

NAVY NEWS WEEK 14-6

6 April 2018

Confirmed: Saudi Supertanker Attacked in Southern Red Sea; Tanker Reported Safe After 'Explosion'

April 4, 2018 by [Mike Schuler](#)



Photo: TARBATNESS / Shipspotting.com

A fully laden supertanker came under attack Tuesday in the Southern Red Sea while underway in one of the world's busiest shipping lanes, the European Union's Naval Force Somalia (EU NAVFOR) and other maritime officials in the region have confirmed. Details of the attack are still unclear, but the incident is likely to be related to the on-going conflict in Yemen, the EU NAVFOR said. In an advisory, the United Kingdom Maritime Trade Operations [said](#) that a merchant vessel reported an explosion on April 3 at approximately 0915UTC in position 1429.3N 04211.2E in the Southern Red Sea. The

Advisory - UKMTO-IO #73

Date: 3rd April 2018
Location: 142918N, 0421112E

REF: Warning 001/APR/2018 - UPDATE 001 On 03 April 2018 at approximately 0915UTC a Merchant Vessel reported an explosion in position: 1429.3N 04211.2E (Southern Red Sea). At present cause unknown. Investigations are currently ongoing. VESSELS TRANSITING THE AREA ARE ADVISED TO EXERCISE EXTREME CAUTION

Attacked - UKMTO-IO #72



cause of the explosion is unknown, the UKMTO advisory said.

Yellow pin shows the approximate location of the attack in the Southern Red Sea. Source: UKMTO

The oil tanker has been identified as the Saudi Arabian-flagged **MT Abqaiq**, a 300,000 dwt Very Large Crude Carrier,

which capable of carrying 2 million barrels of crude. The tanker is owned by Saudi shipping group Bahri. Saudi media reported yesterday that the Saudi-led coalition said the oil tanker was in international waters when it came under "Houthi-Iranian attack" at around 1330 local time. A coalition warship conducted a "swift intervention" that repelled the attack. The type of weapon used is not clear. "As a result of that attack, the tanker was subjected to a slight but ineffective hit and it resumed its naval course northwards, escorted by a coalition warship," Reuters reported the statement as saying. EU NAVFOR confirmed Wednesday that the vessel continued underway and that the crew are safe and unharmed. "In this case, [Combined Maritime Forces] and EU NAVFOR assess that the incident is likely to be related to the ongoing conflict in Yemen; however, no further activity with relation to the incident has been reported. EU NAVFOR confirms that the vessel continued underway and that the crew are safe and unharmed," EU NAVFOR said. Ships in the area have been warned to remain extremely vigilant and report any suspicious activity to MSCHOA and / or UKMTO. "The United States is very concerned about the Houthis' latest attempt to escalate the war in Yemen, this time by attacking a commercial vessel while it transited one of the world's busiest shipping lanes, the Bab al-Mandab, in international waters," the White House said in a statement obtained by Reuters. Shipowner Bahri confirmed the incident in a statement issued Thursday. "The VLCC (very large crude carrier) suffered only minor damage and there were no injuries to our crew aboard. The cargo was unaffected and there was no loss of containment. The crude carrier successfully resumed her northward journey across the Red Sea," Bahri said.

Source: <http://gcaptain.com>

Would-be pirate starts fire on historic tugboat

A would-be swashbuckler was arrested early Thursday for reckless burning and criminal mischief after he allegedly started a fire aboard an historic tugboat. Around 1:30 a.m., the Coos Bay Police Department and the Coos Bay Fire Department responded to When police arrived, they found a fire burning inside the boat and 60-year-old Jeffery Warner standing on the stern. According to police, Warner told officers that he was just trying to keep warm. Based on Warner's statement police inferred that it was him who started the fire. Coos Bay firefighters were able to extinguish the blaze, with only minor damage to the inside of the tugboat. Warren is homeless and recently moved to the Bay Area. He told police that he was able to pry

open one of the doors to get inside the boat. During the investigation, Coos Bay police found property inside the tug boat that they associated with Warner. Pirate-related items were found inside, including several fake skulls, a fake parrot, pirate-related jewelry and toy eye patches. At the time of his arrest he was also wearing pirate jewelry and a sweatshirt with a large pirate picture on the back. It is unknown if Warner's affinity for pirate related items was his draw to the community and the tug boat. Warner was arrested and transported to the Coos County Jail for reckless burning and first degree criminal mischief.

Source; the world

Coos Bay is the largest coastal city in Oregon, about 300 km SE of Portland, USA. The US Navy also has facilities there.

Navy Seizes 280,000 Liters Of Diesel, Arrests 7 Suspects In Rivers

The Nigerian Navy has announced the arrest of seven suspected oil thieves and seizure of about 280,000 liters of diesel allegedly tapped from pipelines. Capt. Victor Choji, Executive Officer, Nigerian Navy Ship (NNS) – Pathfinder who presented the suspects to newsmen on Thursday, March 29, in Onne, Rivers state said they were arrested aboard **MT Araba**. According to him, the suspects were arrested along Bonny (Local Government Area) axis on Dec. 21, 2017 with 280 metric tonnes (280,000 liters) of product suspected to be diesel. He added that the suspects have been in the custody of the Navy, undergoing preliminary investigation and had told the investigators that they were contracted to deliver the petroleum product to a company in Port Harcourt. Captain Choji said the Navy had concluded its investigation on the issue would hand over the vessel, product, and suspects to Economic and Financial Crimes Commission (EFCC) to carry on with further action. The captain of **MT Araba**, Ishola Adeniyi, said that they lifted the product from an undisclosed source in the state. He said that they were on their way to deliver the product to A & S Oil and Gas Ltd., in Port Harcourt when they were arrested by the naval personnel.

Source: saharareporters

Keeping pirates at bay: On board with the RCN off the coast of Nigeria

The warm waters of the Gulf of Guinea beyond the bustling navy dockyard in southern Lagos, Nigeria, can be deceptively calm. But this stretch of the Atlantic Ocean has become the world's hotspot for attacks on commercial vessels by heavily armed pirates in speedboats. And Canada is wading right in, docking in Nigeria for the first time in half a century to help the country's navy combat the threat. The International Maritime Organization (IMO), which monitors pirate attacks and other incidents at sea, calls the Gulf of Guinea and the waters off Nigeria "a threat to seafarers." "The Gulf of Guinea contains the highest risk waters in the world for piracy and armed robbery at sea," said Cormac McGarry, a maritime analyst at Control Risks. "The threat is mainly from various pirate groups who conduct relatively low-impact thefts on ships, to those who conduct very high-impact armed robberies and kidnaps of crew or hijack tankers in order to steal their cargo." Canadian warships **HMCS Kingston** and **HMCS Summerside** docked in Lagos, Nigeria's biggest city, earlier this month to train with the Nigerians before a bigger operation in the Gulf of Guinea to hone local navies' skills and improve coordination. CBC joined the crew of **HMCS Kingston** to witness their training with the Nigerian Navy in a specific tactical move used to stop suspicious vessels. "The Gulf of Guinea contains the highest risk waters in the world for piracy and armed robbery at sea," said Cormac McGarry, a maritime analyst at Control Risks. "The threat is mainly from various pirate groups who conduct relatively low-impact thefts on ships, to those who conduct very high-impact armed robberies and kidnaps of crew or hijack tankers in order to steal their cargo." The Royal Canadian Navy's deployment here is its first visit to Nigeria since the country gained independence from Britain in 1960. During **Obangame Express**, **HMCS Summerside** and **HMCS Kingston** are working alongside counterparts from African and European navies doing drills out at sea, including the kind of responses required in the event of a pirate attack. In the separate training exercise with the Nigerians, **HMCS Kingston** played a suspect vessel operating illegally in Nigerian waters. To do so, they switched off all signals that might have identified them and waited for the Nigerian Navy ship **Unity** to locate them. "We haven't gone completely covert," said Lt Cdr Matt Woodburn, "but we've made it challenging for them to find our location... for this scenario we're a motor vessel out here, just operating like any other." After several hours, a radio communication was received and **Kingston** was asked to switch off its engines. The **Unity** encircled them, and sent a smaller boat with an armed crew to board her. Guided by a small team from the US Navy and British Royal Navy, the Nigerians boarded the **Kingston**. "We are here to look for anything illegal," said a member of the Nigerian crew. "There's nothing illegal on here," replied one of the Canadians. As the exercise played out,

the Nigerians demanded a more extensive search. "My commanding officer is not satisfied," said the lead Nigerian crew member.



The Nigerian ship **Unity** follows **HMCS Kingston**, right, during the joint exercise. Photo: Sgt Shilo Adamson

Eventually, the Nigerians found the fake packets of drugs, detained the Canadian crew and completed the exercise. Lt Cdr Woodburn said he

was satisfied with his first time working with the Nigerians. "I came into it not knowing a whole lot of what to expect. We had a quick sync meeting ashore before sailing today. The exercise went fairly well." Canada's highest-ranking naval officer, Commander of the RCN Vice-Admiral Ron Lloyd, said it was vital Canada play a role in combating the pirates by sharing its expertise. In recent years, the Royal Canadian Navy has specialized in dealing with pirates, illicit drug smugglers and terrorists at sea with its Maritime Tactical Operations Group (MTOG). High-seas piracy is a daily risk for ships that come in and out of Lagos, which has West Africa's biggest seaport. On any given day, the horizon is lined with ships waiting to come into port with high-value cargo or steaming fully laden to their next destination. According to Control Risks data, container ships and supply vessels are most at risk of piracy, as are crude oil tankers and tugs that service Nigeria's oil industry in its southern delta region and offshore. McGarry said fuel cargoes in particular have become a lucrative target recently. "Hijacks exclusively target tankers to rob their fuel cargo, which can then be sold on the black market," he said. "But other incidents, such as kidnap-for-ransom attacks, target vessels of all types, while militant groups in the Niger Delta have targeted oil and gas assets and even military or police vessels." Recent attacks have included one on a tanker loaded with 13,500 tonnes of fuel and a 22-strong Indian crew that went missing in February off the coast of Benin, which neighbours Nigeria to the west.



Members of the Nigerian navy approach **HMCS Kingston**.
Photo: Sgt. Shilo Adamson

Just before Christmas, pirates kidnapped 10 sailors from a merchant ship off the Niger Delta, while six crew members on a German-owned container ship were abducted near the Nigerian city of Port Harcourt. Natasha Brown, from the IMO, said that kidnappings typically involve "four to six days of seizure before the eventual release of the ship and the crew." Having now completed training with the Royal Canadian Navy, it's up to the Nigerian Navy and their West African neighbours to use what they've practiced in real-life situations.

Source: CBC News



The LE **George Bernard Shaw** fitting out Photo : Normand Hardaker (c)

UK nuclear submarine programme receives £600m in extra funding

Money for the vessels that will carry Britain's nuclear deterrent comes amid a deepening diplomatic crisis between the UK and Russia over the Salisbury attack

by : Joe Watts Political Editor

Britain's nuclear submarine programme has been handed an extra £600m by Theresa May in an unexpected boost for the Ministry of Defence. The Prime Minister said channelling additional funding to the new nuclear-missile carrying submarines would help keep the country "safe", amid a deepening crisis in relations with Russia over the Salisbury chemical weapons attack. The money is also a boost for Defence Secretary Gavin Williamson who has been pushing the Treasury to provide more funding for the British armed forces. Speaking at Prime Minister's Questions, Ms May said: "The Chancellor of the Exchequer and I agreed the Ministry of Defence will have access to £600m this coming financial year for the MoD's Dreadnought submarine programme. "Today's announcement will ensure the work to rebuild the UK's new world class submarines remains on schedule and another sign of the deep commitment this government has to keeping our country safe." When finished the new Dreadnought class of submarine will replace the ageing Vanguard class, which currently carries the UK's Trident missiles. The Prime Minister explained that when added to a supplementary £200m released by the Government in February, the total extra new money for the MoD rises to £800m in the financial year. It comes amid a major diplomatic stand-off with Moscow over the Salisbury poisoning, which left ex-Russian spy Sergei Skripal and his daughter in

a serious condition. More than 100 Russian diplomats have been expelled by the UK, US and other Western allies in response to the attack, which saw a Russian-made novichok nerve agent deployed in the English city. The broader National Security Capability Review (NSCR), looking at all defence spending and the challenges the country faces, will be published today. It was launched after Mr Williamson raised concerns over potential cuts to the armed forces to meet a funding gap of £20bn over the next decade. Ms May said the Salisbury attack had underlined the need for the UK to make better use of its financial, cultural and diplomatic clout as well as military force to quash threats. Under the new "fusion doctrine" to be pursued, all Whitehall departments and agencies will play a part in boosting security, changes will also be made to the way decisions are taken at the top of government to prevent any repeat of the UK's failings in the Iraq War.

source: the Independent

Dozens of Chinese navy ships drill in South China Sea



This satellite photo dated March 26, 2018 shows Chinese ships south of Hainan, China. (Planet Labs/Handout via Reuters)

Dozens of Chinese naval vessels are exercising this week with an aircraft carrier in a large show of force off Hainan island in the South China Sea, satellite images obtained by Reuters show. The images, provided by Planet Labs Inc, confirm a Chinese carrier group has entered the vital trade waterway as part of what the Chinese navy earlier described as combat drills that were part of routine annual exercises. The Liaoning carrier group last week traversed the Taiwan Strait, according to the Taiwanese defence ministry. The photos, taken on Monday, show what appear to be at least 40 ships and submarines flanking the carrier Liaoning in what some analysts described as an unusually large display of the Chinese military's growing naval might. Sailing in a line formation more suited to visual propaganda than hard military maneuvers, the flotilla was headed by what appeared to be submarines, with aircraft above. Jeffrey Lewis, a security expert at the California-based Middlebury Institute of Strategic Studies, said the images showed the first confirmation that the carrier was joining the drills. "It's an incredible picture," he said. "That's the big news to me. Confirmation that, yes, the carrier participated in the exercise." While the **Liaoning** has previously entered the South China Sea as part of drills in uncontested training grounds south of Hainan, its annual exercises are closely watched by regional and international powers eyeing Beijing's growing military might. It is unclear where the flotilla was headed, or how long operations will last. China's defence ministry did not immediately respond to a faxed request for comment.

Here's why so many nations want to control the South China Sea Collin Koh, a security expert at Singapore's S. Rajaratnam School of International Studies, described the deployment as unusual for its size and scope. "Judging by the images, it does seem they are keen to show that elements of the South Sea Fleet are able to routinely join up with the carrier strike group from Dalian in the north," he said. "It does seem they want to show inter-fleet interoperability - something the (Chinese) navy has been quietly working on for some time." Chinese naval and coast guard forces have expanded rapidly in recent years and now patrol the vast swathes of the South China Sea, but little is known about their combat readiness and co-ordination. Koh said as well as the destroyers, frigates and submarines that would ordinarily support a carrier, the flotilla appeared to include a large oiler for re-supply as well as smaller corvettes and possibly fast attack catamarans. "While it highlights an extensive ability to deploy, we are still left to guess at the PLAN's combat readiness," Koh said. As well as Vietnam, China's claims in the South China Sea are disputed by the Philippines, Malaysia and Brunei while Taiwan also has claims. The exercises come amid fresh signs of tension in the resource-rich waterway, with Vietnam recently halting oil exploration off its coast by Spanish firm Repsol under pressure from Beijing. Beijing also objected to a so-called freedom of navigation patrol by a US warship last week close to one of its artificial islands in the Spratlys archipelago further south.

source: bangkok post



Greek frigate **Psara (F-454)** Departed 29-03-2018 from Haifa photo : Peter Szamosi (c)

Goa Shipyard floats global Eol to build mine countermeasure vessels

Eager to get cracking on the much-delayed, ₹32,000-crore mine countermeasure vessels (MCMV) project, a global Expression of Interest (Eol) has been floated by Goa Shipyard Ltd to prequalify foreign shipyards that would participate in the venture. This is the Indian shipyard's third attempt in the last ten years to build the warships at its facility.

Technology transfer

An official at Goa Shipyard Ltd (GSL) confirmed that the company is looking to *"prequalify foreign shipyards with proven capability to design and construct MCMVs with single skin, non-stiffened hull."* The official said the qualified shipyard would subsequently be issued a RFP (request for proposal) for the *"supply of design and transfer of technology, which has been the main issue in the earlier tenders, as also specify infrastructure deliverables and guarantee the performance of the vessels to be constructed by GSL."*

Urgent requirement

Sources said all the six MCMVs currently operational in the Indian Navy, procured from the erstwhile Soviet Union, are set to retire by the end of this year. They have been in operation for over 26 years. The rapid induction of MCMVs is imperative. The Indian Navy requires at least 24 MCMVs urgently. The construction of the first vessel was expected to begin in April 2018, with deliveries to be completed between April 2021 and April 2026. With two tenders getting scrapped, the Make in India MCMVs have been further delayed. The (third) global tender was floated on March 21, 2018, and is set to close on April 19, 2018. GSL modernisation GSL has been in the midst of a modernisation programme over the last few years, and is in the process of creating new infrastructure for the indigenous construction of the MCMVs. An official said the infrastructure modernisation plan *"was being implemented in four phases, of which Phase 1 and 2 were completed in March 2011, and Phase 3A was completed by November 2016. Work is ongoing at the yard for the balance phases, which are Phase 3B and 4, and is scheduled to be completed by 2020."* Once the modernisation plan is completed, the shipyard would be capable of building *"Fibre Reinforced Plastic Hull MCMVs indigenously, with the help of transfer of technology"* from the foreign shipyard. As of now, the technology to manufacture the high-tech vessels rests only with six countries. *"MCMVs can have glass-reinforced plastic hulls to conceal their presence from the threat of sea-mines. Fibre reinforced is the latest element. These ships clear the way of mines to allow safe passage for larger forces, swiftly detecting and destroying any hidden dangers, and are essential for detecting and destroying mines, which are a constant threat to submarines,"* the official said. The modernisation plan for the MCMV facility at GSL *"is being executed partly from internal accruals and partly from government funding."* GSL's internal accruals for the project is around Rs ₹300 crore. The government sanctioned Rs ₹400 crore in October 2010 towards development of the facilities, and another Rs ₹480 crore in 2015 for the augmentation of infrastructure for the balance phases (Phase 3B and 4).

Source : thehindubusinessline



M 648 Lyre a Tripartite-class minehunter of the French Navy visited Haifa Photo : Peter Szamosi (c)

Navy nuclear-powered submarine USS Indiana to be commissioned at Port Canaveral

by: Dave Berman

The Navy has selected Port Canaveral to host the commissioning later this year of the **USS Indiana**, a nuclear-powered submarine. The commissioning and related events over a two-day period are expected to attract thousands of people to the Space Coast. The **Indiana** is the 16th of a series of Virginia-class, fast-attack submarines, and will be undergoing sea trials in the second quarter of this year before being commissioned during the third quarter. Specific dates have not been announced, although the commissioning is targeted at this point for the period around Labor Day. The commissioning is the ceremony of placing the vessel into active service, commonly applied to placing a warship into active duty with its country's military forces. *"It's the Super Bowl event"* for a military ship, said Lee Muller, vice chairman of the USS Indiana Commissioning Committee and retired Navy command master chief. Muller said the commissioning ceremony could attract 5,000 to 6,000 spectators, including a number of military and civilian dignitaries. There will be some seats available for the public. Details will be available on the website www.ussindiana.org once the date of the event is finalized. Port Canaveral

beat out two other finalists — Groton, Connecticut, and Norfolk, Virginia — to become the site of the commissioning. Diane Luensmann, the port's senior director of government and strategic communications, said Port Canaveral won the support of the selection committee in part due to its staff, its available facilities and its security operations that will reduce costs for Navy staffing of the event. Canaveral Port Authority Commissioner Bob Harvey, a retired Air Force colonel, said having the commissioning at Port Canaveral *"is going to be good for the port, it's good for the military community and it's good for our country."* *"It's going to be quite an event,"* said Canaveral Port Authority Chairman Wayne Justice, a retired Coast Guard two-star admiral. *"This is pretty exciting ... for an ex-military guy."* *"Being a Hoosier, it's even more exciting for me,"* Canaveral Port Authority Commissioner Jerry Allender said. The **USS *Indiana*** can launch Tomahawk cruise missiles and conduct covert surveillance of land- and sea-based targets. The nuclear-powered sub does not require refueling. *"The best way to describe the firepower is it's impressive,"* Muller told Canaveral Port Authority commissioners during a presentation Wednesday. Muller said the USS *Indiana's* future home port has not yet been determined. Tentative plans call for two days of commissioning events on a Friday and a Saturday at Port Canaveral. A 5-kilometer run, a sponsor lunch and a commissioning gala dinner would be held on Friday, followed by the formal commissioning ceremony and reception on Saturday. A statement issued by Huntington Ingalls Industries Inc., which was a builder of the sub, said Virginia-class submarines *"incorporate dozens of new technologies and innovations that increase firepower, maneuverability and stealth, and significantly enhance their war-fighting capabilities. These submarines are capable of supporting multiple mission packages, and can operate at submerged speeds of more than 25 knots for months at a time."* Among the previous Navy ship commissionings held at Port Canaveral's Naval Ordnance Test Unit wharves were of two Navy destroyers: the **USS *Porter* (DDG 78)** on March 20, 1999, and the **USS *Mason* (DDG 87)** on April 12, 2003. Vice President Mike Pence, the former Indiana governor, was the principal speaker when the Navy christened the *Indiana* in April 2017 in Newport News, Virginia.

source : Indianapolis Star

South Korea eyes French design for indigenous nuclear sub, sources say

By: Jeff Jeong

South Korea's Navy is reviewing a plan to build a 5,000-ton nuclear-powered submarine in an effort to boost its deterrence against North Korea's sub-based nuclear attack capability. Last October, the service commissioned from the Korea Defense Network five months worth of research on the feasibility of developing an indigenous nuclear-powered attack submarine. The Seoul-based think tank recently reported the results to the Navy, suggesting the service build a nuclear attack submarine modeled after the French 5,300-ton Barracuda-class sub, multiple Navy sources told Defense News. *"We're reviewing the KDN report on indigenous submarine building in a careful manner,"* a Navy spokesman said. *"After thorough review, we'll report it to the defense minister and the presidential office subsequently for final decision."* The nuclear submarine project is, however, not to be discussed openly, the spokesman noted, in an apparent move not to harm the mood of inter-Korean dialogue. *"The nuclear-powered submarine-building plan is highly sensitive for itself and especially at a time when the discussions of inter-Korean summit and U.S.-North Korea summit talks are being taken place,"* he said. He declined to comment on whether the submarine program could be halted or delayed due to the mood of the dialogue. According to another informed Navy source, the KDN report referred to the Barracuda-class submarine as a model because the French sub, designed by DCNS, is powered by low-enriched uranium. *"The use of uranium with over 20 percent enrichment for a nuclear-powered submarine could breach a nuclear agreement with the U.S.,"* the source said. Former President Barack Obama said Sunday that negotiations with North Korea on its nuclear weapons program are difficult, partly because the country's isolation minimizes possible leverage, such as trade and travel sanctions against Pyongyang. *"In that regard, the French submarine model is realistic and safe to secure nuclear fuel,"* the source added. Under a revised U.S.-South Korean nuclear deal signed in 2015, Seoul is not allowed to enrich uranium and reprocess spent fuel for military purposes. The deal allows enriching uranium for civil nuclear energy and low-enriched uranium. South Korea launched a clandestine nuclear sub-building project in 2003. The project, code-named **"362 initiative,"** was canceled a year later when the plan became public and was brought to the attention of the International Atomic Energy Agency. *"During the 2003 project, we finished works of basic design for indigenous nuclear-powered submarine, as well as of a miniaturized nuclear reactor,"* said Moo Keun-sik, a retired Navy captain who had led the **"326 initiative."** *"South Korea has enough ability to design and develop its own nuclear submarine."* Moon said the South Korean effort would need foreign technical assistance on weapons integration. *"Designing and building a nuclear-powered submarine is no problem for South Korean premier shipbuilders, but for integration of weapons and other equipment into the submarine platform, we may need some help from France or others,"* he said. Some experts are skeptical about the costs and development timeline of a locally built submarine. *"There are consensus that indigenous nuclear submarine building is to take 10 years or more, as longer as 17 years,"* said Kim Dae-young, a research fellow with Korea Research Institute for National Strategy. *"Per-unit cost is also expected to overrun the government's estimated cost of some \$1.1 billion."* Kim added that if the country wants a capability sooner rather than later, it should consider buying nuclear attack submarines or produce them under a foreign license. South Korea has built nine 1,200-ton KSS-I diesel-electric submarines and nine 1,800-ton KSS-II subs, both with technical assistance from German shipbuilding company Howaldtswerke-Deutsche Werft. The Asian nation is on track to build its own 3,000-ton attack submarine known as KSS-III. *"Underwater operations with the fleet of diesel-electric submarines are restricted to detecting and countering the North's [submarine-launched ballistic missile] threat,"* Moon said. *"On the other hand, nuclear-powered submarines will help conduct patrols for much longer periods to thwart North Korean SLBM attacks."*

At a potentially pivotal moment of diplomacy with North Korea, the Pentagon said Monday that annual U.S.-South Korean military exercises that had been postponed for the Pyeongchang Winter Olympics will begin April 1. North Korea's submarine force is burgeoning, as it has developed new conventionally powered subs capable of firing ballistic missiles, according to experts. The North is entering the final stage of development for a 3,000-ton submarine that could carry three SLBMs. The SLBM, called Pukkuksong-1, was reportedly successfully test-fired Aug. 26, 2016, and flew about 500 kilometers. In August 2017, the communist state's news agency released the Pukkuksong-3 SLBM, which appeared to be the latest in its series. According to Seoul's 2016 Defense White Paper, North Korea operates a fleet of some 70 submarines, including six Sinpo-class attack submarines. **source: defensenews**

Yasen-M-class Submarine Kazan to be handed over to Russian Navy in 2019



The Yasen-M-class **Kazan** SSGN will be handed over to the fleet in 2019, head of the United Shipbuilding Corporation Alexey Rakhmanov said. K561 **KAZAN** is the first Project 885M / Yasen-M class SSGN of the Russian

Navy. Screen capture from TV Zvezda report "We hope to overcome all problems in the near future and will begin mooring trials. We will finish everything next year. We have to deliver a combat ready product. It is most likely next year," he said. The new submarine has numerous weapons. Therefore, two planned navigations are unlikely to be sufficient for test trials. "It is a new step. We are coming closer to the construction of generation 4 plus submarine. Its systems demand fine and scrupulous tuning and our suppliers were not very ready for that," he said. Fourth-generation SSGN of projects 885 and 885M are designed to destroy surface and underwater targets and adversary ground facilities. The full displacement is 13800 tons. They can submerge to 600 meters and develop an underwater speed of 30 knots. The mixed construction unites a light hull which covers the solid hull in the bow to decrease the signature. For the first time in domestic shipbuilding the torpedo launchers are located not in the bow but behind the central post compartment. The submarines are armed with Onix and Kalibr cruise missiles and a powerful missile-torpedo complex. **source: navyrecognition**

Future Submarine strategic partnering negotiations fall behind schedule

by: Julian Kerr, Sydney - IHS Jane's Defence Weekly

Negotiations between the Australian government and French shipbuilder Naval Group on an overarching strategic partnership agreement (SPA) for Australia's AUD50 billion (USD38 billion) Future Submarine programme have fallen behind schedule. The SPA will set out terms and conditions that will endure for the entire Sea1000 programme, avoiding the need to negotiate subsequent phases from scratch. Preceded by months of preparatory work, including the formulation of draft contract documentation, negotiations officially got under way in November 2017. Teams headed by Rear Admiral Greg Sammut, head of the Future Submarine programme in the Department of Defence's (DoD's) Capability and Sustainment Group (CASG), and Naval Group executive director Jean Michel Billig, have met for two sessions in France and two in Australia. **source : IHS**

Littoral Combat Ship USS *Little Rock* Leaves Montreal After Three Months Trapped in Ice

By: [Sam LaGrone](#)

April 2, 2018 1:37 PM



USS *Little Rock* transiting the St. Lawrence Seaway on March 31, 2018. René Beauchamp Photo via Twitter

The Navy warship that was stuck on the St. Lawrence River for three months is now underway to its homeport at Naval Station Mayport, Fla., a Navy official told USNI News

on Monday. Littoral Combat Ship **USS Little Rock (LCS-9)** left on Saturday bound for the Atlantic Ocean after weathering the winter pier-side in Montreal, Lt. Cmdr. Courtney Hillson told USNI News. *“The ship was moored at the Port of Montreal until weather conditions improved and the St. Lawrence Seaway melted enough for the safe passage of the ship,”* Hillson



said. *“Keeping the ship in Montreal until weather conditions improved ensured the safety of the ship and crew.”*

USS Little Rock (LCS-9) approaches Montreal on Dec. 24, 2017, for a port visit. The ship is currently stuck in Montreal due to icy conditions in the St. Lawrence River and a shortage of icebreaking tugs. Photo courtesy USS Little Rock Blue Crew – Warhaws Facebook page.

Canadian ship spotters posted photos of the icebreaker **CCGS Des Groseilliers** escorting **Little Rock** down the St.

Lawrence on Saturday. *“We greatly appreciate the support and hospitality of the city of Montreal, the Montreal Port Authority and the Canadian Coast Guard,”* Little Rock commanding officer Cmdr. Todd Peters said in a statement. *“We are grateful for the opportunity to further enhance our strong partnerships.”* The Littoral Combat Ship was stranded on the river in January. It was returning from its December commissioning ceremony in Buffalo, N.Y., where it entered the fleet next to its namesake, the decommissioned guided-missile cruiser **USS Little Rock (CG-4)**. **Little Rock** was late leaving Buffalo due to weather and had stopped in Montreal for a port visit and minor repairs. *“The ship was ready to depart Montreal, but the extreme cold, subsequent condition of the St. Lawrence Seaway and availability of icebreakers and support ships caused the delay,”* Hillson [told USNI News in January](#). As the ship traveled down the St. Lawrence in January, the Navy determined it was safer to wait out the winter until the ice melted. Icebreakers patrol the Seaway, but they give preference to commercial traffic. While sidelined, two dozen of the crew participated in at least one community service outing to help stock the Welcome Hall Mission in Saint-Henri near where the ship was moored, [according to a report in the CBC](#). According to local press reports, the crew’s stay in Montreal was largely uneventful, aside from noise complaints from nearby condo-dwellers who took issue with the noise the ship’s shore-side power generators made. *“It’s like the motor of a large truck that’s driving at a high speed,”* Montreal resident Alain Stanke told [The Canadian Press](#) in March. *“Those two generators are detestable.”* Now that **Little Rock** is underway, it’s set to arrive in Mayport, Fla., by the end of the month after making several port calls along the way.

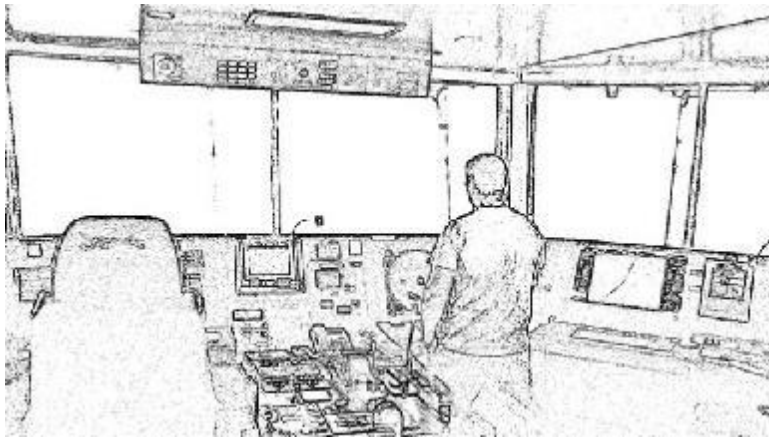
Source: <https://news.usni.org>



The Coast Guard Cutter P 811 **Panter** in Willemstad –Curacao Photo : Kees Bustraan ©

Dutch Coast Guard.

ECDIS: What Happens When the GPS Signal Goes Away?



The U.S. Maritime Administration issued U.S. Maritime Alert 2018-004 A “Possible GPS Interference – Eastern Mediterranean Sea” on March 23 in response to reports of GPS disruptions and interference from multiple vessels and aircraft between Cyprus and Port Said, Egypt. These reports come on the heels of multiple warnings by the same agency in 2017 of GPS disruptions in the Black Sea, primarily off the coast of Novorossiysk, Russia. These same warnings reaffirmed that GPS disruptions are a global concern and provided guidance for reporting to the U.S. Coast

Guard. Anecdotal reports abound of GPS disruptions ranging from the accidental jamming of GPS signals in San Diego by the U.S. Navy to the intentional use of GPS jammers by truckers. The Navy communications exercise inadvertently affected GPS-based devices ranging from ATM machines to air traffic control. For truckers both in the U.S. and overseas, the jamming frees them from the oversight of companies and regulators tracking routes or work hours. Use of these jammers by truckers in the vicinity of airports have affected operations both in Newark, NJ and Philadelphia, PA. In the Black Sea in 2017, vessel captains reported having to resort to the use of paper charts, as well as delving into the lesser-used functions of their ECDIS units. Specifically, they used the dead-reckoning (DR) modes of their ECDIS with a radar overlay to accurately plot their positions. By using various combinations of navigation tools, the vessels were able to maintain their situational awareness and safely navigate to port. The primary concern among masters, mates and pilots should be the recognition of the loss of accurate GPS positioning. Once this is recognized, mitigation of the situation can commence. But how does one determine that the seemingly-magic GPS black box is no longer providing accurate position-fixing? This can be accomplished in a variety of ways, and the method depends on where you are in the world. It also depends on what navigation tools are available. With the push for “paperless” ships, you might have to use your ECDIS in ways you might not have imagined (or practiced!) yet. If you are navigating coastwise, there are aids to navigation (ATON) from which you can obtain ranges and bearings to compare with the GPS position. The plotting of these ranges and bearings in comparison with a GPS fix at the same time will give you a good idea as to whether or not the GPS is operating as advertised. This is easily done on paper charts, but is equally possible on ECDIS units. Also, while navigating coastwise, there will be opportunities to compare the vessel's position to floating ATON (buoys), islands, structures or bottom soundings. Any of these can be visually correlated with the paper or electronic chart to approximate the current position. Overlaying the radar return – particularly when you are navigating near radar-conspicuous coastlines or objects – is another quick, yet effective check of GPS accuracy. Navigating deep sea, offshore or in areas of coastline that do not lend themselves to navigation, checks of built-in GPS accuracy indicators and expected course-over-ground (COG) and speed-over-ground (SOG) might be the best indicators of GPS position performance. Built-in GPS indicators may consist of a simple stoplight system of lights, where green means the position is good, amber means the position is questionable and red indicates that the position is inaccurate or not obtained. Further delving into the GPS signal status, the horizontal dilution of precision (HDOP) is a good indicator of how accurate your position might be. For HDOP, the lower the number, the better the signal. An ideal GPS position might have an HDOP of less than 1.0. A HDOP of between one and two is excellent, and the greater the number, the less accurate. Predicted HDOP of greater than six, due to satellite maintenance, have sparked warnings from the U.S. Coast Guard in the past. Unless operating in an area of erratic high currents, the navigator will normally be able to predict the anticipated COG and SOG. If the GPS starts providing an unexpected COG/SOG, it should be viewed sceptically until proven correct. While not a guaranteed indication of GPS issues, it is a clue that all might not be as expected. Whether you are paperless and using ECDIS for your primary navigation or still using paper charts, the next steps are pretty much the same. It's time to go old school and start dead reckoning (DR) and using everything at your disposal to determine the vessel's position. On paper charts, dead reckoning your position is nothing new, nor is plotting visual or radar bearings and ranges. Plotting of ranges and bearings to known land masses or ATON can now be done on either the ECDIS or paper chart, as discussed earlier. No GPS and you are trying to cross oceans? Oddly, up to 25 years ago, this was routine. Granted, there were other modes of electronic navigation – Decca, Omega, Loran-C or Transit SatNav – all of which are now gone. That leaves us with celestial navigation. It may take some time to shake the rust off the navigator's celestial navigation skills, but there aren't many options without GPS/GNSS (Global Navigation Satellite Systems). As the frequency bands for the various GNSS GPS-type systems are similar, jamming or disruption of one system may well effect all. Celestial navigation tools are on board all deep-sea vessels as required. The use of them to determine the vessel's position can and will be done with accuracy ranging from miles to tens of nautical miles. Plotting of celestial lines of position of paper charts continues as before. In the end, GPS/GNSS position-fixing systems are tools; tools that are subject to errors and

failure. Although ubiquitous and a seemingly critical part of what we do both ashore and afloat, it is equally critical to recognize when our GPS systems are not working properly and start mitigating the resultant risk. **Source: MarEx**



The British sail training barque **Tenacious** arrived in Table Bay on Wednesday 4 April. **Photo: Capt Steve Bentley**
Angel comments: She is a modern wooden sail training ship, specially designed in the 1990s to accommodate anyone over 16 with a disability. When completed in 2000, it was the largest wooden ship to be built in the UK for over 100 years. She belongs to the Jubilee Sailing Trust (JST) and, along with the STS Lord Nelson, the pair are the only tall ships in the world that are wheelchair accessible throughout.

Workhorses of the sea



Heerema's **Aegir** inbound at Rotterdam-Europoort – Caland Canal **Photo : Marijn van Hoorn ©**