

## State of the Ship of State:

### Hijacked by Pirates

This morning while reading an article from Alex Jones' Infowars website about the [Mexican military's incursion on American soil](#) to search a vehicle, one part in particular jumped out at me:

"It's proof the Mexican military sees no boundaries," reported local KRGV News' Stephanie Stone, adding that the incident wasn't the first of its kind and wouldn't be the last.

**"The markings I understand read 'La Marina' which is equivalent to the Mexican Navy," said Gonzalez.**

KRGV contacted nearly a dozen government agencies in an attempt to get answers. After contacting the FAA about the chopper, KRGV were told to talk to the Customs and Border Protection, who said they knew about the incursion but were apparently unconcerned."

Under their 2001 Development Plan – with COMMUNIST China's backing through APEC, Mexico defined their highway corridors as international shipping lanes complete with "inland ports" including a terminus in Kansas City with a Mexican Customs Office.

The definition of our highways as international shipping lanes with inland ports effectively turns this country into nothing more than a land bridge. More importantly, it puts our cities under International Maritime Law because our highway system is built around the concept of intermodalism and transportation hubs that, of course, serve our cities.

After some searching, I found the [Australian Department of Infrastructure and Transport](#) and it had some good information and links on it:

### International Ship and Port Facility Security Code (ISPS Code)

**Following on from the terrorism events on 11 September 2001, the International Maritime Organization (IMO) agreed to develop security measures applicable to ships and port facilities.** These security measures have been included as amendments to the Safety of Life at Sea Convention, 1974 (SOLAS Convention) to which Australia is a party (Chapter XI-2). The ISPS code is associated with this new chapter. Part A of the Code is mandatory and Part B recommendatory.

Contracting governments to the SOLAS Convention finalised the text of the preventative maritime security regime at a Diplomatic Conference held at the **IMO's Headquarters in London** from 9 to 13 December 2002. The Conference adopted the tacit acceptance procedures established in SOLAS to ensure that the maritime security measures would be accepted internationally by 1 January 2004, and in force six months later (by 1 July 2004).

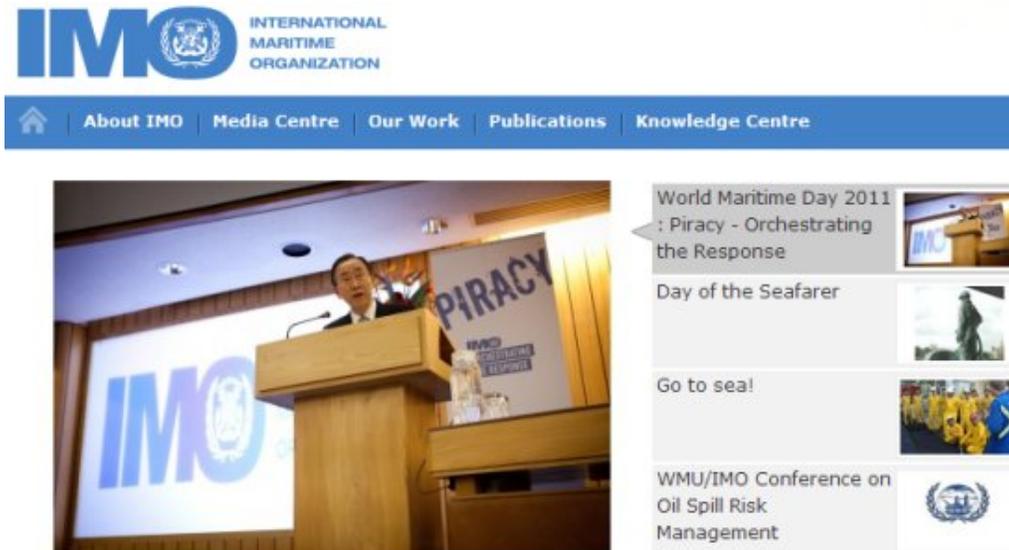
.... The IMO security regime in Chapter XI-2 is essentially preventive in nature, and it applies to ships and port facilities. In Australia, responses to maritime security incidents will be undertaken through its law enforcement agencies and under existing arrangements for responding to terrorist incidents generally (e.g. through the National Counter-Terrorism Plan).

*Note to self... Investigate further:*

<http://news.bbc.co.uk/2/hi/business/1548866.stm> 2001.... China... WTO... AIG

Question... Is this why our Army is in the Middle East and "the boys are never coming home"? An Army is a land-based institution. Is this why the Coast Guard has been militarized? It would seem so.

### [International Maritime Organization](#)



Just out of curiosity, I went to the Port Authority of New York website to see what I could find out about it. I knew the Port Authority was responsible for the building and maintenance of all bridges and tunnels between New York and New Jersey, but this was a surprise:

#### History of the Port Authority

*On April 30, 1921, the Port of New York Authority was established to administer the common harbor interests of New York and New Jersey.*

*It was the first interstate agency created under a clause of the Constitution that permits compacts between states with Congressional consent.*

*This Port Compact also created the Port District, an area of about 1,500 square miles in both states, centering about New York Harbor.*

Following this *stream* of consciousness (makes me want to laugh), the thought "Ship of State" comes to mind -

## Ship of State

The ship of state is a famous and oft-cited metaphor put forth by Plato in book VI of Plato's *Republic*. It likens the governance of a city-state to the command of a naval vessel - and ultimately argues that the only men fit to be captain of this ship are philosopher kings, benevolent men with absolute power who have access to the Form of the Good.

### Plato's use of the metaphor

Plato establishes the comparison by describing the steering of a ship as just like any other "craft" or profession - in particular, that of a politician. He then runs the metaphor in reference to a particular type of government: democracy. Plato's democracy is not the modern notion of a mix of democracy and republicanism, but rather pure rule by what he terms the poor masses by way of pure majority rule. Plato argues that the masses are too busy fighting over what they consider to be the right way to steer the ship to listen to a true navigator - representing his philosopher-king. Socrates, speaking for Plato, rhetorically asks "Will he not be called by them a prater, a star-gazer, a good-for-nothing?" It is ultimately seen, then, that the ship of state metaphor is a cautionary tale against rule by anything other than an enlightened, benevolent monarch-of-sorts.

Ah ha... as they say. I get it. The idea is to turn our cities into Port Districts which is apparently what the City of London, the City of Washington DC and the New York region are all Port Districts. That would make Obama what? A benevolent monarch of sorts? Is that why our city leaders are going along with this scam? Do they actually think they are going to become Lords - "monarchs of sorts"?

And this plan for "Port Security - including inland areas is global? Hmm

<http://www.maritime-executive.com/article/indonesia-port-security-international-standards-success>

The understanding of what they've done in the definition of corridors and intermodal commerce zones as inland ports explains a lot of things. In fact, the magnitude of this revelation is galactic. This is a military strategy for occupation - not domestic policy for planning and zoning. What is happening to our nation is that pirates have hijacked our "ship of state". And it's time to start sounding the alarms, setting the plank and building the gallows.

Vicky Davis  
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