NAVY NEWS WEEK 5-1

27 January 2019

IN570 Armed Guards To Be Allowed On Board Portuguese Flagged Ships - Where Piracy Is Prevalent

New Law

On 10 January 2019, the Portuguese Council of Ministers approved a law to allow armed guards to sail on Portuguese flagged vessels. This measure is long-awaited by the International Shipping Registry of Madeira (MAR) and by ship owners registered within it. The increase in financial loss due to hijackings and ransom demands, and the risk to human lives, as a result of hostage taking has led shipowners to demand such a of measure. Ship owners prefer to pay for additional protection rather than being potential victims of piracy.

Measures to Address the Increasingly Frequent Problem of Piracy

Unfortunately, piracy now constitutes a major threat to the shipping industry and it is recognised that the use of armed guards on board vessels is crucial to the decrease the number of piracy incidents. The regime to be established by this law enables shipowners of Portuguese flagged vessels to hire private security companies, employing armed personnel to be on board ships, in order to protect these vessels when operating in areas of high piracy risk. The law also provides for the option to hire security contractors headquartered within the EU or EEA to protect Portuguese vessels. Portugal will be joining the increasing number of 'Flag States' that allow the use of armed guards on board. This step is therefore logical and consistent with the actions being taken by a number of other countries.

Portugal and Shipping

As recently as November 2018 the Portuguese tonnage tax and seafarer scheme was enacted. The objective is to encourage new shipping companies by offering tax advantages, not only to shipowners, but also to seafarers. For more information regarding the advantages of the new Portuguese tonnage tax, please refer to the Dixcart Article: IN538 The Portuguese Tonnage Tax Scheme For Ships – What Benefits Will It Offer?.

The Madeira Shipping Registry (MAR): Other Advantages

This new law is designed to enhance Portugal's shipping registry and Portugal's second shipping register, the Madeira Registry (MAR). It is part of a comprehensive plan to develop the country's entire maritime industry. This includes companies and individuals owning ships, shipping related infrastructure, maritime suppliers and those working in the maritime industry. The Madeira Registry is already the fourth largest international shipping register within the EU. Its registered gross tonnage is over 15.5 million and its fleet comprises vessels from the largest shipowners such as APM-Maersk, MSC (Mediterranean Shipping Company), CMA, CGM Group and Cosco Shipping. **Source: https://dixcart.com**

USS *McFaul* Deploys

Release Date: 1/25/2019 3:31:00 PM

By Ens. Catherine Macklin, USS McFaul Public Affairs

NORFOLK (Jan. 25, 2019) The guided-missile destroyer **USS *McFaul* (DDG 74)** departs Naval Station Norfolk to conduct maritime security operations. The ship, and its roughly 300 Sailors, is trained and ready to conduct a wide range of tasks, to include ballistic missile defense. (U.S. Navy photo by Mass Communication Specialist 2nd Class Justin Wolpert/Released)

NORFOLK (NNS) –
The guided-missile destroyer **USS *McFaul* (DDG 74)** departed Naval Station Norfolk, Jan. 25, on a regularly-scheduled deployment to conduct maritime security operations. The ship, and its roughly 300 Sailors, is trained and ready to conduct a wide range of tasks, to include ballistic missile defense. "*The Silent Warriors of **McFaul** are strong, focused, resilient and self-sufficient; which is critical as we sail independently*," said Cmdr. Janet Days, ***McFaul***'s commanding officer. "*I am exceptionally proud to lead this team of navy professionals and rest assured, when called upon, McFaul will be ready!*" Excelling during a challenging training cycle, designed to test the crew's knowledge and skills, McFaul will continue to train and keep their skills and knowledge sharp. **USS *McFaul*** was commissioned April 25, 1998. The ship is named for Chief Petty Officer Donald L. McFaul, from Orange County, California, who was an engineman

and Navy SEAL. Demonstrating the highest level of valor and leadership, he was killed during **Operation Just Cause** at Paitilla Airfield, Republic of Panama. The Arleigh Burke class ship is the first ship in the Navy to be named after a chief petty officer. **Source: https://www.navy.mil**

BLACK SEA (Jan. 25, 2019) The Arleigh Burke-class guided-missile destroyer **USS *Donald Cook* (DDG 75)** sails alongside a Georgian coast guard ship in the Black Sea, Jan. 25, 2019. ***Donald Cook***, forward-deployed to Rota, Spain, is on its eighth patrol in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa. (U.S. Navy photo by Mass Communication Specialist 2nd Class Ford Williams/Released)

English Channel

Type 23 frigate HMS *Albans* is thought to have shadowed the battleship overnight

By Gayle McDonaldDeputy Head of Content
17:57, 20 APR 2018

A British warship is today escorting a Russian destroyer out of the English Channel. The Royal Navy frigate **HMS *St Albans*** has been scrambled to intercept Russia's Neustrashimyy-class battleship(sic), which specialises in anti-submarine warfare.

Russian warships have for the past several years frequently passed through the English channel on the way to or back from coastal patrols off Syria (Image: Royal Navy)

The Russian destroyer is thought to be on "**Syria duty**", the Mirror reports . ***St Albans***, which is due to be transferred to Devonport as part of a major shake-up of the fleet, is thought to have shadowed the 4,400 ton Russian craft - which is bristling with anti-ship and anti-submarine missiles and sonar detection equipment - overnight.

The Russian frigate ***Yaroslav Mudry*** off the UK coastline (Image: Royal Navy)

The Portsmouth-based British Type 23 frigate and her crew is also loaded with anti-ship and anti-sub torpedos and guns, ready for warfare. Last night it was not clear whether the Russian craft was on the way to or from Syria's coastline.

Commander John Cromie, commanding officer of **HMS *St Albans***, said: "*As the Royal Navy's high readiness unit in UK*

waters we are the first responders." "*Our activation today in response to the passage of a Russian warship close to the UK resulted in a cordial interaction between professional sailors based on the recognised conventions at sea. "We are always standing ready, as is the rest of the fleet to defend UK waters and UK Sovereignty 24 hours a day, 365 days a-year.*" Russian warships have for the past several years frequently passed through the English Channel on the way to or back from coastal patrols off Syria. But growing tensions between Britain and the Kremlin have led to more tense escorts of the Russian Navy vessels. Russian bombers and spy planes have also been warned away from UK airspace in recent years as they probe the UK defences and reaction times. But each time they have been warned away from UK airspace after the RAF scrambled Typhoon fighter jets on emergency duties. It is also believed that the Russian Navy has made underwater incursions close to the British shore in submarines, to test UK sea defences. British Tornado bombers which are currently based in Cyprus recently took part in a 100-strong missile strike on Syrian President Assad's chemical weapons installations. The US-led attack, which was supported by Britain and France, was viewed as an act of aggression against Russia, which is a close ally of Assad and his regime. Russia has repeatedly vetoed attempts at the UN security council to impose measures against Syria, following regime atrocities against civilians. In January **HMS *Westminster*** was rushed from Portsmouth by the Ministry of Defense (MoD) - tasked with keeping an eye on **Vladimir Putin** 's fighting force as they passed close to UK territorial waters. The Russian fleet making its way through the Channel is understood to be made up of two warships and two supporting vessels. The British vessel - which returned to the sea last year after a refit including a new weapon system - will remain with the two Steregushchiy-class frigates Soobrazitelny and Boiky and support vessels Paradoks and Kola as they head north. **Source: https://www.plymouthherald.co.uk**

GREAT LAKES, Ill. (Jan. 25, 2019) Chief of Naval Operations Adm. John Richardson reviews the recruit ceremonial honor guard during a pass-in-review graduation ceremony at Recruit Training Command (RTC). Richardson served as the reviewing officer for the ceremony. The CNO is visiting RTC, the Navy's only boot camp, to observe changes in training that are improving basic warfighting skills and toughness in the Navy's newest Sailors. More than 30,000 recruits graduate annually from the Navy's only boot camp. (U.S. Navy photo by Communication Specialist 1st Class Spencer Fling/Released)

Ship sponsor returns to *Ford* for her 20th visit

Release Date: 1/24/2019 1:16:00 PM

By Mass Communication Specialist 2nd Class Ryan Seelbach, USS Gerald R. Ford (CVN 78) Public Affairs

NEWPORT NEWS, Va (NNS) –

Susan Ford Bales, **USS *Gerald R. Ford*'s (CVN 78)** ship sponsor and daughter of former President Gerald R. Ford, visited with the ship's crew during its post-shakedown availability at Huntington Ingalls Industries-Newport News Shipbuilding, Jan. 17. During Bales' twentieth visit to the ship, she gave insight to the journey she has taken as the ship's sponsor. "*It's been an amazing experience. From going through all the stages of the keel laying, to the island landing, to the christening, and finally the commissioning, it's an incredible experience that I will never forget*," said Bales. Bales' was accompanied by Greg Willard, the secretary and trustee of the Gerald R. Ford Presidential Foundation. Since her last visit, the ship has been underway, received its first advanced weapons elevator and had a change of command at the commanding and executive officer positions. During her tour, she spent time in different work centers around the ship and addressed the Sailors who man the stations on the ship that bears her father's name. "*In the twilight of his life, dad learned that the Navy decided to name CVN 78, the '**USS Gerald R. Ford**.' Upon learning that news, as dad had done tens of thousands of times, he wrote a letter. That particular letter was very unique and was very personal. It was a letter from dad's heart*," said Bales. Bales describes the letter as her father's heartfelt feelings towards the ship and the crew. She explained that the letter was her dad's way of saying how humbled he was by each and every one of the Sailors who serve aboard this powerful warship.

President Gerald R. Ford's letter reads, "*In my life I've received countless honors, but none was greater than to wear the uniform as lieutenant commander the United States Navy. On an aircraft carrier in the South Pacific, during World War II, I learned to respect and to rely on my comrades as if my life depended on them, because often it did. This is a great source of boundless pride and humility to know that an aircraft carrier bearing my name, forever connected, with the valor and patriotic excellence, the men and women of the United States Navy*." Bales explained that Sailors that serve aboard ***Ford*** are the key to continuing her father's legacy. She said that each Sailor is an ambassador and that each can do their part by learning more about her father and to tell his story. "*I can't wait until she's deployed. I think that will be a very exciting time for all of us. I look forward to her getting out of here and back out to sea*," said Bales. ***Gerald R. Ford*** is a first-in-class aircraft carrier and the first new aircraft carrier designed in more than 40 years. ***Ford*** is currently undergoing its post-shakedown availability at Huntington Ingalls Industries-Newport News Shipbuilding. **Source: https://www.navy.mil**

Navy to Commission Destroyer *Michael Monsoor*

Release Date: 1/23/2019 5:35:00 PM

From the Office of the Navy Chief of Information

Bath, Maine (Feb. 1, 2018) The Navy's next generation destroyer, the future **USS *Michael Monsoor* (DDG 1001),** successfully completed acceptance. The U.S. Navy's Board of Inspection and Survey reviewed the ship and its crew during a series of demonstrations both pier side and underway, evaluating the ship's construction and compliance with Navy specifications. (U.S. Navy photo courtesy of Bath Iron Works/Released)

WASHINGTON (NNS) –

The Navy will commission its newest destroyer, **USS *Michael Monsoor* (DDG 1001),** Saturday, Jan. 26 during a 10 a.m. (PST) ceremony at Naval Air Station North Island, San Diego, California, where the ship will be homeported. The second ship in the Zumwalt-class of destroyers, DDG-1001 is named in honor of Medal of Honor recipient Navy Petty Officer 2nd Class (SEAL) Michael A. Monsoor, who was posthumously awarded the Medal of Honor for his heroic actions in Ramadi, Iraq, Sept. 29, 2006. Scott Peters, U.S. Representative from California's 52nd District, will deliver the commissioning ceremony's principal address. Sally Monsoor, Petty Officer Monsoor's mother, will serve as the ship's sponsor. The ceremony will be highlighted by a time-honored Navy tradition when Mrs. Monsoor gives the first order to "*man our ship and bring her to life!*" "***USS Michael Monsoor** is one of the most capable warfighting assets our nation has to offer*," said Secretary of the Navy Richard V. Spencer. "*This ship will provide independent forward presence and deterrence for decades to come and I am confident the crew will operate this vessel with the level of expertise, courage, and strength needed to overcome any challenge*." On Sept. 29, 2006, in Ramadi, Iraq, Monsoor was part of a sniper overwatch security position with two other SEALs and several Iraqi Army soldiers when an insurgent closed in and threw a fragmentation grenade into the position. The grenade hit Monsoor in the chest before falling to the ground. Positioned next to the single exit, Monsoor was the only one who could have escaped harm. Instead he dropped onto the grenade, smothering it to protect his teammates. The grenade detonated as he came down on top of it, inflicting a mortal wound. Monsoor's actions saved the lives of his two teammates and the accompanying Iraqi soldiers. His Medal of Honor citation reads, "*by his undaunted courage, fighting spirit and unwavering devotion to duty in the face of certain death, Petty Officer Monsoor gallantly gave his life for his country, thereby reflecting great credit upon himself and upholding the highest traditions of the United States Naval Service*." The future **USS *Michael Monsoor*** includes new technologies and will serve as a multi-mission platform capable of operating as an integral part of naval, joint or combined maritime forces. The Zumwalt-class fields a considerably larger flight deck and has capacity for two MH-60R and three VTUAVs to execute a wider array of surface, aviation, and undersea missions that deliver more manpower, firepower, and computing power to the fight. The future **USS *Michael Monsoor***'s Vertical Launch System (VLS) features cells physically larger than similar cells on today's ships, allowing this class to fire larger and more advanced land and anti-ship missiles in the future. **Source: https://www.navy.mil**

Exercise Sea Dragon Concludes

Release Date: 1/23/2019 10:52:00 AM

By Mass Communication Specialist 1st Class Kevin A. Flinn, Commander, Task Force 72 Public Affairs

ANDERSEN AIR FORCE BASE, Guam (NNS) –
Three U.S. and one Royal Australian Air Force (RAAF) P-8A Poseidons from three squadrons along with one Los Angeles-class attack submarine completed operations from 2019 Exercise Sea Dragon Jan. 22. **Exercise Sea Dragon** is an annual, multilateral exercise that stresses anti-submarine warfare (ASW) prosecution. This year's exercise was conducted out of Andersen Air Force Base, Guam. Participating U.S. units were Patrol Squadron (VP) 47, VP-16, both operating under Commander, Task Force (CTF) 72, and Commander, Submarine Squadron (CSS) 15, operating under CTF-74. CTF-72 lead and oversaw the exercise. Squadron 11 from RAAF as well as servicemembers from the Republic of Korea Navy (ROKN) joined U.S. units throughout the exercise. "***Sea Dragon 2019*** *was a huge success*" said Lt. Cmdr. Aaron Roberts, Commander, Task Force (CTF) 72 Exercise Sea Dragon Officer in Charge. "*The exercise allowed participants to refine their ASW skills while exposing them to unique differences between each squadron*." Respectively, four U.S. aircrews and one RAAF aircrew, along with ROKN servicemembers observing operations as passengers, executed over 20 sorties and 80 operational hours, advancing through multiple levels of ASW proficiency, with support from Mobile Tactical Operations Center (MTOC) 1, over the eight days of the exercise. "*It was an invaluable opportunity for our junior operators to train on a live submarine,"* said Roberts*. "You cannot always replicate this type of training in a simulator*." During the exercise, U.S. and RAAF aircrew coordinated ASW prosecution against both simulated and live targets to include a Los Angeles-class attack submarine assigned to CSS-15. "*This exercise provides our Los Angeles-class submarines the opportunity to work and train with the Marine Patrol and Reconnaissance Aircraft of the RAAF in an effort to increase our readiness and lethality in the region*," said Capt. Timothy Poe, CSS-15. Additional to the joint units conducting the exercise, many other U.S. entities were involved during the many developmental and implemental stages of the exercise. "*I appreciate all the planning and execution from CTF-74, Marianas Island Range Complex, Anderson AFB, MTOC 1, and U.S. Naval Undersea Warfare Center, whose hard work made this exercise possible*," said Roberts. "*CTF-72 looks forward to hosting this exercise again in 2020 and expanding it to more partners and allies in the future*." **Exercise Sea Dragon** illustrates that the U.S. and partner nations stand ready to ensure the freedom of navigation and the free flow of commerce wherever international law allows. "*The American-Australian alliance is rock solid and based on a common purpose: to promote peace and prosperity*," said Poe. "*Our friendship is underpinned by a deep alignment of interests and our societies' shared commitment to the values of freedom and democracy. We are committed to fostering an Indo-Pacific region where all countries abide by international law*." The United States looks forward to taking part in forging stronger relations, safeguarding safe and established maritime zones, and ensuring safe sea lanes. "*A free, open, and prosperous rules-based order in the Indo-Pacific region is in our nations' enduring national interests and reflect our shared commitment to a region based on these convergent principles*," said Poe. CTF-72 leads patrol, reconnaissance and surveillance forces in support of U.S. 7th Fleet (C7F), promoting regional security and enhancement of theater security operations through multilateral engagements to build reconnaissance and surveillance capability within C7F and partner forces. **Source: https://www.navy.mil**

USN Ship Protection: From "Slick 32s" to SEWIP

Dec 24, 2018 04:58 UTC by Defense Industry Daily staff

December 24/18: Block 2 advancing The Naval Sea Systems Command is modifying a contract with Lockheed Martin. Priced at $184 million, the modification exercises a contract option that sees for full-rate production a SEWIP subsystem. The Surface Electronic Warfare Improvement Program (SEWIP) is and electronic countermeasure system that uses radar warning receivers, and in some cases active jamming, contributing to a ships' self-defense system. SEWIP Block 2 is the most recent version of the system, which aims to expand upon the receiver and antenna groups necessary to support threat detection and improved system integration. Work will be performed at multiple locations – including, but not limited to – Liverpool, New York; Brockton, Massachusetts and Lansdale, Pennsylvania. Performance is scheduled to run through June 2021.

"Slick 32"

The US Navy's AN/SLQ-32 ECM (Electronic Countermeasures) system uses radar warning receivers, and in some cases active jamming, as the part of ships' self-defense system. The "Slick 32s" provides warning of incoming attacks, and is integrated with the ships' defenses to trigger Rapid Blooming Offboard Chaff (RBOC) and other decoys, which can fire either semi-automatically or on manual direction from a ship's ECM operators. The "Slick 32" variants are based on modular building blocks, and each variant is suited to a different type of ship. Most of these systems were designed in the 1970s, however, and are based on 1960s-era technology. Unfortunately, the SLQ-32 was notable for its failure when the USS Stark was hit by Iraqi Exocet missiles in 1987. The systems have been modernized somewhat, but in an era that features more and more supersonic ship-killing missiles, with better radars and

advanced electronics, SLQ-32's fundamental electronic hardware architecture is inadequate. Hence the Surface Electronic Warfare Improvement Program (SEWIP).

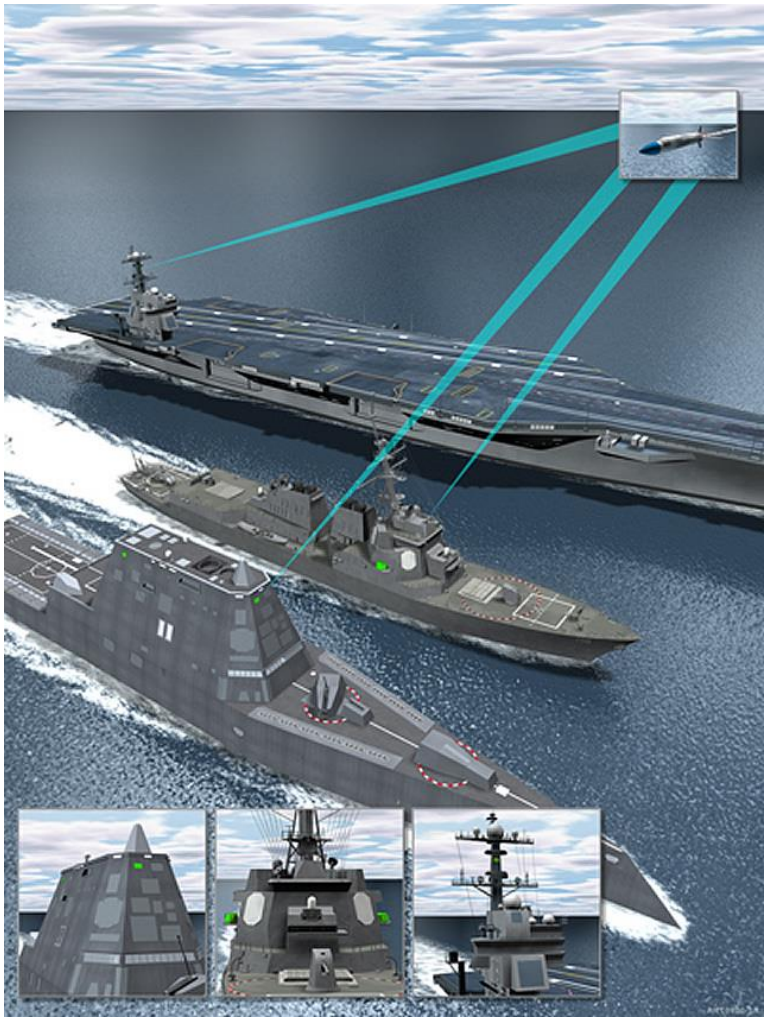
SEWIP Blocks

"Slick 32" screen on **USS *Iowa***, 1984

Overall, SEWIP is a $5.297 billion program, with spending ramping up sharply as of FY 2014. Though SLQ-32 is a Raytheon system, SEWIP began in 2003 with General Dynamics as the lead integrator. Blocks 1A, 1B2, and 1B3 all use the improved control and display (ICAD) console, which is a GD-AIS upgrade based on the commonly used Lockheed Martin AN/ULQ-70 computing and display console.

SEWIP Block 1A adds the improved displays and a modern interface noted above, along with some hardware switchouts that add modern commercial-off-the-shelf hardware to drive the new display, and handle some signal processing (Electronic Surveillance Enhancements, or ESE).

SWEIP Block 1B1 made more changes to replace obsolete SLQ-32 electronics, some of which aren't even manufactured any more, and improved the system's ability to locate the source of incoming radar signals. SEWIP Block 1B1 provides a AN/SSX-1 stand-alone specific emitter identification (SEI) subsystem to ships with the active AN/SLQ-32(V) variant. For small ships, the Small Ship Electronic Support Measures System (SSESM) provides Specific Emitter Identification (SEI) capability in a stand-alone configuration.



SEWIP-2 concept

SEWIP Block 1B2. For those ships which already have 1B1, this adds federated Specific Emitter Identification, and fully integrates SEI with Block 1A's ICAD/Q-70 console.

SEWIP Block 1B3 adds additional display upgrades, and a High Gain High Sensitivity (HGHS) subsystem, to help ships deal with modern missiles that announce their presence less boldly and offer less warning time. It received its Milestone C/Low-Rate Initial Production (LRIP) go ahead in summer 2012, and is expected to hit Full Rate Production (FRP) in spring 2014.

Those low-cost, low-risk inserts deal with some of the SLQ-32 system's issues, but not all. Over the longer term, the system's fundamental receiver/emitter electronics need to be updated to modern technologies. Its software needs improvements that let ships take better advantage of the new hardware's capabilities, make it easier to share SEWIP information with their own ship's combat system, and allow sharing

with other ships.
SEWIP Block 2 is described as an upgrade, but it's more like a major home renovation. It replaces the old SLQ-32 receivers and antennas with modern digital technologies, adding new capability, flexibility, and signal processing muscle. Block 2 also modifies the software, creating a single, unified interface to the combat system in place of multiple interfaces to individual components of the combat system. This makes future upgrades simpler, and may also have the effect of improving performance. Lockheed Martin's ICEWS materials touted under 200ms end-to-end latency, a low false alarm rate, and good high-pulse throughput for cluttered environments. The Block 2 contract was awarded to a Lockheed Martin/ ITT partnership at the very end of FY 2009. June 2010 was the next key milestone, and a July 2010 contract continues development. The system passed its Critical Design Review in early 2011, and the partnership was scheduled to deliver 2 prototypes in 2012. This ACAT II program achieved Milestone C approval in January 2013, with approval to begin Low Rate Initial Production, and the contract was restructured to begin LRIP in March 2013. Contracts for production and installation are now underway.
SEWIP Block 3 and beyond could look very different. Block 3 looks to add improvements to SEWIP's Electronic Attack (EA, or jamming) capability. The goal is a common EA capability to all surface combatants (CVN, CG, DDG, LHA) outfitted with the active V3/v4 variants of the AN/SLQ-32, mainly the (V)3 and (V)4, as well as "select new-construction platforms." It builds on ESM improvements in Blocks 1 and 2, but isn't expected to hit its Milestone C Low-Rate Initial Production approval until early 2017. Initial Operational Test & Evaluation isn't scheduled until summer 2018. A US Navy program called "*Integrated Topside*" aims to take all of the little bolt-ons and antennas used for communications, basic radar functions, and electronic warfare, and make them all part of 1 unified architecture. That could help improve ships' anti-radar profiles, increase their communications bandwidth, and resolve electromagnetic interference and compatibility issues between different devices. New-generation AESA radars have already demonstrated communications and electronic jamming potential, and current research is focused on that technology as the way forward.
SEWIP Block 3T will provide "*an initial interim capability of a focused application of the Naval Research Laboratory Transportable EW Module (TEWM) to meet an urgent operational needs statement*."

Source: https://www.defenseindustrydaily.com

US to boost funding for Ukrainian Navy after Kerch row with Russia

The 3 000 ton Ukrainian Navy frigate ***Hetman Sahaydachniy***. **Photo: MoD of Ukraine**

WASHINGTON (Sputnik) – The United States is providing Kiev with additional funding to build up its navy in light of the Kerch strait incident, the State Department said in a press release. "*In response to Russia's dangerous escalation and unjustified November 25 attack on three Ukrainian naval vessels near the Kerch Strait, the Department of State, subject to Congressional approval, will provide an additional $10 million in Foreign Military Financing to further build Ukraine's naval capabilities*," the release said on Friday. Russian officials have said Ukrainian naval ships and their crews were detained by Russian border guards for illegally crossing the Russian maritime border and failing to respond to multiple lawful demands to stop. Following the incident, Poroshenko signed a decree declaring martial law in several Ukrainian regions located near the Russian border. Putin has said that the incident was a provocation prepared in advance as a pretext to introduce martial law, suspending voting rights, ahead of Ukraine's presidential election since Poroshenko's popularity ahead of the vote was low.

Source: Sputnik

Frigate's captain finally speaks out

Six weeks after Norway's doomed frigate **KNM *Helge Ingstad*** collided with a tanker and sank, its commander Preben Ottesen has finally granted an interview. He told Oslo newspaper VG that he doesn't feel he shirked his duty, nor does he feel any shame, only sadness over seeing his warship badly damaged, tipping over and mostly disappearing under water. Captain Preben Østheim is finally speaking out about what happened when the frigate he commanded, **KNM *Helge Ingstad***, collided with a tanker in the dark, early morning hours of November 8. He won't talk about what caused the collision, but claims he feels no shame or dereliction of duty. "*When you're standing on land and watch your own ship sink … it's completely surreal*," Ottesen told VG. "*It's difficult to understand. To see the ship you love, just lying there and struggling, is the world's saddest sight*." The 49-year-old Ottesen is known as the frigate's skipssjef in Norwegian (literally, ship's chief), but formally as the frigate's commander and captain. He said he still wasn't sure the reality of the loss has fully

registered with him. He's been reporting for work now in his office at the Norwegian naval base Haakonsvern in Bergen. VG described him as both calm and resolute as he spoke, in line with expectations of a captain who was responsible for a vessel worth NOK 4.3 billion (nearly USD 500 million) of the Norwegian taxpayers' money, along with the 137 people who were on board.

Photo: Forsvaret/Jakob Østheim

He told VG that he was sleeping when the frigate, sailing south at what's been called a high speed of 17-18 knots in the busy Hjelte Fjord northwest of Bergen, collided with the fully laden tanker ***Sola TS*** in the early morning hours of November 8. The heavy tanker had just left the Sture oil terminal, escorted by a tug boat and with a pilot on board, bound for the UK. The collision woke Ottesen up with the proverbial bang. His cabin was located high up on the frigate, just behind the bridge, and he was thrown out of his bed. He said he was initially "*super confused*" but realized something was very wrong. He admitted to a moment of fear, but then adrenalin took over. Years of training and being drilled on emergency routines clicked in, he told VG. He quickly dressed in his work uniform that portrays his military distinctions and the frigate's own shield, and ran to the operations room. Ottesen said he was briefly relieved when a radar screen showed the vessel was in the middle of the fjord, and thought his warship must have hit a container or something else that was floating in the water. It didn't take long to realize the collision was far more serious. The first priority was to gain oversight and control over everyone on board, all of whom were later evacuated after it proved impossible to gain control over the vessel itself. The crew lost steering, water was pouring in and the vessel was drifting towards land. He then headed for the bridge, but then lost contact with the operations room because of a power failure. After eventually grounding, with all the movement and noise that it involved, there was little choice left. "*We understood there wasn't much more we could do for* ***KNM Helge Ingstad***," Ottesen told VG. "*We left the ship.*" In line with tradition, he was the last to leave. There were no casualties and only a few crew members suffered minor injuries. It didn't take long for speculation to start flying over how and why such a collision could have occurred, in calm seas and clear weather. Investigations were launched immediately and then came word that the frigate's crew on the bridge had been warned it was on a collision course with the tanker. A few days later, VG obtained and published dramatic tapes of the radio communication between the tanker and maritime traffic officials when the frigate didn't respond. Defense officials were charged with shielding the frigate's crew, and being remarkably reluctant to discuss the cause of the collision or answer questions. No blame was assigned, nor was anyone facing punitive consequences, and that irked a long line of maritime experts who took to writing angry commentaries in newspapers and online. Ottesen claims he still has no idea how such a serious collision and its aftermath could have occurred. Like all other top military officials from Defense Minister Frank Bakke-Jensen (who has appeared preoccupied over who leaked the tapes to VG) to Defense Chief and Admiral Haakon Bruun Hanssen, the ***Helge Ingstad***'s captain wouldn't answer any questions about what caused it. They all defer to the ongoing investigations by local police and the state accident investigations board (Havarikommisjonen). The latter's preliminary report has been harshly criticized for downplaying and even clouding the responsibility of the crew on the bridge of the frigate, and overplaying the role of the tanker. The navy's own internal investigation of the collision is being kept secret, at least so far. VG reported that Ottesen's refusal to discuss possible reasons for the collision "*clearly*" is based on orders from his superiors. Ottesen went so far as to claim that those on board have spoken both with the police and the commission, but they allegedly haven't spoken so much together about what they think caused the collision. That's been a conscious decision, VG reported, to hinder anyone being influenced by what others think. "*There hasn't been any need to*

talk about cause either, I feel," Ottesen told VG. "*We have talked more about our own impressions than about why this happened*." Both he and other naval officials have also been publicly and privately criticized, however, for staying mum and not admitting to any mistakes or assuming responsibility. They're criticized for thus "*failing to show leadership*," according to one retired naval officer. Instead there seems to have been a concerted effort to gloss over blame and stress the positive aspects of the collision's aftermath; that no one was seriously injured or killed, and that the evacuation went well. Ottesen is the latest to claim that he's actually "*proud*" of how well his crew responded to the collision, and he boasted of how well he thinks the Navy has offered support and follow-up. Ottesen admitted only to being pre-occupied with "*what if*" types of questions. He won't respond to criticism that the vessel was sailing much too fast, that a duty shift change just before the collision disrupted procedures, or that crew on the bridge simply weren't paying attention to either marine radio traffic or their radar screens. They have told accident investigators they thought the lights of the oncoming tanker were actually lights of a stationary object at the oil terminal. Several maritime experts believe the frigate's crew on the bridge had no idea where they were. The ***Helge Ingstad***'s captain, who had hosted the US admiral in charge of NATO's huge **Trident Juncture** exercise on board the frigate just a week earlier, would only explain why he was sleeping when the collision occurred: Hjelte Fjord is familiar territory to all five of Norway's frigates, which sail in or out of it when leaving or arriving at home port at Haakonsvern. Most traffic runs north-south, with little cross-fjord traffic, and the fjord is viewed as a relatively simple area in which to maneuver. After being up on the bridge several times between Kristiansund and Hjelte Fjord, Ottesen felt that the final leg of the frigate's voyage through the fjord in the middle of the night was a good opportunity for him to get some sleep. "*I have to sleep now and then also*," he told VG. "*After 12 years at sea I Asked whether he feels any shame over what happened*, Ottesen said he does not feel he failed at his duty or was derelict in any way. "*This is of course difficult for me, too, but I think I handled it well," Ottesen told VG. "I don't have any problems sleeping or talking about it*," he added, apart from all the "*why*" and "*what if…*" questions. "*I don't feel any shame*," he said. "*As the ship's chief, I of course have the overall responsibility for the ship and its crew. It's extremely sad that this happened. It's an accident that should not happen, but I don't feel any shame*."

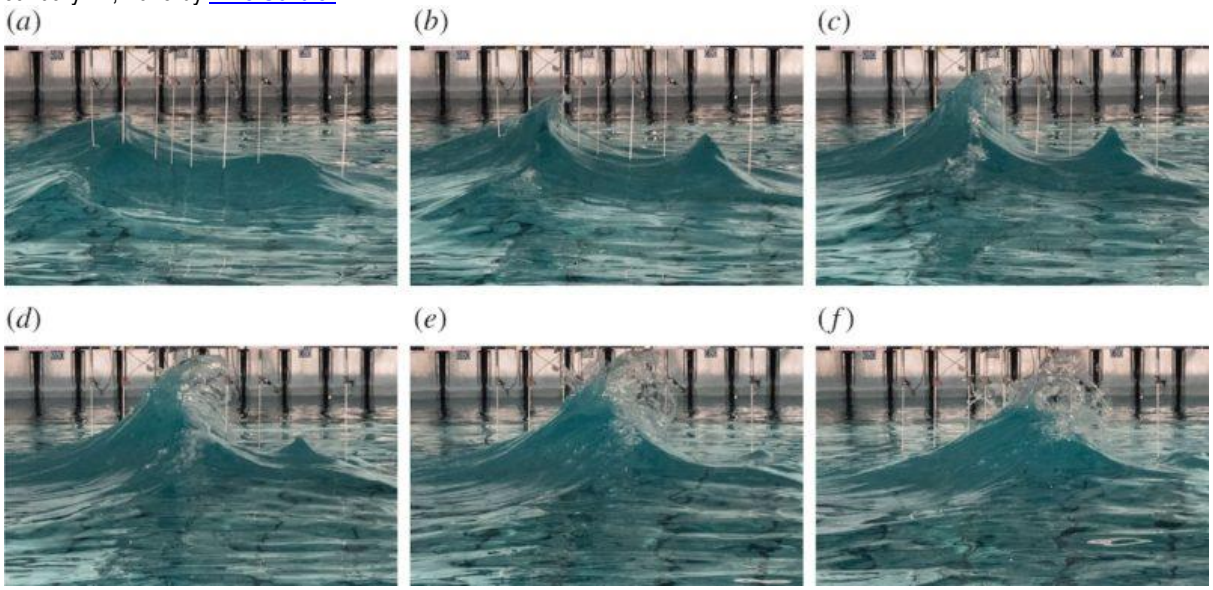
Source: newsinenglish

Angel Söderlund comments: *I doubt that any competent captain in the world would tell the media what happened to cause a situation, let alone admit to being at fault before the findings are formally published. It is interesting to note that most naval collisions occur when the captain is turned in! There is a lesson in that*.

Personal view is that I fail to understand how captains turn in when their ship is congested waters, however well you know the area.

Researchers Recreate Rogue Wave in Lab, Shedding Light on How They Form in Open Ocean

January 24, 2019 by Mike Schuler



Still images showing the most successful reconstruction of the Draupner wave.

Researchers at the Universities of Oxford and Edinburgh have worked out the unique set of conditions that allow for the creation of '*freak'* or '*rogue'* waves that can seemingly appear without warning and pose a danger to ships and mariners at sea. During the study, the team set out to recreate the conditions that led to famous Draupner freak wave, one of the first confirmed observations of a freak wave ever recorded. The famous wave was observed on the January 1, 1995 in the North Sea by measurements made on the Draupner Oil Platform. Freak waves are unexpectedly large in comparison to surrounding waves. They are difficult to predict, often appearing suddenly without warning, and are commonly attributed as probable causes for maritime casualties including the sinking of large ships. Seeking to understand how freak waves form, the team of researchers set out to reproduce the Draupner wave under laboratory conditions at the FloWave Ocean Energy Research facility at the University Of Edinburgh. What they discovered was that that they could recreate the wave using two

smaller wave groups that crossed at a specific angle – approximately 120 degrees. "*When waves are not crossing, wave breaking limits the height that a wave can achieve. However, when waves cross at large angles, wave breaking behavior changes and no longer limits the height a wave can achieve in the same manner*," the researchers noted. "*The measurement of the Draupner wave in 1995 was a seminal observation initiating many years of research into the physics of freak waves and shifting their standing from mere folklore to a credible real-world phenomenon*," said Dr. Mark McAllister at the University of Oxford's Department of Engineering Science. "*By recreating the Draupner wave in the lab we have moved one step closer to understanding the potential mechanisms of this phenomenon*." Interestingly, the wave they created also resembled the '**The Great Wave off Kanagawa'**, also known as '**The Great Wave'**, a woodblock print published in the early 1800s by the Japanese artist Katsushika Hokusa, which is believed to depict a freak, or '*rogue'*, wave. The researchers hope that this study will lay the groundwork for being able to predict these potentially catastrophic and hugely damaging waves that occur suddenly in the ocean without warning. A demonstration of the wave can be seen in the video below: https://www.youtube.com/watch?v=QWWe9PMuVng **Source: https://gcaptain.com**

First Gate for '*World's Largest Sea Lock'* Arrives in IJmuiden, Netherlands

January 22, 2019 by Mike Schuler

Photo: Port of Amsterdam

The first of three lock gates for the new, larger lock being constructed at the entrance of the North Sea Canal at IJmuiden, Netherlands arrived at its final destination this week after being transported from South Korea. The lock gate was towed by a tug from Maasvlakte 2 at the Port of Rotterdam across the North Sea to IJmuiden where it will be used in the construction of what will become the largest sea lock in the world, providing access to the Amsterdam port region to larger seagoing vessels. The three lock gates arrived in the Netherlands from South Korea aboard the heavy lift vessel ***Talisman*** on 6 December 2018. Due to their size, the gates has to be unloaded in Rotterdam before transport to IJmuiden. To accommodate ever larger vessels, OpenIJ has been working on the construction of the new lock at IJmuiden since 2016. At an enormous 500 meters long, 70 meters wide and 18 meters deep, the lock will be the largest in the world. "*It is good that – after a long journey – the first lock gate has now arrived at its destination*," said Minister of Infrastructure and Water Management, Cora van Nieuwenhuizen. "*This is a milestone for this project and the start of a new chapter in the construction of the largest sea lock in the world.*" The new gate which arrived this week measures 72 meters long, 24 meters high and 11 meters wide, and weighs approximately 3,000 tons. As soon as the weather permits, the other two lock gates will also be towed from Maasvlakte to IJmuiden. The project is a joint venture between the Ministry of Infrastructure and Water Management, the Province of North Holland, the Municipality of Amsterdam, Port of Amsterdam and the Municipality of Velsen. Construction activities at the site of the new lock are now in full swing, with more than 200,000 m3 of concrete now poured. **Source: https://gcaptain.com**

When I still ived in msterdam during th mid 50's, Ijmuiden lock was the biggest sea lock in the world. Now it is reclaiming the title. Where I lived in Amsterdam, we basically lived 6 m below sea level.