

## NAVY NEWS WEEK 6-4

8 January 2017

### WORLDWIDE: Worldwide Threat to Shipping (WTS) Report 2 January - 2 February 2017

#### MEDITERRANEAN - BLACK SEA:

**SPAIN:** On 27 January, Spanish authorities seized 200 kilos of cocaine in the port of Valencia and arrested seven persons for drug trafficking. The cocaine, which was in a shipping container, was estimated to have a street value of 15 million Euros. Of the seven arrested, one was a Spanish Civil Guard officer stationed in Valencia. Authorities also seized documents, computers, and substances to treat and cut drugs. (ABC.es)

#### WEST AFRICA

**SIERRA LEONE:** On 30 January, two robbers boarded an anchored container ship near position 08:27N - 013:26W, Freetown Outer Anchorage. A duty crewman informed the duty officer that he saw them on the forecastle. Alarm was raised, PA announcement made and crew was mustered. Hearing the alarm and seeing the crew alertness, the robbers escaped without stealing anything. (IMB)

**SIERRA LEONE:** On 25 January, three men armed with knives boarded an anchored bulk carrier near position 08:27N - 013:21W, Pepel Anchorage. Upon noticing the men the crew raised the alarm but the assailants stole ship's stores and escaped. (IMB)

**NIGERIA:** On 23 January, gunmen kidnapped four individuals from a farm in the Epe area of Lagos state. The kidnappers reportedly arrived at the farm in two speed boats. The victims were three farmers and a female graduate student. The kidnappers were demanding five million Naira for each victim. ([www.nigeriatoday.com](http://www.nigeriatoday.com); [www.dailytrust.info](http://www.dailytrust.info))

**NIGERIA:** On 18 January, an unidentified militant group attacked a crude oil trunk line in Ughelli, Delta State. The attack occurred barely 24 hours after Nigeria's Vice President held a meeting with Niger Delta leaders and other stakeholders as part of his 'Peace Tour' of the region. ([www.sweetcrudereports.com](http://www.sweetcrudereports.com))

**ARABIAN GULF:** No current incidents to report.

#### INDIAN OCEAN - EAST AFRICA:

**RED SEA:** On 30 January, Houthi militants attacked a Saudi frigate at position 14:49N - 042:21E, 30 nm west of Hodeidah, Yemen. The Houthis used three suicide boats, one of which was successful in striking the rear of the Saudi warship and blew up. The resulting explosion caused the death of two Saudi sailors and injuries to three others. ([www.gCaptain.com](http://www.gCaptain.com))

**REUNION ISLAND:** On 12 January, a Canada-flagged sailing yacht was boarded while berthed in Le Port. Two folding bicycles were stolen. ([www.noonsite.com](http://www.noonsite.com))

Office Of Naval Intelligence

### Russian Navy to receive about 30 upgraded Il-38 Maritime Patrol Aircraft

February 05, 2017 09:02

Russia's Navy is planning to receive about 30 upgraded Ilyushin Il-38 (NATO reporting name: May) antisubmarine warfare planes in the imminent future, Russian Naval Aviation Chief Major-General Igor Kozhin said.



The seventh Il-38N MPA of the Russian Navy during flight tests in Zhukovsky. Picture by Alexander Mishin / [russianplanes.net](http://russianplanes.net)

"The development of the Il-38N antisubmarine warfare plane on the basis of the Il-38 aircraft is a promising area," Kozhin said.

"The advanced plane is equipped with the Novella system that increases the plane's ability to search for submarines by four times and can accomplish reconnaissance and target designation tasks," he added. "There are plans to upgrade about 30 Il-38 planes for the Navy in the imminent future," he said. According to him, flight and ground crews will learn to operate and service the Il-38N plane at the Combat Employment and Retraining Center for the Russian Naval Aviation flight personnel in Yeysk in south Russia.

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#### Comments by Navy Recognition

The upgraded Il-38N plane is equipped with the Novella target search and track system that can detect aerial targets at a distance of up to 90 kilometers (56 miles) and surface targets at a range of up to 320 kilometers (199 miles). The system can track 32 above- and underwater targets simultaneously. It is fitted with new-generation sonobuoys and a thermal imager. The Il-38N plane can also conduct Signals intelligence (SIGINT) and ISR. By December 2016, a first batch of seven Il-38N have been delivered to the Russian Navy. A total of 65 baseline Il-38 were produced between 1967 and 1972.

According to open sources, there were 46 II-38 aircraft still in service in Russia as of 2016. The Indian Navy operates another modernized II-38 variant called [II-38SD "Sea Dragon"](#). The Sea Dragon is a multi-mission package that includes five subsystems. Anti-submarine warfare (radio hydroacoustics and MAD), search-and-rescue (EO system), sea and land surface surveillance (electronically scanned radar) as well as electronic support measures. The first two of five aircraft on order have been modernized so far.

Source: <http://www.navyrecognition.com>

## **Grounded: Nearly two-thirds of US Navy's strike fighters can't fly**

By: [Christopher P. Cavas](#), February 6, 2017

### ***Congress' inability to pass a budget is hurting the fleet, leaders say***

Washington – The US Navy's F/A-18 Hornet and Super Hornet strike fighters are the tip of the spear, embodying most of the fierce striking power of the aircraft carrier strike group. But nearly two-thirds of the fleet's strike fighters can't fly – grounded because they're either undergoing maintenance or simply waiting for parts or their turn the aviation depot backlog. Overall, more than half the Navy's aircraft are grounded, most because there isn't enough money to fix them. There isn't enough money to fix the fleet's ships, and the backlog of ships needing work continues to grow. Overhauls – "*availabilities*" in Navy parlance – are being cancelled or deferred, and when ships do come in they need longer to refit. Every carrier overall for at least three years has run long, and some submarines are out of service for prolonged periods, as much as four years or more. One submarine, the **Boise**, has lost its diving certification and can't operate pending shipyard work, and leaders claim that if more money doesn't become available five more will be in the same state by the end of this year. The Navy can't get money to move around service members and their families to change assignments, and about \$440 million is needed to pay sailors. And the service claims 15 percent of its shore facilities are in failed condition – awaiting repair, replacement or demolition. The bleak picture presented by service leaders is in stark contrast to the Trump administration's widely-talked about plan to grow the Navy from today's 308-ship fleet goal to 350 ships – now topped by Chief of Naval Operations Adm. John Richardson's new Force Structure Assessment that aims at a 355-ship fleet. Richardson's staff is crafting further details on how the growth will be carried out -- plans Congressional leaders are eager to hear. It seems to many as though the Navy will be showered with money to attain such lofty goals. Yet for now, money is tight, due to several years of declining budgets mandated first by the Obama administration, then Congress, and to the chronic inability of lawmakers to provide uninterrupted funds to the military services and the government at large. Budgets have been cut despite no slackening in the demand for the fleet's services, and the Navy, to preserve shipbuilding funds, made a conscious choice to slash maintenance and training budgets rather than eliminate ships, which take many years to build and can't be produced promptly even when funding becomes available. In 2017, Congress failed for the ninth straight year to produce a budget before the October 1 start of the fiscal year, reverting to continuing resolutions (CRs) that keep money flowing at prior year levels. CRs have numerous caveats, however, and many new projects or plans can't be funded since they didn't exist in the prior year. There is widespread agreement that CR funding creates havoc throughout the Pentagon and the industrial base that supports it – often substantially driving costs higher to recover from lengthy delays. Yet, like the proverbial weather that everyone talks about but no one can change, there seems to be little urgency in Congress to return to a more business-like budget profile. The current continuing resolution through April 28 marks the longest CR since fiscal 1977 – outstripping 2011 by only a couple weeks, noted Todd Harrison of the Center for Strategic and International Studies, posting on Twitter. This also marks the first CR situation during a presidential transition year. And while the talk about building dozens more ships grabs headlines, it is not at all clear when or even whether Congress will repeal the Budget Control Act – sequestration – which if unabated will continue its restrictions to 2021. Meanwhile, some details are emerging of the new administration's efforts to move along the budget process. In a Jan. 31 memorandum, Defense Secretary James Mattis described a three-phase plan that included submission by the Pentagon of a 2017 budget amendment request. The request would be sent to the White House's Office of Management and Budget by March 1. Under the plan, the full 2018 budget request is due to OMB no later than May 1. The third phase of the plan involves a new National Defense Strategy and FY 2019-2023 defense program which "*will include a new force sizing construct*" to "*inform our targets for force structure growth*," Mattis said in the memo. The services will make their case to Congress this week, when the vice chiefs of the Air Force, Army, Navy and Marine Corps testify in readiness hearings before the House Armed Services Committee on Tuesday and the Senate Armed Services Committee the following day. The vice chiefs are expected to make their pitches for money that can be spent right away, rather than funds for long-term projects that, with only five months left in the fiscal year even if Congress passes a 2017 budget, can't be quickly put to use. "*If we get any money at all, the first thing we're going to do is throw it into the places we can execute it,*" a senior Navy source said Feb. 2. "*All of those places are in ship maintenance, aviation depot throughput – parts and spares – and permanent changes of station so we can move our families around and fill the holes that are being generated by the lack of PCS money.*" The backlog is high. "*There's about six to eight billion dollars of stuff we can execute in April if we got the money,*" the senior Navy source said. "*We can put it on contract, we can deliver on it right away.*" Even if the budget topline is increased, Navy leaders say, the immediate need is for maintenance money, not new ship construction. A supplemental Navy unfunded requirements list for 2017 sent to Congress in early January and still being revised made it clear maintenance needs are paramount. "*Our priorities are unambiguously focused on readiness -- those things required to get planes in the air, ships and subs at sea, sailors trained and ready,*" a Navy official declared. "*No new starts.*" The dire situation of naval aviation is sobering. According to the Navy, 53 percent of all Navy aircraft can't fly – about 1,700 combat aircraft, patrol and transport planes and helicopters. Not all are

due to budget problems – at any given time, about one-fourth to one-third of aircraft are out of service for regular maintenance. But the 53 percent figure represents about twice the historic norm. The strike fighter situation is even more acute, and more remarkable since the aircraft are vitally important to projecting the fleet's combat power. Sixty-two percent of F/A-18s are out of service, 27 percent in major depot work and 35 percent simply awaiting maintenance or parts, the Navy said. With training and flying hour funds cut, the Navy's air crews are struggling to maintain even minimum flying requirements, the senior Navy source said. Retention is becoming a problem, too. In 2013, seventeen percent of flying officers declined department head tours after being selected. The percentage grew to 29 percent in 2016. Funding shortfalls mean many service members are unable to relocate to take on new assignments. So far in 2017, the Navy said, there have been 15,250 fewer moves compared with 2016. Under the CR, the senior Navy official said, another 14 ship availabilities will be deferred in 2018 – 1 submarine, 1 cruiser, 6 destroyers, 2 landing ship docks, 1 amphibious transport dock, and 3 minesweepers. Programs seeking to buy items that were not included in the 2016 budget can't move forward, including CH-53K helicopters, JAGM Joint Air-Ground Missiles, LRASM Long-Range Anti-Ship Missiles and littoral combat ship module weapons. Many more programs that planned to increase 2017 buys over 2016 levels can't do so. And with only five months left in fiscal 2017 even if a budget is passed in late April, there is some talk about a year-long CR – a prospect at which the senior Navy official shook his head. *"The full CR is not a good situation at all,"* he said.

Source: <http://www.defensenews.com>

## Navy warships bombard al Qaeda targets in southern Yemen

By Carlo Muñoz

U.S. Navy warships moored off the southern coastline of Yemen began relentlessly bombarding suspected al Qaeda targets in the country, days after a botched Navy SEAL raid in the country left one special warfare operator dead and six wounded. The naval assault entered its fifth day on Thursday, hammering areas near the coastal towns of Shoqra and Zinjibar, just over 60 miles east of the major Yemeni port city of Aden, government security officials told The Associated Press. Both towns, reportedly known redoubts for al Qaeda's Yemeni cell, known as al Qaeda in the Arabian Peninsula or AQAP, are located 115 miles south of Bayda governorate, the site of last Sunday's deadly counterterrorism mission. The SEAL team immediately began *"receiving fire from all sides to include houses and other buildings"* near the target compound in the southwest governorate, according to a U.S. Central Command review of the operation. The combat during the nearly hourlong firefight became so intense that the SEAL team, comprised of members from the Navy's vaunted SEAL Team Six, were forced to call in air support. In attempting to back up the embattled SEALs, American aircraft killed a number of civilians — including children — in the process, command officials admitted Wednesday. Aside from the civilian casualties, Chief Petty Officer William "Ryan" Owens and three other team members were killed in the failed assault, designed to gather vital intelligence on the Yemeni cell seen as one of al Qaeda's best financed and most dangerous.

source: The Washington Times

**This attack was denied by the Pentagon, probably because of civilian casualties.**



The Ticonderoga class cruiser **USS Hue City CG 66** entered Rotterdam Port. Assistance was in the adequate hands of the Kotug-Smit units **SD Jacoba** and **Union 7**.  
photo : Henk Ros (c)

## Shipyard may be sold to Polish Armaments Group

The state-owned Polish Armaments Group (PGZ) has bid more than PLN 224 million (EUR 52 million) in a tender for Naval Shipyard, currently in liquidation. The shipyard's trustee accepted the offer by State-owned PGZ – which was the only bid made – and it was approved by a judge from the Gdańsk District Court, however the decision is not yet binding. The judge said on Thursday that sale procedures could take some months and will require an agreement of the defence and maritime ministries and the harbour in Gdynia, in Poland's north. The tender offered perpetual rights to the use of a total of 30 hectares of land and ownership of buildings and infrastructure. Money from the sale of the shipyard, which is currently 99 percent owned by the state-run Industrial Development Agency – which was set up by the current government to assist with

restructuring assets formerly owned by the treasury – with defence ministry owning one percent, will be used to pay off debts. In late 2016, Marek Gróbarczyk, Poland's maritime minister, asked the Justice Ministry to supervise the liquidation procedure of the Naval Shipyard. "We cannot allow the loss of a shipyard in such a strategic location for the security and finances of the country," Gróbarczyk said. At the time, Gróbarczyk indicated an open tender could see the shipyard being taken over by a foreign investor. The Naval Shipyard, which has been in liquidation since 2011, recorded a profit of PLN 1.3 million in 2012, and eventually growing profits to PLN 22 million in 2015. **Source: Radio Poland**

## U.S. Sends Destroyer USS Cole to Patrol off Yemen



More than 100 midshipmen man the rails for a photo on the guided-missile destroyer **USS Cole** in Norfolk, Virginia, U.S. June 3, 2016. **Photo: U.S. Navy/Mass Communication Specialist 2nd Class Ryan Seelbach**

WASHINGTON, Feb 3 – The United States has sent a Navy destroyer to patrol off the coast of Yemen to protect waterways from Houthi militia aligned with Iran, two U.S. officials told Reuters on Friday, amid heightened tension between Washington and Tehran. The **USS Cole** arrived in the vicinity of the Bab al-Mandab Strait off southwestern Yemen where it will carry out patrols, including escorting vessels, the officials said, speaking on condition of anonymity. In 2000, the **USS Cole** was attacked when al Qaeda bombers steered a boat full of explosives into the side of the American warship while it refuelled in the Yemini port of Aden, killing 17 U.S. sailors and wounding about three dozen others. While U.S. military vessels have carried out routine operations in the region in the past, this movement, first reported by Reuters, is part of an increased presence there aimed at protecting shipping from the Houthis, the officials said. The Houthis are allied to Iran, which is at odds with the administration of U.S. President Donald Trump. The country recently test launched a ballistic missile. Trump said on Thursday "nothing is off the table" in dealing with Iran, a day after his national security adviser, Michael Flynn said he was putting Iran "on notice." The officials said the decision to move the **USS Cole** was made before the most recent comments. Earlier this week, the armed Houthi movement attacked a Saudi warship off the western coast of Yemen, causing an explosion that killed two crew members. That incident was part of an escalation in combat on Yemen's western coast between the militia and the coalition backing the country's internationally recognized government. Last October, the U.S. military launched cruise missile strikes to knock out three coastal radars located in areas of Yemen controlled by Houthi forces, retaliating after failed missile attacks on another U.S. destroyer, the **USS Mason**. Tensions with Iran increased further on Friday when the U.S. Treasury Department announced sanctions on 13 people and 12 entities under U.S. Iran sanctions authority. **Source: gCaptain/Thomson Reuters**

## NAVAIR shoots down UAV with Spike missile



Photo: US Navy

During a December 2016 test at China Lake, the U.S. Naval Air Warfare Center's Weapons Division-developed Spike missile, twice, demonstrated the capability of the missile to shoot down an Outlaw UAV with one shot. Spike is a forward-firing miniature munition that can be launched from the ground or the air, and is being developed to be shoulder-fired. Leading up to this test, the Spike project collaborated with the U.S. Army's Armament Research, Development and Engineering Center (ARDEC) for a counter-UAV live fire exercise in 2013. The Spike launcher was mounted to a radar-queued gimbal, which maintained the target in the missile's field of view while the Spike operator acquired, tracked and engaged the target. Following the 2013



demonstration, ARDEC requested the Spike team's participation in a transport convoy protection line of defense using a similar gimbal system. The Army provided a proximity fuze for integration into the missile and the incorporation of that fuze enabled the Spike missile to either contact or proximity fuze on a target. In December, the Spike team demonstrated the effectiveness of those fuzes on two Outlaw UAVs. "The team worked really hard to get us to the point where everything was smooth," said Spike project manager Gavin Swanson. "Come test day, there wasn't anything in our way." NAWCWD said its project engineers continue to make improvements to their fire control suite, processes for safer assembly as well as algorithm updates for better endgame performance and replacement verification tests that are cheaper, faster and equally as effective as the previous ones. "When I began supporting Spike, I came in as an ESDP performing documentation and procedure updates," Swanson said. "I noted how the team really believed in being able to hand a Soldier a light-weight, fire-and-forget capability. We've had a notion for years that UAVs would be a problem and I think we're well-placed to have an imminent solution to that threat."

Source: Naval Today

**This is a weapon that could well be marinised to be used in a shipborne role.**



The 1986 Italian built and commissioned Italian Navy MCC 1101 Class Water Tanker **ITS Favignana A5372** leaving Augusta Naval Base at Sicily, Italy on Wednesday 1st February, 2017. Photo: Capt. Lawrence Dalli - [www.maltashippphotos.com](http://www.maltashippphotos.com) (c)

## Irving Shipbuilding consults with Ottawa on frigate design delay

**Irving president says alleged RCMP investigation of vice-admiral has not affected frigate program**

By Murray Brewster,

*Murray Brewster is senior defence writer for CBC News, based in Ottawa. He has covered the Canadian military and foreign policy from Parliament Hill for over a decade. Among other assignments, he spent a total of 15 months on the ground covering the Afghan war for The Canadian Press. Prior to that, he covered defence issues and politics for CP in Nova Scotia for 11 years and was bureau chief for Standard Broadcast News in Ottawa.*

The Trudeau government is considering an extension to a call for bids from defence contractors interested in designing and equipping Canada's next generation of combat ships. Last fall, the federal cabinet approved the release of a long-anticipated request for proposals for an off-the-shelf warship design and combat systems. Pre-qualified defence companies lined up for the opportunity to participate in the program, which is expected to run up to \$40 billion over three decades. A deadline of April 27 was set for bidders to submit their plans to Irving Shipbuilding Inc., which was selected in 2015 as the prime contractor. The Halifax-based company is the federal government's go-to yard for combat ships under the National Shipbuilding Strategy. But almost from the outset the competition, many of the warship designers complained about what they see as a tight turnaround time, even though the project has been in the industry consultation stage for years. The notion of an extension is being examined, said Kevin McCoy, president of Irving Shipbuilding. "It's something we're in consultation with Canada on," he said in an interview Thursday. "It'll be the government's decision. They'll get a recommendation from us, but we'll arrive at the right answer." McCoy would not say whether Irving has asked for an extension or how many of the bidders have asked for extra time. He did, however, downplay the discord among the notoriously cutthroat contenders. "This is normal in a complex procurement that people think they need more time for a whole host of reasons," said McCoy, who testified before the House of Commons defence committee on Thursday. A published report two weeks ago in The National Post — citing unnamed sources — said two of the bidders had asked that the entire process be delayed, and two others were considering such a request, in the aftermath of the suspension of the military's deputy commander. Vice-Admiral Mark Norman was ordered to hand over his duties on Jan. 13 and is apparently under RCMP investigation for allegedly leaking classified information that may be related to shipbuilding. Suspended vice-admiral being investigated for alleged leak of classified shipbuilding data McCoy said Irving Shipbuilding has no knowledge about what is being investigated, nor has there been an effect on the bidding process. "It's really not an issue in the [Canadian Surface Combatant] deliberations right now,"

he said. However, if the federal government does grant an extension to the bidding deadline, it raises concerns about keeping the frigate replacement program on track. One of the questions officials are grappling with is how a delay might affect construction of the new warships, which are meant to replace the navy's 12 Halifax-class patrol frigates built in the 1990s. The Irving-owned yard is slated to finish work on the navy's Arctic offshore patrol ships in 2019-20 and transition to the surface combatant project. "We're very mindful of gap," said McCoy, who added work interruption raises the possibility of losing trained shipyard workers to other industrial sectors. "It's one of things we're constantly talking to the government about." But he said the frigate replacement program is too important to rush. "We've got to get the procurement right," McCoy said. "We want good submissions. We want the field to be well-represented and we want industry to feel they have been treated fairly."

source : CBC

## Britain invests in new submarine training facility

By Richard Tomkins

Britain is building a new submarine training school at the Royal Navy base on the Clyde River in Scotland, the Ministry of Defense announced. The facility has been approved by the Treasury and an initial \$4.3 million allocated for it. Final design approval for the training school is expected soon, which will allow work to begin later this year, the ministry said. "We are now making a long-term investment of hundreds of millions of pounds to improve and upgrade the waterfront at Clyde to make sure it is ready to support the United Kingdom's whole submarine fleet," said Defense Secretary Sir Michael Fallon. "As well as a boost to the Scottish economy, this will also bring welcome stability for our personnel, who work hard to help keep Britain safe and secure." The new facility will provide academic and technical training for all Royal Naval personnel entering the submarine service from 2022. The Royal Navy and Scotland are turning the Faslane area on the Clyde as Britain's submarine hub. All 11 Royal Navy submarines will be based at Her Majesty's Naval Base Clyde from 2020. The school will support Astute hunter killer submarines, as well as the delivery of training for the new Dreadnought nuclear deterrent boats. "Our new single integrated operating base will make significant improvements to the work-life balance of our 5,000 submariners," said the head of the Royal Navy's Submarine Service, Rear Adm. John Weale. "By putting our boats and training in one place, our submariners can put down roots in Scotland knowing that they are no longer required to commute from one end of the country to another."

source: UPI

**Here politics can be seen at play. The English Government is wooing Scotland with jobs in order to keep Scotland close.**

## Ula Class Submarines, Norway



Ula Class diesel electric submarines are in service with the Royal Norwegian Navy (RNoN). The Ula class was built by Thyssen Nordseewerke. Image courtesy of Scott Wright.

The Royal Norwegian Navy (RNoN) operates Ula Class diesel electric submarines. Six subs were designed and built by Germany based Thyssen Nordseewerke (TKMS) between

1989 and 1992. Ula Class was jointly developed by Norway and Germany. The German designation for the submarine is U-Boot-Klasse 210. The hull sections were built in Norway and assembled in Germany. The first submarine in class, **KNM Ula (S-300)**, was launched in July 1988 and commissioned in April 1989. **KNM Utsira (S-301)** was launched in November 1991 and commissioned in April 1992. **KNM Utstein (S-302)** was launched in April 1991 and commissioned in November 1991. **KNM Utvaer (S-303)** was launched in April 1990 and commissioned in November 1990. **KNM Uthaug (S-304)** was launched in October 1990 and commissioned in May 1991. The last ship in class, **KNM Uredd (S-305)**, was launched in September 1989 and commissioned in to the RNoN in May 1990. Ula Class submarines are one of the quieter and more manoeuvrable subs in the world. The submarine can be hardly detected by enemy surface vessels due to its trimmed profile. It has a length of 59m, beam of 5.4m and a draft of 4.6m. The surfaced and submerged displacements of the submarine are 1,040t and 1,150t respectively. The submarine can accommodate 21 crew members. The Ula Class upgrade programme commenced in 2006. The entire fleet will be upgraded with new combat systems, periscopes, navigation and sensor systems, communications equipment, electronic warfare systems, steering controls and engines by 2015. About 60 systems will be modernised on each submarine during the upgrade. Howaldtswerke-Deutsche Werft (HDW) will provide engineering assistance throughout the upgrade programme. The upgrades will ensure the Ula Class submarines remain in

service until 2020. In December 2010, Kongsberg Defence & Aerospace was contracted to supply navigation and radar systems for the Ula Class submarines. In October 2011, Saab received a SEK105m (\$15m) contract from Norwegian Defence Logistics Organisation to upgrade steering control consoles of the Ula Class submarines.

#### **Command and control systems on the Ula Class diesel electric submarines**

The Kongsberg MSI-90U command and weapons control system of Ula is based on a high-capacity databus and a distributed computer system. The system uses a local area network or point-to-point connections to communicate with the onboard sensors, weapons and navigation system. The multifunction operator console provides tactical information based on the data available from sensors and other sources. The MSI-90U is also operational with the Type U212A submarines of Germany and Italy. In May 2008, the Norwegian Defence Logistics Organisation placed an order with Kongsberg Defence & Aerospace for the delivery of a new combat system integration infrastructure, passive sonar system, echo sounder systems and an upgraded tactical simulator for six Ula Class submarines. Delivery is scheduled to conclude by mid 2012.

#### **Torpedoes, sensor / radar systems and countermeasures of the Norwegian subs**

Ula Class is fitted with eight 533mm bow torpedo tubes for launching Atlas Elektronik DM2A3 torpedoes. The DM2A3 can carry a 260kg warhead up to a maximum range of 28,000m. The existing sonar systems are being replaced with Kongsberg submarine sonar processing suite which includes passive sonar, passive ranging sonar, intercept sonar, towed array sonar and flank array sonar. The surface search radar fitted is the Kelvin Hughes 1007. In December 2010, ITT Corporation was awarded a contract by the Norwegian Defence Logistics Organisation to supply six tactical radar electronic support measures (ESM) and surveillance systems for the Ula Class submarines. The ES-3701 precision ESM system from ITT performs automatic threat detection and warning by monitoring electromagnetic energy generated by other vessels or objects. The system provides accurate outcomes while operating in high density environments.

#### **Propulsion**

The Ula Class is powered by diesel-electric propulsion system consisting of two improved MTU 12V 396 diesel engines and an electric motor. The power plant generates a total power output of 6,000shp. The propulsion system provides a surfaced speed of 11kt and submerged speed of 23kt.

Source: <http://www.naval-technology.com>

## **Amatola working her way to England and the Mendi centenary commemoration**

Written by defenceWeb, Monday, 06 February 2017



Since leaving her home port of Simon's Town in mid-January, the SA Navy Valour Class frigate **SAS Amatola (F145)** en route to the English Channel has very much been a working ship. The transit will see **Amatola** in the English Channel on 21 February at the site on the SS Mendi's sinking to commemorate the centenary of the worst loss of lives in South African defence related incident ever. The frigate is taking part in various other taskings as part of **Operation Ketane** (chain) during the three month deployment. These include operational sea training, operations, exercises and diplomatic activities with other navies. Apart from regular daily and nightly duties the ship's company have also to date been part of a border protection and anti-piracy patrol along the African continent's west coast. Under the command of Captain Frans Roux this saw

**Amatola** patrol the sea to the Orange River mouth from her home port at a distance of 12 nautical miles from shore. In addition to controlling and preventing the illegal movement of people and goods the patrol was also tasked with reporting suspicious activity as regards illegal utilisation of marine resources. The primary focus of the tasking was intelligence gathering and reporting without delaying passage to Europe. The frigate's programme changed from border protection to damage control when she was off the Namibian coast under the guidance of German naval experts representing that country's SAGA (Schadeabwehr-gejechtsausildung). Damage control, medical and boarding training were practiced. This is to be part and parcel of ship's routine until arrival in Spain. The importance of damage control and other specialist training was emphasised to the ship's company by a SAGA team member. He said: "Training personnel is as important as the equipment. You can have the best and state-of-the-art equipment but well-trained people are needed to deliver sustained and forceful fighting capabilities". Aspects the SAGA team focussed on included basic and advanced firefighting skills, first aid and damage repair. Battle organisation, including information flow between different levels of command, as well as decision making are also part of the work. Following an R&R period in Spain after the SAGA training, **Amatola** will refuel and replenish before departing for Plymouth in the United Kingdom where she will be part of British Operational Sea Training (BOST). On completion of this part of the voyage's tasking **Amatola** proceeds to Portsmouth for the **SS Mendi** sinking commemoration – "the highlight and priority of the deployment" according to Roux. Source: [www.defenceweb.co.za](http://www.defenceweb.co.za)

## **Nazi submarine discovered deep in the Atlantic Ocean**

By Gabrielle Fonrouge





A Nazi submarine has been unearthed by German researchers off the coast of the Azores in the middle of the Atlantic Ocean, according to a report. The **U-581** was tasked with taking down the British squad carrier **Llangibby Castle** in February 1942, but it failed the mission and was sunk by the British destroyer **Westcott** before it could finish the job. Rather than surrender the ship to the British, the captain let the submarine sink while the Nazi crewmen tried to escape, according to Gizmodo. Four Nazis were killed and 41 were taken prisoner. One officer miraculously escaped after swimming four miles to land. Since then, the sub has lived on the

bottom of the Atlantic where its sleek exterior has become marbled with coral, barnacles and other sea life. It was originally found back in September but researchers from the German Rebikodd-Niggeler Foundation are withholding the exact location. They hope to make a documentary about its discovery.

source: **New York Post**

### Naval patrol boat gift from Oman 'too big' for Cyprus naval bases

The island nation is looking at extending its military maritime facilities to provide a berth for the 200ft vessel. A patrol boat given as a gift to Cyprus by Oman is too big to dock at the island's main naval base, according to reports. Instead the 61m (200ft) boat - Cyprus' first open sea vessel - will have to moor at the civilian ports of either Limassol or Larnaca when it arrives next week, said the *Phileleftheros* newspaper. Oman paid for a £3.4m refit of the boat, which weighs 948 tonnes and has a top speed of 15 knots. It was given as a 'thank you' for the warm welcome the Oman defence minister received when he visited the island in November 2013. The vessel, due to arrive at the island next week, is being crewed by Omani and Cypriot officers during its voyage to the island so that sailors from the sultanate can train the new crew. A second craft, bought from Israel, is expected to be added to the modest Cypriot navy in December. They are expected to be used to patrol Cyprus's coastal waters where energy giants including France's Total and Italy's Eni are exploring for natural gas and oil. Cyprus is now looking to extend its Evangelos Florakis naval base.

Source: **Sky News**



The Guided Missile Cruiser **CG 66 USS Hue City** seen leaving the port of Rotterdam after a visit of 28 hours passing Maassluis

Photo : **Suzanne Neuman (c)**

The 1991 delivered **Hue City (CG-66)** is a Ticonderoga class-guided-missile cruiser serving in the United States Navy. She is named for the Battle of Hue, fought in the city during the Tet Offensive 1968 by the 1st Marine Regiment (composed of 1st Battalion/1st Marines, 1st Battalion/5th Marines, 2nd Battalion/5th Marines and attached units) during the Vietnam War. **Hue City** is the only U.S. Navy ship named after a battle in the Vietnam War, although it had been planned to name LHA-5 as **USS Khe Sanh** after the Battle of Khe Sanh, but that ship was commissioned in 1976 as **USS Peleliu**. As the only U.S. warship named for a battle that took place during the Vietnam War, **Hue City** has had the opportunity to reach out to the veterans of the battle for which she is named. She has done so frequently by holding a Memorial for the Battle of Hue annually every year the ship's schedule permits. The Memorial has served as a great opportunity for veterans to re-unite, meet the crew, and honor their fallen comrades. **Hue City** was ordered 16 April 1987 and laid down 20 February 1989 at Ingalls Shipbuilding, Pascagoula, Mississippi. **Hue City** was commissioned 14 September 1991, **Captain Thomas Irvin Eubanks** in command. On 14 April 2014, Monday evening, a fire broke out at just after 6:20 p.m. local time while **Hue City** was steaming about 200 nautical miles northeast of Bermuda. The crew fought and defeated a major fire in one of the main engineering spaces without suffering any injuries. The ship's executive officer was relieved by the head of **Carrier Strike Group 8** in June 2014 for "failing to ensure his crew properly stowed hazardous materials" which subsequently caught fire. According to the investigation report, bales of rags caught fire after they had been improperly stored in an exhaust uptake



trunk. The fire caused over \$23 million in damage forcing over 9 months of repairs. It also caused Hué City to miss the planned deployment to Europe.

**Source: Maasmond Maritime**

## Gas Turbine Passes FAT for Italian Navy Ship

Posted by Michelle Howard



Rolls-Royce said it has achieved a milestone for the Italian Navy's new Landing Helicopter Dock (LHD) multi-purpose amphibious vessel, to be built by Fincantieri one of the world's largest shipbuilding groups, by successfully completing the factory acceptance test for the vessel's first MT30 Gas Turbine. Rolls-Royce has been selected to provide two MT30 gas turbines to power the new 20,000 tonne displacement, multi-purpose amphibious vessel. The LHD, which will be built and launched in the Castellammare di Stabia (Naples) shipyard before being set up and delivered at the company's yard in Muggiano (La Spezia) and is an important element within Italy's Navy Act – a major investment programme to renew the Italian Navy's fleet.

Don Roussinos, Rolls-Royce, President – Naval, said: "Successful completion of the factory acceptance test is a significant achievement for everyone involved in the LHD Program. Producing 36 to 40 megawatts the MT30 gas turbine is the world's most powerful in-service marine gas turbine with the highest power density and will deliver a high power output in a compact space – an essential factor for naval propulsion. The factory acceptance test, which has to be completed before the gas turbine can be delivered, was carried out at the Rolls-Royce Test Facility in Bristol. The engine was put through a week of rigorous performance tests, witnessed by representatives from Fincantieri and the Italian Navy. The MT30 is derived from Rolls-Royce Trent aero engine technology and builds on over 45 million hours of operating experience and ultra-high reliability. It is initially built as separate modules on the same build line as the Rolls-Royce Trent aerospace engines in Derby. It is then assembled at the company's Bristol facility. Rolls-Royce MT30s are also being installed in the Royal Navy's new Aircraft Carriers **HMS Queen Elizabeth** and **Prince of Wales** and the Type 26 Global Combat Ship. They are also in service with the US Navy's Freedom class Littoral Combat Ship, will power the USS Zumwalt class destroyers and the Republic of Korea Navy's latest Daegu Class Frigate program.

**Source: marinelink**

## Chinese ships sail near disputed Japanese islands

By [Brad Lendon](#), CNN

Updated 0827 GMT (1627 HKT) February 7, 2017

Three Chinese Coast Guard ships entered waters near a chain of islands claimed by both China and Japan in the East China Sea on Monday, according to authorities from both sides. Japan controls the chain and calls them the Senkaku Islands, while China calls them the Diaoyu Islands. The sailing comes just days after [US Defense Secretary James Mattis reaffirmed America's commitment to defending Japan and its disputed islands.](#)



A Chinese Coast Guard ship in waters near a chain of islands claimed by both China and Japan in the East China Sea.

According to Japanese broadcaster NHK, protests were lodged with the Chinese Embassy in Tokyo and in Beijing through the Japanese Embassy. Tensions have

flashed numerous times in recent years over the disputed islands, including [face-offs between Japanese and Chinese air and naval forces that have been termed dangerous](#) by both sides. China's State Oceanic Administration, which oversees the country's Coast Guard, put out a statement late Monday saying the three ships "cruised within China's Diaoyu Islands territorial sea." China's Defense Ministry, which is separate from the Oceanic Administration, posted a statement on its website confirming the Coast Guard ship movement. Japan's Coast Guard said the Chinese vessels spent two hours in Japanese territorial waters. It was the fourth time Chinese ships have entered Japan's waters this year, the Japanese Coast Guard said. There were 36 such incidents in 2016, it said. "It is both a signal that China won't be intimidated from defending

its interests/claims and a test to see how the new (Trump) administration responds," said Carl Schuster, a professor at



Hawaii Pacific University and former director of operations at the US Pacific Command's Joint Intelligence Center

This aerial shot taken on September 15, 2010, shows the disputed islands, known as Senkaku in Japan and Diaoyu in China, in the East China Sea.

Despite the frequency of the Chinese sailings, experts said having one so soon after Mattis' visit to Japan sent a subtle message to both Tokyo and Washington. Denny Roy, an Asian security expert at the East-West Center in Honolulu, said ship movements in disputed waters could result in a shooting incident. *"The danger is especially high considering military personnel on both sides are often eager to demonstrate their determination to defend what they consider national territory,"* Roy said. And a China-Japan military confrontation could bring US forces into play. During a press conference Saturday in Tokyo, [Mattis said the US would defend the islands](#) with Japan. *"I made clear that our long-standing policy on the Senkaku Islands stands -- the US will continue to recognize Japanese administration of the islands and as such Article 5 of the US-Japan Security Treaty applies,"* Mattis said in an appearance with Japanese Defense Minister Tomomi Inada. The US position was reinforced Tuesday in a phone call between Japanese Foreign Minister Fumio Kishida and the new US Secretary of State Rex Tillerson, according to a statement from Japan's Foreign Ministry. *"The United States will be against any unilateral action made to damage the Japanese administration of the Senkaku Islands,"* Tillerson stated during the call,



according to the Japanese statement. China responded quickly on Saturday to the US stance on the islands, saying it brings instability to the region. *"Diaoyu and its affiliated islands have been Chinese territory since ancient times. These are historical facts that cannot be changed. The so-called US-Japan security treaty was a product of the Cold War, and it should not harm China's territorial sovereignty and legitimate rights,"* Chinese Foreign Ministry spokesman Lu Kang said in a statement. *"We urge the US side to adopt a responsible attitude and stop making wrong remarks on the issue of the sovereignty of Diaoyu Islands,"* Lu said. The US

commitment to the Senkakus is not new. In 2014, the Obama administration also said the remote chain fell under the treaty. In late 2013, China declared an air defense identification zone (ADIZ) over much of the East China Sea, including the Senkakus, despite objections from Tokyo and Washington. Japan also has an ADIZ over the islands. Although the Senkakus are uninhabited, their ownership would allow for exclusive oil, mineral and fishing rights in the surrounding waters. While the Senkakus remain a source of friction in the US-China relationship, Mattis' visit seemed to have soothed relations a bit in another area, the South China Sea. Although the US defense chief said *"China has shredded the trust of nations in the region"* by fortifying disputed South China Sea islands, Mattis also said no increased US military maneuvers there were needed. Lu, the Chinese Foreign Ministry spokesman, on Monday welcomed that stance. *"As for Mattis' comment that there is no need for large-scale military operations in the area and the issue should be resolved through diplomacy, these remarks deserve our affirmation,"* Lu said.

Source: <http://edition.cnn.com>