

NAVY NEWS WEEK 27-6

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Future USS *Indiana* submarine delivered to the Navy

The newest nuclear-powered fast attack submarine, the future **USS *Indiana* (SSN 789)**, has been delivered to the Navy. Newport News Shipbuilding officially delivered the submarine to the Navy Monday. It is the 16th Virginia-class submarine built as part of an agreement with General Dynamics Electric Boat. The ***Indiana*** is the eighth delivered by Newport News Construction started on the ***Indiana*** in September of 2012, with sea trials being completed earlier this year “*For the nearly 4,000 shipbuilders who participated in construction of the boat, there is nothing more important than knowing that this vessel will support the Navy’s missions,*” said Newport News Vice President of Submarine Construction Dave Bolcar in a statement. The ***Indiana*** is scheduled to be commissioned by the Navy during a ceremony at the Navy Port at Cape Canaveral Air Force Station in Port Canaveral, Florida in September. source : WTKR



HMS *Queen Elizabeth* arrived back at Portsmouth on 23rd June following further sea trials. She was assisted into Portsmouth Harbour by six Serco tugs with the ***SD Tempest*** on the bow, ***SD Indulgent*** and ***SD Independent*** on the stern and ***SD Bountiful***, ***SD Christina*** and ***SD Suzanne*** escorting. Photo : Chris Brooks www.ShipFoto.co.uk ©

Philippine Navy ships join Pacific Rim exercise

By : Michael Punongbayan

MANILA, Philippines — Two of the Philippine Navy's biggest ships joined the United States, Japanese, Indian and Singaporean navies yesterday in a formation exercise as the vessels sailed as a group to participate in this year's Rim of the Pacific (RIMPAC) exercise in Hawaii. The **BRP *Davao Del Sur*** and **BRP *Andres Bonifacio***, with a 700-man contingent, linked up with its counterpart foreign ships while passing through Johnson Atoll, a deserted 1,300-hectare atoll in the North Pacific Ocean located about 750 nautical miles southwest of Hawaii. The Pentagon had earlier withdrawn its invitation to the Chinese Navy to the **RIMPAC** in response to Chinese militarization of the South China Sea. Commodore Jonathan Zata, Navy director for public affairs, said the event at sea was one-of-a-kind and a first for the Philippine Navy. He said the formation exercise at sea involved linking the ships to form various formations and maneuverings that required all participating ships to communicate efficiently with each other. The Philippine Navy contingent and other navies in the group sail are expected to arrive in Honolulu, Hawaii in the next few days. Zata said the exercise is scheduled to conclude on Aug. 5, noting that the Navy's participation in RIMPAC 2018 through the sending of a contingent of its largest ship, a frigate and modern naval helicopter is another milestone both for the Philippine Navy and the Armed Forces of the Philippines (AFP) to build and enhance relationship with other participating navies. “*With the vigorous support from the government and its stakeholders through the modernization program, the Philippine Navy now has the capability to send a contingent to RIMPAC 2018 thus, further fulfilling its diplomatic role in keeping peace and stability in the region,*” he said. The Navy earlier said that participation in this exercise is expected to advance its maritime operational capability to multilateral level thereby increasing readiness and interoperability and enabling the nation's premier maritime force to be more effective and efficient in the conduct of its mandated task. Source : The Philippine Star

Mexican Navy and Damen cooperating in most technologically advanced naval ship in Latin America

Damen Shipyards Group and the Mexican Navy, via the Directorate General of Shipbuilding, are currently working together to build the Long Range Ocean Patrol (POLA (from its initials in Spanish)), the most technologically advanced vessel in Latin America. With this, the Mexican Navy will join the long list of navies around the world that have Damen Schelde Naval

Shipbuilding vessels in their fleets. POLA will be the Mexican version of the Damen SIGMA 10514, a proven design that has booked successful results internationally. POLA will be 107 metres in length, with a beam of 14 metres. It will be able to sail



at speeds of up to 25+ knots and a capacity of more than 20 days at sea. A Damen representative said, "This vessel will be capable of carrying out various missions such as safeguarding Mexican sovereignty, international security cooperation, long range search and rescue operations and humanitarian aid. POLA will allow the Mexican state to increase its surveillance coverage and the protection of Mexican maritime interests beyond the Exclusive Economic Zone. Damen, with its global experience in the construction of complex vessels, is transferring knowledge to the

Mexican shipbuilding industry through this project. This is a process that Damen undertakes regularly via the Damen Technical Cooperation (DTC). This project, however, takes the DTC concept to the next level. Damen and the Mexican Navy took the decision to build two of the six modular sections of the vessel at Damen Schelde Naval Shipbuilding (DSNS) in Vlissingen, the Netherlands. The remaining four modules will be built locally in Mexico. The construction of these modules, along with the integration, will be carried out at a yard that cooperates on this with Damen. "In this way, for the most part," the Damen representative stated, "the vessel will be built for Mexico, in Mexico, by Mexicans." During the construction of the modules in Europe, a Mexican team is based in the Netherlands to supervise the process and to receive knowledge transfer. At the same time, Damen is benefitting from the transfer of region-specific expertise from the Mexican delegation. The first of the Dutch modules has already arrived in Mexico, where it is being integrated by Mexican personal with two of those already built in Salina Cruz. Just fifteen months following the inking of the contract, the hull is already complete in drydock. It will now be prepared to receive the other three superstructure modules. The flagging ceremony of the POLA is planned for November 2018. After this, a full integrated process of setting to work, commissioning, training, tests and trials will continue in 2019.

Source: Maasmond Maritime



"In summer the waters off Punta del Este in Uruguay are full of cruise vessels. In (the Southern) winter there is very little traffic. On June 22nd the Uruguayan Navy "ROU *Vanguardia*" paid a visit. This vessel was commissioned in Gdansk in December 1976 for the East German Volksmarine as the "Otto von Guericke". After the unification of Germany the vessel was taken over by Uruguay and in December 1991 received the Uruguayan flag and her new name at the Naval Base in Rostock. Today the vessel is used by the Uruguayan Navy for salvage work but especially as a supply vessel for Uruguay's Antarctic base "General Artigas". **Photo : Niek Boot ©**



De twee multi-purpose fregatten **Zr.Ms Van Speijk** en **Zr.Ms Van Amstel** hebben samen onderzeeboot **Zr.Ms . Zeeleeuw** intensief geoefend en de onderzeebootbestrijdings capaciteit van Nederland naar een hoger niveau gebracht. photo : Koninklijke Marine

Sri Lankan naval ships rescue 11 from distressed ship

The Sri Lankan Navy on Tuesday rescued 11 people on board a merchant ship distressed in the sea off the Colombo Port, a spokesman said on Tuesday. Those rescued included the captain of the vessel along with 10 of its crew members. The merchant ship **Mutha Pioneer** sought help from Sri Lankan authorities, Navy Spokesman Dinesh Bandara said. Its crew comprised of 10 Sri Lankans and one Indonesian. Bandara said the ship had lost its control and two vessels belonging to the Sri Lankan Navy were dispatched to rescue the crew following its distress call. The rescued crew members have been handed over to the police. source : Xinhua

HMS Brocklesby M 33 & HMS Shoreham M 112 - Minehunters Royal Navy - Gulf Region deployment



Both Minehunters arrived at HM Naval Base Gibraltar for a programmed logistical stop before setting off to the Gulf Region. In total they will have covered some 6000 miles since leaving their UK Bases, Portsmouth and Faslane respectively. The Minehunters will be working alongside Coalition partners and will form part of a four-strong permanent minehunter presence, providing reassurance to the region as well as route survey, sea-bed clearance and mine clearance operations. The deployment is expected to last some 24 months. Photo's : Francis Ferro ©



Pair jailed for looting shipwreck

A pair of shipwreck divers who stripped thousands of pounds worth of metal from a sunken ship have been jailed. Kent Police said Nigel Ingram, 57, and John Blight, 58, of Winchelsea, East Sussex, looted a Royal Navy vessel – **HMS Hermes**– at the bottom of the English Channel in 2014. The protected 19th century cruiser was converted into an aircraft ferry and depot ship ready for the start of the First World War but was sunk by a German submarine in the Dover Strait in October 1914, causing the loss of 44 British lives. A jury at Canterbury Crown Court found both men guilty of fraud relating to their failure to disclose recovered items in order to make a financial gain. The Crown Prosecution Service (CPS) said Ingram, who was convicted of four counts of fraud and one count of money laundering, was jailed for four years, while Blight, who was convicted of two counts of fraud, was jailed for three-and-a-half years. Police were alerted in early 2015 that a number of historical artefacts were missing from the wreck. Officers later recovered more than 100 items of unreported wreck at Ingram's home along with approximately £16,000 in cash. A number of photographs were also located on his computer, one of which showed the condenser of the **Hermes** on the back of Blight's boat called **De Bounty** approximately four hours after it had been boarded by French maritime surveillance officers. The French officers found the men at the **Hermes** site on September 30 2014, Kent Police said. Officers became suspicious because of the lifting equipment present on the vessel and an underwater exploration of the **Hermes** took place three days later. It showed the ship's condenser had been removed and that some of the equipment spotted on **De Bounty** had been left behind, Kent Police said. Officers also

found that Ingram had cashed a cheque from a scrap merchant for £5,029 on October 1 2014. The French authorities launched a criminal investigation which was later referred to Kent Police. They also seized a notebook – titled **De Bounty, Diver Recovery** – from Ingram’s home, which was filled with details of different dives and the items recovered, including the condenser. The total value of the wreck collected was estimated at being more than £150,000, Kent Police said. None of the items listed were reported to the Receiver of Wreck as they should have been. After sentencing, investigating officer Pc Anne Aylett, of Kent Police, said: “*The HMS Hermes and other shipwrecks of its kind are legally protected for a reason, and that is because they form an important part of the history of this country. Nigel Ingram and John Blight have demonstrated a complete disregard for the law by helping themselves to artefacts that should have remained beneath the sea instead of being brought to the surface and sold for scrap metal.*” Looting from the shipwreck means that “part of our national story is lost and can never be replaced, particularly where historic artefacts have been sold for scrap,” Mark Harrison, head of heritage crime and policing advice for Historic England, pointed out. He said: “All archaeological sites underwater comprise a finite, irreplaceable and fragile resource, vulnerable to damage and destruction through human activity.” “Like nighthawking on land, the illicit removal of objects from underwater archaeological contexts does much more damage beyond just the loss of an item. All archaeological sites can give us clues and evidence about past events and it is this history that is disturbed and lost when items are removed.” Richard Link, of the CPS, said that both men were guilty of fraud but had also caused irreparable damage to sites of historical importance.

Source: hampshirechronicle

These are the Dutch warships that could go toe-to-toe with Russia in the waters around Europe

By : Harold C. Hutchinson

The Royal Netherlands Navy has a long tradition of naval prowess. Throughout its history, this Navy held its own against opponents ranging from England to Indonesia. Today, it is much smaller than it has been in the past, but it is still very potent. If tensions with Russia ever escalate to war, these ships could help defend the Baltic states or be used to escort convoys across the Atlantic. Today, the centerpiece of the Dutch navy consists of four powerful air-defense vessels. While the Dutch Navy calls them “frigates,” these ships actually are really more akin to smaller guided-missile destroyers. Their armament is close to that of the Royal Navy’s Type 45 destroyers. **HNLMS De Zeven Provinciën (F802)** is the first ship of the De Zeven Provinciën-class air defence and command frigates in service with the Royal Netherlands Navy. See the full description on the video https://www.youtube.com/watch?time_continue=1&v=1h1yZaZeYgE. These vessels replaced two Tromp-class guided-missile destroyers and two Jacob van Heemskerck-class guided-missile frigates. According to the Sixteenth Edition of the Naval Institute Guide to Combat Fleets of the World, a De Zeven Provinciën-class vessel comes in at roughly 6,000 tons. It is armed with a 40-cell Mk 41 vertical-launch system that usually carries 32 RIM-66 Standard SM-2 surface-to-air missiles and 32 RIM-162 Evolved Sea Sparrow Missiles. It is also equipped with a five-inch gun, 324mm torpedo tubes, and can operate either a Lynx or NH90 helicopter. The ships are also equipped with eight RGM-84F Harpoon Block II anti-ship missiles.

source : Business Insider

DT 2018: Saab displays Swordfish Maritime Patrol Aircraft

Saab’s Swordfish maritime patrol aircraft is a combination of Bombardier’s Global 6000 ultra-long-range aircraft, General Dynamics Mission Systems Canada’s acoustics processor and Saab’s airborne surveillance solutions. The maritime patrol aircraft design is equipped with up to four weapon hard points under the wings to carry anti-ship missiles, torpedoes and drop pods for search-and-rescue missions. The Global 6000 configuration has a maximum cruise speed of 450kt and a long-range cruise speed of 360kt.



Image via Saab.

It can operate over a range of 4,400nm. According to Saab, the Swordfish comes with a range of customisable options:

- ▣ AESA 360° multi-mode radar

- ▣ Multi-static acoustic system
- ▣ HD quality EO/IR (electro-optical/infrared systems) sensor with integrated laser payload
- ▣ SATCOM and tactical data links
- ▣ Four weapon hard points
- ▣ MAD (magnetic anomaly detector) boom

“Saab understands every mission that the modern MPA will be called upon to perform and we know how to deliver success. That is why we carefully selected the Bombardier Global 6000 aircraft for our airborne surveillance solutions. It brings a perfect balance of operational performance and cost, and is ideally suited to demanding, multi-level MPA operations.”

Although an MPA has to be able to handle many different missions, airborne anti-submarine warfare remains the core competence of any credible MPA. General Dynamic Mission Systems-Canada heritage as the premier supplier of acoustic processors to aircraft means that Swordfish can locate, track and classify all submarine types,” says Lars Tossman, Head of Airborne Surveillance at Saab. “The Swordfish initiative and the Global 6000 aircraft are truly a perfect match,” says Stéphane Leroy, Vice President of Specialised Aircraft at Bombardier. “The redundancy built into the baseline Global 6000 aircraft – such as the four variable frequency generators as well as an auxiliary power unit and RAM air turbine generator – ensures safety and reliability on MPA missions.” Other features, such as the revolutionary Bombardier Vision flight deck, reduce pilot workload for a safer, more efficient experience and the head-up display and MultiScan weather radar provide comfort, control and enhanced situational awareness for pilots. Most importantly, its advanced and flexible wing design contributes to a smooth ride, reducing the effects of turbulence on both the crew and on-board equipment. These features are very important when one considers the Swordfish can stay on station for over 11 hours at 200 nautical miles from base.”

Source: UK Defence Journal

Italian Navy’s eighth FREMM frigate takes to sea



Photo: OCCAR

The Italian Navy’s FREMM frigate **Antonio Marceglia** has been taken to sea in the Gulf of La Spezia for the first time, Organisation for Joint Armament Co-operation (OCCAR) said. During its first time at sea on June 19, 2018, several platform and combat system elements

installed on-board were set up, turned on and tested successfully, according to OCCAR. Built by Italian shipbuilder Fincantieri, the frigate was launched at Riva Trigoso shipyard in February 2018. **Antonio Marceglia** is the eighth of the navy’s ten FREMM frigates built under the framework of an Italo-French cooperation program coordinated by OCCAR. The program includes the construction of a total of eighteen ships for both navies.

Source: Naval Today

Israel takes new torpedo into service

Yaakov Lappin, Tel Aviv and Jeremy Binnie, London - IHS Jane's Defence Weekly
21 June 2018



A still from a video released by the IDF shows a Kaved torpedo being loaded into a submarine at the Haifa naval base. Source: Israel Defense Forces

The Israel Defense Forces (IDF) announced on 19 June that it has acquired a new type of torpedo that it calls the Kaved (heavy) for its submarines. “The torpedo systems possess

advanced capabilities and characteristics, including increased precision and range,” the IDF said in a statement. “The operationalisation of these systems signifies a great advance in the Israeli Navy’s operational capabilities and ability to defend the State of Israel.” The announcement came after months of testing, including live-fire trials in which targets were struck. A senior naval source said the final test was conducted overnight on 18-19 June by Flotilla 7, the navy’s submarine unit. “This is an event that happens once in decades,” the source said. “This will safeguard our operational advantage over a [long] period of time.” He said the Kaved is made by a non-Israeli defence company that he did not name, but that future upgrades and all maintenance would be conducted in-house by the navy. It will equip Israel’s three older Dolphin submarines as well as the new three new-generation boats, the last of which is expected to be delivered by the German company TKMS in 2019. The source described the Kaved as a very high-speed weapon that could hit both surface and sub-surface targets, including those at depths of “hundreds of metres”. Unlike the navy’s previous type, the new torpedo has a digital sonar guidance system that “lets us conduct upgrades in the future without changing hardware” and makes the weapon difficult for a target to evade by manoeuvring, the source said. While he did not give specific ranges, the source

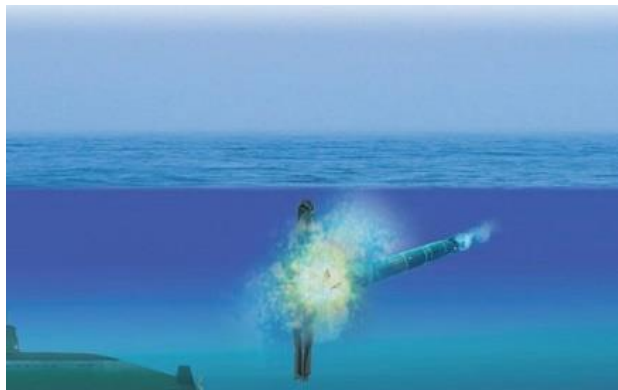
said the torpedo enables the engagement of targets that are beyond the range that the attacking submarine can be detected.

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

Israeli Army Launches a New Submarine, Silent and Intelligent Torpedo

June 20, 2018

The Israeli Navy announced today that it incorporates a new quieter, faster and more intelligent torpedo called Kaved (Heavy, in Hebrew) to its submarines. A Brigade general explained to the press that the last test with Kaved took place last night and that its incorporation is part of the expansion and improvement that the Israel Defense Forces carry out in their maritime division, expanding the submarine fleet and modernizing your torpedoes. "*Renew torpedoes is something that happens rarely, every ten years,*" said the military to point out the specialness of the occasion. The new [Kaved will be used by the current fleet of submarines](#), including the Tanin (Crocodile, in Hebrew), Leviathan (Whale), Dakar or Rahav, replacing the old models. "*It is a very complex and sophisticated weapon and the only one that is going to build our submarines from now on,*" said the soldier. The new torpedo allows attacking large and distant targets "*to tens of kilometres*", said the



general, both moving and still, "*in the middle of a calm sea or in a storm, at the exit of a port or between other ships*", he added. "*It will reach, at an unprecedented speed*", that it did not want to specify, and will be able to reach submarine targets "*in deep waters, which we call 'brown', and also superficial, which we call 'blue'*", said the soldier, but You can also shoot targets out of the water. "*A great novelty is his sonar, which is digital and not analog for the first time,*" said Brigadier General. The Kaved's success, according to the Army, reinforces the assumption that submarines are a fundamental strategic tool for Israel. "*Apart from being a versatile weapon that allows us flexibility, its acoustic signature is minimal, both*

sonar and torpedo," he said. The military did not want to go into details of who is the manufacturer of the new missile, but he said that its use is designed for conventional weapons.

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

F100 Alvaro de Bazan Class Frigate

Complement:	202 + 48
Length Overall:	146.7m
Length Waterline:	133.2m
Maximum Beam:	18.6m
Draught to the Main Dock:	9.8m
Full Load Displacement :	5,800t
Full Load Draught:	4.84m
Maximum Speed:	28.5kt
Cruising Speed:	18kt
Range at Cruising Speed:	4,500 miles
Radars:	AN/SPY-1D fixed phased array and AN/SPS-67(V)3 surface-search
Sonar:	Raytheon DE1160 LF active and passive
Type:	CODAG
Gas Turbines:	2 x GE LM 2500 (34.8MW)
Diesel Engines:	2 x Izar (9MW)
Missiles:	8 x Boeing Harpoon ASM 62 x RIM-162 ESSM 32 x SM-2MR block IIIA
Guns:	1 x mk45 mod 2 gun 1 x 20mm Meroka 2B CIWS
Torpedoes:	Mk46 lightweight torpedoes

The F100 Alvaro de Bazan Class is a 5,800t multipurpose frigate built by the Spanish shipbuilder, Izar (formerly E.N. Bazan). In February 2005, the naval shipbuilding activities of Izar were spun off into a new company, Navantia. The first batch of four ships was ordered by the Spanish Navy in January 1997. The first, **Alvaro de Bazan (F101)**, was launched in October 2000 and commissioned in September 2002. The second, **Almirante Juan de Borbon (F102)**, was launched in February 2002 and commissioned in December 2003. The third, **Blas de Lezo (F103)** was launched in May 2003 and commissioned in December 2004. The fourth, **Mendez Nunez (F104)**, was launched in November 2004 and delivered in March 2006.



In June 2005, the Spanish Government announced plans to procure a fifth Alvaro de Bazan Class vessel, **Cristobal Colon (F105)**. Procurement of the new vessel was authorised by the government in May 2006. Construction began in June 2007 and the keel was laid in February 2009. The ship was launched in November 2010 and entered sea trials in June 2012. A sixth vessel, **Juan de Austria (F106)** is also planned, to commission in 2013. Alvaro de Bazan Class Aegis combat system The ship incorporates the AN/SPY-1D Aegis Combat System from Lockheed Martin Naval Electronics and Surveillance Systems. The main missions of the ship are fleet protection, anti-air warfare, operation as a flag ship for a combat group, anti-surface and anti-submarine warfare. "The F100 is a 5,800t multipurpose frigate." In June 2008, Spain requested the foreign military sale (FMS) of Raytheon Tomahawk Block IV land attack missiles to arm the F100 frigates. Alvaro de Bazan is the first European ship with the Aegis weapon system. In July 2003, **Alvaro de Bazan (F101)** took part in combined Combat Systems Ship Qualification Trials (CSSQT) with the Aegis Class destroyer **USS Mason (DDG 87)**. A second CSSQT trial took place in September 2004 with Almirante **Juan de Borbon (F102)** and **USS Pinkney (DDG 91)**. In June 2007, **Mendez**

Nunez (F104) took part in the first tri-nation CSSQT, with Arleigh Burke class destroyer **USS Gridley (DDG 101)** and the Royal Norwegian Navy frigate **Fridtjof Nansen (F310)**. In 1994 Spain entered an agreement with Germany and the Netherlands, which provided cooperation in development and in national construction of the frigates. In Spain, Izar built the F100, in the Netherlands, Royal Schelde built the LCF (De Zeven Provinciën Class) and in Germany the ARGE 124 group (Blohm and Voss as the leading yard, Howaldtwerke-Deutsche Werft and Thyssen Nordseewerke) built the F124 (Sachsen Class). The agreement covered cooperation on the ship platform and not on the systems.

Aegis combat data system

The Aegis combat data system controls the detection, control and engagement sequence through the AN/SPY-1D radar, the command and decision systems (C&D) and the ship's weapons control system (WCS). The F100 is the first frigate to be equipped with Aegis. The ship has satellite communications and Link 11 secure tactical data link.

Weapons systems

The ship has two four-celled Boeing Harpoon anti-ship missile systems. Harpoon is a medium-range missile with a range of 120km, 220kg warhead and active radar terminal guidance. The surface-to-air missile system is the evolved Sea Sparrow missile (ESSM) developed by an international team led by Raytheon. ESSM has semi-active radar guidance with tail control motor to improve range, speed and manoeuvrability. The medium-range Raytheon standard missile SM-2MR Block IIIA provides area defence. SM-2MR has a range of 70km, a speed of Mach 2.5 and has semi-active radar seeker and an Aegis radio command link. Both ESSM and SM-2MR use the Lockheed Martin Mark 41 vertical launch system. The ship is equipped with the BAE Systems, Land & Armaments (formerly United Defense) mk45 mod 2 gun controlled by the DORNA radar / electro-optic fire control system from FABA. DORNA sensors include K-band radar and tracking radar along with an infrared camera, TV and laser rangefinder. The close-in weapon system (CIWS) is the 20mm Meroka 2B also from FABA. The Meroka CIWS includes infrared camera, video autotracker and is cued by the Aegis radar. Meroka has a range of 2,000m. There are also two 20mm machine guns. The ship has two mk32 double torpedo launchers for mk46 lightweight torpedoes and also two anti-ship mortars.

Sikorsky Seahawk helicopters

The F100 has a flight deck 26.4m long and will accommodate one helicopter. The Spanish Navy has acquired six new Sikorsky SH-60B LAMPS Mk III Seahawk helicopters. A programme to upgrade six existing Seahawk helicopters to LAMPS mkIII standard was completed in January 2004. The helicopters are equipped with a FLIR and Hellfire laser-guided air-to-surface missiles and are deployed on the F100 and Santa Maria Class frigates.

Countermeasures suite

The ship's countermeasures suite includes Aldebaran Electronic Support Measures / Electronic Countermeasures (ESM/ECM) system, from Spain's Indra Group, four Lockheed Martin Sippican mk36 SRBOC chaff and decoy launchers and the AN/SLQ-25A Nixie acoustic torpedo countermeasures system from Argon ST of Newington, Virginia.

Sensors

The first four F-100 ships are equipped with the Lockheed Martin AN/SPY-1D fixed phased array radar for air and surface search. AN/SPY-1D is a multi-function E/F band, three-dimensional radar which is an essential part of the Aegis system. It provides instantaneous beam steering, target detection, fire control tracks on hundreds of targets, and multiple target kill assessment. "The main missions of the F100 frigate include fleet protection and anti-air warfare." The fifth vessel, **Cristobal Colon (F105)**, is fitted with the SPY-1D(V), which includes an upgrade to improve littoral performance. The air-

search radar is the three-dimensional TRS and surface-search radar is the G/H band AN/SPS-67(V)3 from DRS technologies. The hull-mounted sonar is the Raytheon DE1160 LF active and passive sonar. The Sikorsky SH-60 Seahawk helicopter is equipped with AN/SQQ-28 LAMPS III sonobuoys.

CODAG propulsion system

The F100 is equipped with a combined diesel and gas propulsion (CODAG) system with two GE LM 2500 gas turbines providing 34.8MW and two Navantia diesel engines rated 9MW. The shafts drive two controllable pitch propellers.

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

If you look closely, you will also recognise the latest Australian AWD destroyers.

Reflections on the US Navy

28 Jun 2018 | [Sam Bateman](#)



Image courtesy of the [US Navy](#)

The US Navy had a horror year in 2017 with tragic accidents and a major corruption scandal. While the cause may have been mainly budgetary, with inadequate resources allowed the navy, deeper cultural issues might also be involved. The US Naval Institute's [Proceedings](#) is the main professional journal for the US Navy. It's widely read by naval personnel around the world, as well as by

academics and others interested in maritime security and naval affairs. Several articles in the [May 2018 issue of Proceedings](#) reflect on events of 2017—an 'annus horribilis' for the US Navy. These articles look at the two major issues that made it such a bad year. In the words of one contributor, they were 'profound failures that shook the American public's confidence in its Navy'. The first failure was the so-called Fat Leonard affair, an ongoing investigation into the ship support contractor Glenn Defense Marine Asia, a firm in East Asia run by Leonard Glenn Francis, a Malaysian national known as 'Fat Leonard'. Francis is alleged to have provided cash, travel expenses, luxury items and prostitutes to numerous American naval officers. In return, the officers provided classified material about the movements of ships and submarines, confidential contracting information, and details of law enforcement investigations. The *Washington Post* [called the scandal](#) 'perhaps the worst national-security breach of its kind to hit the Navy since the end of the Cold War'. More than 30 people have been criminally charged in connection with this bribery and corruption scandal. One admiral, several captains and commanders, and some more junior officers have received jail terms. Six admirals have also been disciplined or admonished. The second major failure was the series of serious aircraft and surface-ship accidents during 2017, including several fatal ones—notably [the collisions involving the destroyers USS Fitzgerald and USS John S McCain](#). Investigations into the two collisions revealed a deplorable lack of good seamanship and sound navigational practice, as well as a breakdown in management and a lack of knowledge of vital bridge systems. As a result of these accidents, the commander of the US Seventh Fleet was sacked and other senior officers removed from their positions. The commanding officers and other personnel from the *Fitzgerald* and *McCain* have faced serious disciplinary charges. Admiral Scott Swift, the commander of the Pacific Fleet, originally tipped to become the next head of the US Pacific Command, retired early. [An article in the May issue of Proceedings](#) by a junior naval lieutenant reflects on events of 2017. He claims that the navy needs an honest self-reckoning to address the professional problems it experienced during the year. He bravely argues that the navy suffers from a lack of vision with a focus on procedure rather than people and that senior naval officers are more concerned with government-oriented bureaucracy rather than with maintaining a war footing. Admiral Swift, the recently retired commander of the Pacific Fleet, has [an article in the same issue](#) which proclaims the importance of the fleet as the navy's basic fighting element with the synergy of its surface, subsurface and air domains. He notes that in his experience, operational commanders, when under stress, revert to the comfort zone of their tactical roots—surface, subsurface or air. That may be so, but it's the view of a career fighter pilot who may not fully appreciate the problems of the surface ships comprising the fleet. The US Navy has three main operational schools: submariners, aviators and surface warfare officers. American naval aviators don't have bridge experience like that of their British and Australian counterparts. And in the case of American naval aviators who fly the navy's fixed-wing patrol and surveillance aircraft from bases ashore, some might have little, if any, experience at sea. To some extent, surface warfare officers are the 'poor cousins' of the aviation and submarine elites. Senior command positions in the US Navy tend to be held by aviators and submariners. While senior American naval commanders may be highly experienced operationally and strategically, a career aviator may not fully appreciate the problems of the surface fleet. The *Fitzgerald* and *McCain* collisions involved warships crashing around in busy shipping lanes at excessive speed without regard for other users of the sea. This could suggest an attitude of superiority and exceptionalism. The aggressive warrior culture inculcated into all arms of the American military needs to be balanced with

some restraint, particularly in peacetime operations at sea. This culture might also breed a failure to learn from past accidents. It's a persistent worry that the US Navy has been slow to learn from its mistakes. [Another article in the Proceedings](#), written by a serving US naval captain, is called 'How we lost the Great Pacific War'. It takes the form of a letter written in the future by the commander of the US Pacific Fleet to the chief of naval operations after the navy had lost a series of naval engagements in the Western Pacific—presumably against China. He finds that the major cause of failure lay in problems of sustainment, poor readiness and a lack of resources. As the letter concludes, 'We did as well as we could with what we were given.' This lack of resources and a can-do attitude are common themes both in the *Proceedings* and in the investigations into the *Fitzgerald* and *McCain* collisions. One [Proceedings article by a retired naval captain](#) claims that 'resource constraints and not leadership failings lie at the heart of the Seventh Fleet's operational problems'. However, it's too simple to see the solution just in terms of increasing the navy's budget. There may also be deeper cultural issues to be addressed.

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False Assumptions May Lead to Counterproductive U.S. Policy in the South China Sea

June 27, 2018 [Guest Author](#)

By Mark J. Valencia



Vietnam's flag flies over the fortified Da Tay Islands in the Spratlys Archipelago. (Reuters)

In [his piece](#), Mr. Pham "lays out recommended ways and means that Washington can regain and maintain the strategic initiative in the Indo-Pacific." However many of his recommendations are based on false assumptions and if implemented are likely to be ineffective and counterproductive. Mr. Pham fears that "years of American acquiescence and accommodation may have eroded the international rule of law and global norms; diminished the regional trust and confidence in U.S. preeminence, presence, and constancy; weakened some of the U.S. regional alliances and partnerships; undermined Washington's traditional role as the guarantor of the global economy and provider of regional security, stability, and leadership; and perhaps even emboldened Beijing to expand its global power and influence and accelerate the pace of its deliberate march toward regional preeminence and ultimately global preeminence." But the rapid decline of U.S. soft power in the region is not due as much to "American acquiescence and accommodation" to China as it is to American political arrogance, cultural chauvinism, and a general lack of respect for its allies and 'friends' in the region and their peoples. Its hypocrisy, interference in domestic politics, and support of brutal dictators did not help. It is now beginning to experience the inevitable blowback from this attitude and behavior and its reign as regional hegemon may be coming to an end. It may well eventually be replaced by China in the region, but for Mr. Pham to assert that China will attain "global preeminence" is premature at best. Indeed, if China does not learn from the American experience, it may well repeat its mistakes and suffer a similar fate. Mr. Pham asserts that "Washington cannot back down now in the SCS. To do so would further embolden Beijing to expand and accelerate its desperate campaign to control the disputed and contested strategic waterway through which trillions of dollars of global trade flows each year..." He assumes first that China can 'control' the South China Sea and two that such 'control' would threaten commercial freedom of navigation. But as Ralph Cossa, President of Pacific Forum CSIS, says, there is little to worry about, at least for the U.S. : "[The South China Sea is not and will not be a Chinese lake and the Chinese, even with artificial islands, cannot dominate the sea or keep the U.S. Navy out of it.](#)" According to retired Admiral and former Director of U.S. National Intelligence Dennis Blair, "[The Spratlys are 900 miles away from China for God's sake. Those things have no ability to defend themselves in any sort of military sense. The Philippines and the Vietnamese could put them out of action, much less us.](#)" More to the point, retired Admiral Michael McDevitt of the center for Naval Analyses asks skeptically, "What vital U.S. interest has been compromised? Shipping continues uninterrupted, the U.S. continues to ignore... their requirement for prior approval, our MDT with Manila remains in force..." Regarding freedom of navigation, Mr. Pham and I have debated [this before](#). I will only reiterate here that the two countries – one a ratifier of the 1982 UN Convention on the Law of the Sea – which elaborates the concept – and one not – differ on what activities are and are not encompassed by the term. China has not threatened commercial freedom of navigation nor is it likely to do so in peacetime. But the U.S. and Mr. Pham cleverly conflate the freedom of commercial navigation with the freedom to conduct provocative intelligence, surveillance, and reconnaissance (ISR) probes and then argues that when China challenges these probes it is violating "freedom of navigation." Mr. Pham ignores the problem that because the Convention was a "package deal," non-ratifiers like the U.S. cannot credibly or legitimately pick and choose

which provisions they wish to abide by, deem them customary law, and unilaterally interpret and enforce them to their benefit. This is especially so regarding the EEZ regime which UNCLOS introduces as *sui generis*, and which –contrary to U.S. military advice given to its naval officers – does have some restrictions on “*freedom of navigation*.” They include the duty to pay “*due regard*” to the rights of the coastal state including its marine scientific research consent and environmental protection regimes protecting as well as its national security. Moreover, China and the U.S. disagree on the meaning of key terms in UNCLOS relevant to the freedom of navigation and which are not defined in the Convention. Besides “*due regard*” these terms include “*other internationally lawful uses of the sea*”, “*abuse of rights*”, “*peaceful use/purpose*”, and “*marine scientific research*.” The point is that the UNCLOS “*rules*” regarding freedom of navigation are not “*agreed*.” Another of Mr. Pham’s major assumptions is that “*Washington has a moral and global obligation of leadership to further encourage and challenge China to become a more responsible global stakeholder...*” The U.S. is no longer the world’s moral leader – if it ever was – certainly not from the perspective of China and much of Asia – if not the world. Moreover Mr. Pham’s statement reflects the cultural arrogance that has drawn the U.S. into endless wars—and should be disregarded on that basis alone. These false assumptions are accompanied by several misleading statements. For example Mr. Pham alleges that China broke “*a 2002 agreement with the ASEAN not to change any geographic features in the SCS*”, and “*...the 2015 agreement between Xi Jinping and Barack Obama to not militarize these Chinese-occupied features.*” **First**, the 2002 Declaration on the Conduct of the Parties in the South China Sea (DOC) does not contain such language and Mr. Pham is apparently interpreting its language for his own purposes. His interpretation is not shared by China, Vietnam, Malaysia, the Philippines, and Taiwan. All have altered the features they occupy to some degree since the agreement on the DOC. **Second**, according to China, President Xi Jinping agreed to no such thing. This statement repeats a biased interpretation of China’s President Xi Jinping statement regarding the “*militarization*” of the features. The [original quote](#) in Chinese was translated into English as “*Relevant construction activities that China are (sic) undertaking in the island of South (sic)–Nansha (Spratly) Islands do not target or impact any country, and China does not intend [emphasis added] to pursue militarization.*” That is considerably more ambiguous than Mr. Pham’s interpretation. [Chinese spokespersons](#) have since implied that if the U.S. continues its ISR probes, exercises, and Freedom of Navigation Operations challenging China’s claims there, China will prepare to defend itself. Given that the U.S. has continued these missions, it should come as no surprise that China has responded as it said it would. Based on false assumptions, Mr. Pham essentially recommends U.S. military confrontation of China in the South China Sea. Such confrontation could lead to war—on behalf of others’ disputed claims to ownership of tiny features and resources there. That would not be in the core national security interest of the U.S.
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Source: <http://cimsec.org>

Workhorses of the sea



The **Bokalift 1** outbound from Vlissingen loaded with 2 jackets for installation Photo : Henk Nagelhout ©