

SESSION -1 HISTORICAL PERSPECTIVE ON DEVELOPMENT OF SEA POWER

Sea power has played a significant role in shaping world history, from ancient times to the present day. The concept of sea power, or the use of naval power for strategic purposes, has been around since ancient times. However, it was not until the late 19th century that the term 'Sea Power' came into common use.

The term 'thalassocracy' was coined to describe civilizations that relied heavily on sea power. The Minoans on the island of Crete were one of the earliest thalassocracies, dominating the eastern Mediterranean from around 2000 BCE. The Phoenicians, a maritime trading people, established colonies throughout the Mediterranean and even ventured as far as the British Isles. The Roman Empire became a dominant sea power in the Mediterranean in the 2nd century BCE. The Romans used their navy to control trade routes and protect their territories, and they built impressive warships like the quinquereme. The Roman navy was instrumental in the defeat of the Carthaginian fleet during the Punic Wars, which gave Rome control of the western Mediterranean.

The Arab-Islamic empire was a dominant sea power during the medieval period, controlling trade routes between the Mediterranean and Indian Ocean. The Arab fleet became the largest in the world during the Abbasid Caliphate, with vessels ranging from small galleys to large warships known as dromons. The Spanish Armada of 1588, a massive fleet of ships sent to invade England, is one of the most famous naval battles in history. Although the Spanish lost, it signaled the beginning of the decline of Spain as a dominant sea power. Spain had previously used its navy to conquer the Americas and establish an empire that lasted for centuries.

In the 17th century, the Dutch Republic emerged as a major sea power. The Dutch built an impressive merchant fleet and established colonies around the world, including in the East Indies (present-day Indonesia). The Dutch also developed advanced naval technology, including the famous Dutch 'ship of the line' a heavily-armed warship. The Portuguese established the first global empire in the 15th and 16th centuries, using their naval power to explore and conquer territories in Africa, Asia, and the Americas. The Portuguese developed the caravel, a fast and maneuverable ship that allowed them to travel long distances quickly. During the 18th and 19th centuries, France was one of the major sea powers, with a large navy and colonies in the Americas, Africa, and Asia. French naval power was instrumental in the defeat of the British at the Battle of Yorktown during the American Revolution. The British Empire was the largest in history, and its navy was a key factor in its success. The Royal Navy was the most powerful in the world during the 18th and 19th centuries, allowing the British to establish colonies around the globe and dominate global trade.

In the 20th century, sea power played a crucial role in World War II, with naval battles in the Pacific and Atlantic theaters shaping the outcome of the war. The Cold War saw the United States and Soviet Union build up their naval forces, with nuclear submarines and aircraft carriers becoming increasingly important. Today, sea power remains a critical component of global security and economic prosperity, with navies around the world playing a vital role in maintaining peace and stability on the seas.

Sea Power theories are a set of ideas and principles that deal with the use of naval power to achieve strategic objectives. These theories have been developed by naval strategists and theorists over the years, and they provide a framework for understanding the role of naval power in international relations and warfare. One of the most influential theories of sea power was developed by Alfred Thayer Mahan, a US naval officer and historian. In his book '*The Influence of Sea Power Upon History*', Mahan argued that naval power was critical to a nation's economic and military success. He emphasized the importance of fleet size, technological superiority, and strategic positioning for a nation's naval power. According to Mahan, control of the seas was essential for securing a nation's global trade and ensuring national security.

Another prominent sea power theorist was Julian Stafford Corbett, a British naval historian and strategist. Corbett emphasized the political and diplomatic aspects of sea power. He believed that naval strategy should be based on a nation's political objectives, and that naval power should be used to support its diplomatic and foreign policy goals. Corbett argued that sea power was not just about winning battles at sea, but also about influencing events on land. Admiral of the Fleet Sergei Gorshkov, a Soviet naval officer, developed his own theory of sea power. Gorshkov believed that a strong navy was critical for maintaining a nation's superpower status. He emphasized the importance of 'global oceanic presence', which involved deploying naval assets around the world to project a nation's power and influence. Gorshkov oversaw the development of advanced naval technologies such as nuclear submarines and aircraft carriers.

While each of these naval strategists had different postulates, their works continue to have a significant impact on naval thinking and doctrine. Mahan's emphasis on naval dominance and control of the seas remains important for modern navies, especially as competition between major powers intensifies in the Asia-Pacific region. Corbett's focus on the political and diplomatic aspects of sea power is also relevant, particularly in the context of modern hybrid warfare and the use of naval power to achieve political objectives. Gorshkov's emphasis on global oceanic presence is reflected in the modern doctrine of "global force management," which involves the deployment of naval assets around the world to support a range of missions.

The development of US sea power has been an important aspect of global maritime strategy in recent years. The US has invested heavily in its navy and maritime capabilities, and has developed its own strategies for projecting power and protecting the US's interests in the maritime domain. The United States has historically been a maritime power, with a navy that is second to none in terms of size and capability. The US Navy operates globally, with a network of bases and alliances that allow it to project power around the world. The US Navy's maritime strategy has focused on maintaining a dominant position in the seas, protecting global trade routes, and supporting US interests abroad. The US Navy also plays a critical role in supporting US allies and partners, and in providing humanitarian assistance and disaster relief.

In terms of salient aspects of maritime strategy, the US focuses on maintaining a strong naval presence, protecting trade routes, and projecting power and influence in the maritime domain. The US has also invested heavily in developing advanced naval technologies, such as submarines and aircraft carriers. The US also has different approaches to maritime alliances and partnerships; the US relying heavily on alliances such as NATO. The competition between the US and China in the South China Sea is one of the most important areas of focus in contemporary maritime strategy.

Overall, sea power has been a critical component of world history, allowing civilizations to explore, conquer, trade, and defend their interests on the world's oceans. The dominance of various sea powers has shifted over time, reflecting changes in technology, economics, and political power. Today, many countries continue to invest in their navies, recognizing the importance of sea power in maintaining global stability and security.

Papers are invited for the following topics: -

- 1. Origin and historical development of Sea Power from 7th BCE to 20th CE.**
- 2. Broad overview of the interpretation and conceptualization of Sea Power by Mahan, Corbett and Gorshkov.**
- 3. Development of sea power and salient aspects of US Maritime Strategy.**

SESSION -2 SEA POWER, BLUE ECONOMY, COOPERATION AND CONTESTATION FOR RESOURCES

Sea power, blue economy, cooperation, and contestation for resources are all interconnected concepts in the realm of maritime affairs. The oceans and seas of the world provide immense economic potential in terms of resources, transportation, and trade. As a result, nations with maritime interests often compete and cooperate for access to these resources and to project their power in the maritime domain. Sea power refers to a nation's ability to project its military, economic, and political power in the maritime domain. A country's sea power is often linked to its access to and control of maritime resources, such as oil, gas, minerals, and fish stocks. Therefore, a country's maritime strategy is often focused on securing and protecting these resources to support its economic growth and national security. The blue economy is a concept that has gained importance in recent years, as it refers to the sustainable use of ocean resources for economic growth, improved livelihoods, and job creation, while preserving the health of ocean ecosystems. The blue economy encompasses various sectors, including fisheries, aquaculture, shipping, renewable energy, tourism, and biotechnology. It is seen as a way to harness the economic potential of the oceans while ensuring their sustainable use.

Cooperation and contestation for resources are two sides of the same coin in the maritime domain. Countries often cooperate to access and exploit maritime resources, such as through joint ventures or agreements for sharing fishing grounds or oil and gas reserves. However, competition and even conflict can arise when there are overlapping claims to maritime resources, such as in the case of contested territorial waters or exclusive economic zones. At the same time, there is also a growing recognition of the importance of cooperation in the maritime domain. Many nations are coming together to address issues such as maritime security, piracy, and environmental protection. The United Nations Convention on the Law of the Sea (UNCLOS) is one example of an international agreement that promotes cooperation and the peaceful use of maritime resources. The South China Sea is an example of a contested maritime region, where several countries have overlapping claims to territory, resources, and shipping lanes. The competition for resources in this region has led to tensions and even military posturing between China and its neighbors, including Vietnam, the Philippines, and Malaysia.

In summary, sea power, blue economy, cooperation, and contestation for resources are all interconnected concepts in the maritime domain. Countries with maritime interests often compete and cooperate for access to maritime resources to support their economic growth and national security. While cooperation can lead to sustainable use and economic benefits for all parties, competition and contestation can lead to tensions and conflict.

India has a coastline of over 7,500 kilometers and an exclusive economic zone (EEZ) of 2.02 million square kilometers. The country has enormous potential for the development of the blue economy, particularly in sectors such as fisheries and aquaculture, shipping and ports, and tourism. India is already a major producer of seafood, and there is significant potential for the development of sustainable aquaculture practices. The Indian government has also launched several initiatives to promote the development of the blue economy, including the Sagarmala program, which aims to modernize India's ports and enhance port-led development. The government has also launched the National Marine Fisheries Policy, which seeks to promote sustainable fisheries and aquaculture practices. In addition, India has significant potential for the development of marine renewable energy, particularly offshore wind power. The country is also a leader in marine biotechnology research, with several institutions engaged in the development of new drugs and other products. Overall, the blue economy has significant potential for India, and the country is well-positioned to become a major player in the sector.

The Arctic and Antarctic regions are two of the world's most remote and inhospitable areas. However, they hold enormous economic potential and are becoming increasingly important in global economic and geopolitical terms. India is not a polar nation and does not have any territorial claims in the Arctic or Antarctic. However, as a rising economic and geopolitical power, India has a growing interest in the polar regions. India is a major energy importer and could benefit from the development of new energy resources in the Arctic. The region's shipping routes could also provide new opportunities for Indian trade and investment. India has a growing research presence in Antarctica and has conducted several research expeditions to the region. This research can help to inform India's understanding of climate change and other global challenges. India has been expanding its engagement with the Arctic Council, which provides a platform for dialogue and cooperation among Arctic states. India's growing interest in the Arctic could also have implications for its relations with other key players in the region.

The way ahead for India's engagement in the IOR involves further strengthening of these initiatives and engagements, promoting greater economic integration and connectivity, and enhancing maritime security and cooperation in the region. It also involves building closer ties with countries in the region through cultural, economic, and strategic engagements, while respecting the sovereignty and territorial integrity of all countries in the region. India has been actively pursuing policies and initiatives aimed at promoting development and security in the Indian Ocean Region (IOR) and strengthening its influence in the region. India is a founding member of Indian Ocean Rim Association (IORA), a regional organization comprising 22-member states and 9 dialogue partners that seeks to promote cooperation and sustainable development in the IOR. India has played an active role in the organization, including hosting the first Indian Ocean Dialogue in 2015. SAGAR (Security and Growth for All in the Region) is India's maritime security and

development vision for the IOR. The initiative aims to promote regional cooperation, enhance maritime security, and foster economic development in the region. SAGAR is based on the principle of respecting the sovereignty and territorial integrity of all countries in the region. Project Mausam is a cultural initiative launched by India to revive and promote ancient maritime links and cultural ties across the Indian Ocean and beyond. The initiative aims to promote greater understanding and cooperation between countries in the region and strengthen India's cultural and historical ties with other countries.

Act East and Link West are India's policies aimed at enhancing economic and strategic ties with countries in Southeast Asia and the Middle East respectively. These policies aim to promote greater economic integration and connectivity with these regions and strengthen India's influence in the IOR. The Quadrilateral Security Dialogue (QUAD) is a strategic forum comprising India, the United States, Japan, and Australia that seeks to promote a free, open, and inclusive Indo-Pacific region. The forum aims to enhance cooperation on issues such as maritime security, connectivity, and economic development in the region. The Forum for Indo-Pacific Cooperation is an initiative launched by India to promote greater economic and strategic cooperation between countries in the Indo-Pacific region. The initiative aims to promote greater connectivity, trade, and investment between countries in the region and strengthen India's influence in the region. The Asia Africa Growth Corridor is a joint initiative launched by India and Japan to promote economic development and connectivity between countries in Asia and Africa. The initiative aims to promote greater trade and investment between countries in the two regions and strengthen India's influence in the IOR. India has been actively engaging with ASEAN (Association of Southeast Asian Nations) through various initiatives such as the ASEAN-India Free Trade Area, ASEAN-India Connectivity Summit, and ASEAN-India Maritime Transport Cooperation. India has also been participating in ASEAN-led forums such as the East Asia Summit and the ASEAN Regional Forum.

Papers are invited for the following topics: -

- 1. Components of Blue Economy and its potential for India.**
- 2. Economic potential of Arctic and Antarctic Region, areas of friction and convergence, and its relevance for India.**
- 3. Indian influence in Indian Ocean Region for development and security.**

SESSION -3 SEAPOWER AND ASSOCIATED LEGAL ASPECTS

From a legal perspective, sea power is subject to a complex set of international laws and regulations, including the United Nations Convention on the Law of the Sea (UNCLOS), which defines the rights and responsibilities of nations in their use of the world's oceans. UNCLOS covers a broad range of issues, including the establishment of territorial waters, the delimitation of maritime boundaries, and the management of marine resources. One of the key principles of UNCLOS is the concept of 'good order and discipline at sea' which requires states to take measures to ensure that their vessels and aircraft operate safely and in accordance with international law. This includes maintaining proper navigational practices, avoiding collisions, and ensuring that ships and aircraft are properly equipped and crewed. UNCLOS also recognizes the principle of 'freedom of navigation' which allows ships and aircraft to move freely through international waters without interference. This principle is considered essential for the promotion of international trade and the maintenance of global security.

Other legal aspects associated with sea power include the use of force at sea, maritime security and piracy, the protection of the marine environment, and the management of maritime disputes. These issues are often dealt with through bilateral and multilateral agreements, such as regional security arrangements, maritime boundary treaties, and environmental protocols. One of the key legal aspects of sea power is the right of nations to use force in self-defense, including the use of military force to protect their maritime interests. This right is recognized by UNCLOS, which states that nations have the right to use force in self-defense against other nations or non-state actors that threaten their security at sea. In addition to UNCLOS, there are many other international agreements that regulate the use of the oceans, including the International Convention for the Safety of Life at Sea (SOLAS), which sets out safety standards for ships, and the International Maritime Organization (IMO), which is responsible for regulating international shipping.

Domestic laws also play an important role in regulating sea power. In most countries, the use of naval forces is subject to the same legal framework as other military operations. This includes laws governing the use of force, rules of engagement, and the protection of human rights. In some countries, the use of naval forces is also subject to specific laws that regulate maritime security and law enforcement.

In addition to military force, sea power can also be projected through economic means, such as the use of naval blockades to control the flow of trade or the use of naval diplomacy to negotiate trade agreements or resolve maritime disputes. Overall, sea power and its associated legal aspects remain critical in

shaping international relations and ensuring the security and prosperity of nations in the modern era.

The Laws of Armed Conflict, also known as International Humanitarian Law (IHL), are a set of rules that regulate the conduct of armed conflicts. The primary goal of IHL is to protect civilians and combatants who are not or are no longer participating in hostilities, and to limit the effects of armed conflict. The San Remo Manual on International Law Applicable to Armed Conflicts at Sea is a document that provides guidance on the application of IHL to naval operations. It was developed by an international group of legal experts in 1994 and has been endorsed by a number of governments. The San Remo Manual outlines the legal principles and rules that apply to naval warfare, including issues such as the status of naval vessels, the use of force, and the treatment of prisoners of war. It also addresses specific issues that arise in naval operations, such as the interdiction of ships suspected of carrying illegal goods, the use of mines and other weapons, and the treatment of civilian vessels. One of the key limitations of IHL is that it relies on states to comply voluntarily with its provisions. While most states have ratified the major international treaties that make up IHL, compliance with these treaties can vary widely in practice. Additionally, non-state actors such as armed groups and private military contractors are not bound by IHL in the same way as states.

Piracy, armed robbery, terrorism, and illegal, unreported, and unregulated (IUU) fishing are all major threats to maritime security and stability, and are subject to various legal regimes and international agreements. Piracy is defined under international law as any act of violence or detention committed for private ends on the high seas or in a place outside the jurisdiction of any state. The UN Convention on the Law of the Sea (UNCLOS) and the International Maritime Organization (IMO) have developed a number of legal instruments to address piracy, including the Djibouti Code of Conduct and the Contact Group on Piracy off the Coast of Somalia. These agreements aim to enhance the capacity of coastal states to patrol their waters and to promote international cooperation in the fight against piracy. Armed robbery is a similar crime, but differs from piracy in that it takes place within the territorial waters of a state. UNCLOS allows states to exercise their jurisdiction over these crimes, and many states have established laws and regulations to address this issue.

Terrorism from the sea is another threat to maritime security, and can take many forms, including attacks on commercial vessels or ports, and the use of the sea for the transport of weapons or personnel. The UN Security Council has adopted several resolutions that call on states to take measures to prevent and combat maritime terrorism, and many countries have established laws and regulations to address this issue. IUU fishing is a major challenge to the sustainability of marine resources, and can have serious economic and environmental consequences. The UN Food and Agriculture Organization (FAO) has developed a number of legal

instruments to combat IUU fishing, including the Port State Measures Agreement and the Agreement on Straddling and Highly Migratory Fish Stocks. These agreements aim to strengthen port controls, improve monitoring and surveillance, and enhance international cooperation to combat IUU fishing.

In addition to these legal regimes, many countries have established maritime security strategies and cooperation mechanisms to address these threats. Many countries have established the Maritime Domain Awareness initiative, which aims to enhance the sharing of information and intelligence to improve maritime security. Cooperative Maritime Domain Awareness (MDA) is a concept that involves sharing information and intelligence among maritime stakeholders to improve situational awareness and enhance maritime security. It aims to improve collaboration among governments, industry, and civil society to better identify and respond to maritime security threats, such as piracy, smuggling, and IUU fishing. Similarly, the European Union has established the Maritime Security Centre Horn of Africa (MSCHOA) to coordinate the international naval response to piracy off the coast of Somalia.

Papers are invited for the following topics: -

- 1. Overview of UNCLOS and freedom of Navigation at Sea, Legal Regimes of the Sea including enabling and limiting conventions impinging on Sea Power.**
- 2. Overview of Laws of Armed Conflict, San Remo Manual, limitations and enablers including interesting case studies.**
- 3. Piracy, Armed Robbery, Terrorism from sea, Illegal and unreported fishing and legal aspects including case studies and way ahead.**
- 4. Cooperative Maritime Domain Awareness - Challenges, Strengths, Weaknesses, Opportunities and Threats.**

SESSION - 4 CHALLENGES AND OPPORTUNITIES IN MARSHALLING SEA POWER

Sea power has played an essential role in India's history and development, from the ancient times of the Indus Valley Civilization to the present-day Indian Navy. The country's rich maritime history and strategic location have made it a significant player in the maritime domain. The Indus Valley Civilization, which flourished between 2600 BCE and 1900 BCE, had a thriving maritime trade network with other civilizations of the time. However, the development of sea power in India can be traced back to the Mauryan Empire (322-185 BCE) when Emperor Chandragupta Maurya established a strong navy to protect the empire's coastline and expand its territory. Under the Gupta Empire (320-550 CE), India's maritime trade flourished, with ships carrying spices, textiles, and other goods to Southeast Asia, China, and the Mediterranean. However, it was during the Chola Empire, which ruled South India from the 9th to the 13th century, that sea power in India reached its peak. The Cholas had a powerful navy that controlled the seas and dominated the maritime trade routes of the Indian Ocean. They also had a well-developed shipbuilding industry and employed a variety of advanced naval technologies, including war elephants and fire arrows.

In the 16th century, the Portuguese arrived in India and established a strong naval presence along the Indian coast. They were followed by other European powers, including the Dutch, French, and British, who also established their naval bases and trading posts in India. The Zamorin Navy played an essential role in protecting the Malabar Coast and promoting trade and commerce in the region. The Kunjali Marakkars were legendary naval commanders who led the navy to several victories against the Portuguese. The Maratha Navy played a crucial role in the development of sea power in India during the 17th and 18th centuries. It recognized the strategic importance of the coastline and the Arabian Sea and sought to create a naval force that could protect Maratha interests in the region. While the Maratha Navy was eventually outmatched by the European powers, its legacy continues to inspire the development of sea power in India. The British East India Company, in particular, played a significant role in the development of sea power in India, as it had a powerful navy that protected its commercial interests in the region. After India gained independence in 1947, the Indian Navy was established, and it has since grown into a formidable force. The navy has played a critical role in safeguarding India's maritime interests, protecting its coastline, and promoting regional stability. The Indian Navy has also played an important role in humanitarian and disaster relief operations, both within India and in the region.

Sea power has become increasingly important in shaping the destiny of nation-states in the modern world. It is a critical component of economic, military, strategic, and environmental power, and nation-states that neglect the maritime

domain risk losing out on significant opportunities for influence and prosperity. For example, the Indian Navy played a crucial role in Liberating Goa from the Portuguese, 1971 Indo-Pak War (Birth of Bangladesh) and Kargil Conflict of 1999.

The PLA Navy's increasing budget and growing Sea Power have significant implications for the security dynamics in the Indo-Pacific region, particularly in the South China Sea and Taiwan Straits. China's military buildup and assertiveness have raised concerns about territorial disputes, maritime security, regional balance of power, and economic security. The PLA Navy's growing Sea Power has emboldened China's territorial claims in the South China Sea and Taiwan Straits, leading to increased tensions with neighboring countries such as Vietnam, Philippines, and Taiwan. China's military buildup and assertiveness in the region have raised concerns among other regional powers, leading to an arms race and potential conflict. The PLA Navy's increased presence in the region has also raised concerns about maritime security. China's military activities in the South China Sea, including building artificial islands and deploying military assets, have led to fears of potential conflict and escalation. The PLA Navy's growing Sea Power has also given China the ability to project its naval force further into the Indo-Pacific region, potentially disrupting regional maritime security. The PLA Navy's increasing budget and Sea Power have implications for the regional balance of power, particularly in the context of the United States' strategic presence in the region. China's growing naval capabilities could potentially challenge the United States' longstanding dominance in the region and shift the balance of power towards China, leading to a potential power struggle and increased instability. The South China Sea is a critical shipping lane and a significant source of oil and gas reserves. China's growing Sea Power and territorial claims in the region have led to concerns about potential disruption of global trade and economic security, particularly for countries that rely heavily on the South China Sea for trade.

India's island territories have tremendous potential for economic, social, and strategic development. India's island territories, including Andaman and Nicobar Islands, Lakshadweep, and the islands of the Gulf of Mannar, offer beautiful beaches, diverse marine life, and unique cultural experiences. Developing tourism infrastructure and promoting eco-tourism can generate employment opportunities and contribute to the economic development of the region. India's island territories are strategically located in the Indian Ocean, making them important for fisheries. Developing infrastructure for fishing and aquaculture can generate employment opportunities and support the livelihoods of local communities. India's island territories can serve as strategic locations for shipping and logistics, providing a link between India's east coast and the Southeast Asian region. Developing port infrastructure and promoting maritime trade can boost the economy of the region and contribute to India's larger vision of becoming a maritime power. India's island territories offer significant opportunities for the development of the blue economy, including ocean renewable energy, marine biotechnology, and deep-sea mining.

Developing these sectors can create employment opportunities and contribute to India's energy security and environmental sustainability. India's island territories are strategically located in the Indian Ocean, making them important for regional security. Developing naval and air force infrastructure in the region can enhance India's ability to protect its interests and project its influence in the region.

Papers are invited for the following topics: -

- 1. Origin and development of Sea Power in India.**
- 2. Increasing importance of Sea Power in shaping destiny of nation states with case studies.**
- 3. Implications of increasing PLA (Navy) budget and its growing Sea Power on security dynamics in Indo-Pacific region, with particular reference to South China Sea and Taiwan Straits.**
- 4. Harnessing the potential of India's island territories.**

SUBMISSION GUIDELINES

Contributors are requested to follow the Guidelines given below: -

1. The paper should be composed in 12 point Ariel single spaced font for the main body of the text and 10.5 point Ariel single spaced font for footnotes using MS Word. The tentative length of the paper should be 2000 – 5000 words (excluding footnotes, acknowledgements, title and sub title). Footnotes should be used at the end of each page.
2. An abstract of about 200-300 words should be included to describe the main argument and the conclusion of the paper. The Abstract should not contain footnote references.
3. The first sheet should carry details of the author's biodata (a brief resume of about 200 words), institutional affiliation, a passport-size photograph and the mailing and email address.
4. A Certificate of Authenticity countersigned by the author, with the following details should accompany the paper: -

"The paper is the original effort of (author's name, rank, personal number) and the undersigned hereby attest that all material (tables, figures, diagrams, Arguments) from primary and secondary sources has been duly cited. The paper bears no Plagiarism in any form. The paper has not been sent to any other publication and has not appeared in print or electronic medium before. The text of the paper does not contain any material above Unclassified"
5. All diagrams, charts and graphs should be referred to as Figures and consecutively numbered (Fig.1, Fig.2, and so on). Tables should carry only essential data and should complement the text rather than repeat what has already been said. They should carry a short title, be numbered (Table 1) and carry the source at the bottom.
6. Each table must be referenced in the text. If actual statements or phrases are taken from another paper, the name of the author should be mentioned in the text and the chosen material should be placed within quotation marks with an appropriate reference. Alternatively, if another author's views are to be summarised, use the formulations. The views of xyz are summarised; give a crisp summary. It is a good practice to reference sources of information extensively and effectively.
7. Author's acknowledgments(s) may be included at the end of the paper and before References/ Endnotes begin.

Base Style Guide

8. The paper should have sub-headings to make it more reader-friendly.
9. Use short crisp sentences; they add to readability.

10. Use British spelling (colour, organisation, etc)
11. Write dates in the following format: for 12 September 2018, write 12 Sep 18. However, for dates 20th century and below i.e, 17 February 1818, write 17 Feb 1818 or for 12 December 1621, write it as 12 Dec 1621.
12. In the text, write numbers in words till the number nine and then in numerals (e.g. two, four, nine, then 10, 11, 12 and so on).
13. Write 'per cent' and not % or percent.
14. Acronyms should carry the full form at the first mention with the acronym in bracket; and thereafter, the abbreviated version. For eg. The United Nations (UN) declared that... Thereafter the UN did not...
15. Names of books, journals, newspapers and foreign term in the body of the text should appear in italics. eg: *Asian Security in the 21st Century*, *Strategic Analysis*, *The Hindu*.
16. While referring to currency, use ₹ 2,000 crores, not 2000 crores of rupees. Similarly, \$ 8.5 million, not 8.5 million dollars.
17. Use lower case while referring to establishments like the government, the army, and so on. Use upper case if these are accompanied by the name of the country. The president or prime minister stays lower, unless they are accompanied by the name.

References/ Endnotes

18. References/ Endnotes should be sequentially numbered.
19. The authors are responsible for accuracy of the reference.
20. Following is to be kept in mind while citing the works in references: -

(a) **While referring to a book, follow the example below:**

Padmaja Murthy, *Managing Suspicions: Understanding India's Relations with Bangladesh, Bhutan, Nepal, Sri Lanka*, Knowledge World, New Delhi, 2000, pp.59-67

(b) **While referring to a chapter in a book:**

Meena Singh Roy, 'Building a peaceful Asia' in Jasjit Singh (ed). *Reshaping Asian Security*, Knowledge World, New Delhi, 2001, pp. 348-61.

(c) **While referring to a paper in a Journal:**

RR Rajeswari, 'Bill Richardson's Visit South Asia: A New Phase in US-South Asia Relations', *Journal of Strategic Affairs*, 36 (19), May 2, 1988, pp. 26-26.

(d) **While referring to a paper presented at a conference:**

R.V Phadke, 'Security of Energy', Paper presented at the International Conference on Oil and Gas in India's Security, New Delhi, 2001, pp. 82-86. Institute for Defence Studies and Analysis, New Delhi, 2001.

(e) **While referring to an article in a newspaper: -**

Kulbir Krishan, 'The Pearl Abduction: who and why?', Pioneer, New Delhi, February 12, 2002, p.7

(f) **While referring to a website: -**

'Indigenous Warship Building', Indian Defence Review, at www.indiandefence.com/spotlights/indigenous-warship-building/2/ (Accessed on Jun 29, 2023)

21. If two successive citations/ references refer to the same source, use Ibid.
22. If the same reference is to be cited after a few other references/ citations, write the name of the author followed by the citation number e.g.: Ram Kumar no. 16.
23. Any Submission not conforming to the above requirements is incomplete and is liable to be rejected by the Review Board.
24. By submitting the paper, the author agrees that if selected, the Copyright for the paper resides with the Indian Naval Academy (INA), and INA reserves the right to publish and re-publish the paper with due credits to the author(s).

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