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This book examines the evolution of China's maritime security strategy, and questions what has made China shift from a constrained to a more assertive strategy. Historically, China has not been an active player in maritime security, but in recent years Beijing has begun to pursue policies and measures to safeguard its maritime rights and interests in the Indo-Pacific region. This growing influence in the region has become a concern for other countries about what kind of sea power China is developing. This book seeks to address this concern by providing an overview of the development of China's maritime security strategy from the era of Deng Xiaoping to Xi Jinping. It suggests that while the involvement of maritime actors and the development of naval capability have provided the depth to the strategy, the national strategic guidelines from each generation of Chinese leadership have determined the overall direction of the maritime security strategy. After 40 years of development, China has established a set of priorities for its maritime agenda: territorial integrity is at the top, followed by development, and then regional and international maritime cooperation.

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These findings help us to understand China's multidimensional maritime power as being both assertive and cooperative. This book will be of much interest to students of naval strategy, maritime security, Chinese politics and International Relations. Ship management is a worldwide activity. Modern ships are sophisticated designed structures equipped with several automatic devices. It is estimated that 90 per cent of commodities transported worldwide are carried by ships. Therefore there is great interest from many private and public organizations that those ships are operating, manned, designed and maintained within international acceptable standards. The obligation of stakeholders to comply with maritime regulations is included in most statutory and commercial agreements and therefore inadequate implementation of maritime regulations exposes stakeholders to commercial risks. This book explores how the application of mathematical decision-making tools could be used to manage maritime regulations. Performance management tools are proposed which would allow stakeholders to monitor the regulatory performance of their organization in order to reduce or eliminate those commercial risks. The process of introducing an implementation process for maritime regulations worldwide is described within this text. An emphasis is put on the role of main stakeholders in the regulatory process and reasons that increase

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the willingness of stakeholders to participate in the implementation of regulations. This book will be of interest to scholars and students interested in the management of the shipping industry as well as ship owners and managers who are charged with implementing maritime regulations.

This book is divided into six parts, which are organized to guide the reader step by step from the macro level of the cruise industry to the micro level of operations management on board cruise ships. Part I (chapters 1-4) sets the scene for the book by characterizing the conditions under which cruise lines operate. Part II (chapters 5-8) includes four chapters that address issues of significance for corporate managers in the cruise sector. Part III (chapters 9-11) deal with aspects of the marketing mix employed by cruise lines to attract passengers and fill their ships. Part IV (chapters 12-15) is concerned with managerial functions related directly to the cruise product. Part V (chapters 16-19) focuses on operational management functions on board cruise ships. The final Part VI (chapter 20) looks at future development possibilities for the cruise sector.

Oceans Governance in the Twenty-first Century analyses the development of national, regional and international initiatives and arrangements directed towards governance of the world's seas and oceans. The authors examine those factors that shape

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oceans governance, as well as the supports and constraints affecting policy development and implementation. In addition, the book invaluablely includes discussion of contemporary international and selected regional initiatives - including the development of a maritime policy by the EU. The processes and outcomes that have arisen in the development of oceans policy in Australia, Canada, New Zealand and the US are also summarised. This analysis centres on the key elements of institutional design, policy capacity, and the policy framework adopted as important supports to facilitate integrated oceans management. The book concludes that, despite increased attention to the oceans over the past two decades, major challenges remain, even where states have made concerted efforts to develop new approaches to ocean management. Marcus Haward and Joanna Vince's thorough study will appeal to researchers and academics at under and postgraduate levels working in the field of environmental management, as well as oceans and coastal management and governance. It will also be highly useful to policy makers with responsibilities for oceans and coastal management.

This book is the founding title in the Grammenos Library. The diversity of the subjects covered is unique and the results of research developed over many years are not only comprehensive, but also have important implications on real life issues in

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maritime business. The new edition covers a vast number of topics, including:

- Shipping Economics and Maritime Nexus
- International Seaborne Trade
- Economics of Shipping Market and Shipping Cycles
- Economics of Shipping Sectors
- Issues in Liner Shipping
- Economics of Maritime Safety and Seafaring Labour Market
- National and International Shipping Policies
- Aspects of Shipping Management and Operations
- Shipping Investment and Finance
- Port Economics and Management
- Aspects of International Logistics

This book presents current information on virtual currency and the bitcoin revolution. It provides several statements and testimonies from hearings on "Beyond Silk Road: Potential Risks, Threats, and Promises of Virtual Currencies," and "The Present and Future Impact of Virtual Currency." (Imprint: Nova)

Originally published in Russian, this book is the first major Russian treatise on the international law of the sea in the post-Soviet era. The book covers the legal status and legal regime of the sea expanses and follows their classification in the 1982 United Nations Convention. In addition, a separate section is devoted to the legal status of the Caspian Sea. The author analyzes in-depth the international legal norms regulating the preservation of the marine environment and concludes that a system of international cooperation is essential both in the

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sphere of navigation and economic exploitation of oceanic resources. Extensive attention is given to Russian practice. As Russia plays a central and influential role in world maritime policy, a book that specifically deals with Russian approaches in this field cannot fail to be of importance to anyone interested in the law of the sea.

This authoritative Handbook examines the current state of and the future challenges for international law in addressing the key activities that pose threats to the marine environment. It provides a critical analysis of, and constructive solutions for, the international legal regime for the protection of the marine environment and identifies areas of vital research need for the future. The in-depth chapters, written by emerging and established experts in their fields, explore the legal framework for protection of the marine environment and look at issues such as pollution, seabed activities, and climate change as well as discussing the protection of marine biodiversity and considering regional approaches to the protection of the marine environment. Each chapter goes beyond a survey of existing law to identify the shortcomings in the legal regime and areas of critical research needed to address these shortcomings. This timely book provides significant insights into contemporary issues surrounding the efficacy of the regime created by the 1982 Law of the Sea Convention and details the further work

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needed to ensure the design and implementation of effective regulation and management of human activities that affect the marine environment.

Students and academics researching in the law of the sea and environmental law will find the Handbook central to their subject areas. The analyses and reform proposals are an invaluable resource for government and policy practitioners, as well as IGOs and NGOs involved in marine environmental issues.

This latest and fourth volume in the series comprises ten contributions written by an expert team of academics and practitioners and which collectively analyse and expound many of the contemporary legal issues and debates in the law and practice of marine insurance. Some of the contributions touch upon areas of the law which will be amended by the Insurance Act 2015, and provide an insight to the future changes in the law. The topics covered are An assessment of the Marine Insurance Act 1906 Construction of marine policies Litigating against brokers – the measure of damages Co-insurance and leading underwriter clauses Duties of good faith of insurers and reinsurers Assured right to interest when a policy is avoided The impact of The Cendor MOPU on the Institute Cargo Clauses Fraudulent claims Aspects of Subrogation Conflict of laws in light of the recast Brussels I Regulation This book is essential reading for maritime lawyers, brokers and insurance market practitioners, academics, and companies associated with the marine insurance markets worldwide.

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Piracy is a basic and fundamental concern for all navies. From almost the beginning of state-sponsored navies, piracy suppression has been one of their major responsibilities -- when Julius Caesar was captured by pirates in 76 BCE, the first thing he did after paying the pirates' ransom and being released was to fit "out a squadron of ships to take his revenge." Despite piracy's importance and the continued frequency of piratical attacks, however, relatively few scholarly works have been written analyzing cases of modern piracy and piracy suppression in terms of varying strategic, policy, and operational decisions. This edited collection of case studies attempts to fill this gap. There have been a number of important historical studies that have dealt with the subjects of piracy and piracy suppression. Books written from the point of view of those wishing to end piracy have tended to focus on legal issues, including the rights of victims, the procedures and decisions of Admiralty courts in punishing pirates, and the capture of piracy ships as prizes. Others have looked at the existence of piracy in terms of one particular place or time period, with the Barbary Coast and the Caribbean Sea claiming disproportionate shares of attention. Pirates are often romanticized; Forbes magazine has recently listed history's top-earning pirates, including Samuel "Black Sam" Bellamy at US\$120 million (2008 dollars), Sir Francis Drake at US\$115 million, and Thomas Tew at US\$103 million. More famous pirates, like Edward Teach (Blackbeard), came in far down the list, at tenth place, with only US\$12.5 million. This comprehensive handbook, prepared by leading

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ocean-policy academics and practitioners from around the world, presents in-depth analyses of the experiences of fifteen developed and developing nations and four key regions of the world that have taken concrete steps toward cross-cutting and integrated national and regional ocean policy. All chapters follow a common framework for policy analysis. While most coastal nations of the world already have a variety of sectoral policies in place to manage different uses of the ocean (such as shipping, fishing, oil and gas development), in the last two decades, the coastal nations covered in the book have undertaken concerted efforts to articulate and implement an integrated, ecosystem-based vision for the governance of ocean areas under their jurisdiction. This includes goals and procedures to harmonize existing uses and laws, to foster sustainable development of ocean areas, to protect biodiversity and vulnerable resources and ecosystems, and to coordinate the actions of the many government agencies that are typically involved in oceans affairs. The book highlights the serious conflicts of use in most national ocean zones and the varying attempts by nations to follow the prescriptions emanating from the 1982 UN Law of the Sea Convention and the outcomes of the 1992, 2002, and 2012 sustainable development summits. The interrelationship among uses and processes in the coast and ocean requires that ocean governance be integrated, precautionary, and anticipatory. Overall, the book provides a definitive state-of-the-art review and analysis of national and regional ocean policies around the world.

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Marine Insurance: Law and Practice, Second Edition, continues to provide the most comprehensive and integrated account of the English law and practice of marine insurance. It provides readers with a fresh and up-to-date review of the modern law in the light of traditional principles and rules of underlying commercial law, and the specific statutory rules of marine insurance as interpreted by case law, as moderated in practice by market practices and standard form marine insurance clauses. Francis Rose clarifies the law's underlying framework of principles and illustrates how it works in common contractual situations, explaining how the different components of the law interact. The new edition has been updated to incorporate:

- the most recent case law: there have been some very important judgments handed down since the book first published, including: The Cendor MOP, The Silva, The Resolute and The Marina Iris
- the implications of the introduction of: Institute Cargo Clauses 2009, the effect of the Gambling Act 2005 and the Third Parties (Rights Against Insurers) Act 2010 Law Commission reform proposals

The book explores in detail the following areas:

- the nature of insurance
- insurable interest
- the insurance contract
- the premium
- insured risks
- marine risks
- exclusions
- losses
- claims
- subrogation
- double insurance

Following successive international legal verdicts, Bangladesh is now an accredited maritime state. Possessing a spacious territorial sea and an extended continental shelf, with a maritime zone almost equalling its land borders, a 'window of opportunity' has opened for the country to realise its developmental aspirations.

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Yet, it faces numerous challenges, many of which are entwined. This book is a detailed analysis of Bangladesh's maritime strategy. It charts the country's maritime legacies, including disputes with both Myanmar and India and analyses the contributions of the leadership in the maritime territorial gains. The author examines Bangladesh's need to consolidate these newly reclaimed gains, whilst exploring the unremitting interest of major global power players in maintaining maritime resource exploitation, navigation and security. Finally, the author demonstrates how the country needs to embrace the notional principles of sustainable development of its ocean economy to utilize its resources and how it has since been coming to grips with the emerging concept of "blue economy" to enhance its enduring national development. The first systematic study on Bangladesh's maritime policy and the country's importance in the emerging geopolitical rivalry in the Indian Ocean, this book will be of interest to academics in the field of South Asian and Indian Ocean politics.

Reflections on the Contemporary Law of the Sea describes the development and the present state of the law of the sea, particularly in light of the 1982 United Nations Convention on the Law of the Sea, also drawing attention to some of the problems facing the international community.

Space policy is at the cutting edge of current EU policy developments and is a fascinating object of study, involving multiple and diverse actors. It is also an original and contemporary lens for studying European policy-

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making. This book explores advances in European space policy and their significance for European integration. Using a 'framing' methodology, it addresses central questions in European studies in order to form an interdisciplinary bridge between current research in space policy and contemporary European political studies. It assesses the interests of EU institutions in space and how these institutions perceive space policy. Furthermore, it demonstrates that space is a cross-cutting policy domain affecting a diverse range of EU policy fields, such as security, transport and migration, and underpinning the 21st century European and global economy. In doing so, this volume firmly locates space policy in the field of European Studies. This innovative volume will be of key interest to students and scholars of a range of policy areas including common foreign and security policy, technology policy, transport policy, internal market policies, environmental policy, development aid and disaster-risk management, as well as the EU institutions.

This is the second of two volumes that together provide an integrated picture of the Montenegrin Adriatic coast, presenting the natural components of the system as well as the chemical composition and chemical processes in the extended area. This book covers all aspects of marine chemistry such as the hydrographic and oceanographic characteristics of seawater, the toxicity of heavy metals in the marine environment, the quality of marinas and maritime areas, and the legal regime for protecting the marine environment from pollution. Given the breadth and depth of its coverage, the book offers an

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Invaluable source of information for researchers, students and environmental managers alike.

Contemporary megaprojects have evolved from the discreet, modernist projects undertaken in the past by centralized authorities to encompass everything from large-scale construction to space exploration.

Contemporary Megaprojects explores how these projects have been impacted by cutting-edge technology, the private sector, and the processes of decentralization and dematerialization. With case studies ranging from mega-plantations in Southeast Asia to ocean mapping to sports events, the contributions in this collected volume demonstrate the increasing ambition and pervasiveness of these projects, as well as their significant impact on both society and the environment.

In recent years much attention has been paid to safety of navigation and marine transportation. Marine Navigation and Safety of Sea Transportation addresses the main aspects of marine safety, including: safety of navigation; manoeuvring and ship-handling systems; marine traffic control and automatic identification systems; navigation tools, system

The importance of marine and maritime policy can hardly be overstated in view of the fact that over 90% of world trade is sea-borne and the economic interests of developed, developing and emerging economies alike are all heavily dependent on international trade and commerce. What is perhaps not so readily appreciated by the world community at large including the captains of relevant industries such as shipping, fisheries, cargo and insurance interests, is that environmental issues and

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concerns are at the very heart of commercial growth and development. This is where the "marine" as distinguished from the "maritime" interests fit into the equation. Both are intimately inter-connected and co-related to the extent that policy development in the field cannot be achieved in a rational manner without the consideration of both these essential factors. This book attempts to bring together both these perspectives through the writings and contributions of several distinguished scholars in their respective fields of expertise. The editor is hopeful that the contributions of these individuals will serve to enhance knowledge and interest in marine and maritime policy development and formulation among those involved in this highly specialised area of endeavour, be they government administrators, private sector executives and managers, practitioners, researchers or scholars of related persuasions. The term "policy" in this book carries a broad connotation referring to both policy that is primarily law based as well as policy formulated on economic and sociological considerations. Marine and maritime business, as a significant commercial activity in the world's economy, is heavily regulated by law. In many areas of marine and maritime affairs, the nexus between legal policy and the policy influenced by market forces as well as their mutual interaction is highly significant, especially viewed from a historical perspective. After decades of solid growth, the worldwide ocean cruise sector has become a noticeable economic factor and a significant employer. In the way it combines social, technological and natural systems to form its products,

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cruise tourism is an increasingly attractive area of study; particularly with regards to the managerial challenges posed by the interaction of these systems. This book brings together industry know-how, managerial experience and academic rigour to cover some of the most important and interesting managerial challenges associated with ocean cruises.

Maritime Technology and Engineering 3 is a collection of papers presented at the 3rd International Conference on Maritime Technology and Engineering (MARTECH 2016, Lisbon, Portugal, 4-6 July 2016). The MARTECH Conferences series evolved from biannual national conferences in Portugal, thus reflecting the internationalization of the maritime sector. The keynote lectures and the papers, making up nearly 150 contributions, came from an international group of authors focused on different subjects in a variety of fields: Maritime Transportation, Energy Efficiency, Ships in Ports, Ship Hydrodynamics, Ship Structures, Ship Design, Ship Machinery, Shipyard Technology, safety & Reliability, Fisheries, Oil & Gas, Marine Environment, Renewable Energy and Coastal Structures. This book will appeal to academics, engineers and professionals interested or involved in these fields.

Managing the ever-changing nature and cross-disciplinary challenges of the maritime sector demands a complete understanding of the special characteristics of the maritime space. The complexity of the operations of ships, ports, shipping companies, and naval and coast guard maritime security operations as well as the economic significance and the in

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Each industry faces unique human resource management challenges and opportunities and in shipping these include a global labour market and global unionism, long periods spent at sea, and health and safety issues resulting from a variety of risks. This book explores all the key aspects of human resource management in the shipping industry and how they specifically relate to the shipping workforce. The book also discusses the practices and issues associated with recruitment, training and development, and retention of personnel and knowledge in the shipping industry. In addition, the book addresses the human resource management challenges faced by the industry, including achieving work–life balance, maintaining employee health and wellbeing, managing risk and crisis, and applying knowledge management principles. With case studies in chapters exploring how the principles have been put into practice in the real world and discussion questions to prompt further enquiry, this book will be of great interest to students and academics of maritime studies and human resource management more broadly as well as professionals in the shipping industry.

Compiled by the United Nations Office of Legal Affairs, this bibliography covers 20 subject categories based on the major topics of the United Nations Convention of the Law of the Sea. It is intended for the use of those interested in ocean affairs and the law of the sea matters in general and in the UN Convention on the Law in the Sea.

International Marine Environment Law and Policy presents a critical appraisal of the main issues, actors

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and institutions engaged in the legal aspects of marine environmental conservation. With contributions from an international range of authors, this volume provides a concise account of the legal and policy framework underlying international marine environmental issues, and of the fundamental concepts and strategies that are important to the protection of the marine environment. This work provides a solid foundation for researchers, practitioners and students interested seeking to gain an understanding of this hugely important subject.

The Development of the EU as a Sea-Policy Actor explores the marine and maritime policies of the European Union (EU), including fisheries, maritime transport, marine environment and maritime safety policies. These policies have made the EU an important sea-policy actor internally and externally. The author places the EU's sea-related policies in a historical context and discusses the explanatory power of various political science theories, international relations and regional integration theories in particular. What emerges clearly is that no one theory can explain the observed developments, but that we need to combine theories to get a fuller understanding and explanation of what is also referred to as the Blue Europe. Entrepreneurship and small business management educators, researchers, scholars, university administrators and mentors and advisors to entrepreneurs will glean the latest insights, programming overviews, best practices and contemporary perspectives that have real applications in these fields.

The Development of the EU as a Sea-Policy Actor

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explores the marine and maritime policies of the European Union (EU), including fisheries, maritime transport, marine environment and maritime safety policies. These policies have made the EU an important sea-policy actor internally and externally.

Because marine governance in most countries is sectoral, maritime policies are frequently fragmented, reactive, and even contradictory, meaning that marine resources are underutilized and poorly protected. To avoid these problems, the concept of integrated national maritime policy (INMP) has been developed. This book examines this concept, analysing its current application in four countries – Australia, Canada, UK and USA – whilst discussing at length how it might be applied to Saudi Arabia. Based on extensive fieldwork carried out in Saudi Arabia – including interviews with officials in government departments with maritime responsibilities, and a survey administered to 230 stakeholders – the book offers a unique insight into INMP in the Kingdom. The book provides a practical template for developing the political will and civil constituency in Saudi Arabia necessary for the introduction of INMP. In setting out in detail its benefits, this book could help build the momentum in Saudi Arabia required to implement the concept as well as attract other countries to do the same. A significant contribution to the growing literature on ocean governance, this book will be of great importance to policy makers and scholars of Middle Eastern studies, marine governance and comparative politics. International Marine Economy offers contributions from marine experts around the globe on the economic

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Impacts of recent developments in international waters. From the South China Arbitration Award to the Bay of Bengal Case, this text includes important writings on Arctic Shipping and Fisheries, the deep seabed, resources and maritime boundary regimes and studies the possibility of a new international agreement regulating the conservation of biological diversity in areas beyond national jurisdiction. Finally, it concludes by considering the challenges and opportunities of whaling in the Antarctic Case, ocean governance issues in Southeast Asia, and the exercise of control over foreign merchant vessels and state liability for wrong assessments. This volume offers much needed contemporary commentary from renowned scholars on rapidly evolving maritime topics.

Maritime security is of vital importance to the South China Sea, a critical sea route for maritime transport of East Asian countries including China. The adjacent countries have rendered overlapping territorial and/or maritime claims in the South China Sea which complicate the situation of maintaining maritime security and developing regional cooperation there. This book focuses on contemporary maritime security in the South China Sea as well as its connected sea area, the Straits of Malacca and Singapore. It identifies and examines selected security issues concerning the safety of navigation, crackdown on transnational crimes including sea piracy and maritime terrorism, and conflict prevention and resolution. In the context of non-traditional security, issues such as maritime environmental security and search and rescue at sea are

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included. The book explores ways and means of international cooperation in dealing with these maritime security issues.

A close analysis of the framework of existing governance and the existing jurisdictional arrangements for shipping and ports reveals that while policy-making is characterized by national considerations through flags, institutional representation at all jurisdictions and the inviolability of the state, the commercial, financial, legal and operational environment of the sector is almost wholly global. This governance mismatch means that in practice the maritime industry can avoid policies which it dislikes by trading nations off against one another, while enjoying the freedoms and benefits of a globalized economy. A Post-modern interpretation of this globalized society prompts suggestions for change in maritime policy-making so that the governance of the sector better matches more closely the environment in which shipping and ports operate. *Maritime Governance and Policy-Making* is a controversial commentary on the record of policy-making in the maritime sector and assesses whether the reason for continued policy failure rests with the inadequate governance of the sector. *Maritime Governance and Policy-Making* addresses fundamental questions of governance, jurisdiction and policy and applies them to the maritime sector. This makes it of much more interest to a much wider audience – including students, researchers, government officials, and those with industrial and commercial interests in the shipping and ports areas - and also of more value as it places the specific maritime issues into their wider context. *Maritime*

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Governance and Policy-Making addresses fundamental questions of governance, jurisdiction and policy and applies them to the maritime sector. This makes it of much more interest to a much wider audience – including students, researchers, government officials, and those with industrial and commercial interests in the shipping and ports areas - and also of more value as it places the specific maritime issues into their wider context.

This book studies recent attempts to restructure maritime security sectors through capacity building. It innovates both theoretically and empirically. It proposes a new framework for understanding maritime capacity building, drawing on work in peacebuilding and security sector reform. The framework is then applied across empirical case studies from the Western Indian Ocean (WIO) region written by scholars from the Global South. The WIO region is a paradigmatic case to study maritime security and capacity building in action. Countries in the region face the full gamut of maritime security challenges, while their indigenous capacities to deal with these are often weak. In consequence, the region functions as an engine of innovation for maritime capacity building more widely. The lessons and best practices from the region have importance consequences for addressing maritime security across the globe.

Contemporary Marine and Maritime Policy
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This volume provides a concise introduction to the issues and debates regarding modern piracy, including naval operations, law, and diplomacy, and focuses on the

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recent surge of attacks off the coasts of Africa and Asia.

* Includes maps and relevant key documents * Provides a bibliography of sources of additional information regarding international piracy

Do piracy and maritime terrorism, individually or together, present a threat to international security, and what relationship if any exists between them? Piracy may be a marginal problem in itself, but the connections between organised piracy and wider criminal networks and corruption on land make it an element of a phenomenon that can have a weakening effect on states and a destabilising one on the regions in which it is found. Furthermore, it is also an aspect of a broader problem of disorder at sea that, exacerbated by the increasing pressure on littoral waters from growing numbers of people and organisations seeking to exploit maritime resources, encourages maritime criminality and gives insurgents and terrorists the freedom to operate. In this context, maritime terrorism, though currently only a low-level threat, has the potential to spread and become more effective in the event of political change on land. It is only by addressing the issue of generalised maritime disorder that the problems of piracy and maritime terrorism may be controlled in the long term.

No individual has contributed more to the stability and peaceful order in the world's oceans in the last four decades than Satya N. Nandan. Peaceful Order in the World's Oceans, edited by Michael W. Lodge and Myron H. Nordquist, collects original and substantive essays in his honor from eminent figures from around the world. This is the fourth, revised and updated, edition of

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Geoffrey Till's *Seapower: A Guide for the Twenty-first Century*. The rise of the Chinese and other Asian navies, worsening quarrels over maritime jurisdiction and the United States' maritime pivot towards the Asia-Pacific region reminds us that the sea has always been central to human development as a source of resources, and as a means of transportation, information-exchange and strategic dominion. It has provided the basis for mankind's prosperity and security, and this is even more true in the early twenty-first century, with the emergence of an increasingly globalised world trading system. Navies have always provided a way of policing, and sometimes exploiting, the system. In contemporary conditions, navies, and other forms of maritime power, are having to adapt, in order to exert the maximum power ashore in the company of others and to expand the range of their interests, activities and responsibilities. While these new tasks are developing fast, traditional ones still predominate. Deterrence remains the first duty of today's navies, backed up by the need to 'fight and win' if necessary. How navies and their states balance these two imperatives will tell us a great deal about our future in this increasingly maritime century. This book investigates the consequences of all this for the developing nature, composition and functions of all the world's significant navies, and provides a guide for anyone interested in the changing and crucial role of seapower in the twenty-first century. *Seapower* is essential reading for all students of naval power, maritime security and naval history, and highly recommended for students of strategic studies,

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International security and international relations.

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