

## NAVY NEWS WEEK 26-4

27 June 2018

### NEARLY SEVEN TONS OF COCAINE WORTH \$206M SEIZED BY U.S. COAST GUARD

BY DORY JACKSON

A crew with the U.S. Coast Guard seized roughly seven tons—12,000 pounds—of cocaine amid an 80-day period in the Eastern Pacific Ocean. The 100-member Coast Guard Cutter **Campbell** crew returned to their home base Friday in Kittery, Maine. During their deployment, they halted six narcotic smuggling schemes and detained 24 individuals suspected of participating in the illegal act. The cocaine obtained, however, is valued at an estimated \$206 million. They unloaded the narcotics in Port Everglades. *"I'm incredibly proud of the hard work of Campbell's law enforcement teams, my entire crew, and their shipmates aboard the cutter Active that made these impressive interdictions over the past few months possible,"* Cmdr. Mark McDonnell, cutter **Campbell** commanding officer, said in a statement. *"The persistent presence of Coast Guard and partner agencies, along with our foreign nation counter-drug partners, in the highly-trafficked Eastern Pacific drug transit zone is essential to dismantling the crime networks that threaten the U.S. with their illicit activities."* Added McDonnell, *"These collaborative efforts and our ability to seamlessly integrate with partner agencies and nations are the key to the safe and successful execution of these complex interdiction operations."*

Source : Newsweek

### Navy seizes 100,000 litres of illegally refined diesel, arrests eight in Calabar

Men of the Nigerian Navy Ship (NNS) **Victory** in Calabar, Cross River State, have seized 100,000 litres of illegally refined automotive gas oil (AGO) popularly known as diesel, as well as arrested eight suspects. Commander of **NNS Victory**, Commodore Julius Nwagu, said the arrests were made along the Calabar Channel, when they got intelligence reports about the activities of the suspects, believed to be coming from Rivers State. Parading the suspects and seized items, which also included a large wooden boat, known as Cotonou Boat, at the **NNS Victory** jetty before handing over to the Nigeria Security and Civil Defense Corps (NSCDC), Nwagu said the Navy will always be a step ahead of those perpetrating criminalities in the country's maritime domain. He said, *"We all know the consequences of people taking the laws into their hands to sabotage the efforts of the government and the efforts the Nigeria navy is putting to ensuring that the perpetrators of this illegal activities are brought to book. I am here to and over the suspects, the cargo and the Cotonou boats to the NSCDC to take over them in accordance with the extant regulations"* *"We are ever ready any time to go after criminals. If they do not want to hear and continue to perpetrate in this trade, we are here to collect it from them and arrest them. The Nigerian Navy is a step ahead. Our maritime domain awareness is up and running. There is no hiding place for perpetrators. Once you commit your resources to illegal and contraband products, and you want to pass them through our maritime domain, be rest assured we are going to catch you. Any attempt they make, the Nigerian Navy is a step ahead."* Commandant Stephen Lar in charge of NSCDC, Cross River State Command, who received the suspects and items, appreciated Navy for the synergy in fighting criminality. He said they would carry out further investigations and then prosecute the suspects. He said if they are convicted, the items would be forfeited to the Federal Government.

Source: The nation online

### DSA 2018: South Africa's MILKOR Unveils MN Centurion Interceptor

Posted On Tuesday, 17 April 2018 15:45

At DSA 2018, the tri-service defence exhibition currently held in Kuala Lumpur - Malaysia, South African company MILKOR

unveiled its MN Centurion high-speed interceptor craft.



Milkor high-speed interceptor craft

The Milkor high-speed interceptor craft is a 12m stepped hull, hydrofoil-assisted catamaran design with lightweight composite structure and

a reduced radar signature. Designed and configured for multi-role operations, it is ideally suited for long endurance missions. The command and control bridge is shock-mitigated, ballistic-protected and airconditioned able to house the crew in safety and comfort. The high-speed interceptor craft houses an array of surveillance equipment, communications equipment and weapons giving it a full spectrum of capabilities for any inshore or offshore operation. Milkor designs, manufactures and offers after sales service for Naval and Commercial requirements. The high-speed interceptor craft with its hydrofoil-assisted stepped hull design is able to achieve a high interception speed whilst retaining stability and control. This design also enables a high lift to drag ratio at top speed increasing fuel efficiency and endurance. The command and

control bridge houses world class communications and surveillance equipment, along with its reduced radar signature hull, giving this craft the advantage for surveillance patrol, counter-piracy, and asset protection missions. It remains the heart of this craft providing the comfort of an airconditioned shock-mitigated cabin for rough conditions. With ballistic protection and armoured glass, the crew is able to remain secure under threat allowing full attentiveness to the mission. The vessel has a length of 12 meters, a beam of 4.8 meters and a displacement of 10 tons. It can reach a top speed of 54 knots. It is fitted with a 40mm AGL by ST Kinetics (under a stealth cupola) at the bow and a secondary 20mm RWS. The vessel can also be configured to operate as an Unmanned Surface Vehicle. The company plans to showcase the first prototype during AAD defense exhibition in South Africa in September 2018. Milkor is a South African defence company which was established in 1981 as an original designer and manufacturer of the hand held 40mm Multiple Grenade Launcher weapon systems. Over the past 36 years, Milkor has supplied in excess of 60,000 weapons to more than 60 countries worldwide to military and law enforcement ranging for lethal to less-lethal.

Source: <https://navyrecognition.com>

## **PN to test fire its Spike-ER missile this July**

By Priam Nepomuceno June 14, 2018, 4:22 pm

**MANILA** -- The Philippine Navy (PN) will conduct the first test fire of its Spike-ER surface-to-surface missile in July. This was bared by Navy flag-officer-in-command Vice Admiral Robert Empedrad in an interview with military-run radio DWDD Wednesday. *"(This) July, we might be testing our very first missile aboard our small ships, (the) MPACs (multi-purpose assault crafts where the weapon is now being fitted), the President would like to see that testing,"* he added. Empedrad is hoping that the test will be successful as it will allow them to acquire more ships with missile capability. *"We're hoping that we will be able to successfully test it and 'pag naging maganda ang testing (if the testing will be successful), then we will acquire more ships with missile capability,"* he stressed. The PN's Spike-ER missiles with its launchers and tracking systems were delivered to the Philippines from Israel last April. (PNA)

Source: <http://www.pna.gov.ph>

## **China Fire Missiles In South China Sea As Tensions Heighten**

June 15, 2018 by Reuters



QINGDAO, China (Aug. 12, 2016) Sailors aboard the destroyer **USS Benfold** man the rails before the ship breaks away from the Chinese Jiangkai II class frigate **Daqing** during a Code for Unplanned Encounters at Sea exercise. US Navy Photo by Deven Leigh

by Christian Shepherd (Reuters) – China's navy carried out drills in the South China Sea to simulate fending off an aerial

attack, state media said on Friday, as the country trades barbs with the United States over responsibility for heightened tension in the disputed waterway. U.S. Secretary of State Mike Pompeo expressed concern during a visit to Beijing on Thursday over China's efforts to militarize the seas. His remarks came after a flurry of U.S. activity in the region, including reports last week that U.S. Air Force B-52 bombers had flown near disputed islands that drew a sharp rebuke from China. China's navy carried out a simulated missile attack in an unspecified area of the South China Sea using three target drones making flyovers of a ship formation at varying heights, the official army newspaper said. The drills were part of efforts by a training base, also unspecified, to prepare for real-life combat with aerial targets after China's leadership said some training failed to prepare troops effectively, it added. The United States and China have frequently sparred over who is militarizing the South China Sea, with Beijing blaming tension on actions such as the "freedom of navigation" operations by the U.S. navy. Washington says such operations are necessary to counter China's efforts to limit nautical movement there. A U.S. Navy destroyer sailed through waters claimed by China in May just days after the United States withdrew an invitation to it for a major U.S. hosted naval drill. Critics have said the operations have little impact on Chinese behavior and are largely symbolic. Pentagon officials have long complained that China has not been candid enough about its rapid military build-up and its use of South China Sea islands to gather intelligence. In addition to China, Brunei, Malaysia, the Philippines, Taiwan, and Vietnam all have competing claims in the South China Sea. Strengthening the navy has been a key part of China's ambitious military modernization overseen by President Xi Jinping, as it seeks to project power far from its shores. State television on Friday showed pictures of Xi touring a submarine in the northern port city of Qingdao, where was briefed on its weapons systems, chatted with sailors and asked questions about the submarine fleet's training. <http://gcaptain.com>

## Top US Naval Analyst Warns Of A Looming Naval Disaster With China

June 15, 2018 by John Konrad



PEARL HARBOR, Hawaii (June 7, 2013) Capt. James Fanell (now retired), then U.S. Pacific Fleet's deputy chief of staff for intelligence and information operations, addresses the audience during a ceremony to commemorate the 71st anniversary of the Battle of Midway. US Navy Photo by David Kolmel.

by [Captain John Konrad](#) (gCaptain)

Early this month the House Committee on Intelligence [held a panel](#) to investigate [China's global plans for military expansion](#). Of particular interest to gCaptain readers are the comments by Captain James Fanell, a [fellow](#) at the Geneva Centre for Security Policy, who warns that a major naval disaster looms on the horizon. Captain Fanell retired from the U.S. Navy in January 2015 concluding a nearly 30 year career as a naval intelligence officer specializing in Pacific security affairs. More recently Fanell served as principal reviewer for economist Peter Navarro's influential book [Crouching Tiger: What China's Militarism Means for the World](#), a book that [won Navarro a seat in the White House](#) as Trade Advisor. "I spent 28 years watching what China does with its navy, like Jane Goodall watching gorillas" Fanell told congress. "Every day, observing and recording their movements. Then I analyzed their activities and projected what they'll do next." It is no secret to gCaptain readers that China has taken destabilizing actions that pose a threat to freedom of navigation and global security. These actions include China's construction of [naval air stations atop buried coral reefs](#), [threatening naval actions](#) at sea and an intense [naval newbuild program](#). According to Captain Fanell these cumulative efforts are "clear empirical indicators of China's future malign intentions and actions". "The Chinese Communist Party is engaged in a total, protracted struggle for regional and global supremacy," said Fanell. "This supremacy is the heart of the 'China Dream'." Forecasting that the 2020's will be the "Decade of Concern," Fanell also warns of the maritime assets which China has acquired. "Largely through 'commercial transactions' that are ostensibly part of the Belt and Road Initiative," [writes Bonnie Girard](#) for The Diplomat. "(Fanell warns) China has been buying and developing ports worldwide, 'employing a 'first civilian, later military' approach to port development.'" Captain Fanell concludes his written testimony with seven actions the United States must take to avoid geo-political defeat and, in his words, the "quite likely (event of) a major naval disaster". Those actions include:

1. A fundamental transformation in the "culture" of how we deal with China.
2. An unambiguous declaration by the U.S. that China relations have entered a new period of competition.
3. Recalibrating Washington's views of the "One China Policy".
4. The Trump administration must proclaim its commitment to a forward-deployed presence, especially of naval forces.
5. The U.S. must commit to conduct more robust and more public Maritime Intelligence Operations.
6. The U.S. must return to naval nuclear deterrence operations.
7. The U.S. Navy must increase in size in accordance with Roger Wicker and Jerry Hendrix's views expressed in their paper titled "[How to Make the U.S. Navy Great Again](#)".

The bottom line, says Fanell, is that America "needs to get back to being a maritime power supported militarily by strong allies, something that has been sorely neglected since the fall of the USSR." While Captain Fanell [is dismissed as a Hawk](#) by some opponents there remains little doubt that he has the ear of congress and top Trump Administration officials. For this reason [Fanell's 64-page written testimony](#) is an important read for analysts and planners – both military and commercial – working in the maritime domain. **Source: <http://gcaptain.com>**

**Painting Capt (USN)(Ret) as a hawk, in reality try to dismiss the reality of the facts he has tabled. These painters remind me of Neville Chamberlain, Prime Minister of Great Britain, returning to London from Berlin stating that there will be no war, only days before Hitler started WW2.**

## Navy Accepts Delivery of Future USS Thomas Hudner

The Navy accepted delivery of future guided-missile destroyer **USS Thomas Hudner (DDG 116)** from shipbuilder General Dynamics Bath Iron Works (BIW), June 15. DDG 116 is named in honor of the late Capt. Thomas Jerome Hudner Jr. (Ret.), naval aviator and Medal of Honor recipient. Capt. Hudner received the Medal of Honor for his actions during the Battle of Chosin Reservoir in the Korean War when he crashed his plane in an effort to save the life of his wingman, Ensign Jesse L. Brown, the Navy's first African American aviator. Capt. Hudner was laid to rest at Arlington National Cemetery with full military honors on April 4, 2018. During the delivery ceremony, a flag was raised onboard **USS Thomas Hudner** which was

previously flown over Arlington National Cemetery by Capt. Hudner's former squadron, and also previously flown on **USS Constitution** Dec. 4, 2017, in honor of the day Capt. Hudner attempted rescue of Ensign Brown. "The delivery of the future **USS Thomas Hudner** represents a very special milestone in this shipbuilding program," said Capt. Casey Moton, DDG 51 class program manager, Program Executive Office (PEO) Ships. "The ship honors the legacy and heroism of Capt. Hudner and also represents the proud efforts of the shipbuilders at BIW. As the ship now prepares to sailaway and enter the fleet, it will continue the strong Aegis tradition in serving our Navy for decades to come." DDG 116 is the 66th Arleigh Burke class destroyer and the fourth DDG 51 Flight IIA restart ships to deliver. The ship is equipped with Aegis Baseline 9 combat system, which includes an Integrated Air and Missile Defense (IAMD) capability incorporating Ballistic Missile Defense (BMD) 5.0 and Naval Integrated Fire Control-Counter Air. Aegis Baseline 9 IAMD destroyers have increased computing power, along with radar upgrades which improve detection and reaction capabilities against modern anti-air warfare and BMD threats. These capabilities are designed to provide the Navy with a 21st century fighting edge. BIW is currently constructing four additional Arleigh Burke class destroyers **Daniel Inouye (DDG 118)**, **Carl M. Levin (DDG 120)**, **John Basilone (DDG 122)** and **Harvey C. Barnum, Jr (DDG 124)**, as well as future Zumwalt class destroyers **Michael Monsoor (DDG 1001)** and **Lyndon B. Johnson (DDG 1002)**. As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

Source: Navsea



Fleet Week in Kiel (Germany). The 46. Baltops Exercise ended in Kiel. **USS Oak Hill** and **FGS Frankfurt Am Main** came in from the Baltic. The ships berthed together with the Chinese Frigate „**Binzhou**“ (515) which came direct from Gulf of Aden to Kiel. Photo : Frank Behling (c)

## Royal Navy marks 50 years of submarine based nuclear weapons on patrol

By [George Allison](#)

June 15, 2018



HMS Vanguard.

Today marks the 50th anniversary of the United Kingdom's nuclear weapons taking to sea on-board submarines.

The Royal Navy has operated the UK's Continuous at Sea Deterrent since 1967

when the first SSBN – or Ship Submersible Ballistic Nuclear – **HMS Resolution** began patrolling armed with the Polaris missile system. The British Polaris programme was announced in December 1962 following the Nassau Agreement between the US and the UK. The Polaris Sales Agreement provided the formal framework for cooperation. Construction of the submarines began in 1964, and the first patrol took place in June 1968. All four boats were operational in December 1969. They were operated by the Royal Navy, and based at Clyde Naval Base on Scotland's west coast, a few miles from Glasgow. At least one submarine was always on patrol to provide a continuous at-sea deterrent, this has now been happening for 50 years. Today, the Trident missile system is housed on the UK's four Vanguard class submarines which

form the UK's strategic nuclear missile force. Each of the four boats are armed with up to 16 Trident II D5 SLBMs, carrying up to 8 warheads each. In 1996 **HMS Vanguard**, the first submarine armed with the Trident missile system, arrived on the Clyde and took over deterrent patrol duties from the Resolution Class. The four Vanguard-class submarines form the UK's strategic nuclear deterrent force. Each of the four boats are armed with Trident 2 D5 nuclear missiles. Like all submarines the Vanguard Class are steam powered, their reactors converting water into steam to drive the engines and generate electricity.

Source: <https://ukdefencejournal.org.uk>

### **Collins Class fleet sonar upgrades underway**

**Work to extend the life and capabilities of Australia's fleet of six Collins Class submarines is set to commence, with Thales Australia being awarded a \$230 million contract to upgrade the sonar technology of the fleet.**



The \$230 million contract with Thales, which is part of a \$542 million project to upgrade the sensor capabilities of the submarines, will employ 50 people at Thales Australia's Rydalmere facility in western Sydney, where sonar technology is manufactured and integrated. Thales Australia CEO Chris Jenkins said the Collins sonar upgrades continued a 30-year history of support for the Collins program since the original transfer of sonar

technology from France in the 1980s that formed the basis of the underwater systems business in Australia. *"It is critical that Australia maintain the highest levels of submarine capability from the Collins fleet until the Future Submarine enters service,"* Jenkins said. *"The sonar systems are the 'eyes and ears' of the submarines, and Thales will bring together the best underwater sensing technology from around the world to ensure the Collins remains a potent force."* In an internationally collaborative program, the Collins' legacy cylindrical array will be replaced with a modular cylindrical array (MCA) based on Sonar 2076 submarine technology developed by Thales teams in the UK. The existing flank array will be replaced by the latest generation array from Thales teams in France. *"France and Australia have collaborated closely on sonar systems for the Collins submarines since the start of the program more than 30 years ago. Thales teams based in France, UK and Australia have worked together as one team to master the sonar technology in Australia and to share know-how with one ambition: assure long-term regional superiority for the Royal Australian Navy,"* said Alexis Morel, vice president, underwater systems at Thales. Thales will also work with local industry, including Raytheon Australia as the combat system integrator, to deliver the upgrades for the six submarines and integrating products from other Australian providers, including Sonartech Atlas and L3 Oceania. Managing director of Raytheon Australia, Michael Ward, said this project will generate work across several Australian companies. *"As combat system integrator for the Collins Submarine, Raytheon Australia recognises the important decision taken by the government to significantly upgrade the Collins sonar capabilities,"* Ward said. *"This project will generate significant work for Raytheon's Australian sub-contractors, including Thales Australia. Raytheon Australia looks forward to working with the Commonwealth, and with Thales, to integrate and deliver this exciting new capability for the Royal Australian Navy."* ASC, as the platform system integrator of the Collins Class, will work closely with Raytheon and Thales to install and integrate the system into the platform, starting with **HMAS Waller** during its full-cycle docking currently underway at ASC in Osborne, South Australia. ASC CEO and managing director Stuart Whiley said the submarine enterprise is working collaboratively to maintain highly capable Collins Class submarines and to ensure the smooth transition to the Future Submarine fleet. *"With the Collins Class submarine set to be Australia's submarine capability until the early 2030s when the Future Submarines enter service, this sonar upgrade project is incredibly important in maintaining that capability into the future,"* Whiley said. *"As builder and maintainer of the Collins Class submarines, we have a world-class submarine workforce numbering more than 1,110 people in South Australia and Western Australia, and I'm incredibly proud of the work they do in keeping Australia's submarines available, capable and reliable."* Minister for Defence Industry Christopher Pyne said the upgrades will better enable Australia's submarines to safely navigate, detect and locate other vessels while remaining hidden themselves. *"Australian defence suppliers are central to the sovereignty of our current and future military capability,"* Minister Pyne said. *"As a result of their continued demonstration of expertise, Australian companies will have an enduring role in keeping our submarines superior and safe."* The overall \$542 million project to upgrade the Collins Class fleet is expected to achieve an Australian industry content figure of 70 per cent, creating more than 100 direct jobs.

Source: Defence Connect

### **Man behind China's new aircraft carrier detained in corruption investigation**

The deputy head of the shipbuilder developing China's first home-grown aircraft carrier has been detained on suspicion of disciplinary violations, the usual euphemism for corruption. Sun Bo, general manager of China Shipbuilding Industry Corporation (CSIC), is suspected of serious violations of the law and party discipline, the National Supervisory Commission said in a brief statement issued on Saturday night. The inquiry comes as President Xi Jinping is pushing for China to modernise its navy and become a major maritime power. Sun Bo, general manager of China Shipbuilding Industry

Corporation, has been detained on suspicion of serious violations of the law and party discipline. Photo: Handou One of the country's two major shipbuilders, CSIC plays a lead role in the development and construction of naval vessels – including nuclear and conventional submarines, and aircraft carriers – as well as China's deep-sea research submersible Jiaolong, which can reach greater depths than any other vessel like it in the world China 'ready to build bigger warships' as first home-grown carrier starts sea trial At its shipyard in the northeastern port city of Dalian, CSIC is currently working on China's first domestically designed carrier – the Type 001A. The vessel, which is still undergoing trials, is based on the **Liaoning**, the country's only fully operational aircraft carrier. Sun was present at the new carrier's launch ceremony in April last year. His most recent public appearance was on June 11, when he joined an inspection tour of one of CSIC's subsidiaries, according to a report by Beijing Youth Daily. Sun built his career in shipbuilding in Dalian, specialising in maritime design and manufacturing. He joined the party leadership at CSIC in 2009, while also serving as chairman of Dalian Shipyard Group. He was appointed general manager in 2015, and ranks second to chairman Hu Wenming Chinese navy deploys drones in South China Sea missile drills It is not yet known if the investigation into Sun's alleged corruption will have an impact on CSIC's operations or even China's efforts to modernise its navy. Collin Koh, a research fellow in maritime security at S. Rajaratnam School of International Studies, said it was unlikely to have any significant effect on Beijing's maritime strategy. "Xi has made it necessary for China not only to build a strong PLA Navy – as he emphasised during his visit to a submarine base in Qingdao – but also to build a strong maritime economy", he said, adding that this would mean maintaining the current momentum within the shipbuilding industry. While more individuals might be implicated as a result of the investigation, it was "safe to presume that CSIC will still go about its normal day-to-day operations", he said. Chinese navy stages double show of strength as US strike group drills in disputed South China Sea In 2016, CISC's head of discipline Liu Changhong was investigated by the top anti-corruption watchdog. He was subsequently expelled from the party and in September last year it was announced he was facing prosecution on suspicion of taking bribes. China puts missiles back on contested South China Sea island According to a Xinhua report, during a tour of civilian and military facilities, including a submarine base, in eastern China's Shandong province last week, Xi told scientists and researchers that he had long held the ambition to turn the country into a maritime power. He was quoted as saying that achieving such a goal meant developing not only the maritime economy, but also China's scientific research capabilities. While at the base, he also appealed to the naval fleet of the Northern Theatre Command to boost their maritime strength through reform and technology, and the integration of military and civilian resources. This article appeared in the South China Morning Post print edition as: Boss at aircraft carrier yard detained in graft probe.

source: south China Morning Post

**There is something about the arms industry which seems to induce corruption in people, regardless of wherever in the world.**

### **Spanish LHD, frigate meet EUNAVFOR units en route to Persian Gulf**

Spanish helicopter carrier **ESPS Juan Carlos I** and frigate **ESPS Blas de Lezo** met up with EUNAVFOR units in the Red Sea recently as they transit towards the Persian Gulf. The multi-purpose amphibious assault ship and F-100 class air defense frigate are deployed as part of a Spanish Navy operation called "**Projection Ispuhel**", which will see the two units support the fight against ISIL as part of the wider US-led operation **Inherent Resolve**.



Photo: EUNAVFOR

The two Spanish ships met with Italian FREMM frigate **ITS Carlo Margottini** – the operation Atalanta flagship – in the Western Indian Ocean for joint maneuvers. The EU NAVFOR force commander, Rear Admiral Simone Malvagna, was invited on board the **ESPS Juan Carlos** by the ship's commander, Captain Jose Lago Ochoa, to witness the launching of Harrier aircraft from the flight deck. These versatile aircraft are primarily employed on light attack or multi-role missions, ranging from close air support of ground troops to armed reconnaissance. During their two-month deployment, the Spanish warships will take in maneuvers with a number of navies and international operations and make port calls in Kuwait, India and Egypt.

Source: Naval Today

**For your information a piece of useless info. The Captain's surname Ochoa means Wolf.**

### **HMS Tyne to be reactivated as now delayed Offshore Patrol Vessel fleet faults worse than feared**

By [George Allison](#)

June 16, 2018

**HMS Forth is having major rectification work performed, with the vessel she replaced being brought back into active service.**

Earlier in the year, it was reported that issues with new Offshore Patrol Vessel **HMS Forth** would be rectified within a few weeks, this did not happen as the defects appear to have been far more serious than feared. HMS Forth has been found to

have more than 100 defects, including electrical and safety issues. Our contact, currently serving in the Royal Navy and involved with the programme, tells us that the ship has been handed back to BAE due to “the very poor standard of build”, BAE however advise that this has not happened. We were told: “For example bolt heads glued back on (thousands over tightened) high voltage switchboard very dangerous, life rafts failed to launch, wiring sub standard, galley not secured... list is huge. It’s much worse than what they released. Captain of the ship and higher rankers had a meeting with BAE, MoD etc. I’m surprised nothing has been said else where with it being first of class. They reckon 3 months to rectify, I reckon much more.”



HMS Forth on sea trials.

**UPDATE: We had reported that HMS Forth was to be dry docked to rectify issues and that she had been handed back to BAE Systems, BAE have since told us that this isn’t correct.**

“There are no plans to dry dock **HMS Forth** as the rectification works on-board the ship do not require dry docking. In order to gain access to areas of the ship to complete rectification work we have taken over the care and protection of **HMS Forth** for a short period. This is standard procedure when maintaining a ship for the Royal Navy.” We also understand from our contact that the entire Batch 2 River class programme has been set back due to this, with the second vessel in the class having supposed to have started sea trials in October last year but is currently still alongside at the BAE yard in Scotstoun, Glasgow. Our contact explained what’s happening with **HMS Tyne** and the other, older Offshore Patrol Vessels. “However as **Forth** is a long way from being ready and with these new problems, **Tyne** is being reactivated and the other OPV which was decommissioned is going into refit. Safe to say its all very political and no quick way to solve the issues. The whole OPV Batch 2 project has now been delayed to the quality issues.” “And BAE will be getting the bill for getting **HMS Tyne** back operational” he added. **HMS Forth** is the first of the five new Offshore Patrol Vessels being built to replace the current River Class vessels. The vessels had been ordered to fill a gap in orders after the second carrier and before the Type 26 frigate build started. A BAE spokesman said: “We are actively supporting the Royal Navy to resolve issues around a limited number of bolt fastenings and the electrical system on **HMS Forth**. These are unrelated issues and investigations for each are now underway to ensure that we resolve any potential impact and establish the cause. We are committed to delivering equipment that meets rigorous safety and quality standards.” An MoD spokesman added: “It is normal for us to work with industry partners to make some rectifications to ships once they have been handed to the Royal Navy BAE Systems is already at work on some areas as we work together to ensure **HMS Forth** goes on to tackle piracy, safeguard our fishing stocks and protect our coastline.” **HMS Forth** had been earmarked to replace half-sister **HMS Clyde** as the Falkland Islands Guardship and is currently alongside in Portsmouth undergoing repair work.

Source: <https://ukdefencejournal.org.uk>

**The BAE statements must be read in light of them vying for a very big contract to build frigates for the RAN, and that they must do everything in their power to save face.**

## The Discrepancy Between U.S. Administration Rhetoric and Navy Strategy

June 14, 2018 Guest Author

[Maritime Strategy for Great Power Competition Topic Week](#)

By Philip Chr. Ulrich



President Donald Trump tours the pre-commissioned U.S. Navy aircraft carrier **Gerald R. Ford** in Newport News, Virginia, on March 2. (Jonathan Ernst/Reuters)

The challenge facing the United States is building a 21<sup>st</sup> century navy, operating in 19<sup>th</sup> century-styled great power competition, and upholding a 20<sup>th</sup> century world order while currently led by an administration which seems to challenge the foundation of that very order.

When we look at the current emerging world order, the last comparable historical period was pre-World War II, and perhaps more accurately pre-World War I. This takes the form of a world order of competing great powers, now on a global, not Eurocentric, scale. Great nations are working out the balances of power and arguing about and testing international rules. Same as it was in the 19<sup>th</sup> and early 20<sup>th</sup> century, maritime strategy and capabilities will play a central role in the emerging multipolar world order. In another way, the 19<sup>th</sup> century is a useful frame of reference. The way that the Trump administration, and particularly the president, has talked about military force in some ways resembles the thinking of 19<sup>th</sup> century great powers. So how does the strategic thinking of the U.S. Department of the Navy compare to the thinking of the current administration?

### **A New World Order – Like the Old One**

Currently, we are seeing a new world order being structured, following two decades of American hegemony since the end of the Cold War. Leading regional powers are demanding more prominent roles and influence in world affairs, to match national self-perception, economic performance, and military capabilities. States like China, India, Russia (and an organization like the European Union also has the potential to act as a great power) are becoming regional powers in their own right, and particularly China and Russia are challenging the United States. In many respects, the situation that we are witnessing is very similar to the world order which dominated the 19<sup>th</sup> century and early years of the 20<sup>th</sup> century. Currently the United States is first among equals, same as Great Britain was the dominant maritime power as well as the economic force in the 19<sup>th</sup> century. This was until the United States and Germany caught up and eventually overtook the British Empire economically. In the maritime domain British dominance ended in 1922 with the Washington Naval Treaty, when Great Britain formally accepted naval parity with the United States. Today the dominant military and economic power is the United States with states like China and India increasing their capabilities in those areas, while Russia does not present an economic competitor, but presents a military challenger both in Europe, the Middle East, and Arctic. Same as it was in the 19<sup>th</sup> century, the maritime domain is essential to the world order today. Commercially 90 percent of world trade is transported by sea, and militarily there is a growing development of navies – especially in the Indo-Pacific region. China is building a blue-water navy to project power on a more global scale and protect commercial interests and its sea lines of communication (SLOC). India is entering the same process in relation to its “**Look East Policy**,” and Russia shares similar ambitions. At the regional and tactical level, however, modern advances in military capability influence this 19<sup>th</sup> century-like competition – challenges that the United States is compelled to counter in order to maintain its dominant global role. This goes both for its role as a politically leading state and militarily, but also in order to secure open Sea Lines of Communication (SLOCs). This challenge is the increasing access to Anti-Access/Area Denial (A2/AD) capabilities across a greater number of actors. These A2/AD capabilities increase the risk both to U.S. military capabilities in case of conflict as well as to the free movement of commercial shipping traffic even before direct military operations commence. This challenge confronts the United States in the Indo-Pacific (most prominently seen countered with continued Freedom of Navigation Operations in the South China Sea), but also in other areas of the world. NATO faces A2/AD challenges from Russia in both the Baltic region, and also in the Black Sea and Arctic regions. Challenges also exist in the Middle East in ensuring the safe transportation of goods across the world’s oceans given Iran’s own A2/AD capabilities. The increased presence of A2/AD capabilities is an essential part of the military dimension of competition that we are witnessing today, as they are part of the efforts of both China, Russia, and Iran to manifest themselves as regional hegemonies that can dominate and control access to their respective regions. Such a situation would threaten the unrivaled (until now) maritime dominance of the United States.

### **The Trump Administration’s Rhetoric and View of Military Power in Strategy**

Since the inauguration of President Trump, his administration has emphasized the centrality of “**Peace Through Strength**” in its foreign policy and the need for expansion of U.S. “**hard power**” capabilities. Maritime capabilities are part of these hard power capabilities, as then-candidate Donald Trump promised an expansion of the U.S. Navy to 350 ships from its current 283 ships at a campaign rally in Philadelphia in September 2016. The concept of “**Peace Through Strength**” was later made a central tenet of the administration’s first National Security Strategy. This was already the case with the first budget proposal submitted by the administration, which was presented by Budget Director Mick Mulvaney as “a hard power budget” focusing on increasing U.S. defense budgets. This military expansion has Teddy Roosevelt-like undertones, as military might is continually emphasized by especially President Trump in his diplomatic dealings with countries like North Korea or Iran. The U.S. military is once again an obvious “*big stick*” – same as it was for Theodore Roosevelt in the early 20<sup>th</sup> century. To President Roosevelt an expansion of the U.S. Navy was central to let the United States take its place among the great powers of that era, and this was the signal that he wished to send, when the “**Great White Fleet**” was sent around the world: The United States now had a great power fleet able to project power across the globe. The Navy was central to making the United States an international actor, who for example could mediate in the Russo-Japanese War, and become an influential power on the world stage, alongside great powers like Great Britain and France. For President Trump the ability to project power across the globe is also central to his understanding of the United States as a great power – one that other nations best not cross. An example of his way of discussing military force was in the summer of 2017 when the President announced that the United States had sent “an armada” towards the Korean Peninsula in order to deter North Korea from further nuclear tests. This was an old-fashioned “*gunboat diplomacy*” statement, from a time when great powers used their navies to project power and deter smaller actors (and peer competitors) from further provocations. This same kind of “gunboat diplomacy” could be seen in the two instances, when missiles were fired against the Assad-regime following the



use of chemical weapons against civilians. Here U.S. vessels (along with allied vessels) were sent to the region to conduct the strikes. Another example of the president's more classical understanding of military power in diplomatic relations is the issue of a military parade in Washington D.C. This follows the classical understanding of displaying military forces to remind other actors of one's great power status. The foundation of the Trump administration's foreign policy is the concept of **"America First."** This has so far meant a distancing from central pillars of the liberal world order that previous U.S. administrations had built and supported since the end of World War Two. For the first time in decades, a U.S. administration has strongly spoken out against free trade agreements, multilateral organizations, and questioned U.S. alliances in Europe and Asia. The reasoning is based on a perception of U.S. interests being thwarted in multilateral organizations, where the superiority of the United States cannot be as readily utilized to dictate outcomes more favorable to itself. In the understanding of the Trump administration, the superiority of the United States is still so great that it can challenge allies and partners to change behavior or deal with an American withdrawal from partnerships. U.S. allies are welcome to cooperate with the United States, but it requires a greater acceptance of U.S. interests. Similarities to the 19<sup>th</sup> century can thus also be found in this less multilaterally-focused foreign policy – which instead is based on an understanding of the superiority of U.S. hard power and the associated dependence of allies. So just as the current world has similarities to the world order of the 19<sup>th</sup> century, so too does the way that the U.S. president talks about military power – and deploys it.

### **U.S. Maritime Strategy**

If we look at U.S. maritime strategy and statements by Navy department officials the clear trend is that the department is preparing and modernizing for a multi-polar world order and, in line with the National Security Strategy, for great power competition with actors like China and Russia. Already in the 2007 strategy document **"A Cooperative Strategy for 21<sup>st</sup> Century Seapower"** it was established that the United States and its partners would be competing for influence on a global scale. The solution for this was, according to the 2007 strategy, to focus on securing the American-led international system by cooperating closely with both state and non-state actors: *"No one nation has the resources required to provide safety and security throughout the entire maritime domain. Increasingly, governments, non-governmental organizations, international organizations, and the private sector will form partnerships of common interests to counter these emerging threats."* This systemic and multilateral approach can also be seen in the 2015 follow-up to **"A Cooperative Strategy for 21<sup>st</sup> Century Seapower"**: *"Forward naval presence is essential to strengthening alliances and partnerships, providing the secure environment necessary for an open economic system based on the free flow of goods, protecting U.S. natural resources, promoting stability, deterring conflict, and responding to aggression."* The focus of maritime strategy has for more than a decade been on the systemic foundation of American power and on how to cooperate with allies and partners to fulfill this role. However, the plan for the Navy department also includes expanding its number of ships – both in line with department policy and the president's promises during the 2016 campaign. The purpose of this enlarged fleet was in April 2018 defined by the Secretary of the Navy, Richard Spencer, at a public hearing at the Senate Armed Services Committee as: *"the building of a more lethal, resilient, and agile force to deter and defeat aggression by peer competitors and other adversaries in all domains and across the conflict spectrum."* To fulfill the strategic needs of the United States, it is judged that the U.S. Navy will need 355 vessels. The process to reach that number will take decades according to the Navy department's own 30-Year Shipbuilding Plan. According to this, the aim of 355 ships may not be reached until the 2050s. The strategy and plans of the Navy department are for a focus on securing the liberal world order that has underpinned U.S. hegemony for, while acknowledging that the U.S. does not have the necessary capabilities to do this alone, and therefore needs to cooperate with allies and partners – while further capabilities are being built in a multi-decade process.

### **A Discrepancy between Administration Rhetoric and Long-Term Navy Strategy**

There is no doubt that the international order is changing in these years. The hegemonic status of the United States that arose following the collapse of the Soviet Union is being challenged. There are more similarities to the 19<sup>th</sup> century great power competitions, than to the Cold War era of bipolar competition. For this reason, more traditional aspects of great power competition is reemerging such as the focus on balance of power and the building of capabilities to offset challengers. Given the extent of global trade travelling on the world's oceans, the maritime domain of course plays a central role in this strategic environment. With the election of Donald Trump, the United States has gotten a president with a more realist view of great power relations, emphasizing hard power in his diplomacy with regional actors like Iran or North Korea. The hard power diplomacy is based on talking more openly about U.S. capabilities, as well as displaying military forces in a classical "gun boat diplomacy" fashion. This has been a clear method for President Trump since the campaign. However, this also results in a discrepancy between the rhetoric of the administration, and the strategy of the Navy department. Here, the strategy is based on a long-term build-up of forces supplemented by plentiful cooperation with allies and partners – also through multilateral organizations and upholding international norms and rules of the liberal world order. The process to reach this strategy took more than a decade following the fall of the Soviet Union, only now to be met by an administration challenging the very order that this strategy sees as the very foundation of U.S. global power. Another discrepancy is the current administration's understanding of the current capabilities of the U.S. military. The administration handles its hard power diplomacy as though the build-up that is underway was in fact complete. But by pursuing key changes in policy toward North Korea and Iran, and adding volatility that increases the risk of military conflict, the administration is exposing the military to overstretch because currently the Navy conclusion is that it does not have the capabilities to fulfill even its current commitments let alone a major contingency. North Korea and Iran are also regional actors and not the great power competitors that are the alleged focus of the newly issued National Defense and National Security strategy documents, and

thus sap attention and resources away from identified priorities. Whether the Trump administration's foreign policy results in a more withdrawn U.S. role in global affairs, it is inevitable that the maritime domain will still be central to U.S. interests. Commercial interests and security concerns will demand a strong American naval presence – whether it is to support an offshore balancing strategy, continued active presence, or a more isolationist strategy. All three will require unified strategic clarity both from the administration and the Pentagon – a clarity that does not seem to exist.

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Source: <http://cimsec.org>



The **Bluenose II** navigating the port of Halifax last Friday afternoon.

Photo : Piet Sinke  
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## Workhorses of the sea



The **Connector** inbound for Rotterdam-Waalhaven Photo : Wilem Koper ©