

Chapter I

Welcoming Remarks

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and
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Professor Grunawalt: Good Morning. Let me be the first to unofficially welcome you to Newport. I will leave the formal welcome to the President of the Naval War College, Rear Admiral Jim Stark, in just a moment. In looking out at all of you folks here this morning, there are so many of you that are old friends, and now so many new friends. As a matter of fact, Bruce Harlow and I were reminiscing last night that we first began to work together 30 years ago. And others of course, we have just met for the first time this morning. So old friends and new, and folks from far and near. Welcome! Ivan Shearer takes the prize for coming the longest distance, from Australia. Raul Vinuesa, I guess you're second, from Argentina. Howard Levie, a Newporter, came the shortest distance to be with us today. But anyway, welcome one and all. You will see a fairly large contingent of Stockton Chairholders, old and new, and hopefully future, amongst us as well. With us are former Chairholders Howard Levie, Robbie Robertson, Jack McNeill, George Walker, and myself. Myron Nordquist, the current holder of the Chair is with us as well. Others who contributed a paper, and Bob Turner, with a prior commitment down at Virginia, could not be with us today. And I am sorry to report that the Mallisons could not join us. I received a letter from Tom and Sally that I would like to share with you.

Dear Jack, I'm sure you know how disappointed we are not to be at the Naval War College Symposium. Sally and I send warm best wishes to you and your colleagues. Please convey our best wishes to the participants in the Symposium including many good friends of ours and former students. We know that the Symposium and ensuing *Blue Book* will be imminently successful.

Tom and Sally Mallison

So we pretty well have most of the Stockton waterfront covered.

4 Protection of the Environment During Armed Conflict

The genesis of this conference actually came about two years ago at a Naval War College Operational Law Board of Advisors Meeting right here in this room. The concept of having such a conference was proposed by Captain Harvey Dalton. We have finally brought it to fruition with the assistance of the Under Secretary of Defense (Policy), who is our sponsor. Admiral Biff Legrand will tell us a little later this morning about the task ahead in his *Framing of the Issues* presentation. So we anticipate a spirited two and a half days of discussion.

We have a whole bunch of different folks with us. We have environmentalists, warriors, academics, policy makers, lawyers, engineers, and scientists. We have the entire spectrum of interests here. Hopefully, we can learn from one another and perhaps bring a little harmony to what is often times a contentious issue. We are certainly looking forward to your participation during the next two and a half days.

I would also like to introduce you to my staff and those who will be of assistance to you throughout the Symposium. First of all, Captain Ralph Thomas, U.S. Navy. In addition to being Deputy of the Department, Ralph is responsible for those matters dealing with naval warfare. Colonel John King, U.S. Army, who I think you all have been talking to quite a bit. John, in addition to being responsible for land warfare issues within the Department, is the coordinator for our Symposium. And we will be hearing a lot from John. Captain-Select Pete Mitchell, U.S. Coast Guard, is our maritime law enforcement guru. Major Ron McClain, U.S. Marine Corps, is our amphibious warfare specialist. And just so you appreciate that we are truly "purple," we will have an Air Force officer, Lieutenant Colonel Mike Schmitt, joining my staff next spring. Mike will bring an Air Force dimension to our department as well. In addition, most of you have met our secretary, Ms. Ginny Lautieri. Ginny is the one who really runs things out in front, so please call upon Ginny to help as well. I also very briefly want to mention our reserve contingent that is here to assist us; Commander Lenny Henson, Commander Don Hill, Commander Pete Gazda, and Lieutenant Commander Bill Reilly. We are all at your disposal. Please call upon us to help and assist in any manner that we can.

Next, I would like to introduce Rear Admiral James Stark, U.S. Navy, who will extend a formal welcome to you all. Not too long ago, Professor John Haddendorf, principal author of the centennial history of the Naval War College, decided that he would entitle his book, "Sailors & Scholars". We have been very fortunate over the years here at the Naval War College to be led by sailors and scholars, dating back to Luce, Mahan, Stockton, and more recently, Stockdale. Most certainly Admiral Jim Stark falls into that mold. Naval Academy class of 1965, Ensign Stark went to sea duty in the destroyer *Brownson*. Here you see the cycle begin, sea-to-scholar, sea-to-scholar. As a Fullbright Scholar, he went to the University of Vienna. Then back to sea again with destroyers *Wilkinson*, *Jenkins* and *Higby*. Next, it was on to graduate studies in foreign policy at the Fletcher School of Law and Diplomacy at Tufts University where he earned his doctorate in Political

Science. Then Commander Stark went back to sea as Executive Officer in the destroyer *Miles Fox* and the cruiser *Richard Turner*. Captain Stark commanded the frigate *Jules A. Furer*, and the cruiser, *Leahy*. Shore assignments along the way were obviously very important to him as well. He served on the OPNAV Staff, on the National Security Council Staff, and as the Executive Director of the CNO Executive Panel. Selected for flag rank in 1991, Admiral Stark assumed command of Training Command, Pacific Fleet. Most recently, before coming here to Newport, he was Commander of the NATO Standing Naval Force Atlantic. He assumed command here at the Naval War College last June. Again, a true sailor-scholar and, more importantly, my boss, Admiral Jim Stark.

Rear Admiral Stark: Good morning. I would like to welcome all of you here to Newport and to the Naval War College for what promises to be a very interesting and important conference. As I look outside I see that the environment may or may not be smiling on us today; it may rain. Just a few years ago, maybe six or seven years ago, if you had asked an operational naval officer, and I consider myself more of an operator than anything else; if you had asked an operational naval officer about the impact of our operations on the environment and vice versa, he probably would have responded with a litany of complaints. He might have complained that because of environmental concerns he had to stack trash and garbage on the stern of his ship rather than throwing it overboard as he had done for many, many years. And, in a culture which judges the smartness and professionalism of a ship and its captain by the cleanliness and good looks of that ship, this was a hard pill for many of us to swallow. But over time, and despite complaints, those sorts of accommodations for the environment have come to be second nature. And, more encouraging, the Navy has now fielded a number of initiatives which make the normal housekeeping functions of warships much more environmentally acceptable. But those things are really ancillary to the topic that we are addressing today. And, I would say that over that six or seven year period, two things have changed our view about the importance of the environment on military operations.

The first of those is the fact that the Soviet Union went away. Back in the bad old days of the cold war, we in the Navy spent most of our time worrying about, and planning for, how we were going to cross thousands of miles of open ocean in the North Atlantic and Northern Pacific against a very, very dangerous threat. Because of that, we had what most people considered an open ocean strategy. And yet the real job that we were trying to do was to get close to the enemy's coast so that we could project power ashore, either through air strikes, missile strikes or gunfire support, to be able to make our influence felt on the battlefield where things were going to be decided. So when the Soviet Union went away, it meant that we were now able to cross those thousands of miles of open ocean and get to within

6 Protection of the Environment During Armed Conflict

20 or 50 miles of anybody's coast. And, we could come right up against their territorial waters. But, that is a much more complex environment and the things that we would be doing there, in shallow waters close to the coastline, were obviously going to have a much greater effect upon the local environment. And, it heightened our sensitivity to that concern.

The second thing that happened obviously was the Persian Gulf War. I think two things in that war really brought awareness of the environment home for us in the Navy. The first was the fact that the Iraqis at one point dumped hundreds of thousands of gallons of crude oil into the waters of the Northern Persian Gulf. As a result, there was tremendous damage to marine life; there was damage to the coastline, and it also had some very serious implications on the way we were able to operate our ships. If you bring a ship into water that is heavily contaminated with crude oil, it is going to foul your pipes. It is going to particularly foul your condensers and you will not be able to operate. The other thing was that the Iraqis intentionally detonated hundreds of oil wells in Kuwait. It was the sight of those flames and the heavy black smoke, day-in and day-out, for months, polluting the entire northern Gulf area that brought home to many of us just what a tragedy war can be for the natural environment. From a personal level, and as Jack has mentioned, I was the Commander of the Standing Naval Force Atlantic, and what happened to me was that we got "lost" and ended up in the Adriatic for a year. While I was there I operated with Admiral Bill Wright who was embarked on the carrier *Saratoga* at the time. My task in the Adriatic was enforcing Operation Sharp Guard, which is the United Nations and NATO embargo of the former Yugoslavia. When one thinks of that job, one normally thinks of us going aboard ships and searching for arms or tanks, mortars, shells, AK 47s, whatever. But, a major concern was oil -the importation of crude oil and fuel oil to Serbia through its ports on the Montenegrin coast. As a matter of fact, just sixteen months ago there was one instance where a 65,000 ton Russian ship, the *Ledo II*, tried to break the embargo. Fortunately, and thanks to the professionalism and bravery of a small group of British and Dutch Marines, we were able to conduct a fast rope assault from helicopters on to the *Ledo II*, and at gunpoint take control of the ship and turn it around just a few miles from Yugoslavian territorial waters. However, I would point out that there are things that a ship can do to make it impossible for you to get those marines on board. And, if you can't land the people by helicopter it becomes very, very difficult to stop a determined Master who wants to break that embargo. A 65,000 ton ship tends to be difficult to stop for a 5,000 ton destroyer. We call it the law of gross tonnage and it has nothing to do with the juridical law; its more of a physical law. What it means is that for a Master who is willing to risk some damage to his ship and some casualties to his crew, if he puts his ship at 18 knots and heads straight for the coast, there's very, very little you can do to stop him unless you shoot at him. Now I don't think we would use high

explosive shells. First off, I don't think that warning shots against a determined Master are going to deter him. And, even some shots into the superstructure probably will not. What happens when you put high explosive shells into a cargo of crude oil? Some people believe it will cause the ship to explode. I happen to think that will not be the case. You will just put some holes in the side. But, whatever you do, you are going to get some leakage of oil into the water. And, for me, I felt very strongly that I was willing to do whatever was necessary to stop any type of ship from getting through. It certainly raised the possibility, the very disagreeable possibility, that there would be serious environmental contamination. That was a major concern for the Italian government at the time just as it was for the operational commanders enforcing the embargo.

We, the commanders, were particularly concerned after we talked to the shore establishment, the supporting staffs about it and they said it was our decision and our responsibility, so good luck. We felt that was a somewhat cavalier attitude and that there was more we could do about it. I am very pleased to relate to you that we were able to get the staffs to make arrangements to ensure that there would be procedures and assets, *i.e.*, tugs, and oil containment booms, that could be brought out at very short notice so that we could minimize whatever environmental impact that might result from our operations. But, it certainly brought home to me the fact that military operations and the environment are today closely interconnected. So you have a very current, a very relevant, and a very important topic before you. I look forward with a great deal of interest to the deliberations of this Symposium. So, once again, I would like to welcome you to the Naval War College. We are very proud to be able to host you for this very important endeavor and I look forward to seeing more of you. Thank you again.