

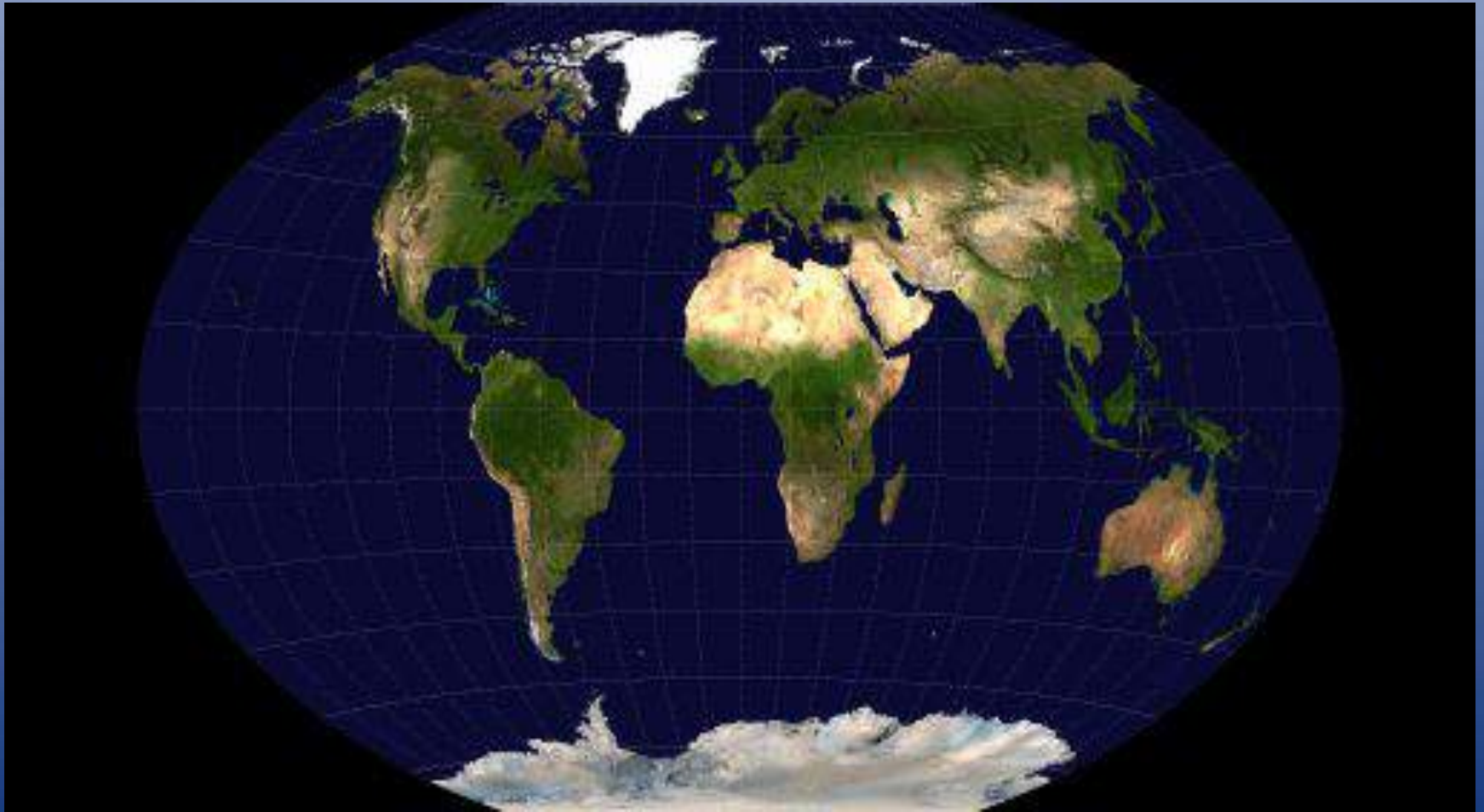
“DEVELOPING THREATS IN THE (SOUTH) ATLANTIC MARITIME ARENA”

ARMANDO MARQUES GUEDES

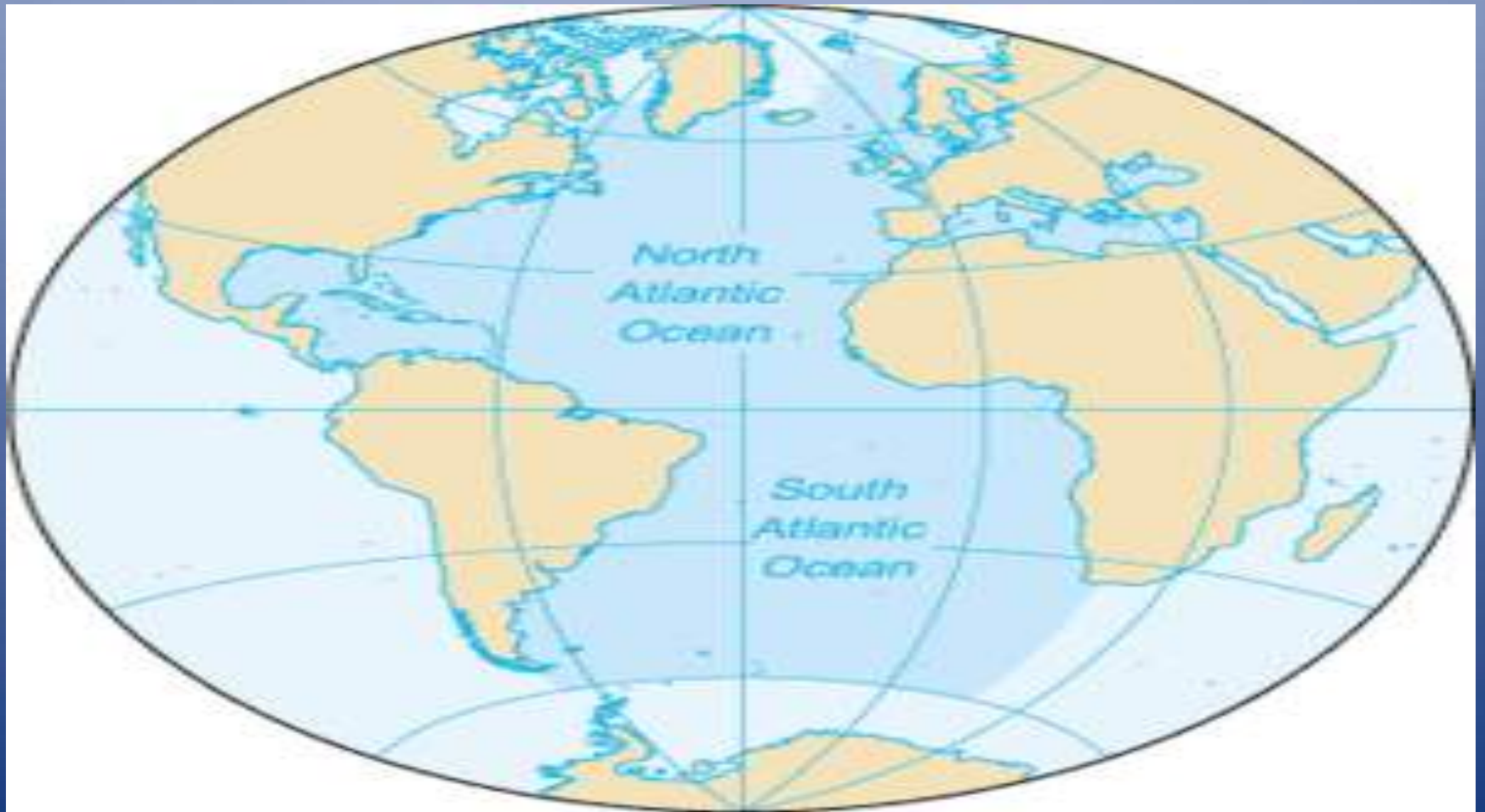
5 MAY, 2015

2015 HSBO FORUM, CHAMPALIMAUD FOUNDATION

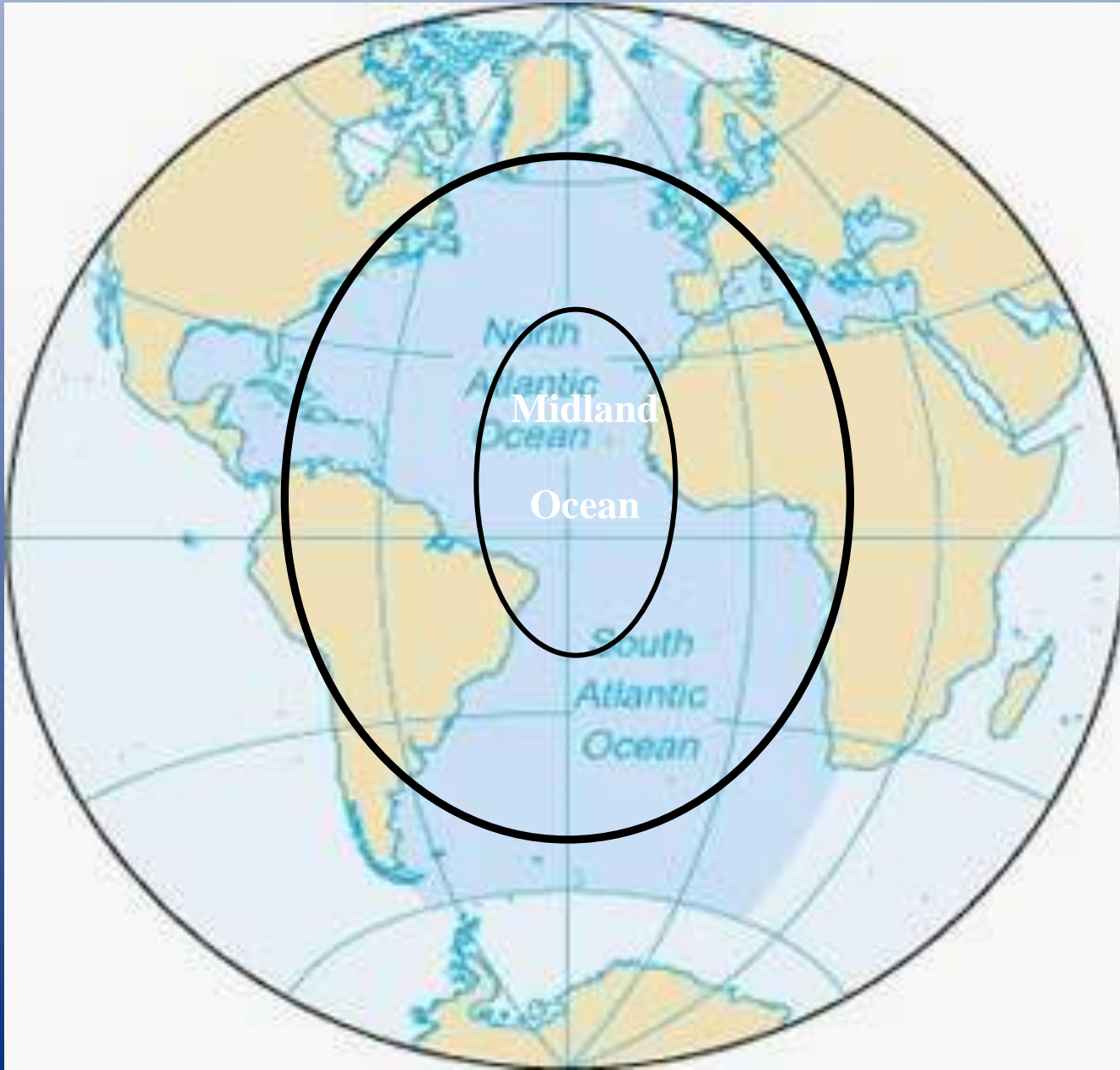
an Atlantic-centric general panorama, as seen
by Google Earth



two parcels of one ocean



Sir Halford Mackinder and his *Midland Ocean*, by definition undivisible



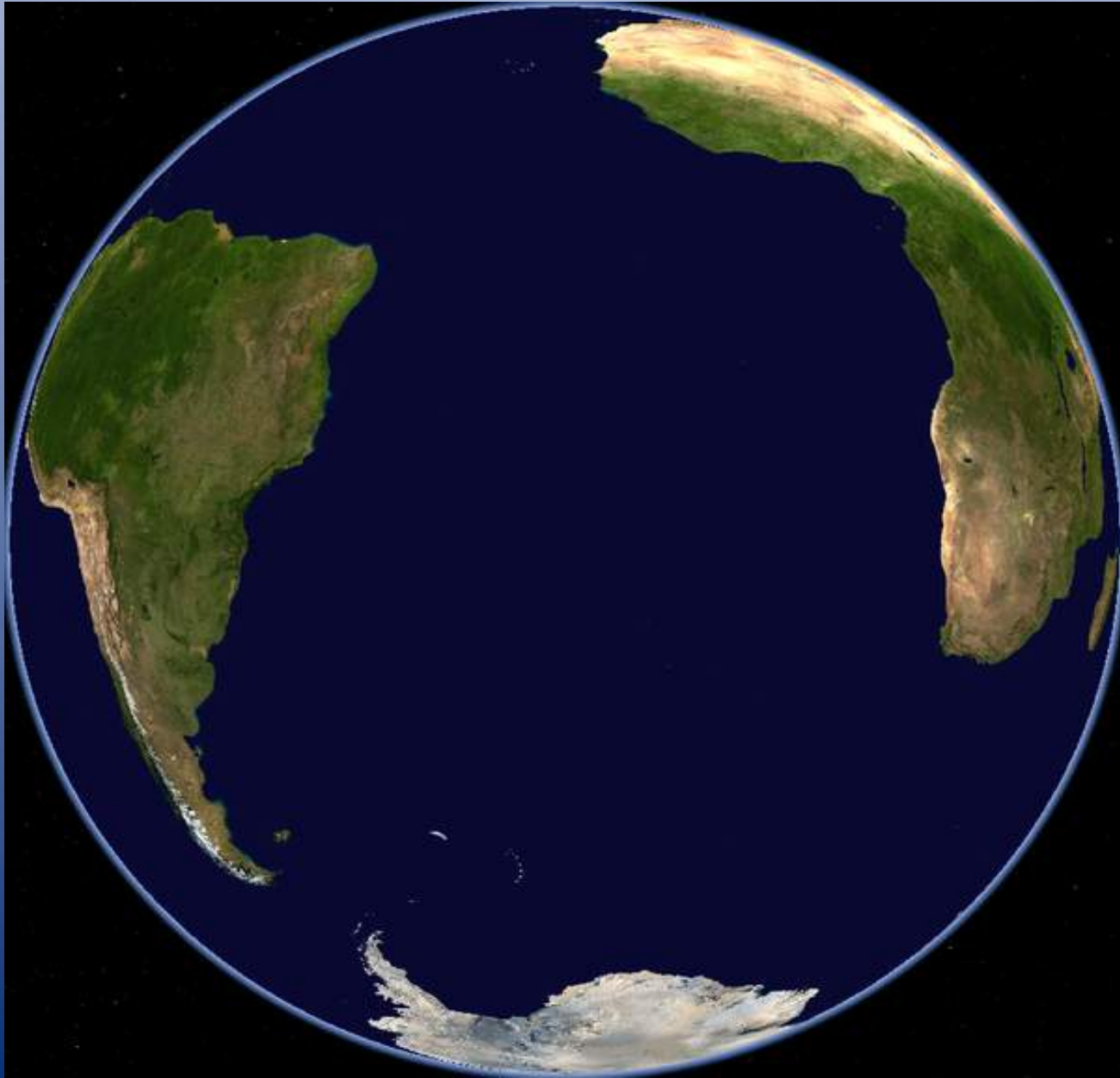
the “lusofonia”? CPLP (the Community of Portuguese Speaking Countries) in the world



the South Atlantic as I define it here: all, in the basin, which is below the Tropic of Cancer, i.e. all that is under NATO's area of jurisdiction



image, *Google Earth*, centred on the great South Atlantic:
A Room with a View



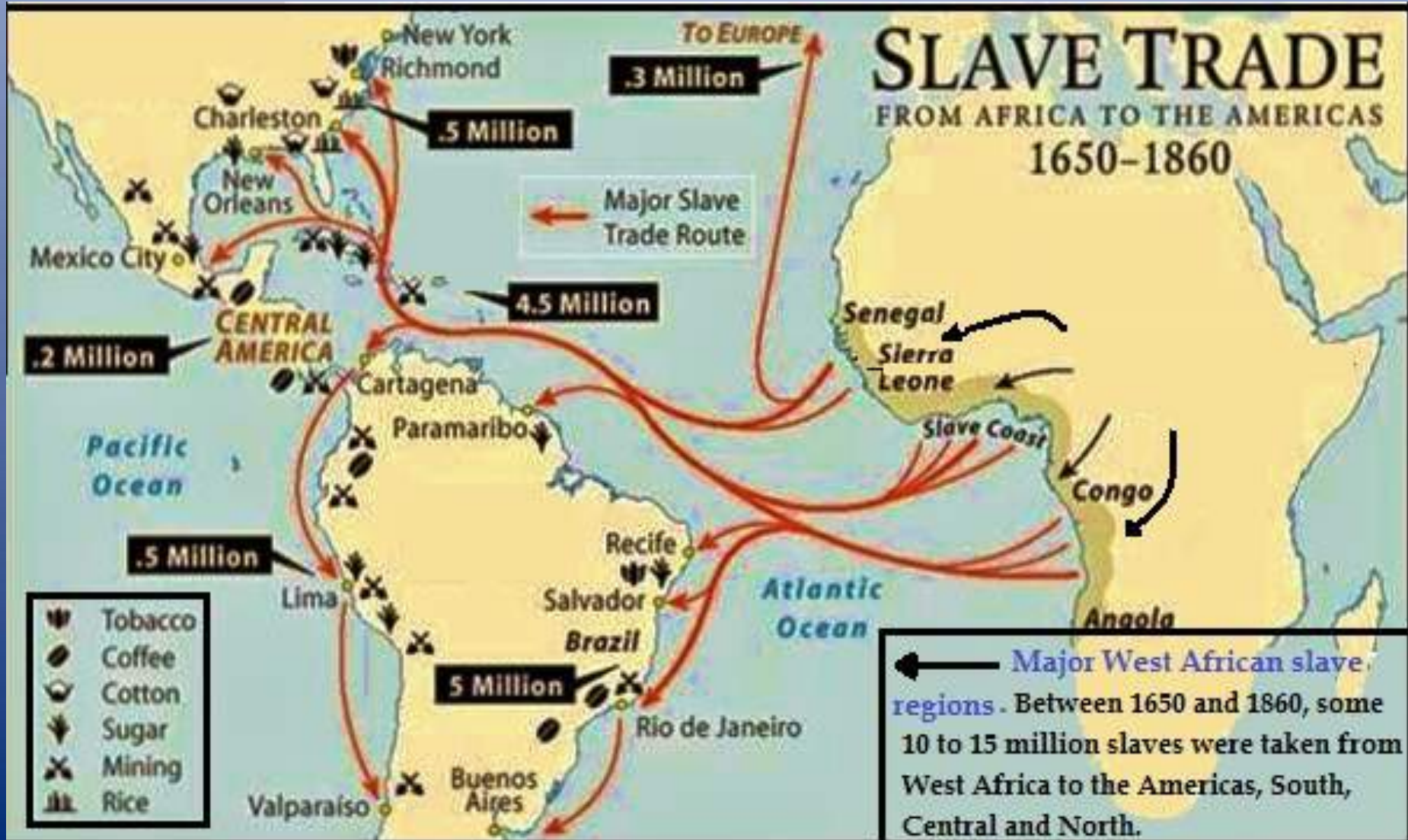
the Atlantic, as seen from the South and the top, in *On a Marché sur la Lune*, Hergé, with the young reporter Tintin, the great Professeur Tryphon Tournesol, and poor treacherous Wolff



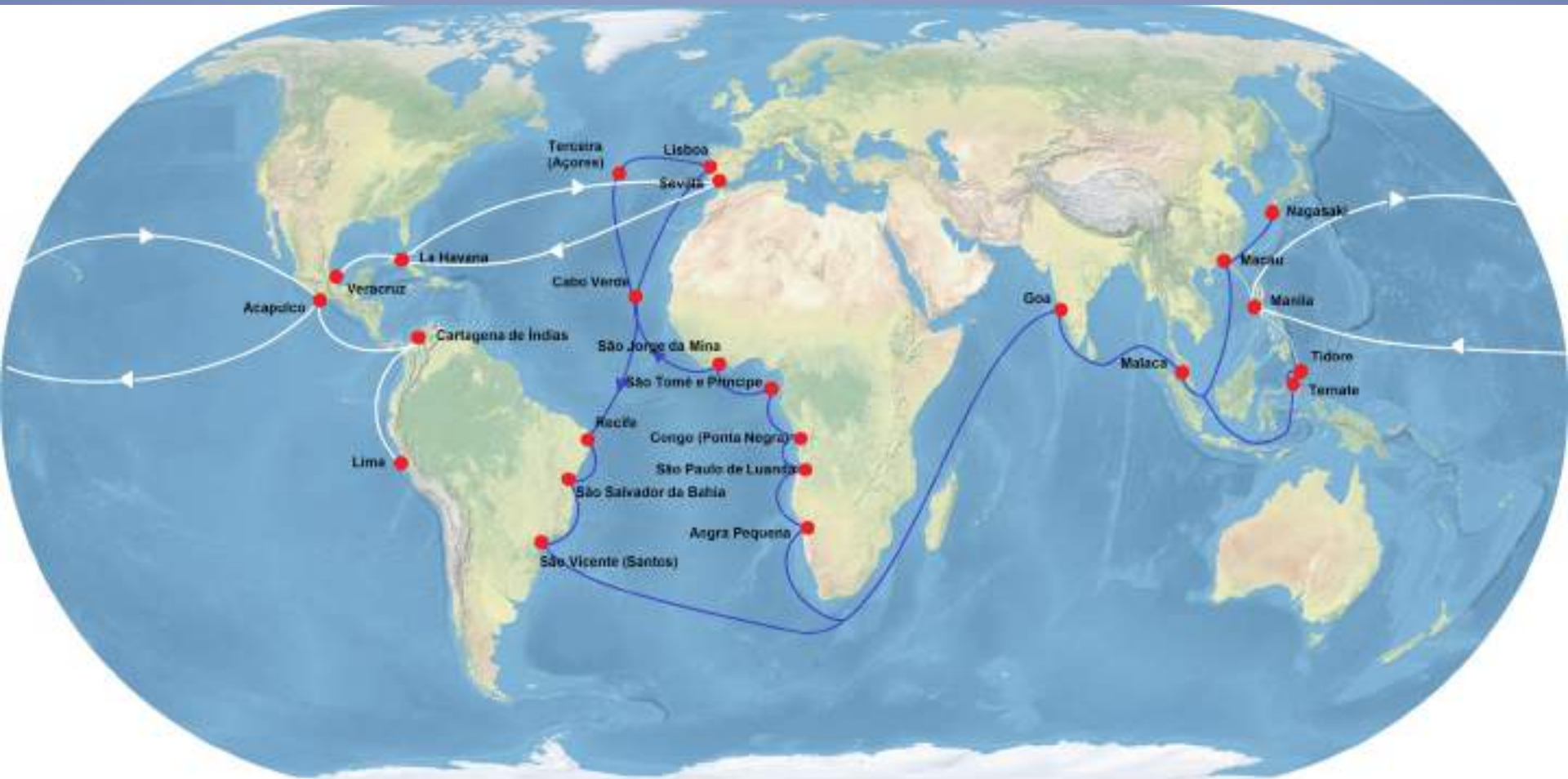
XVI Century Portuguese commercial routes (in blue) and “Spanish” ones (in white)



the infamous slave trade, Africa-Americas, 1650-1860



from the 15th to the 18th century: ports in the Atlantic Basin and the Portuguese and Spanish commercial routes. The southern basin became a sort of navel. The Revolutionary late 18th and the 19th century killing the slave trade largely spelled a phase of virtual invisibility for the South Atlantic reaches



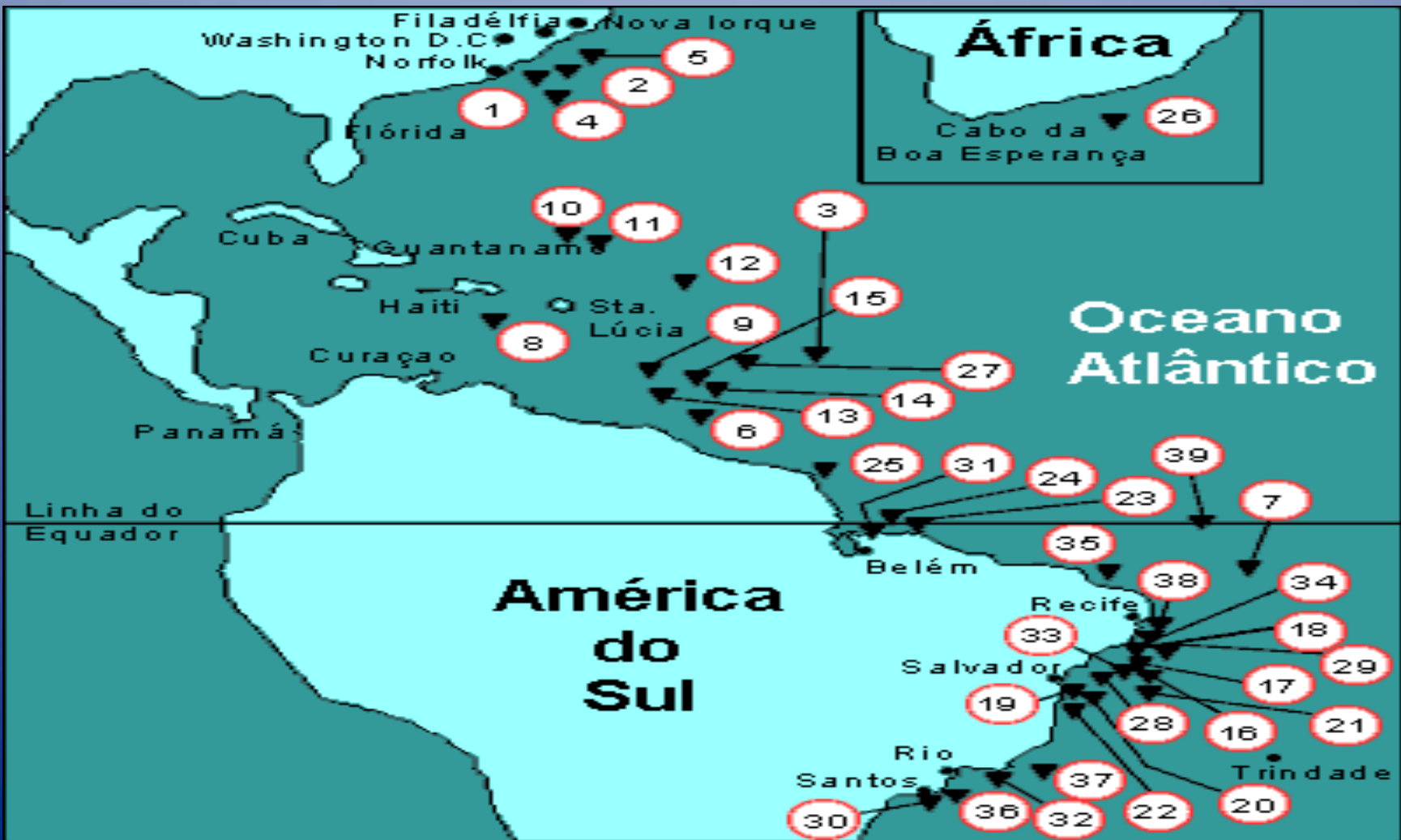
a clear sign of basin-wide decline of the southern Atlantic Basin: the last place of residence of Napoleon after Elba and his final Waterloo defeat was the island of Santa Helena, in the South Atlantic – well beyond the horizon



the wider reemergence of the southern reaches: Nazi submarine U-848, under north-american attack, South Atlantic, 5th November, 1943



“places (and numbers) where Brazilian ships were sunk during World War II, after Brazil joined the Allies. The grand total of sunk Allied ships was 389, for the 1941-1943 interval”. In the Atlantic as a whole, the average, in 1942, the annus horribilis for the Basin, “was a staggering 33 per week”



total Axis naval losses (German all except one, Italian) in the South Atlantic, 1941-1943, a few sunk by the Brazilian Expeditionary Force but, most, by the American Air Force, which created a huge base in Natal, northern Brazil



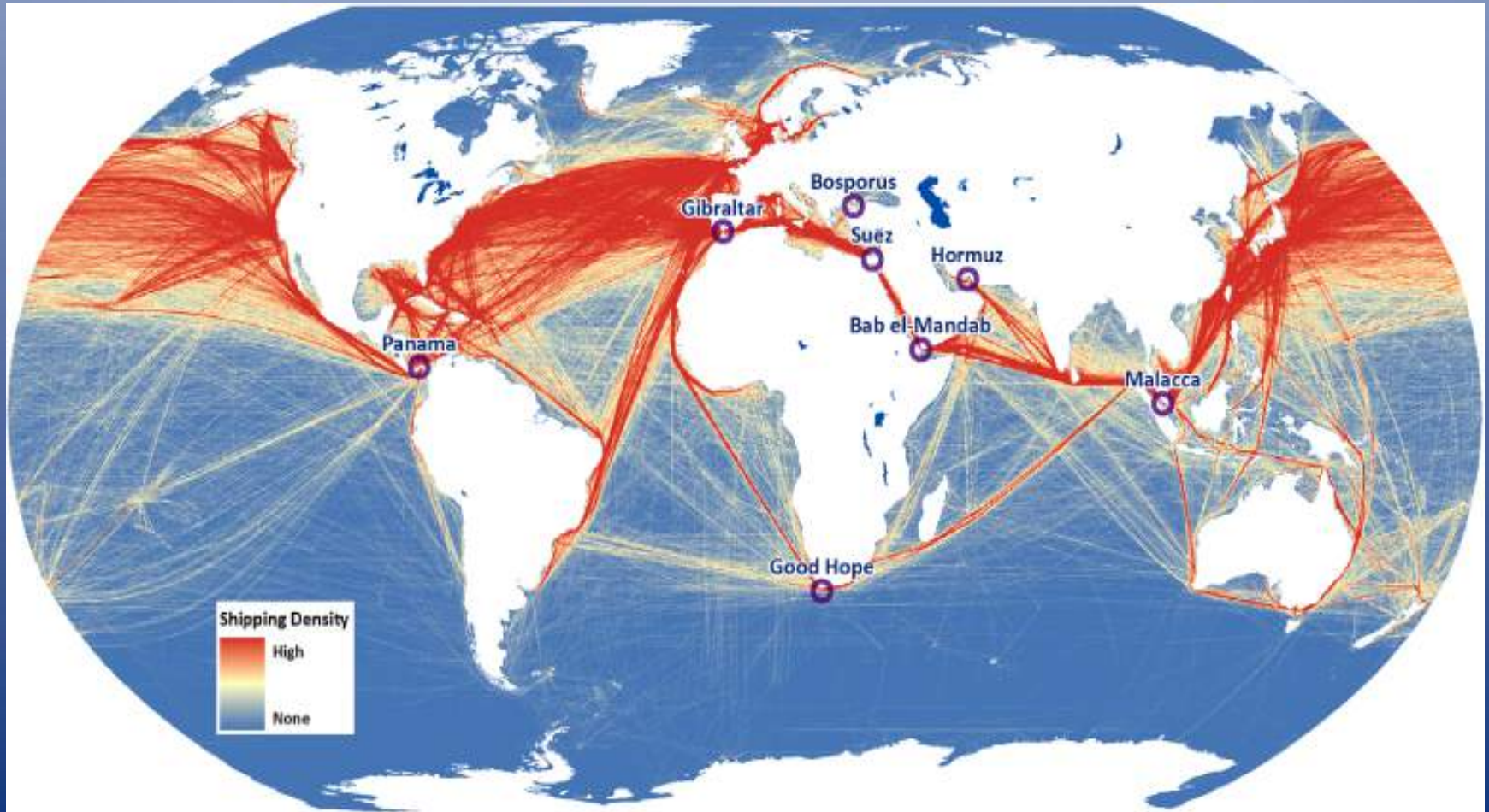
with the Cold War, the northern Atlantic returned – and the southern basin regressed drastically. The risk was the what Brazilian historians called “the most peaceful of Oceans” would become what NATO just as graphically called “a Soviet lake”



after the U-boats in WW2, a new Falkland War re-awakening: Argentinian cruiser *General Belgrano*, sinking after being torpedoed by British *HMS Conqueror*, 1982, under UK's PM Margaret Thatcher's direct orders



are South-South exchanges more than diplomatic wishful thinking? The comparative global density of sea-borne commercial exchanges (a map adapted form another, by *National Center for Ecological Analysis and Synthesis, 2008*)

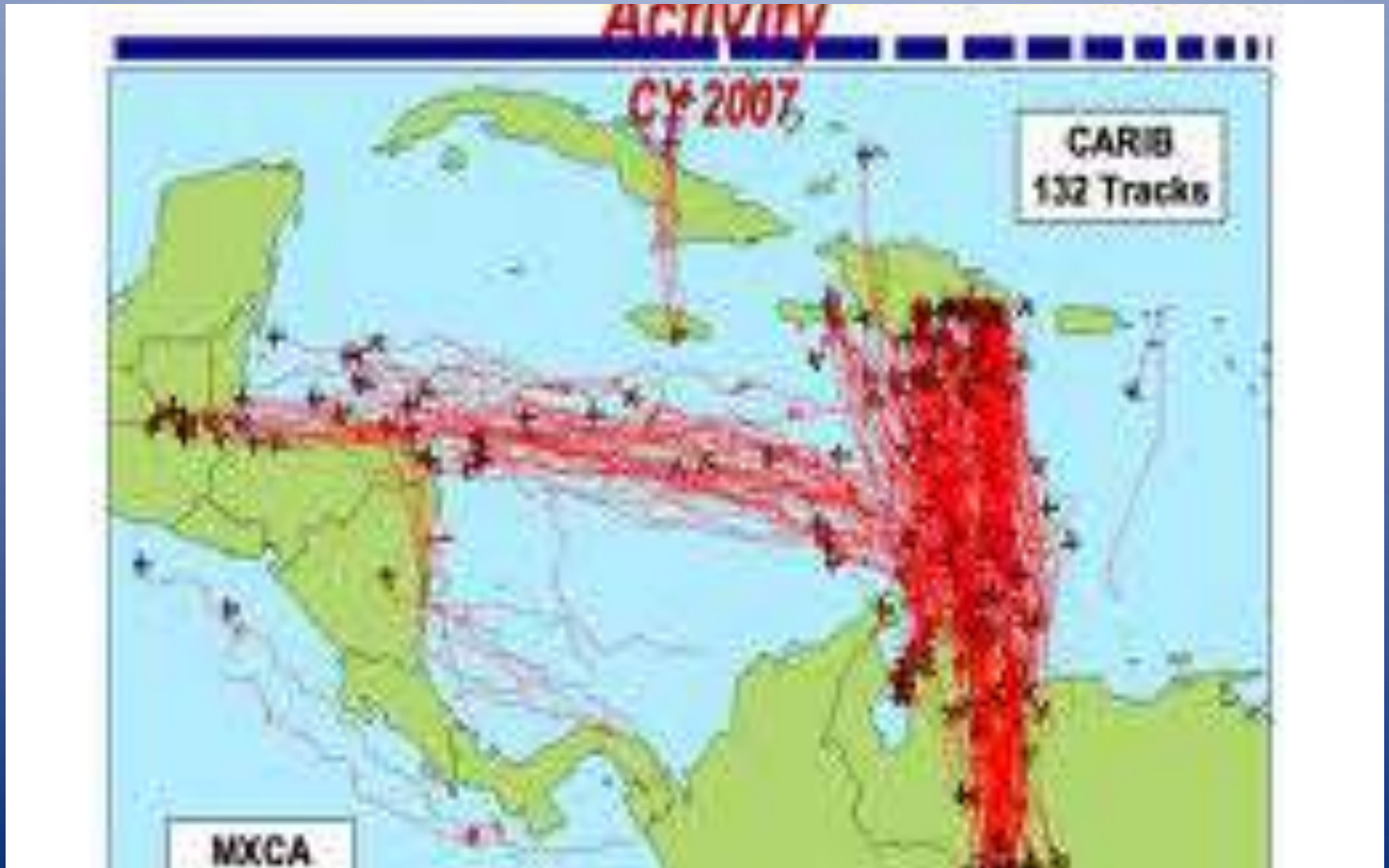


the northern horizontal security strip, in the good old days:
“suspect maritime activities”, 2007 (US Department of Defense)

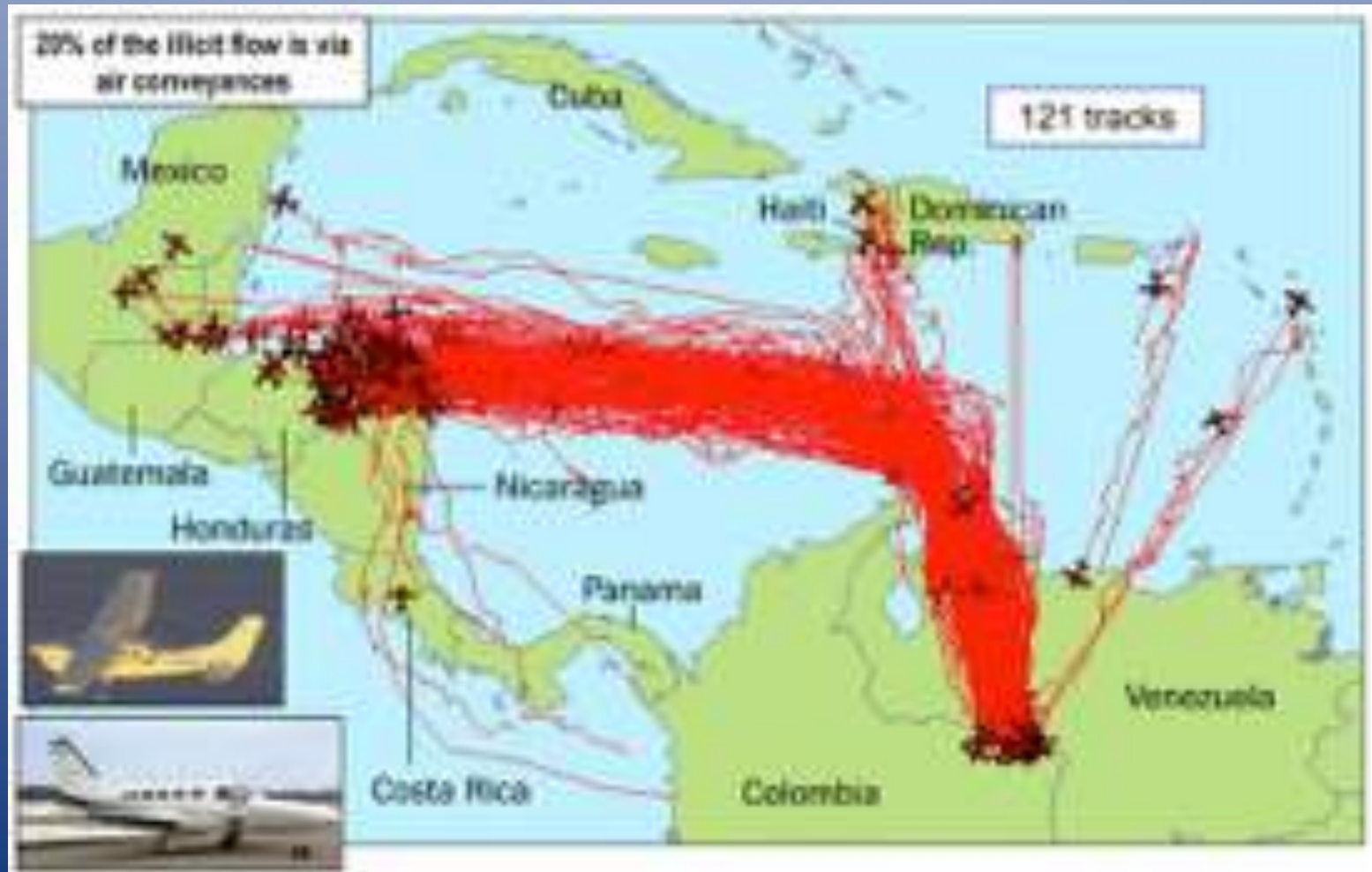
Suspect Maritime Activity CY 2007



still in *the good old days*: 2007, “*suspect aerial activities*” (also *US Department of Defense*)



nowish (well, 2013) “aerial activities, as ascertained with a high degree of confidence”



tech evolution: a narco-trafficker semi-submersible, Central America , “intercepted and detained by the Coast Guard approximately 150 miles northwest of the Colombian-Ecuador border Jan. 8, 2009”



a cocaine transport submarine, coming from Colombia as it was captured by the *US Coast Guard*, 18th February 2011

COURTESY: U.S. COAST GUARD



in between: caught in Ecuador, 2010



a cocaine transport submarine, coming from Colombia as it was captured by the *US Coast Guard*, 18th February 2011. A submarine able to dive and move at a depth of 15-20 meters



diving down to 15-20m: “*private, non-state sub*”, version caribeña, 2013



Tripulación y beneficios



Transporta como promedio 10 toneladas de cocaína.



El costo aproximado de la mercancía es de 250 millones de dólares.

El dinero de la droga se trata de otra vía, y los operarios reciben su paga al regreso si no son interceptados.

CAPITÁN

50.000 dólares

TRAFICANTE

20.000 dólares

ESTIBADOR

10.000 dólares

INVISIBLES
Sin de fábrica artificial, para al estar fabricada con fibra de vidrio, es casi invisible tanto con el agua, y al estar sumergidos, se mezclan con el agua, lo que dificulta también su detección visual.



Material: fibra de vidrio, y algo de madera y acero.



Capacidad de combustible: 3.700 litros.



Autonomía: 1.200 km.



Capacidad: 4 a 12 toneladas de cocaína.



En los compartimientos se distribuyen la droga debidamente empacada para la transacción.

Respiradores.
El sistema de bombas expulsa el agua para liberar la presión del casco y aumentar la velocidad de la embarcación.



Control humano a remote.



Escotilla.

Una vez motorizada la embarcación, solo se agrega un dispositivo GPS para navegar y queda lista para operar.



Velocidad: 25 km por hora. Tripulación: 3.



Para mover las 12 toneladas de la nave y su carga hasta un motor de tracción de entre 300 y 400 caballos de fuerza.



Motors: diesel de doble hélice.



Tampos rellenos de agua, combustible u otro líquido, para que el peso de la embarcación hunda solo un poco la nave.

El diseño más avanzado

En julio se capturó en Ecuador este nuevo modelo de narcosubmarino. Es mayor de lo normal, y es el primero que se dice que costó de sumergirse a profundidades de 100 metros.

Costo: 728.000 euros aprox.

Capacidad: 14 toneladas

Velocidad: 10 nudos (18 km/h)

Autonomía: 3.700 km



Construido con fibra de vidrio

Periscopio



2,7 metros

10 metros



La embarcación, de 20 metros de longitud, sumerge media metro bajo el agua.



Se sumerge hasta 50 cm.

Contrapesos
10 metros aprox.

Lanchas go-fast

Es el método habitual de transporte de droga hasta finales del 90. Llegan a 150 kilómetros por hora, a diferencia de los narcosubmarinos, que lo hacen a 25 km/h.



Narcotorpedo

Antes de comenzar a usar los submarinos, los narcos sujetaban la carga al casco de un barco de pesca y la sumergían a 30 a 60 m.

Si la embarcación es sorprendida, se deshacen del controler saltándola al fondo del mar.



30-60 m



Fondo

El sumergible



En un compartimento están los equipos electrónicos y de comunicación como los GPS, radios y un sistema satelital.



El timón del sumergible es manejado por el capitán, quien generalmente tiene conocimientos de cartografía.

El casco es de tres centímetros de espesor, lo que le permite ser resistente a una mayor profundidad. Son como 20 capas de fibra de vidrio, reforzadas con mallas.



La escotilla es de acero inoxidable para que no le entre agua cuando está sumergido. Las escotillas de los otros semisumergibles sólo cumplen una función de tapa que no les permita estar debajo del agua, porque ésta entraría por allí. Al lado tiene un sistema para lanzar combustible.



En el snorkel tiene dos cámaras de video, una con capacidad diurna y otra nocturna. Están conectadas a una pantalla de televisión. Al lado están tres válvulas eléctricas, con una válvula que cierra los tubos para que el agua de las olas no entre.



Tiene cuatro tanques de combustible y doce tanques de agua. Los tanques le dan la flotabilidad. Están hechos de laminas de acero.



Debajo de un piso de madera y en una bodega iba a ser adecuada la droga. Tenía capacidad para ocho toneladas.



Velocidad máxima: siete nudos, similar a la de un barco pesquero.

Caben cuatro tripulantes.



Otros modelos acuáticos y submarinos de transporte de droga



Semi-sumergible

Son de factura artesanal, pero al estar fabricados con fibra de vidrio, es complicado detectarlos con el sonar. Y al ir sumergidos, se mimetizan con el agua, lo que dificulta también su detección visual.



Narcotorpedo

Antes de comenzar a usar los submarinos, los narcos sujetaban la carga al casco de un barco de pesca y lo sumergían a 30 o 60 m. Si la embarcación es acorazada, se destruyen del contenedor, soltando al fondo del mar.



Lancha go-fast

Eran el método habitual de transporte de droga hasta finales de los 90. Navegan a 150 kilómetros por hora, a diferencia de los narcosubmarinos, que lo hacen a 25 knots.

general technical architecture of a modern higher tech interior, end 2013



high tech: an electronic periscope



not one, but many: captured in one
site, 2012-2013



another, higher, path: from northern South America (Colombia-Venezuela) to West Africa, August 2013



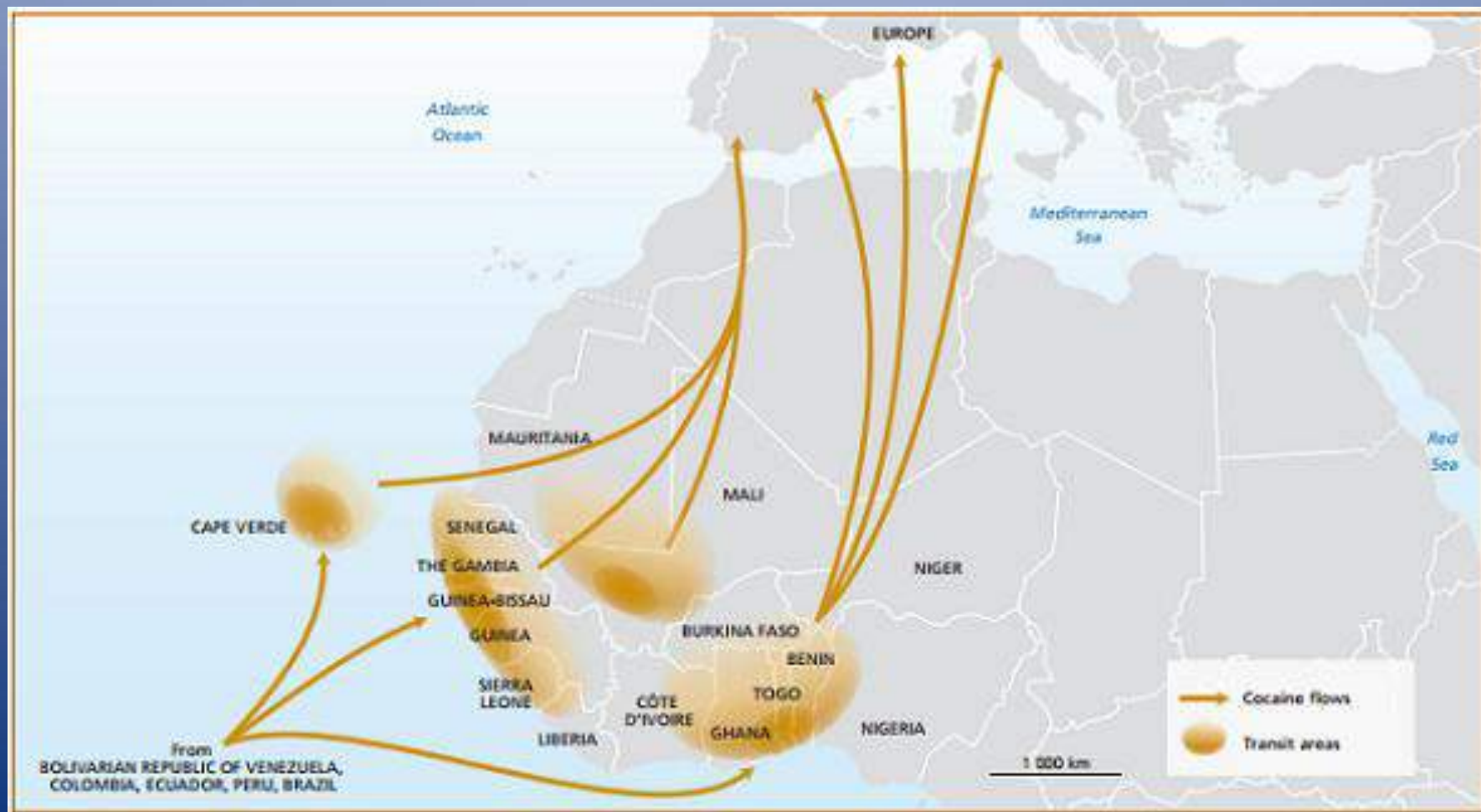
on the other side, arriving on the northern
horizontal security strip: captured in West Africa,
August 2013



et voilà: Guinée-Bissau, Summer 2013



into our now: intercontinental cocaine traffic routes according to UNODC, August 2013



“quem tiver provas que as mostre!” (“let those who have proofs, show them!”). Pleading: the Guinean Chief of Staff, General António Injái, who disappeared after the capture of Admiral Bubo n’Tchuto, then the local Navy Chief of Staff, April 2013 – today in New York, waiting to be tried under an international mandate. I like his shirt. It’s cool.



NATO moving south: *NATO Response Force (NRF)*, “Operation Steadfast Jaguar” Exercises, Cabo Verde, 15th-28th June, 2006, an Atlantic Alliance première in Africa. In the interface between “the two Atlantics”, in what Cape Verdians call “the mid Atlantic?”



NATO, “Steadfast Jaguar”, Cabo Verde, 15-28 June, 2006



still “Steadfast Jaguar”, over Cabo Verde, NATO, June
2006



the western vertical strip: *la Revolución Bolivariana*
en movimiento, 2006. Why in red?



here is why in red: “*compañeros*” de *La Revolución*, Venezuela. The Party convenes



Bolivarian nationalist propaganda: arrogant defiance by Hugo Chavez with a parrot



El Presidente Maduro, Venezuela, 2013, faithfully dedicated, after an unexpectedly close victory



an old, outdated, Navy: part of the *Armada Bolivariana de Venezuela*, frigates *General Salóm* (F-25) and *Mariscal Sucre* (F-21), Almirante Clemente class



but a great airforce: one of the superb Sukhoi SU-30 hunter-bombers Venezuela bought from Moscow a few years ago



further down the western vertical security strip: P-51,
one of many Brazilian *offshore* oil platforms



the old *Foch* of the French Navy, today renamed
the *São Paulo*, of the Brazilian Navy



on the *São Paulo*, from the *Marinha do Brasil*



Tamoio S-31, a German-built partially nuclear powered hybrid, now a Brazilian Tupi class submarine



two Tupi class Brazilian nuclear hybrid subs



five Tupi class subs, in maneuvers



a Brazilian Niterói class frigate



another one, *Marinha do Brasil*



the Brazilian Navy, parading, 21st century. I did not grin.



the polar research *Almirante Maximiano*, the new Brazilian support vessel bought in 2008, “so as to guarantee support to Brazilian research in the country’s Antarctica slice”



further down, still: frigates of the *Armada*, a parcel of the *Fuerzas Armadas de Argentina*



la movida: militares de las Fuerzas Armadas de Argentina



troops coming of an Argentinian disembarkment craft, *Armada de Argentina*, obviously “*con las Malvinas em sus ojos*”



submarine *San Juan*, of the Argentinian Armada



on the opposite Rim shore, on the eastern vertical security strip: a South African patrol corvette of the Valour class, the *SAS Amatola*, moving fast



the powers that be: one Valour class South African corvette



two South African corvettes, with helicopter company



two South African *strike-craft*, 2010



a South African nuclear-propelled submarine, the S 101, also built in Germany (and also needing 70% enriched nuclear fuel)



the *SAS Drakensberg*, a South African Navy support vessel, going North in mid-January 2011, onto a war mission off the coast of Côte d'Ivoire. ***Force projection.***



up the eastern vertical security strip: a North Korean-
built Mandume class vessel, *Marinha de Angola*



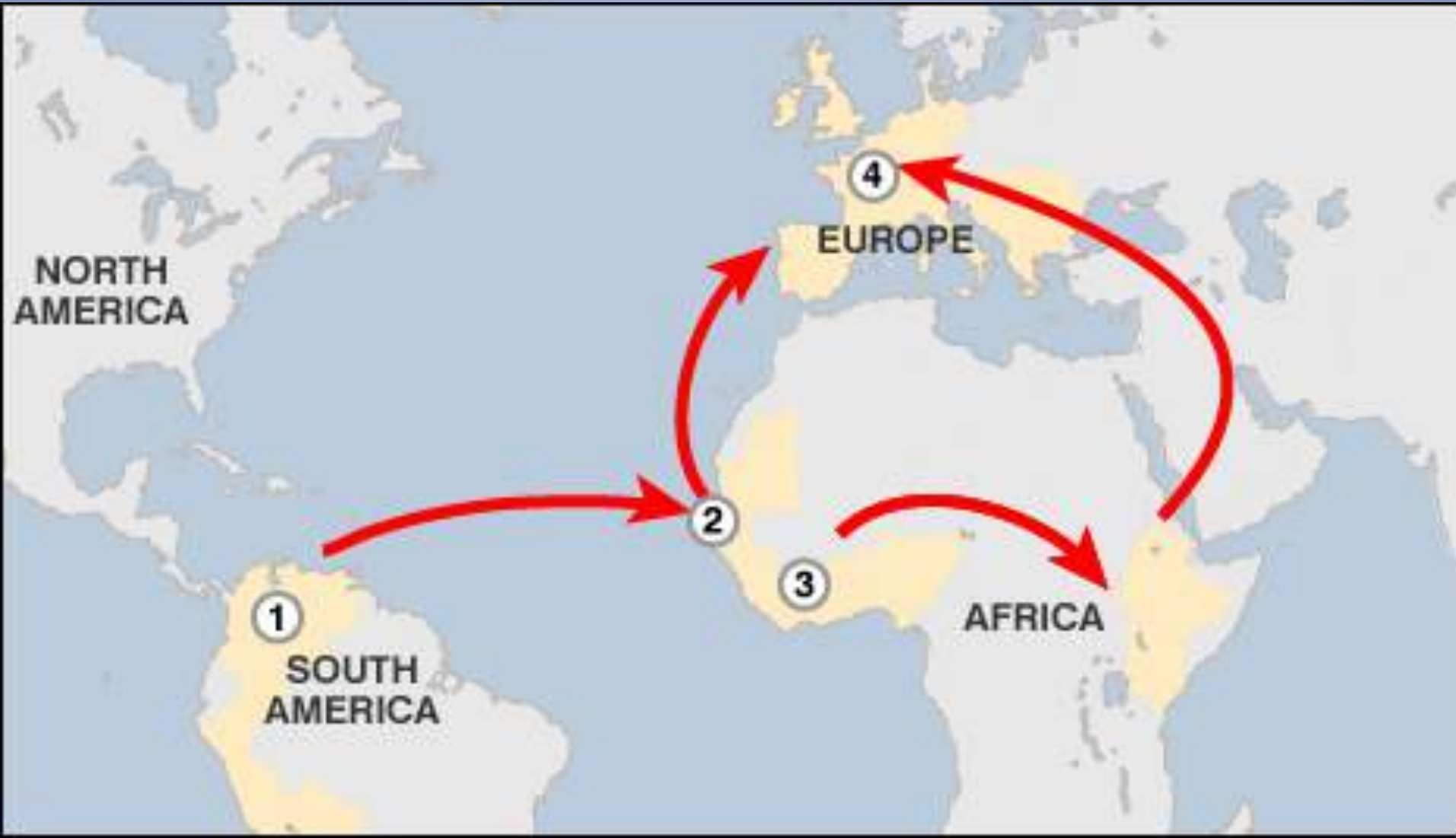
cover of a special issue, 2010, of the official publication
Marinha, República de Angola: an attack skiff



further up on the eastern vertical security strip: the
Otobo corvette, Nigerian War Navy



up, still in the western vertical band, sad crossovers,
further north: cocaine routes have placed Colombia,
Guiné-Bissau and Ghana on the map (2013-2015)



S. Tomé e Príncipe and the Gulf, close-up, *between* Fernando Pó and Ano Bom, rebaptised in local creoules as Boko and Annobón



as it was: *Operations Black Buck 1 e 7* took place in 1982, and used British Vulcan bombers, “striking Argentinian positions from Ascension island; prepositioned ammunition and planes, as well as detailed US satellite data, were used”.

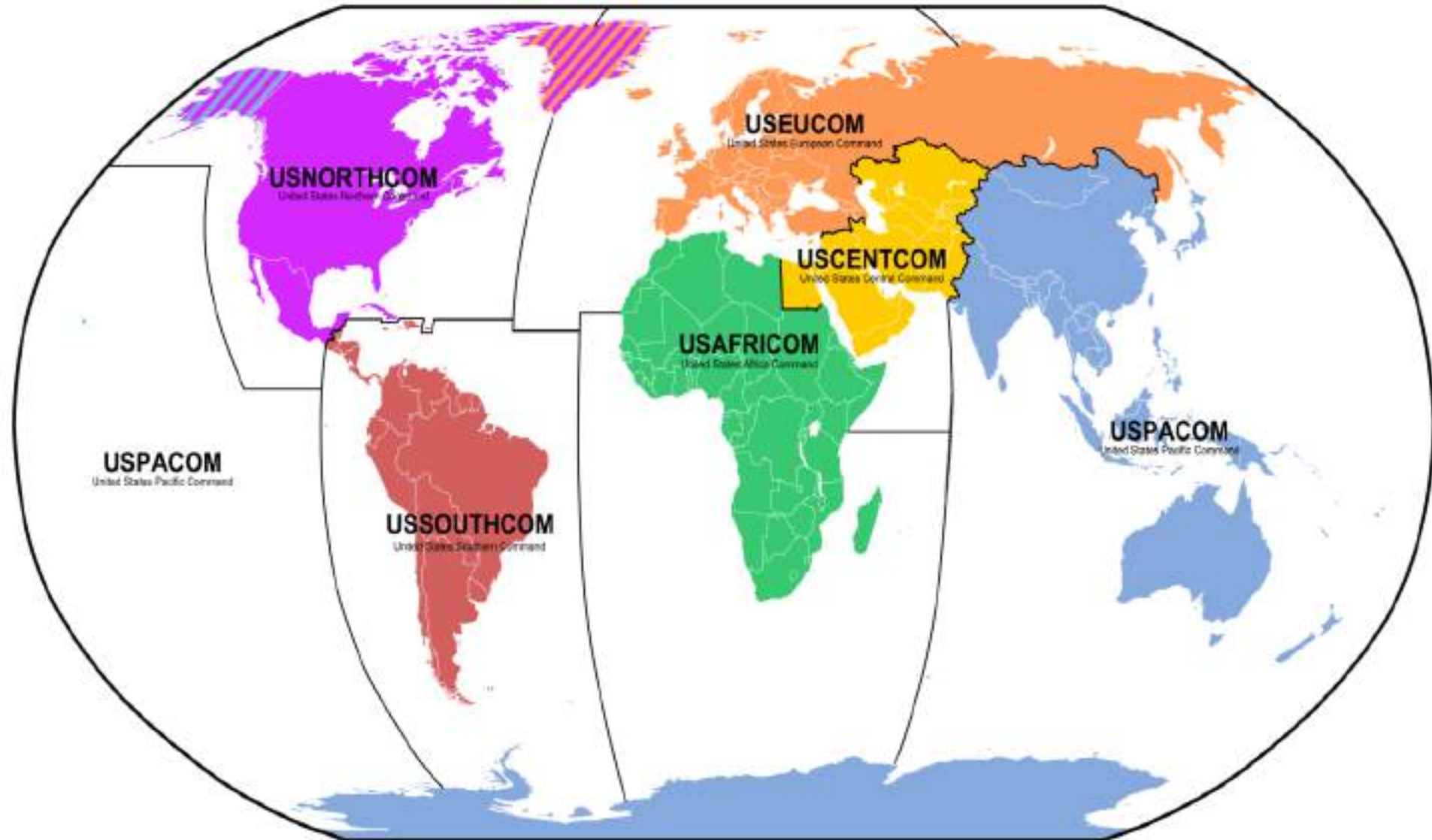
Today: U.S. and UK troops, bases, and prepositioned equipment are spread a bit all over, together with an emergent security architecture.



how it was “*a well-charged British Vulcan leaving Ascension island for the Falklands, on the early morning of the 18th May, 1982*”. They returned at sunset, after two legs of 7,500 km each, and their bomb runs over the islands



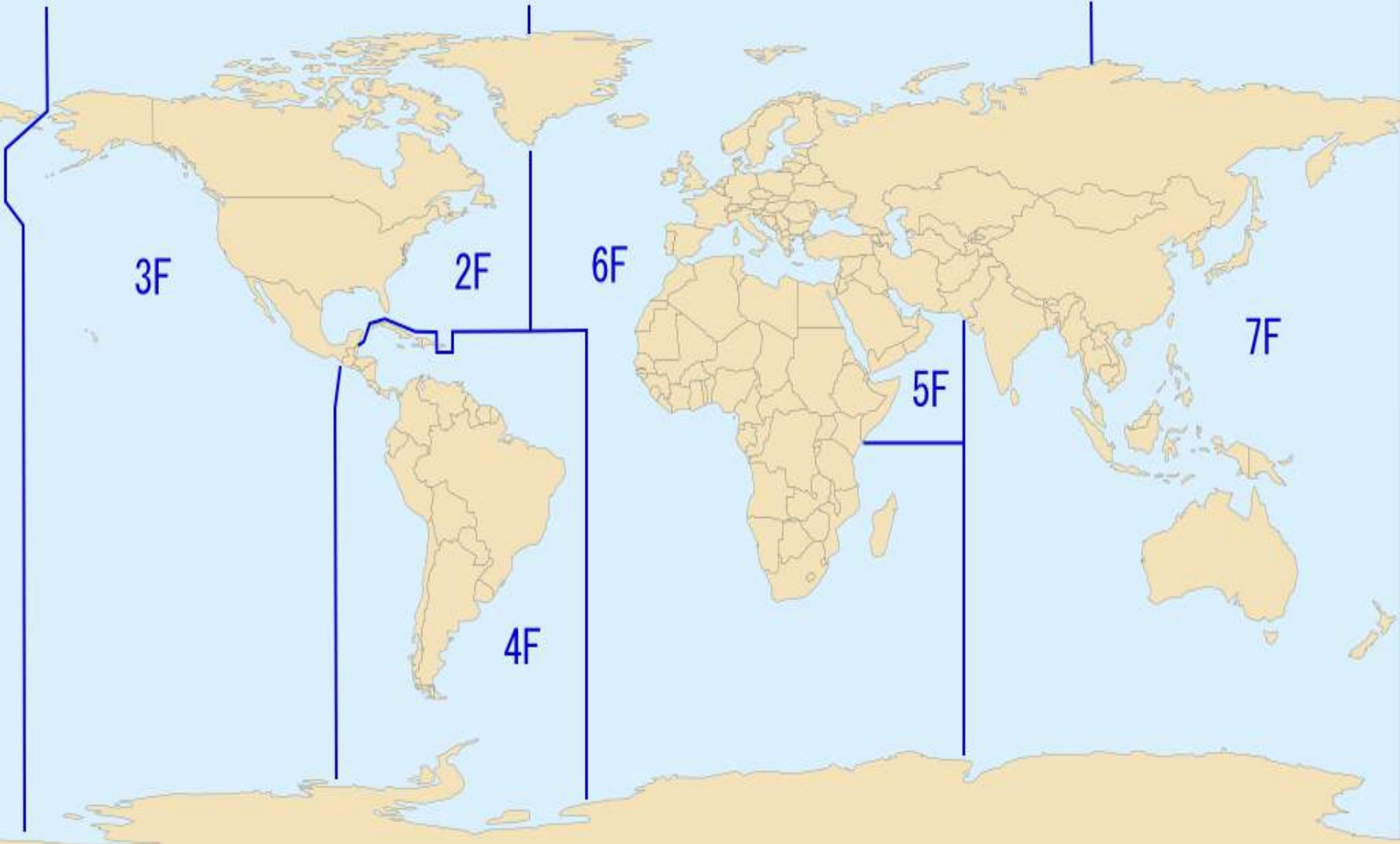
no longer, as now there is a macro global security architecture being erected: the seven US *Unified Combatant Commands*, 2012; AFRICOM dates from September 2008



across the pond, *zooming in*: SOUTHCOM, area of responsibility



more macro military architecture frameworks, now naval: *US Navy Fleets*, by areas of responsibility. The U.S. 4th Fleet was reborn in 2008, from the ashes of the 4th Fleet, dissolved in 1950, as “unnecessary”.



US Navy: a part of the IV Fleet, arriving to the Atlantic south,
as it was reborn in 2008. A fearsome sight that led to often
loud protests from Nicaragua to Cuba, to Venezuela, to Brazil.



USS Kearsarge (LHD 3), one of a series of amphibian assault vessels affected to the IV US Fleet; last I heard of it (late 2014), it was in the eastern Mediterranean off Syria



the *USS Boxer* (LHD 4, another amphibian assault vessel), with the IV Fleet, strolling down and by the South Atlantic



a handful of assault crafts launched from warships of the 4th Fleet, *U.S. Navy*. A close-up?



here goes the *close-up*



sailors, *US IV Fleet*, South Atlantic, 2010. A 21st
century Navy, and I am still not grinning.



some of the *4th Fleet, US Navy*, patrolling exercises in international waters, South Atlantic, 2011



more external actors: the Russian anti-submarine vessel *Admiral Chabanenko* arriving at the La Guaira port, Venezuela, Nov. 25th, 2008, right after the invasion of Georgia, for joint exercises with the *Armada Bolivariana de Venezuela*



Moscow's missile cruiser *Pyotr Veliky*, on its way to the same La Guaira port, Venezuela, Nov. 25th, 2008

(now parked around Crimea, Ukraine, moving out regularly into the eastern Mediterranean, the Caribbean, and even the Arctic)



and now for another tour: a squadron of the ***Aviación Militar Nacional Bolivariana***, Venezuela, composed of some of the Sukhoi SU-30 bought from Moscow



“resistencia”: *Alianza Bolivariana para los Pueblos de Nuestra América (ou ALBA)*



U.S. security architecture reinforcement in the South Atlantic: Colombia (the seven new bases built since 2009) and a general view of US bases in America Central (2010-2012)



US military presence (bases and exercises) in Central and South America and oil rigs there, 2010 – a Cuban propaganda map, purportedly “linking” bases and hydrocarbons. It doesn't.



a French Dassault *Rafale* fighter-bomber, one of the 36 Brazil was considering to buy from Paris, in spite of its price



Swedish SAAB *Gripen* fighter-bombers 36 of which Brazil did go for, as a much cheaper and perhaps more reliable alternative



the distance between politico-diplomatic rhetoric and military realities: a Dassault Rafale B, French Airforce, in the joint military exercises CRUZEX V, November 2010, the biggest wargames in the history of the entire Southern Hemisphere



four U.S.-made F-2000C of *the 1º Grupo de Defesa Aérea do Brasil*, joining CRUZEX V, at Natal, Brazil, November 2010



“three north-american built F-5EM Tiger II warplanes”, *Força Aérea do Brasil*, during the CRUZEX V exercises, November 2010



some of the planes from the French *Armée de l'Air*
that participated in CRUZEX V



“Howdie, there!”: a handful of the hunter-fighters of the F-16 Fighting Falcon, *U.S. Air Force*, 140th Fighter Wing, Colorado, during CRUZEX V, in Brazil, November 2010. In bitter protest, Venezuela refused to join in.



**on the other side of the southern Atlantic pond:
Nigerian attack skifs, AFRICOM *Obangame Express*
(18th-23rd March, 2011)**



a *Rapid Intervention Battalion* launch of the Cameroons, as pictured during the “*Obangame Express* joint multinational naval exercises”, Gulf of Guinea, 2011



“mentorships” during the *Obangame Express* 2011 exercises, at large from the Cameroons, West Africa, onboard *USS Robert G. Bradley* (FFG 49)



more external actors, from further off, now: the

Chinese anti-missile *Shenzen*, sent by Beijing, leaving Durban, in South Africa, in November 2010. visit, which involved two Chinese warships, commemorated 10 years of cooperation after the end of *apartheid*.

They were the trail-blazers of more to come in, as we now know.



Chinese People's Navy, eastern Mediterranean, May, 1st, 2015, for joint exercises there, this very month, with the Russians (!?!). Surprised? Then let us go back to the Russians.



on February 27th, 2014, with Kiev fuming and Crimea then still in the balance, this (rusty) Russian warship arrived in Havana, Cuba. It is the Viktor Leonov CCB-175, a Meridian Class *intelligence* ship . In his comments on this visit, Russian Minister of Defense Sergei Shoigu, announced, with due pomp, that Moscow is planning “*to expand permanent military presence outside its borders by placing military bases in a number of foreign countries*”. That Wednesday, he named as places for those bases, Cuba, Vietnam, Venezuela, Nicaragua and the Seychelles. He forgot Cyprus. And North Korea. Those were announced in the last months, Marc and April 2015. Syriza’s Greece, next?



*on circulation, and accessibility: the polar Arctic cap,
in 1979 and now*

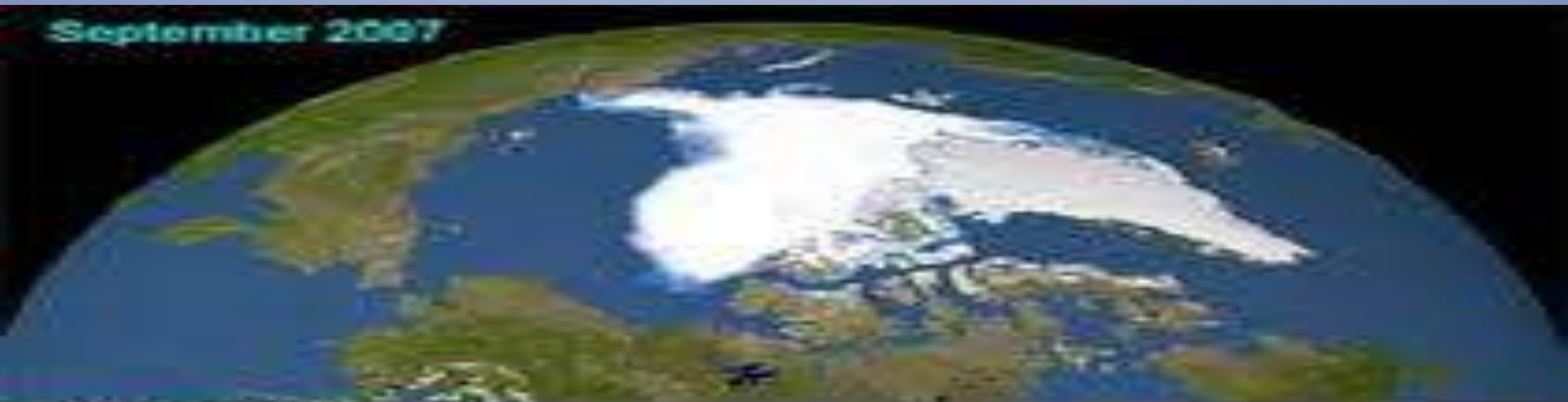


sea routes along the ever-more important, because more navigable ***Northwestern Passage***, as both Americans and Canadians call it.



“NASA picture of polar ice caps in 2007 -- and one of their average in 1979-1981” (both are the result of pictures taken in September)

September 2007

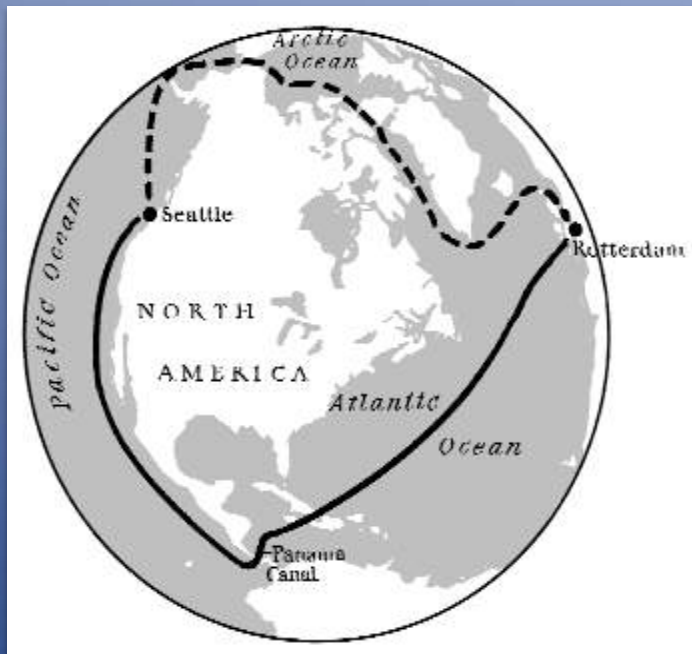


1979-1981 Average



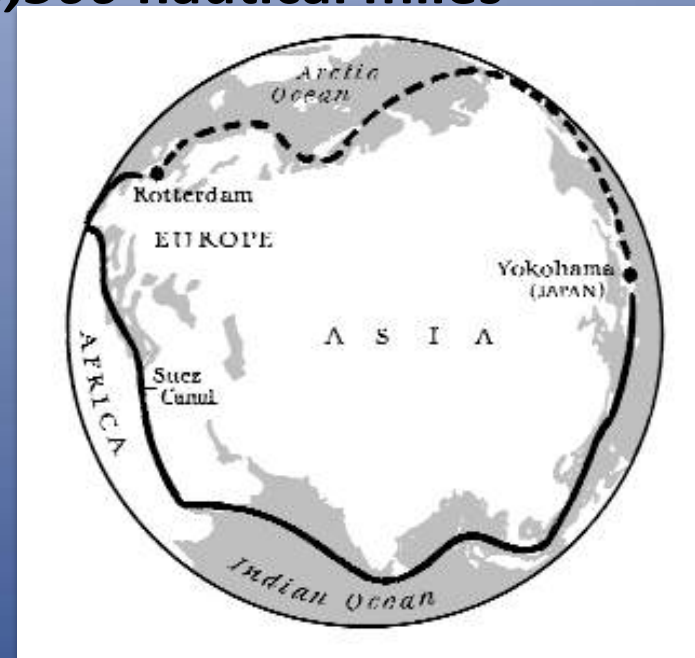
one of the results, comparing distances and times: the two new alternative paths

Northwest Passage:
7,000 nautical miles



Current route:
9,000 nautical miles

Northern Sea Route:
6,500 nautical miles



Current route:
11,200 nautical miles

U.S. Thule Airbase and the twin Canadian military bases at Nunavut, Nanisivik e Resolute, where “the biggest military exercises in Canadian history” took place in mid-2011. Norway just held their biggest exercises since 1945, right across, in northwestern Finnmark.



the Colombian FARC and drug trade



as grandes rotas regionais do narcotráfico, 2013: a subida para o México

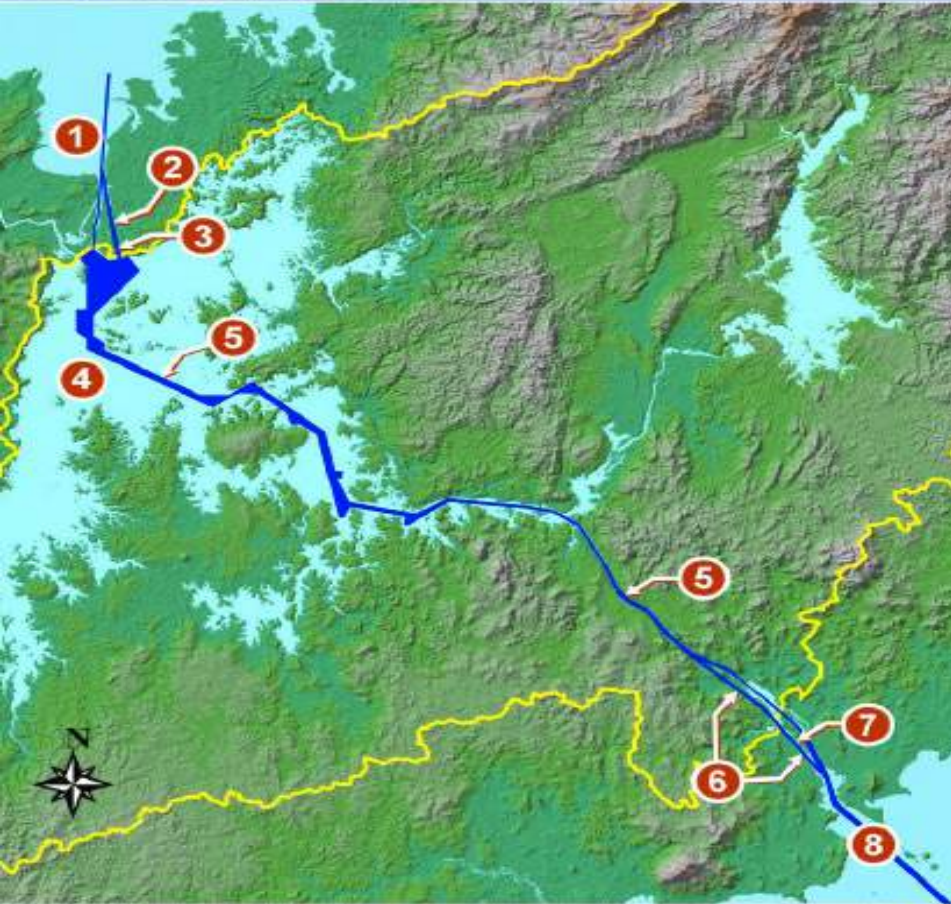


global drug trade, 2011 (opiates in red, cocaine green);
Central America and West Africa routes have now (2015)
slightly shifted to the north



increasing basin connectivity: path and locks of the enlargement of the Panama Canal, doubling its width

Components of Third Set of Locks Project



- 1 Deepening and widening of the Atlantic entrance channel
- 2 New approach channel for the Atlantic Post-Panamax locks
- 3 Atlantic Post-Panamax locks with 3 water saving basins per lock chamber
- 4 Raise the maximum Gatun lake operating water level
- 5 Widening and deepening of the navigational channel of the Gatun lake and the Culebra Cut
- 6 New approach channel for the Pacific Post-Panamax locks
- 7 Pacific Post-Panamax locks with 3 water saving basins per lock chamber
- 8 Deepening and widening of the Pacific entrance channel

Aerial View of the Construction Sites of the New Locks



“the ongoing expansion of the Panama Canal, container paths and transshipments – as well as future locks” (2013 projections, well on course for a good final 2015 completion)



Graphics courtesy Panama Canal Authority

a historical backdrop: the future *Canal de Panama*, 1907. The Canal was dreamt, and unsuccessfully started, after Suez, by Ferdinand de Lesseps, and efficiently pushed forth by U.S. President Theodore Roosevelt, for trade and given his intent of easily moving the Great White Fleet that Teddy wanted between the East Coast and the newly “conquered” West Coast.



the future *Canal de Panama*, as it was in 1913, one year before it was completed. **Muddy and steamy.**



the modern technology for its
enlargement: *works*, late 2012. **Neater.**



a fore-image of a once again stormy Canal?



enlargement works and a passing luxury
cruise ship, in March 2012



almost facing it from across the pond:
holy warriors of Boko Haram, Nigeria



the savagery of a Boko Haram attack, December 2011: burned alive in a Church,” because they were unbelievers”. **Bad, really bad, ISIS-grade bad.**



2013, no comments



a Boko Haram hit on a Nigerian jail, 16th February 2012 – some one hundred criminals were released by the terrorist group. Just for the turbulence...



“some of the results of a Boko Haram attack which caused 30 dead at Maiduguri, northeast Nigeria”, February 20th, 2012



Boko Haram, 2013



This was a school, these were its students. In the first three months of 2014, Boko Haram killed more than 1,500 persons in northeastern Nigeria.



never forget: on April 15th, 2014, Boko Haram killed 300 persons on the border between Nigeria and the Cameroons and they kidnapped, from a local school, 276 young girls who they promised to sell as “slaves”, following “Allah’s orders”



what now, with the Nigeria March 31st, 2015, election results that brought to power ex-military dictator Muhammadu Buhari, who won against President Goodluck Jonathan? With the many known links of Boko Haram and the military, this somehow feels risky.



further down the same coast and security band,
way down to its bottom: in South Africa, anti-
immigrant protests exploded in 15 April, 2015



South Africa, Durban, protest against anti-immigrant killings, 16 April, 2015



far *softer*, how what is now going on began, **on the opposite rim**: Brazil, May-June 2013 – the *multitudine*



wider perspective on the same, 2013; economies of scale



June 2013; images that “viraram virais” (went viral) in Brazil. The lady is a clear and present danger... obviously she is!



shooting rubber bullets at short range: June 2013, Brazil



CHRISTOPHE SIMON/AFP/GETTY IMAGES

Brazil, June 2013: “the other side of the Moon”. Containing an imminent threat?



in São Paulo, July 2013



idem



Brazil, protests in one week, July: “resumo no Facebook” was the title



Porto Alegre



Salvador



Curitiba

a sit-in in the second week of July 2013: in Brasília (?!?!)



“à la Goya”, em Junho 2013, *with the caption: “no Palácio”* (at the Palace)



popular culture: Brazil, June, 2013; “no céu”,
Batman? Methinks this is photoshopped. Well,
maybe not, maybe Bruce Wayne did show up...



between Scylla and Charybides?



cute, between kitsch and graphic pessimism, but *con un poquito de gusto*: “Menina estás á janela”. I just love the inversion of “Order and Progress”. On the flag, I mean to say.



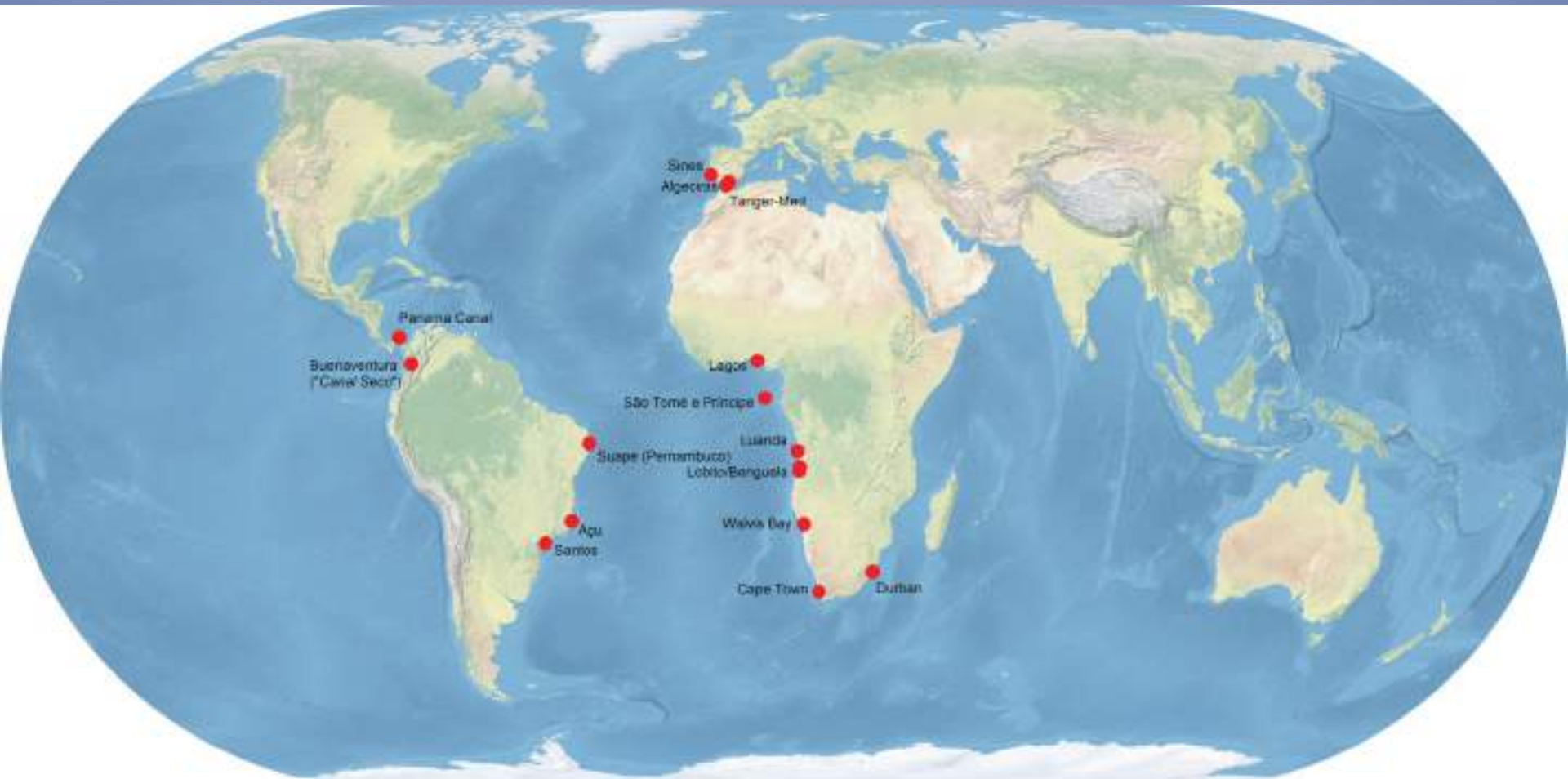
Brazil internal situation, as portrayed on Facebook, from within, and much less pessimistically



on and on, and on.with no end in sight: Brazil,
anti-government protests, spring 2015



we are seeing a re-energised and re-ignited South Atlantic: this will hit home after the enlargement of the Panama canal and the eventual signing of TTIP. Here go the new (but certainly not the largest) ports around the Basin rims. Some are being built *ex novo*, some are simply undergoing enlargements, a few are *in fieri* – but all these will mostly appear in the southern part of the Basin, where militarisation and social turbulence are proceeding apace.



**up above, in March 2014, protests against
el Presidente Maduro, Caracas, Venezuela**



Caracas, March, 7th, 2014: *la marcha de la avalancha*



the scale of things, March, 2014



the focal point of the regime and the target of protests: *el Presidente Maduro*



a panegyric to the “líderes imortales”



March 2014, Caracas



asymmetries, 2014



throwing it back, with the glove too



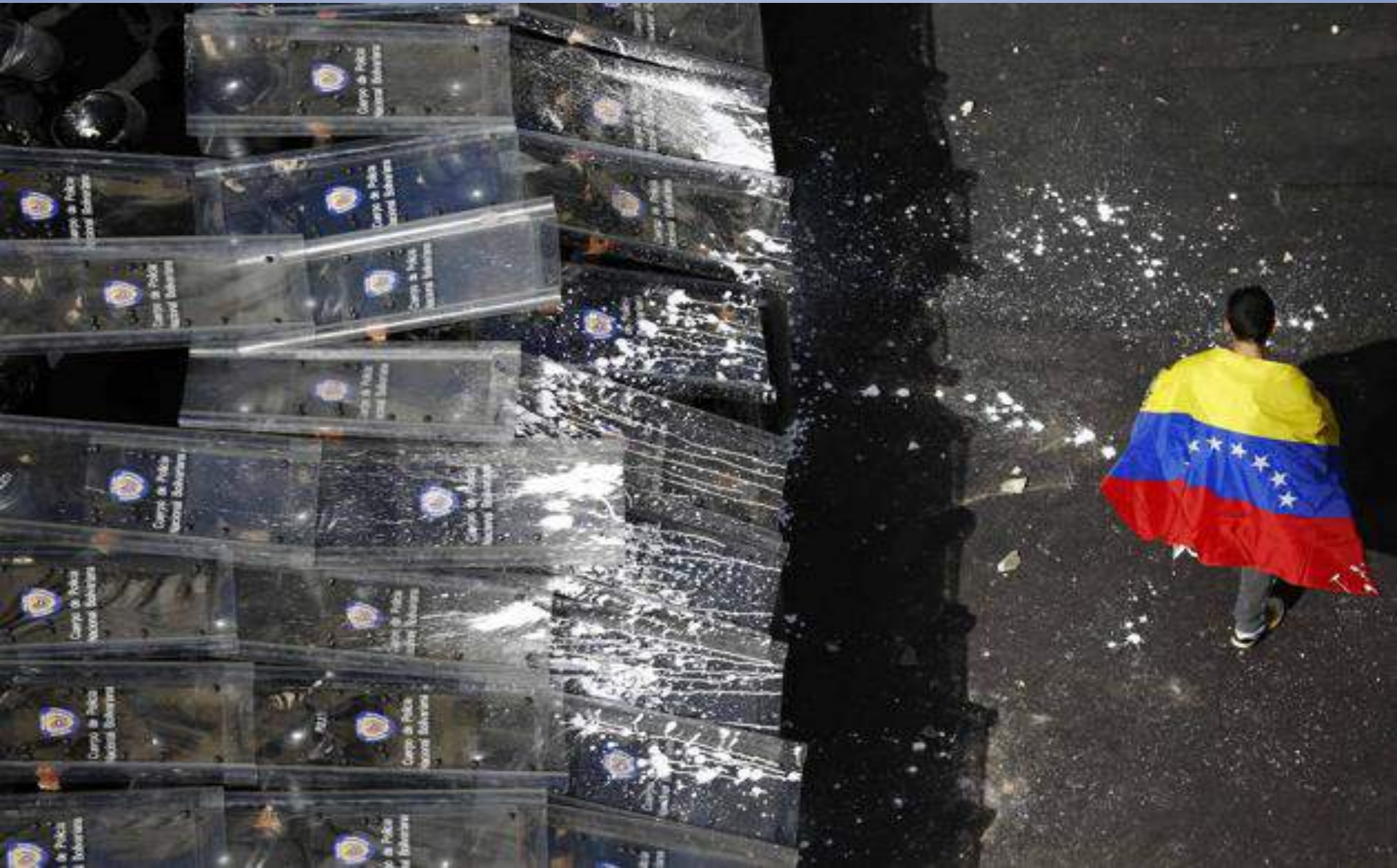
“‘agente extranjero’ fighting with weapons made available by the imperialists of the Estados Unidos”,
caught in flagrant, February 2014



in the barricades of the anti-Bolivarian struggle



Olé!



*ustedes están luchando por el
pueblo?!?!?!?*



evening out asymmetries?



on the art of confrontation



March 2014, no comments



really, who has the guns? Want to know what happened?



Caracas, Venezuela, March 2014.
again, of course, with no comments



a proposal, on the 13th of March, 2014, Caracas



with no comments



*en defensa de la emancipación del
pueblo real. Obviously.*



again, on and on, with no end in sight: Caracas,
February 18, 2015. And with a marked increase in
despair and violence



the southern horizontal security band: *“there are about 60 billion barrels of oil in and around the Falklands”*; this, apart from the *kri* and the famous polymetallic nodules; a British platform down south. More and more are being built.



“Argentina calls Prince William a 'conquistador' over Falklands mission”, January-March, 2012



the Fury and the Prince: “*in early February 2012, Argentinian President Cristina Kirchner rather forcefully accused the British of a fomenting ‘militarization’*” of the South Atlantic. I heard her live on CNN and BBC. It was fun. But I think she was agitated. This was before the current crisis and her financial and military agreements with Putin. He looks rather cool to me.



“always on call British military”, at the South Georgia archipelago



“a show of support at South Georgia”, British civilians on holidays, November, 2012



“Britain increased its military presence in the Falklands”, on 20th January 2012



“the Royal Navy sending a nuclear submarine to the South Atlantic”, February, 2012



“the powerful British nuclear submarine sent to the Falklands environs”, March, 2012



UK-Argentina, February, 2012. The Royal Navy Type 45 destroyer, HMS Dauntless.



British Navy, exercises by the Falklands, late 2011



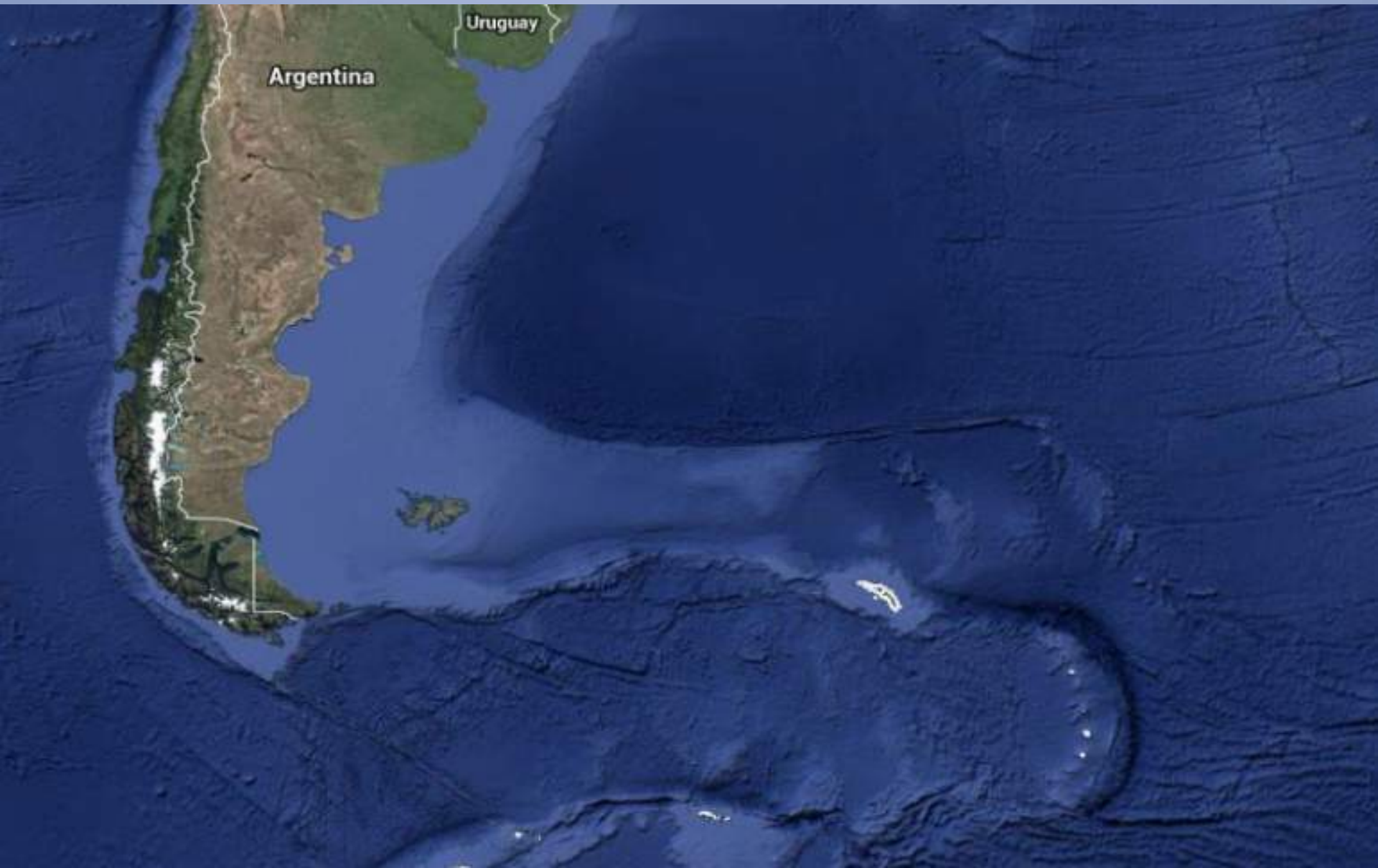
o HMS Edinburgh, South Atlantic, exercises by the Falklands, late 2011



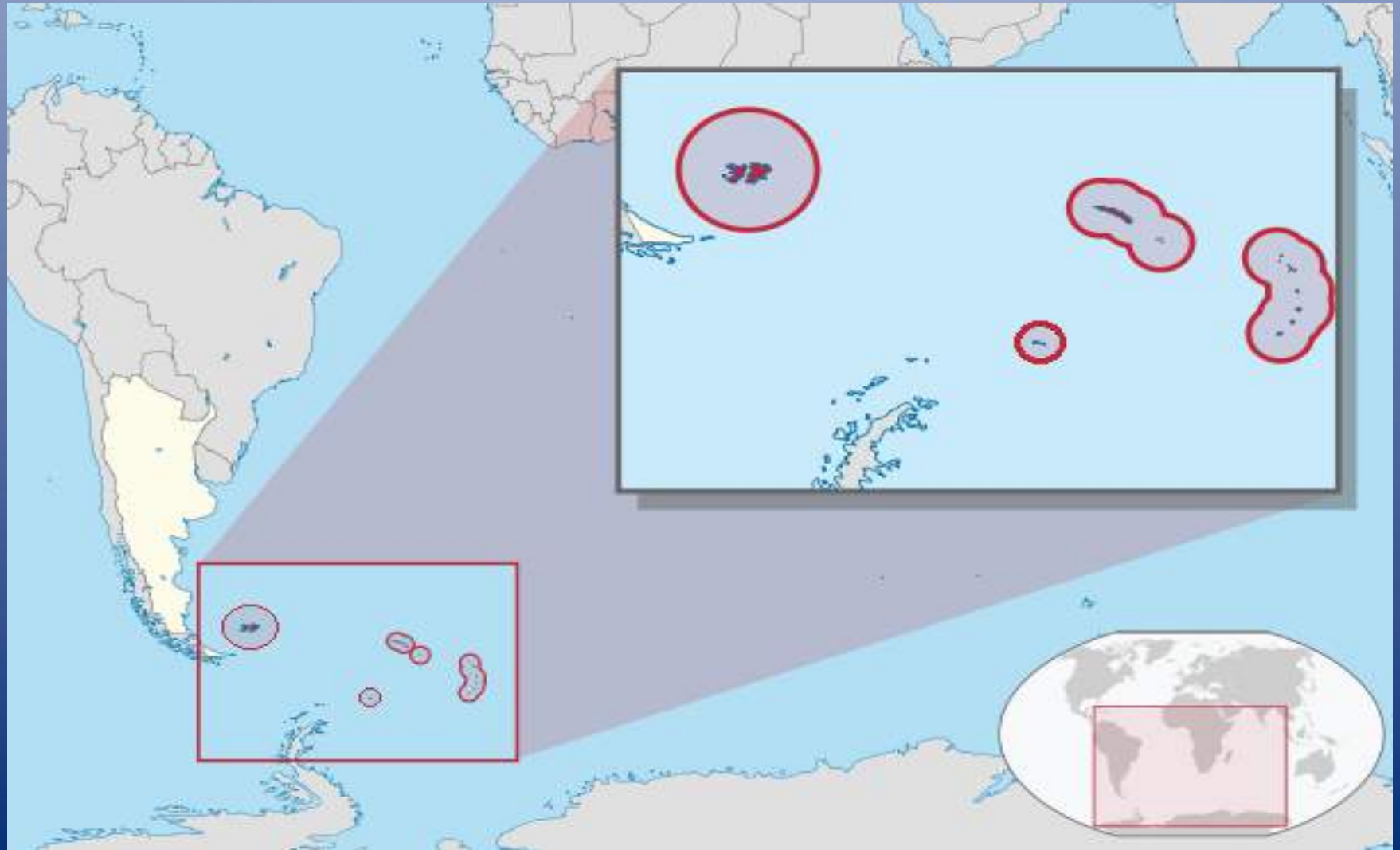
British Typhoons, Falklands, February 2012. A few stuck around and are still there. Not many.



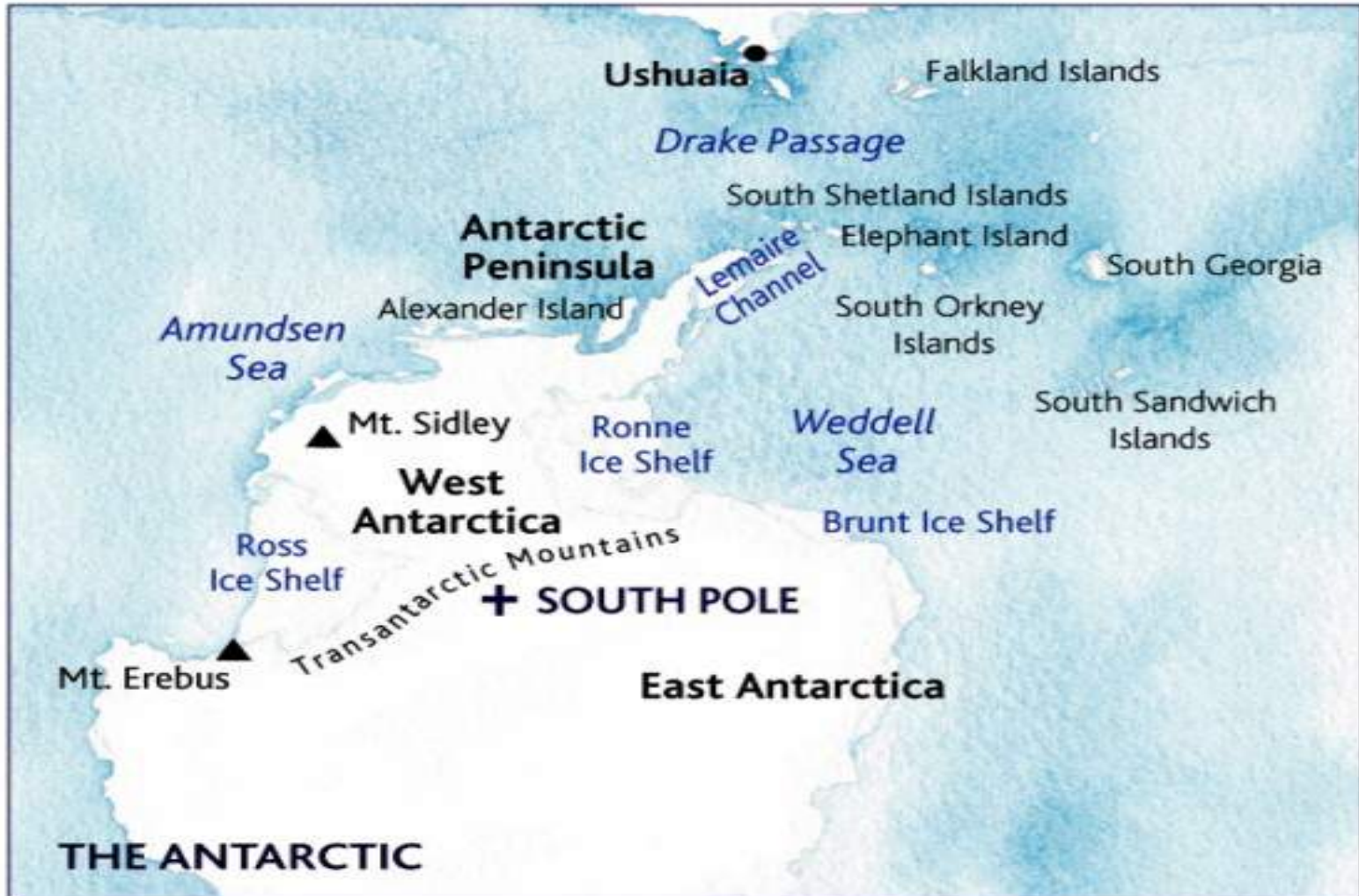
The British archipelagoes and their control of *choke point* by the Drake Passage



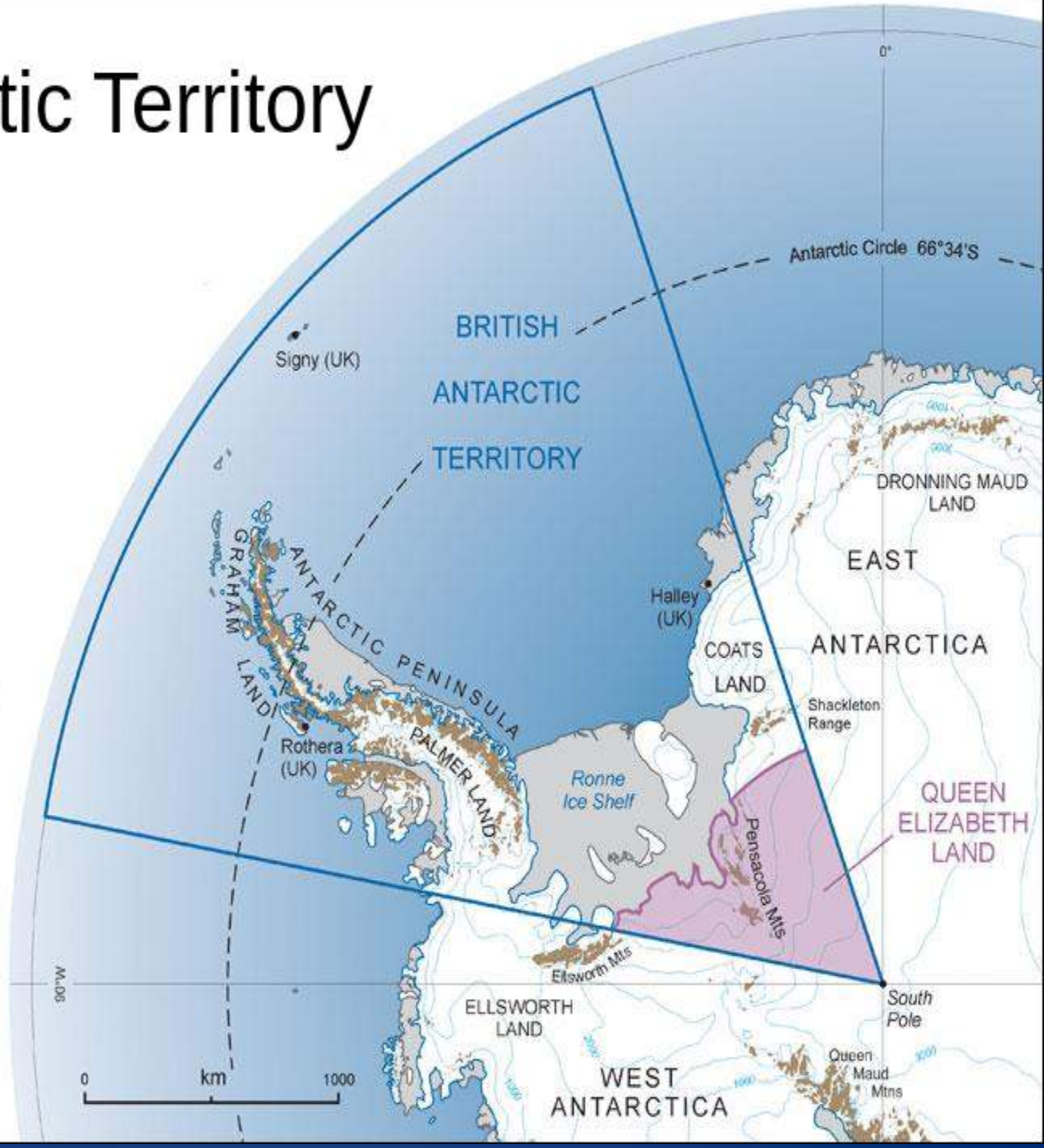
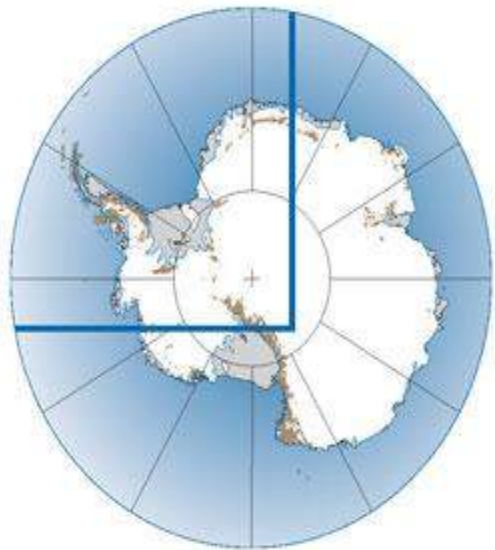
southwestern British lines of defense



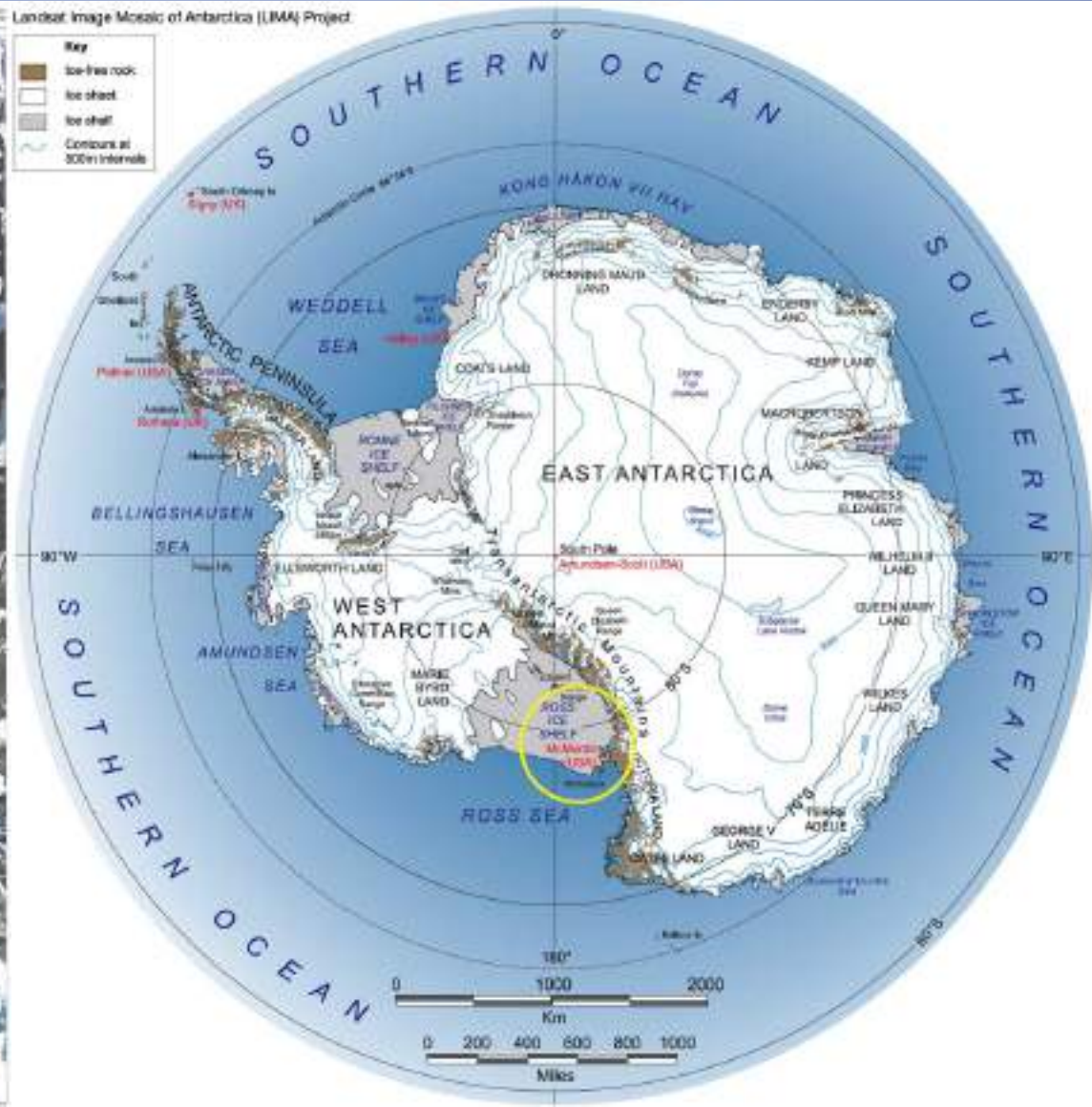
an polar overview of the western corner of the the *Drake Passage*, southern horizontal security band. The Antarctic Peninsula is simultaneously claimed by the UK, its regional ally Chile, and Argentina. These are competing claims. **Let me show them to you**



British Antarctic Territory



US *McMurdo Station*, Antarctica



a surface view of *McMurdo Station*, Ross
Island, Antarctica



C130s, part of the *US Antarctic Program*, and a C-17 Globemaster III, near McMurdo, mid-2010, sent down for *Operation Deep Freeze*



“14 miles out of McMurdo proper”, January 30th, 2011. Evidently, a civilian C-17 plane.



again, the connectivity: control of a choke point between the Atlantic and the Pacific: in green, some of the British lines of defense, a quarterback line wrapping around the Drake Passage



the easternmost end of the southern horizontal security zone: French islands and archipelagoes

0 200 Km



Ile Amsterdam



Ile Saint-Paul

Iles Crozet

Ile des Apôtres

Ile aux Cochons

Ile des Pingouins

Ile de l'Est

Ile de la Possession

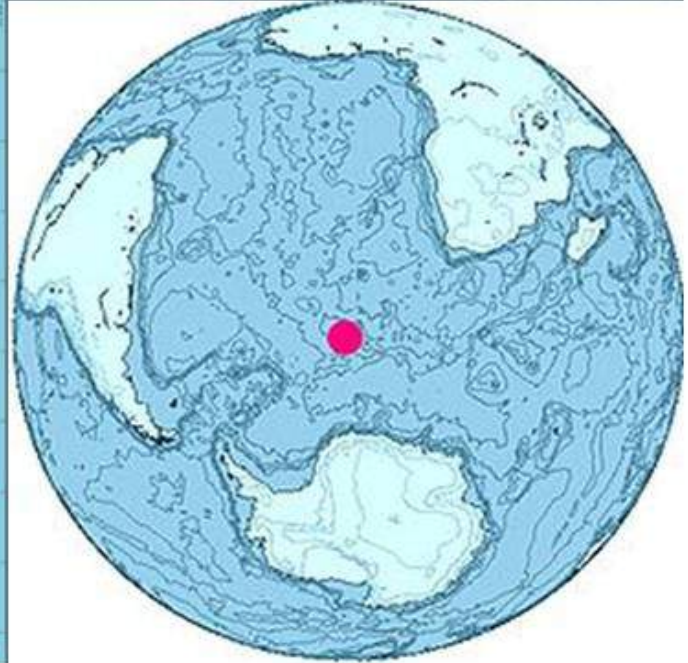
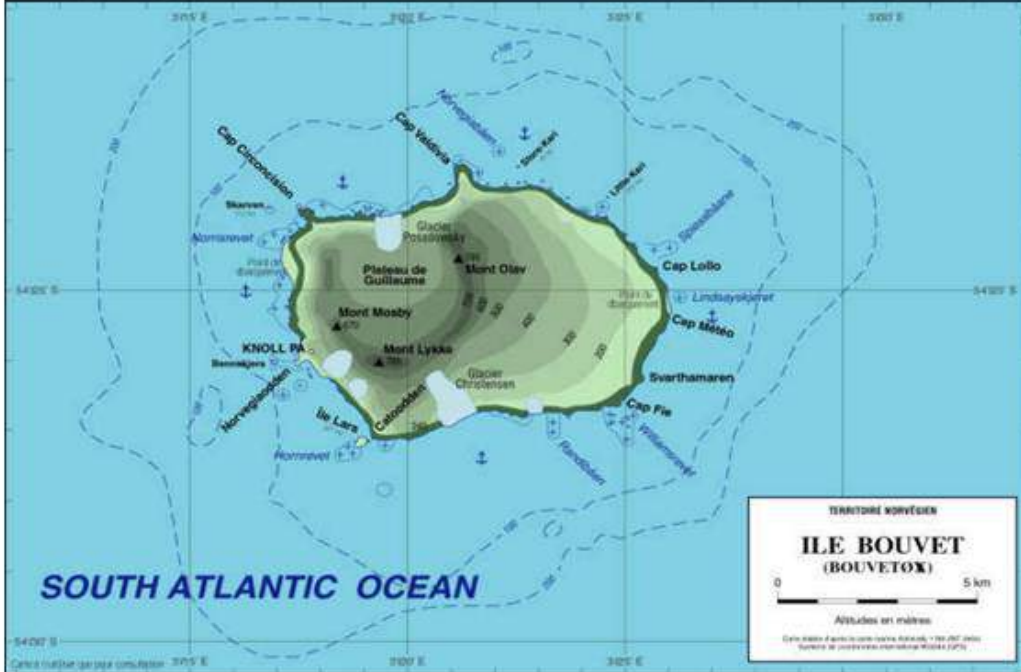
Iles Kerguelen



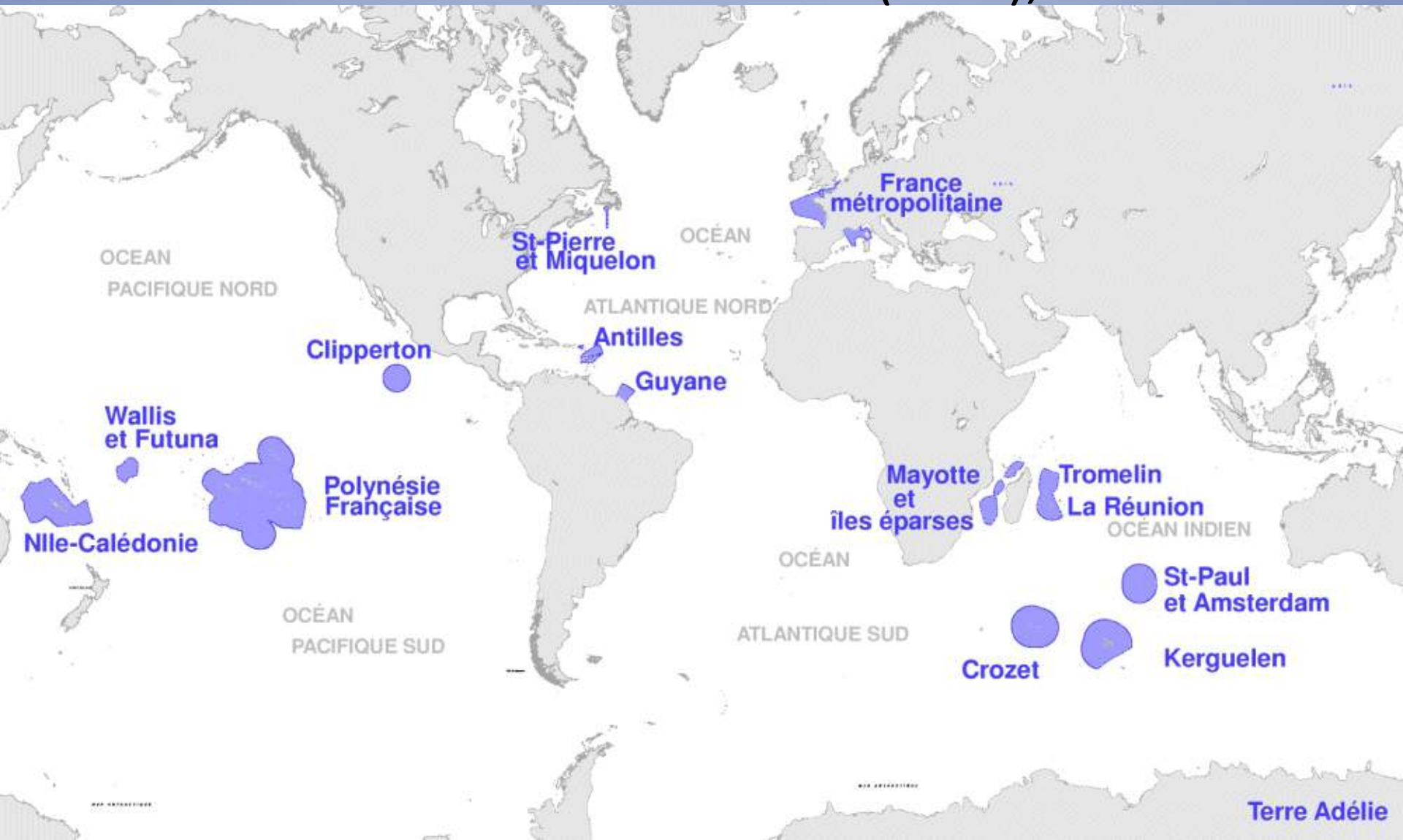
the French held *cul-de-sac* on the other side, to the southeast, a quarterback line once again, locking access between the Atlantic and the Indian oceans



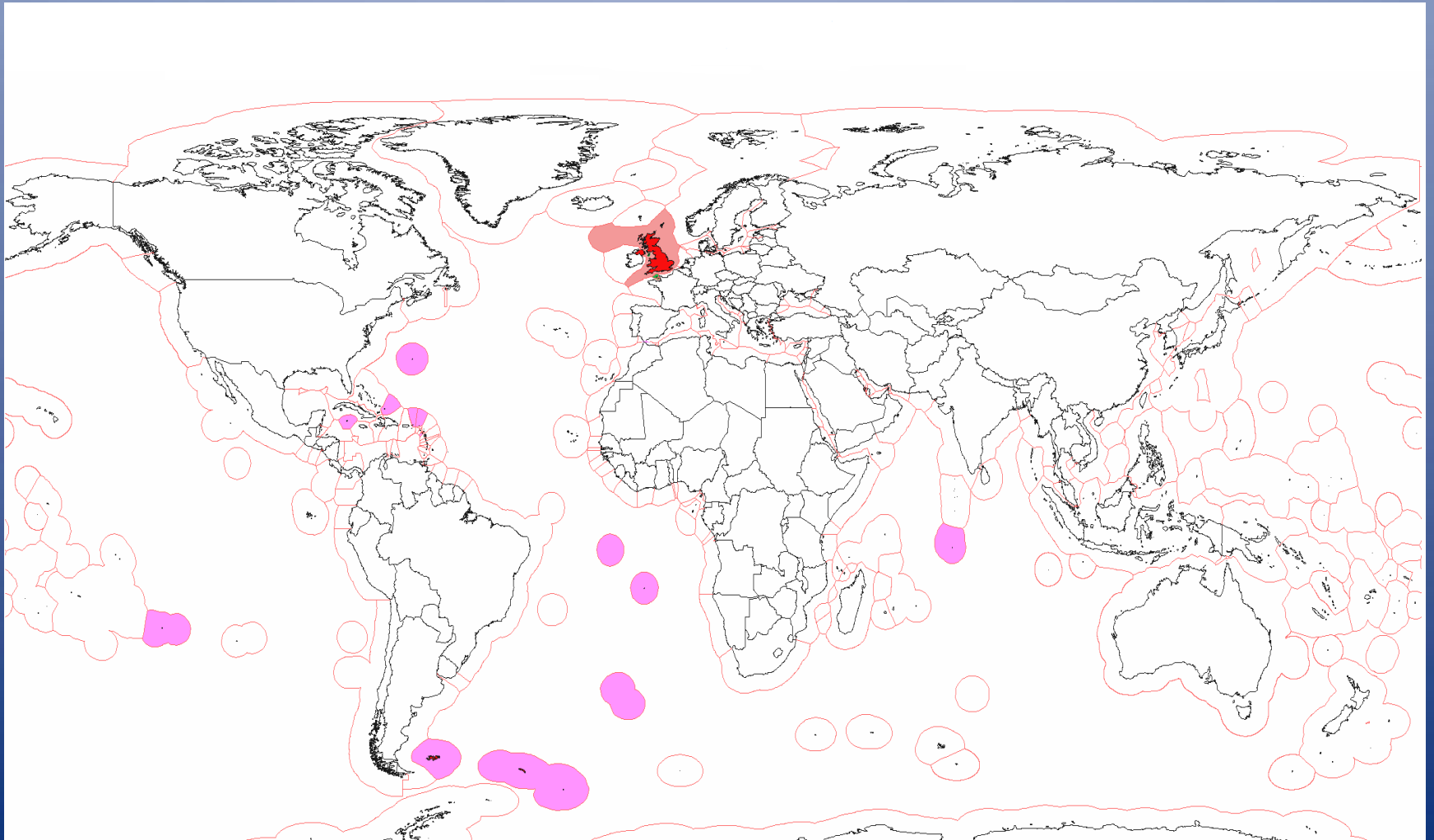
the position of Bouvet Island, Norway



Atlantic basin security dimension of the importance of islands (1): French islands and their respective Exclusive Economic Zones (EEZs), 2015



Atlantic islands (2): 2015, “British possessions and British exclusive economic zones”, Atlantic and surroundings. Blessed be the Mid-Atlantic Ridge



Islands (3): outer British, French and Dutch archipelagoes in black, independent ones in red, 2015. One is North-American (Puerto Rico), the other Dutch





Açores

Madeira

Cabo Verde

Portugal

Guiné - Bissau

Angola

S. Tomé e Príncipe

Moçambique

Macau

Timor

Brasil

LUSOFONIA:

historical Portugal and the South Atlantic renaissance (4):

Lusophone states in **red**, in **pink**, states that are

“observadores associados” in **yellow**, states that are “oficial e formalmente interessados em associar-se” to CPLP

