fight the mafia cannot be done normatively but must be in a harsh manner. Sinking a ship is considered more appropriate than auctioning it.

It is not just a bluff, but it has been proven. As witnessed in 2014-2017, 363 fishing vessels originating from various countries were sunk. The most sunk vessels originated from Vietnam, the Philippines, Malaysia, Thailand, Papua New Guinea, China, and Laos. Moving into 2018, Indonesia has sunk 488 foreign fishing vessels.

The sinking of foreign vessels has a positive impact on the increase in fish stocks which surged in 2016, from at first only 6.5 million tons increased to 12.5 million tons. Even in the 2018 census of fish stocks, the fish stock survey conducted by the National Fish Assessment Commission is already over 13 million tons.

If one kilogram of fish is valued at US\$ 1, it means that the value of Indonesian fish stocks has increased by US\$ 6.5 billion. With so the number of Indonesian fish imports decreased by 80 percent. That means an increase in the catches of Indonesian fishermen or ship owners. It is undeniable indeed that the sinking of foreign vessels drives





Captured illegal fishing boats.

the increasing enthusiasm of national fishermen to make ships and go to sea. This is directly proportional to the number of fish in Indonesia so that productivity increases. Unfortunately, before 2014, issues regarding illegal fishing in Indonesia received less attention from the government and the resonances are not heard by the public. Though we all know, the impact caused by illegal fishing is extremely detrimental to Indonesia.

The government's move to fight fish theft or IUU Fishing has not yet been completed. Even though in 2019 the number of foreign vessels fishing in Indonesian waters has decreased by 90 percent, the government must increase efforts to crack down on all illegal fishing committers in a strict and consistent manner so that the results are maximum. Because there are still some points that are not yet free from fish theft because of the fish theft mode in the Indonesian seas. As in the waters of North Sulawesi, for example, many fish thieves use domestic vessels but the fishermen are not Indonesian citizens (WNI) but foreigners with Indonesian identity cards.

Illegal fishing is not only done by foreign vessels. Currently, there are indications that Indonesian-flagged vessels fishing in Indonesian waters are then taken to high seas and transhipped to foreign vessels. The act is very disadvantageous and violates the law, so that the fight against illegal fishing should not only focused on foreign fishing vessels but also way of Indonesian-flagged vessels that carry out the modus operandi mentioned above.

Fish theft also still occurs in Natuna waters. It was proven when the Minister of Maritime Affairs and Fisheries Susi Pudjastuti went directly to the sea in the eradication of illegal fishing operations in the North Natuna Sea, Riau Islands, on 15th-16th April 2019. In operations supported by the Navy's fleet, namely KRI Usman Harun-359, Minister Susi managed to detect the presence of seven foreign Chinese-flagged fishing vessels that were passing through the North Natuna Sea. Then they were intercepted and seven ships under the name of Zhong Tai were inspected.

Not to mention in Arafuru waters, so it is proper for Indonesia to be more aggressive in combating illegal fishing in its waters.

ORGANIZED TRANSNATIONAL CRIME

ILLEGAL fishing is not only detrimental to Indonesia but also the world, as it can lead to a lack of availability of certain fish species (sustainability). Not surprisingly, Minister Susi Pudjastuti appealed to UN member states not to allow illegal fishing to occur freely in each country.

"This practice has not only resulted in the reduction in fish stocks in the ocean, but has also threatened the extinction of several other marine species. Even the practice of illegal fishing will later have an impact on the domestic economy, where smuggled goods or species will be sold at low prices, thus allowing unhealthy competition."

Minister Susi at the UN Maritime Conference: Transnational Organized Crime in Fisheries Industry with Norway, the



International Police Organization (Interpol), and the United Nations Office on Drugs and Crime (UNODC), in New York, on June 15, 2017, called on member countries of the United Nations (UN) to determine the practice of illegal fishing as a transnational organized crime.

Minister Susi's call received support from the President of the UN General Assembly, Peter Thompson. Thompson said he welcomed Indonesia's efforts in making illegal fishing a transnational crime. "We are trying hard through a (UN) sea conference."

Support also came from Norway. The Permanent Representative of Norway to the United Nations, Geir O. Pedersen, revealed that 40 percent of the crimes in the fisheries sector that occurred have depleted existing fish resources. Therefore, he expects the fisheries sector to start paying attention to sustainability so that the marine resources enjoyed now can also be enjoyed by future generations. "I think it is very important to fight illegal fishing as a transnational organized crime for our future together," Geir said.

The world must unite to combat illegal fishing that is rife in a world where operational areas cross borders between countries. For that, international cooperation is needed to fight it together. In other words, the eradication of IUU Fishing must be done with a broader scope, so it needs more outreaching from countries in the world and international organizations. In addition, the eradication

of illegal activities at sea must be supported by highly committed officials and sophisticated equipment and technology. This is to prevent the entry of other transnational crimes which are mostly committed in the middle of the ocean.

The eradication of illegal fishing in Indonesia has become a pioneer for other countries. So, the Indonesian people must keep having optimistic ideas about how much the sea has given us. With the determination and commitment of combating illegal fishing, in the future Indonesia must continue to be able to provide a deterrent effect to fish thieves.

The government must continue to multiply the efforts and should not be careless in monitoring Indonesian seas. This is because the needs for fish as food in the world in order to increase the quality of intelligence and health will continue to increase. Developed and developing countries will continue to spy on Indonesian seas. The sea is a cross of territorial sovereignty which must always be properly monitored and guarded. Beware... beware.

Let's continue to fight illegal fishing. Because the war against illegal fishing is a profitable war. There is no favorable war other than the war against illegal fishing.©

WATER RESOURCES MANAGEMENT

SOEN'AN HADI POERNOMO



THE Archipelagic State of the Republic of Indonesia (NKRI) is an archipelagic country characterized by island groups. It was in 2000 that the People's Consultative Assembly approved the additional line of Article 25A in the Amendment to the 1945 Constitution. Although the article has a lot to do with territoriality, it certainly cannot be separated from management aspects.

Last August 18, 2017, the United Nations Group of Experts on Geographical Names (UNGEGN) in the 11th United Nations Conference on the Standardization of Geographical Names in New York, United States, discussing the Geographical Names Standardization, had established the naming of 16,056 islands in Indonesia. Previously, in 2012, islands in the archipelago registered in the 10th conference totaled 13,466 islands.

Considering that the beach is also the longest in the world, after Canada—if the fjords are included, then of course the management will not be simple. If described systematically, at least in the management of these water resources there are ten aspects that must be considered. Each aspect has several problems or challenges that must be resolved.

SOCIO ECONOMIC DIMENSION

THE first aspect is the welfare of the fishermen. In this case, the availability of capital is needed, for example by establishing a bank specifically for fishermen (and farmers), which shows the existence of partiality towards small communities, avoiding the excesses of the liberal economic system. Fishermen also experience difficulties associated with natural phenomena. At the time of the fish season, prices fell very cheaply, whereas during famine and fish prices soared, they did not get any catch. To deal with this problem logistical and marketing systems are needed. This system can also help facilitate long distance markets, as well as price dependence on collector traders.

There are also many problems with the profit sharing system that is very unfair between crew members and the ship owner. In a location, the profit sharing is 1 for a crew, compared to 45 parts for the ship owner. Due to lack of education or economic limitations, the handling and processing of fishery products is still very alarming, so it needs to be improved in order to be of quality, thereby increasing the income of fishermen.

The second challenge in managing water resources is to increase product competitiveness, so that they can excel in the global economy. Among the tips to achieve this goal are through revamping the production system so that it is more efficient and effective. In this case, it is also necessary to improve the productivity of human resources which is still low. Arrangement of logistics system,

The second challenge in managing water resources is to increase product competitiveness, so that they can excel in the global economy. Among the tips to achieve this goal are through revamping the production system so that it is more efficient and effective.

facilities and infrastructure as well as marketing must be made realistic. At present, there is a lot of coercion in the construction of production units somewhere, even though it is far from the market location, so that from an economic point of view is not profitable. When compared to the economic policies of several other countries, bank interest in this country is relatively high. Coupled with burdensome official and illegal fees.

The third aspect is human resources development. In any management, the human resources factor is the main key. Strategies through education should be able to produce international standard, competent and productive professionals. In organizing training or more effectively in the form of apprenticeship—internship or on the job training, it should be in accordance with the type of profession, as well as the conditions of regional economic development. In the case of counseling that apparently is still needed in rural areas it must be effective, creative, and appropriate to local needs. Beyond that, as a maritime country, it will be necessary to inculcate the spirit or a vision of the seas.

The fourth aspect is related to the management of small islands and border communities. As an archipelago, a unique but absolutely necessary policy is needed, namely the existence of a policy of partiality (affirmative action) to the community or citizens who live on small islands, remote islands, or in border areas. This policy can include providing necessary facilities and subsidizing basic needs, including food, health and education facilities, regardless of the budget or political constituency. Transportation, logistics, other living necessities, and "realistic" economic growth support must also be provided.

As an island nation in the tropics, the fifth important aspect may include the development of aquaculture. Along the coast there are economic opportunities for the country and society. With the geographical location on the equator, with the sun being warm all year round, and no winter, aquaculture activities can be carried out without a break. To exploit this potential, several problems must be solved. Fish or shrimp feed must be formulated to be inexpensive, yet high in protein, so that it is productive

but economically profitable. The development of technology must continue to be pursued, one that is appropriate to the commodity and location. Based on experience so far, the production location must be close to the market.

The sixth aspect is the use of fish for national food security and nutrition. GEMAR IKAN or the Movement to Promote Fish Eating that has expanded to all regions must be improved.

Efforts to raise public awareness that nutritious fish can nourish and educate can strategically break the nation's poverty chain. By forming a smart new generation through fish consumption from an early age, a quality society's future will be realized, apart from poverty. Operationally it is not enough to realize positive community perceptions of fish nutrition. Logistics management of fish products must be endeavored to reach all regions.

SCIENCE AND TECHNOLOGY, SUSTAINABILITY AND SOVEREIGNTY DIMENSIONS

THE seventh aspect is the development of science and technology. In the assessment of science and technology should be adjusted to the scale of priority needs of commodities and regions. For example in the handling and processing of fishery products, alternative formalin as a preservative for fresh fish must be sought, which is not harmful to health. Another example is reviewing the making of energy fuels from seaweed, at a commercially reasonable price. In fishing technology, several fishing gear that are environmentally friendly, but profitable, are sought as a substitute for trawling which is already widely used by traditional fishermen.

The eighth aspect is the preservation of water resources. A policy to optimize the management of fishing control must be implemented, systematically, scientifically, realistically and decisively. Given the different regions, different conditions and nature of its water resources, the determination of management of water resources must



be made focused on each fishing management area, taking into account the waters of Indonesia which are multi-species and also have multi-gears results. The initial step in management is accurate mapping of potential and exploitation, so there is no over-fishing. Afterwards, fishing gear arrangements, the number of ships operating, the recommended and prohibited areas, and the time or season in which fishing is prohibited, for example for fish that are laying eggs or spawning.

The ninth aspect is the prevention and supervision of water pollution. A very big problem related to the condition of water resources is the occurrence of very heavy pollution in rivers, beaches and seas. Prevention, enforcement and control of pollution caused by household, urban, industrial or mining waste must be carried out strictly. These efforts must involve many people.

The last aspect, the tenth, is the sovereignty of the archipelagic waters. Prevent and eradicate foreign vessels that catch fish illegally in Indonesian territory. These include preventing and cracking down the collaboration of foreign companies with national companies that conduct IUU Fishing.

Basically, the management of these water resources must lead to the aim of improving the welfare of the people, improving the economy, while still paying attention to the preservation of water resources. Undertakings in the economic dimension are not good if it runs out of resources. Likewise, conservation efforts must be based on smart policies, so that the good intentions of preserving them do not have the effect of impoverishing the community or disrupting the economy.

Indonesia as a maritime country whose sea area is wider than the mainland, in the form of an archipelago, with very long beaches and between two vast oceans, really requires unique management and in accordance with maritime aspects. Good management of it must of course be based on appropriate understanding, vision, and philosophy. Scientists revealed a verse "*Omne vivum ex oceanis*" or in Sanskrit "*Jalanidhitah sarva jivitam*", which means "All life originates from the ocean". Although it contains meaning related to biological aspects, it can also be interpreted philosophically. In the al-Qur'an, Surah al-Anbiya, verse 30, Allah utters: "And We separated them and made from water every living thing."



"DHARMA SAMUDERA" "KEEP THE FIGHTING SPIRIT ALIVE"

NAVY COMMANDER DRS. HERI SUTRISNO, M.SI.





THE Battle of the Arafuru Sea on January 15, 1962 was a heroic event, inspiring the spirit of Indonesian nationalism. The Arafuru Naval Battle took place in order to return Papua to Indonesia.

A battle can be part of the identity and spirit of a nation's entity, regional community and global community.

The commemoration of a battle will be responded differently by a perpetrating country based on the national, regional and international social and political dynamics.

A battle is basically an expression of fighting for national interests by means of (military) violence from two conflicting parties. Anthropologically, the inheritance of values becomes an identity in a community from the level of groups, tribes, to nations. The bequest of values of struggle, heroism and nationalism is carried out in various ways such as erecting memorial buildings, written works, and ceremonial activities. Commemorative buildings are commonly made in the form of cenotaphs, monuments and museums to commemorate the events of a battle.

Passing on the merits of a battle that is also commonly done by people is the preparation of historical works in the form of literacy or books. In addition to the complete chronology of events, books may also contain a lot of information about figures, political situations, sociocultural conditions, and a detailed geographical picture of the battlefield. Through this historical work the reader can be brought to the past in written language.

An effective way to pass down values of struggle in a battle is to carry out ceremonial activities such as official ceremonies, memorials, socio-dramas and recitations.

COMMEMORATION OF THE DHARMA SAMUDERA DAY

THE Battle of the Arafuru Sea on January 15, 1962 became a moment to commemorate the *Dharma Samudera* (Ocean Duty) Day, but actually also to commemorate sea battles involving other Indonesian ocean fighters, such as the Sapudi Sea Battle, the Bali Strait Battle and the Cirebon Sea Battle. All of these naval battles contain the values of maritime struggle that must be lived by the Indonesian nation,

which two-thirds of the country's territory is covered by the sea. The values of struggle expressed in every sea battle such as having an unbending attitude, firm in purpose, brave, and willing to sacrifice, must be passed on to the next generation who are making the sea as the glory of their nation.

All the lessons contained in each event of a naval battle require a way of inheritance that is able to enrich historical insights while touching the heart and then raise awareness that the noble values contained in battle events become a spirit in the actions of everyone in facing present and future challenges. Based on the need for inheritance of these noble values on every Commemoration of the *Dharma Samudera* Day, the Indonesian Navy holds major activities, namely the sowing flowers at sea, and joint prayers in memory of the Battle of the Arafuru Sea.

The flower sowing ceremony at sea is a form of ceremonial activity that is usually done every year in commemorating the *Dharma Samudera* Day. This activity is carried out in all units of the Indonesian Navy.

Joint prayers commemorating the Arafuru Sea battle and the sinking of the RI Matjan Tutul were carried out at night and the peak of the event is during the hours of the battle until the fall of Commodore Yos Soedarso and the sinking of the RI Matjan Tutul at 10:35 p.m. Eastern Indonesia Time, 9:35 p.m. Central Indonesia Time and 8:35 p.m. West Indonesia Time. This event is held simultaneously in all units of the Indonesian Navy.©

**"KEEP THE
FIGHTING
SPIRIT ALIVE"**

FACTS & FEATS



President of the Republic of Indonesia Joko Widodo during inspection of the troops at the TNI 74th Anniversary Ceremony, on Saturday (5/10/2019) at Halim Perdanakusuma Air Force Base, Jakarta.



On the 2nd day of the 2019 Cassowary Joint Exercise, all participants consisting of the KRI Layang-635 and KRI Tongkol-813 crew members and also the crew of the Australian warship HMAS Maryborough-95 carried out the Base Training phase, which was held at the Patrol Unit of Main Naval Base VII Kupang, Wednesday (11/9/2019).



The Port Visit 2019 Task Force visited the Seroja Heroes Cemetery in Dili, East Timor on Friday (13/12). The visit was intended to commemorate the services and sacrifice of around 1,000 of the best Indonesian soldiers who fell on duty during Operation Seroja in East Timor.



To establish friendship, the Port Visit 2019 Task Force visited the Indonesian Embassy on Jl. Kebangsaan in Bandar Sri Begawan, Brunei Darussalam, on Monday (10/21).



Chief of the Indonesian Navy, Admiral TNI Siwi Sukma Adji, S.E., M.M., attended the 13th ASEAN Navy Chiefs' Meeting (ANCM) in Siem Reap, Cambodia, on Wednesday (27/11).



First Admiral TNI Rahmat Eko Rahardjo, Senior Officer of the Port Visit 2019 Task Force Philippines-Brunei Darussalam visited the Philippine Navy Naval Education, Training and Doctrine Command (NETDC), Tuesday (15/10/2019).



Commander of Main Naval Base XIV, Marine Brigadier General Suaf Yanu Hardani signed the declaration "Live Peacefully with Everyone in the Land of Malamoi". The agreement for the declaration is in the context of keeping Sorong City peaceful. This peaceful declaration is located in the hockey field of Jalan Arfak, Sorong City, West Papua, Friday (6/9/2019).



Commander of the Port Visit 2019 Task Force Navy Captain Amrin Rosihan welcomed the Flag Officer in Command of the Philippine Navy, Vice Admiral Robert Epedrad, AFP, on-board the KRI Bung Tomo-357 berthed on the South Harbour Manila Pier 15, Philippines, Tuesday (19/11/2019).

