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The Danish Government continues efforts against piracy until 2022

in [Piracy and Security News](#) 06/12/2018



Yesterday the Government announced the upcoming Danish priorities regarding the fight against piracy and other criminal activity at sea. From 2019 to 2022, the priorities in the fight against piracy and other maritime crimes will replace the current Government strategy of 2015-2018. The Minister of Foreign Affairs, the Minister of Defense, the Minister of Justice and the Minister for Industry, Business and Financial Affairs presented the priorities together today. The prioritised initiatives contain both

civil and military efforts against piracy based on a whole-of-government approach both in Denmark and abroad. The geographical focus remains Western Africa and the Horn of Africa.

Facts regarding piracy

Piracy still pose challenges for Danish shipping and seafarers several places around the world. In recent years, there has been a decreasing tendency in the number of occurrences of piracy, globally. However, there are regions where piracy remains problematic for all seafarers.

In 2017, there were 180 registered occurrences of piracy, according to International Maritime Bureau. This is the lowest number since 1995

- In the first half of 2018, around 40 % of the global occurrences of piracy happened in Western Africa. The majority of occurrences happens near Nigeria
- At the Horn of Africa, the situation is stable for now, because of a massive international effort at sea and by land. However, the instability in Yemen and changed regional dynamics could lead to new threats against the international shipping in the region.

Source: Danish Maritime Authority via <https://www.hellenicshippingnews.com>

French navy drills with West Africans to battle Gulf of Guinea thuggery

By: [Christina Mackenzie](#)

4 Dec 2018



A hawser is passed by sailors of the Benin navy between vessels docked at the port of Cotonou on Oct. 10, 2016, ahead of a patrol. The **Oueme**, pictured above, participated in the first-ever **Grand African Nemo** exercise in November 2018. (Photo by Yanick Folly/AFP/Getty Images)

PARIS –

France and 14 West African nations recently held the first **Grand African NEMO** (Navy Exercise for Maritime Operations) drill, a

week-long training session that is slated to become an annual event. Led by the French **Mistral** helicopter carrier, equipped for the occasion with just one Alouette 3 helicopter, and the frigate **Ventose**, other ships in the fleet included a 500-ton Cameroonian patrol boat, a Nigerian frigate, Gambia's **Kunta Kinteh** patrol boat with a crew of 20, and Benin's FBP98 Mk1-class P110 **Ouémé** patrol vessel. The 14 African navies had been working on various scenarios for many months, Captain Vincent Sébastien, commander of the **Mistral**, told Defense News. “*They were particularly keen to work on combatting illegal fishing,*” he said. They finally settled on 27 scenarios which they played out from Cape Verde to Angola with 21 ships and five aircraft. The exercise was backed by partner navies, notably from the United States and Spain, which deployed its P-72 Centinela, and the European Union's Gulf of Guinea Interregional Network. Brazil and Portugal were also involved in the exercise. The scenarios included search and rescue, fighting piracy, and combating illegal fishing and arms' smuggling. The “enemies” were played by French and Portuguese marines based aboard the **Mistral**. A French defense ministry statement said that “*for the African navies, the result of these exercises was very positive, notably concerning tactical interactions.*” At the end of the week-long exercise last month, U.S., Portuguese and French naval observers provided the African navies with feedback “*which will help them to adjust their training in the future,*” the statement added. **Grand African Nemo** has its

genesis in the 2013 Yaounde, Cameroon summit in which countries which border the Gulf of Guinea (Ghana, Togo, Benin, Nigeria, Cameroon, Equatorial Guinea, Gabon, Sao Tome and Principe, Angola and Congo) pledged to strengthen their maritime-security cooperation. Smaller exercises organized by these countries are held several times a year and dubbed simply "African NEMO."

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

De Mist recovered

Written by defenceWeb, Friday, 07 December 2018



Ingenuity, tenacity and the sweat equity in the form of hard work were major contributing factors in bringing the Tug **de Mist** to the surface this week just on four weeks after she sank in the Still Water Basin of Simon's town harbour. The SA Navy decided to utilise own resources to bring the out of service tug to surface without employing extras or special equipment. It also provided invaluable practical salvage experience for Navy divers Commander Greyling van den Berg said. Following a comprehensive assessment by the Naval Engineering department and the Navy divers, operations commenced to bring **De Mist** out of the water using a limited array of lifting bags and submersible pumps. *The salvage entailed raising the tug off the seabed and towing her to the synchrolift facility about 50m away,"* he said adding "shallow water salvages are known to be difficult

*because of the lack of air expansion and buoyancy at this depth". "The main challenge experienced was making the 39-year old tug airtight - and buoyant. Divers used underwater welding equipment to seal off holes to pump her full of air, but as soon as leaks were sealed other leaks appeared. Armscor Dockyard personnel were constantly on hand providing bungs and other mechanisms for leak stopping and shoring. "Wednesday, November 28 saw Navy divers concentrate all lifting efforts to the aft of the tug, managing to raise her and bring her 2m from the quay, with her keel resting on the bedrock. The same was achieved on the forward side. "The mooring lighter, built by dockyard apprentices more than 100 years ago, was used to create further lift. Because of her age, the mooring lighter does not have a generator and cannot operate her capstan. To mitigate the winch of Tug **Umalusi** was used to create lift through the mooring lighter's fair leads. The docking plate under the tug kept getting stuck in the sand during the lifting process, adding complications. Throughout the lifting process, divers continued sealing off leaks and filling fuel, freshwater and ballast tanks with air. "Monday, December 3, saw Navy riggers in conjunction with the Navy Harbour Master, devise a way of using 'snatch blocks' to create further buoyancy. The aim was to raise the tug high enough to clear the synchrolift platform. This was achieved on Wednesday but prevailing airlocks in the tug created balance issues, finally overcome around midnight. "Floating, but still listing slightly, she was finally pulled to the synchrolift," Van den Berg said. The salvage operation and obstacles overcome is seen by the maritime service of the national defence force as an "amazing display of teamwork and resourcefulness by a dedicated team of professionals who worked tirelessly to solve numerous mathematical, physical and engineering problems". A floating barrier was put in place to contain the oil spill in the still water basin, with a second barrier between the still water basin and outer basin to further prevent the possibility of pollution.*

Source: <http://www.defenceweb.co.za>

DNA Edit: Protecting its backyard - India is watching Chinese forays in the Indian Ocean

Written By [DNA](#)

Updated: Dec 5, 2018, 07:00 AM IST



That China has fostered designs on the Indian Ocean, specially the Bay of Bengal region for some time now, is hardly a state secret. Beijing's planned building of a deep sea port in Kyaukpyu in Myanmar, its taking over of the Hambantota port from Sri Lanka on a 99-year lease in exchange for a \$1.8 billion loan, assistance to Pakistanis to build the Gwadar port and funding of the Chittagong deep sea port in Bangladesh, leaves nothing to imagination. It now turns out that the Chinese Navy has sent at least eight submarine missions since 2013 in the Indian Ocean region and has occasionally

closed in on Indian waters, getting as near as Colombo and Karachi, according to details revealed by this paper. Intelligence reports suggest that each mission lasted for nearly a month. The deployments included both nuclear and non-nuclear

submarines, backed, of course, by a regular ship. On Monday, Navy Chief Admiral Sunil Lanba confirmed that the most recent of such forays was in October this year. He also added, for good measure, that there are six to eight Chinese ships operating in the Indian Ocean at a time and last year, there were 12 Chinese Naval units present. These included some of that country's destroyers. Well, the good thing is that India is not sitting on its haunches, notwithstanding muscle flexing by the Big Dragon. Aware of impending challenges in its backyard – and armed with the knowledge that China wants more strategic depth in the oceans in addition to South China Sea – New Delhi has no choice, but to make careful preparations. Last month, India signed a \$500 million deal with Russia, under which two stealth fighters would be built in Goa and delivered by 2027. This deal has come on the heels of India and Russia inking an agreement for the purchase of two warships that will reach Indian Navy by 2022-23. These frigates will be armed with the BrahMos supersonic cruise missiles. This month, India released a Letter of Request (LoR) to the US for the purchase of 24 MH-60 R helicopters for the Indian Navy. By far, the biggest signal sent to its adversaries – most notably China – was on November 5 when the country's first indigenous nuclear submarine INS Arihant, completed its maiden deterrence patrol. Again, this year in May, India and Indonesia agreed for naval access to Sabang, a strategically located island close to the Malacca Strait, the world's busiest energy sea lane through which 40 per cent of India's trade passes. The agreement includes docking facilities for submarines, warships and destroyers, with both sides agreeing to develop it as a deep sea port. It would be instructive to remember here that Andaman and Nicobar islands are barely 70 km from Indonesia's Sumatra island. Significantly too, Malacca Strait, is about 500 km from the Andaman coast. With a new, friendlier President in Maldives, India is hopeful of a better grip in the Indian Ocean region. There is little point in being complacent, as far as China is concerned.

Source: <https://www.dnaindia.com>

WATCH Kalibr Cruise Missile Launch From Russian Nuclear Submarine

Russian Defense Ministry press service

13:11 04.12.2018

Russian ship- and submarine-launched cruise missiles are capable of striking enemy ships hundreds of kilometres away with incredible precision. Some of the missile's versions are even capable of penetrating ships' defences by reaching supersonic speeds while approaching the target. The Russian Navy has reported a successful launch of 3M-54 Kalibr (NATO reporting name SS-N-27 Sizzler) cruise [missile](#) carried out by the **Severodvinsk** nuclear-powered submarine currently stationed in the Barents Sea. The launch, which was part of military drills, hit a target, situated some 700 kilometres away. See the video via this link <https://www.youtube.com/watch?v=Yt6J3D7QQfl> "The battle exercise was performed from the sea's surface at one of the Barents Sea ranges. The launched missile targeted an objective in the Chizha range in the Arkhangelsk region," the navy's press service reported. Kalibr is a ship- and submarine anti-ship cruise missile, capable of hitting targets up to several hundred kilometres away (depending on modifications) carrying up to 450-kilogramme warheads. Some of its versions can reach supersonic speeds during terminal stages to prevent it from being downed by a ship's anti-missile defences.

Source: <https://sputniknews.com>

Navy warship plans cleared

China in mind, 56 vessels to be inducted

By [Imran Ahmed Siddiqui](#) in New Delhi

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Navy chief Admiral Sunil Lanba at the news conference on Monday. Picture by Prem Singh

The Centre has permitted the navy to induct 56 new warships and submarines over the next 10 years, a move sources said was aimed at countering China's growing influence in the Indo-Pacific region. "The government has given approval to induct 56 ships and submarines. Some of these will replace the existing fleet. Besides, there are 32 warships under construction," the navy chief, Admiral Sunil Lanba, told a news conference on the eve of Navy Day, which falls on Tuesday. Sources said the proposed new warships and submarines would allow the navy to protect the sea lanes of communication in the Persian Gulf and monitor Chinese activities in the Bay of Bengal. They added that Chinese naval ships were regularly sailing to the Indian Ocean since 2013. Lanba said there were six to eight Chinese warships in the Indian Ocean at any time. "The government has taken the decision with an eye on China, which remains a significant worry. The Chinese navy is taking an assertive stance in the South China Sea and is challenging India's domination over the Indian Ocean," a naval officer said on the sidelines of the news conference. China, he said, was deploying submarines for what it says are anti-piracy operations in the Indian Ocean. "There is a threat from Chinese submarines in the Indian Ocean," he said. "They may say it

is for anti-piracy (efforts) but it's an odd task to be on anti-piracy patrol (so constantly and in such numbers). We are regularly carrying out threat assessments relating to the People's Liberation Army submarines." The officer acknowledged that India was yet to find any alarming Chinese naval deployments in the Indian Ocean. Asked about India's naval preparedness for a simultaneous two-front war, Lanba said: "The Indian Ocean is the only front. We have overwhelming superiority over Pakistan at sea. In the case of China, the balance of power in the Indian Ocean is in our favour. Similarly, the balance of power in the South China Sea is in favour of China." Pakistan had earlier this year contracted eight submarines from China. Lanba supported the idea of having theatre commands --- each of which is a unified command of the three services under a single commander in a particular theatre of operation --- but said a set-up needed to be worked out first. A committee appointed by the defence ministry had last year recommended the formation of three theatre commands --- for the eastern, northern and southern territories --- instead of the 19 army, navy and air force commands that now exist. There has been a long debate over such an arrangement but the air force and the navy are believed to have objected, saying it would lead to "operational chaos". Lanba said the process of installing transponders on the 2.2 lakh fishing boats in the country had started. The measure was planned after the 26/11 Mumbai terror attacks to strengthen coastal security. "A pilot project to fit automated identification system (AIS) transponders on fishing boats was successful. It will now be implemented across India," he said. "There are 2.2 lakh fishing boats that do not have AIS transponders. I agree it has taken 10 years (to start the installations) but soon we will have these transponders on all fishing boats." Navy Day is observed every year on December 4 to mark the ship-launched attack on Karachi during the 1971 India-Pakistan war.

Source: <https://www.telegraphindia.com>

China Increases Naval Patrols Around Taiwan to Challenge U.S. Navy

3 Dec 2018

Frances Martel



[Gu Yagen/CNSPHOTO/VCG](#)

China's People's Liberation Army (PLA) has greatly increased its presence in the Taiwan Strait, part of the greater South China Sea, in response to the growing number of freedom of navigation operations (FONOPs) by the U.S. Navy, the *South China Morning Post* reported on Monday.

The *Post* confirmed the news with the Taiwanese Defense Ministry, which operates independently of Beijing. While Taiwan is a sovereign nation with a fully functional federal government, the Chinese Communist Party regards it as a rogue province whose government requires submission to Beijing. A Taiwanese source told the Hong Kong-based newspaper that China's military has increased "irregular" operations in the Taiwan straight and mirrored American activity in the region. "Each time the U.S. sent warships through the Taiwan Strait, the PLA has also dispatched its fleets to track the U.S.' movements," the source reportedly [said](#). The Defense Ministry itself told the *Post* through an official response to a query that the PLA had "effectively monitored the situations and movements around the Taiwan Strait by means of its air and naval mechanisms to ensure national security and regional stability." Last week, the Chinese government issued yet another protest regarding the U.S. Navy's presence in the region. The United States runs routine FONOPs in the international waters of the South China Sea, which is legal under international maritime law. The objective of these exercises is to prevent the Chinese communist regime from claiming those waters as sovereign Chinese territory. China claims most of the South China Sea, including all of Taiwan's sovereign territory and waters belonging to Vietnam, the Philippines, Brunei, Malaysia, and Indonesia. Despite an international court at the Hague ruling China's claims the area illegal in 2016, China has continued taking possession of reefs and other structures, particularly in Vietnamese and Philippine territory, for military and civilian use. Without the American FONOPs, if China succeeds in intimidating all non-Chinese vessels out of international waters, it may successfully argue that it has possessed those waters over time. On Friday, the Chinese military confirmed that it had identified two American ships sailing through the Taiwan Strait, a legal activity. "The PLA will remain vigilant and resolutely safeguard national sovereignty and territorial integrity," Senior Colonel Ren Guoqiang [said](#) at a press conference about the passage, according to the state-run Chinese *People's Daily*. Foreign Ministry Geng Shuang also complained on Friday of a different U.S. Navy passage,

this time through Vietnam's Paracel Islands, which do not legally belong to China. "On November 26, a U.S. Navy ship trespassed into China's territorial waters off the Xisha [Paracel] Islands without approval," Geng [asserted](#). "China immediately sent military vessels and aircraft to identify and verify the U.S. warship in accordance with the law, and warned it off. The Chinese side has lodged solemn representations with the U.S. side." Geng accused the U.S. Navy of having "violated the Chinese laws and relevant international laws, severely undermin[ing] China's sovereignty and put[ting] in jeopardy the peace, security and sound order in relevant waters." Many in Taiwan appear to disagree with China's claims, particularly in its waters. In a column published on Tuesday local time, writer Cheng Tien-chu of the *Taipei Times* [accuses](#) China of flagrantly violating the "red lines" of international maritime diplomacy on a regular basis. "Freedom of passage in international waters cannot be disturbed or interrupted. There is a "status quo" honored by the free world and the U.N.," he writes. "As early as 2009, China has increased construction of artificial islands and laid claim to 1,295 hectares of land and 90 percent of the South China Sea as its territory." "Today, it is clear that the islands feature military-length airstrips, anti-aircraft and anti-missile weapons and naval guns. Cuarteron Reef (Huayang Reef, 華陽礁) has a new high-frequency, early warning facility to detect aircraft, a development not consistent with peaceful missions," he continues. "China has ignored and clearly stepped on the red line and crossed it." "There is no question that China under [Communist Party leader] Xi [Jinping] is ready and dares to challenge US vessels' presence in the free, international South China Sea," Cheng writes, adding that the Communist Party "has never ruled Taiwan" and has no valid standing for its claims. Under current President Tsai Ing-wen, Taiwan has [asserted](#) itself more aggressively on the international stage, urging the world to reward Taiwan's democracy with support against China's belligerence. **Source:** <https://www.breitbart.com>

Indian Navy to buy Seahawk helicopters from US, plans next paws in Indian Ocean

by [Shankar Kumar](#) on Saturday 17th November 2018, 09:07 PM



A day after Prime Minister Narendra Modi met US Vice President Mike Pence on the sidelines of the East Asia Summit in Singapore on November 14, India issued a letter of request (LoR) to the US government for the purchase of 24 MH-60 R Seahawk multirole helicopters for the Navy. To be bought at an estimated cost of \$1.88 billion and under a government-to-government deal, MH-60 R helicopters will be armed with top class anti-submarine capabilities like missiles and torpedoes. In fact, designed to operate from frigate, destroyer, cruisers, amphibious ship and aircraft carrier, the chopper is equipped for a range of missions

including anti-submarine warfare, anti-surface warfare, search-and-rescue, naval gunfire support, surveillance, communications relay, logistics support and personal transfer and vertical replenishment. Is MH-60R helicopter worthy of its purpose? From the US to Australia to Qatar to South Korea to Denmark—five countries are using the multi-role helicopter for their armed forces, while Mexico has placed an order for the purchase of eight Romeo helicopters and associated equipment at an estimated value of \$1.2 billion in April, 2018. In India, acquisition of this multi-role helicopter has been pending since the first term of the United Progressive Alliance (UPA) government at the Centre. However, given the challenges faced by India from assertive China which is increasingly strengthening its naval power in the Indian Ocean, New Delhi will ill afford to give another missed opportunity to its force by not offering them technologically advanced defence platforms like MH-60 R helicopters at the time of their urgent requirement. In fact, with choppers like MH-60 R helicopter in tow, Indian Navy wants to address some of critical operational necessities like minesweeping and anti-submarine warfare missions. The multi-mission helicopter is equipped with a Sonobuoy launcher system which is utilized for maritime patrol and ant-submarine warfare purposes. It is also equipped with a Raytheon AN/AQS-22 advanced airborne low-frequency (ALFS) dipping sonar. According to Jane's, the long-delayed request to acquire the defence platforms, under the US Foreign Military Sales (USFMS) programme, will be signed within a year from the date of issue of the LoR. Around 2020, the anticipated delivery of the chopper will begin, Jane's says in its report. Once, Sea King Mk42B/C and Ka-28 helicopters have worked as workhorse in the Indian Navy's inventory. Both these platforms are aging and hence, they need immediate replacement. Acquired from British Westland Helicopters Ltd, Sea King Mk42B/C helicopters have been in the Indian Navy's service since 1971. Less than 10 Sea King helicopters are operational now. From Godavari class frigates to Delhi class destroyers—all Indian manufactured war ships were once equipped with Sea King Mk42B/C helicopters. Similarly, Ka-28 helicopters, total 10 in numbers with the Indian Navy, were purchased from the then Soviet Union in the mid-80s. Only four Ka-28 helicopters are in flying condition today. In 2016, then Defence Minister Manohar Parikkar had given go ahead signal for the upgrade of this anti-submarine warfare platform. Nonetheless, Indian Navy's majority of frigates or destroyers are these days sailing in the high sea without support from Sea King or Ka-28 helicopters. It is in this background, the Ministry of Defence's Defence Acquisition Council(DAC) which is apex procurement body, had approved procurement of MH-60 R helicopters, being

manufactured by Sikorsky-Lockheed Martin, a US-based defence equipment manufacturing company in August 2018. What is special with MH-60 R helicopters is its speed in climbing up and that too at the rate of 8.38 metre per second. These helicopters maximum and cruise speed are also 267-km per hour and 168-km per hour respectively, while the range is 834 km. In August itself, the DAC also approved purchase of 111 naval utility helicopters, to be built under the **Make in India** initiative by domestic private companies in joint venture with overseas equipment manufacturers. Since then several aviation majors like Russia's Kamov, US' Airbus and Bell and India's HAL have joined the race for 111 naval utility helicopters. The Navy is currently seized with the process of evaluation and selection of these utility helicopters which will be built in joint venture with local partners. Significantly with request for 24 MH-60 R helicopters in tow, the US-based defence companies have bagged as many as eight major defence projects from India. In fact, from C-17 Globemaster to C-130 J transport planes to P-81 maritime reconnaissance aircraft to M777 howitzers to Harpoon missiles to Apache and Chinook helicopters, Indian defence inventories are filled with US made defence platforms. Since 2008, India has signed more than 15 billion worth of arms deal with the US, indicating the robustness of India-US defence relationship. **Source: <https://newsd.in>**



Latvia celebrate 100 years of independence nation **Photo : Mikkjäl Poulsen ©**

Sahand destroyer, Fateh submarine to join Iran's naval fleet soon

Rear Admiral Habibollah , the deputy army chief for coordination affairs, announced on Saturday that home-made destroyer, **Sahand**, and **Fateh** submarine will soon join Iran's naval fleet. On the impact of U.S. sanctions on Iran's maritime industry, Sayyari said the armed forces have been subject to sanctions since February 11, 1979, and maybe even earlier, ILNA reported. "All those who have imposed sanctions against us should know that we turn sanctions to [domestic] production," he added. **Source: MH/PA**



HNLMS Karel Doorman and **Johan De Witt** , operating on the Texelstroom near Den Helder as spotted from the TSHD **Bartolomeu Dias** conducting discharge operations on Texel. **Photo : Bridge Team Bartolomeu Dias ©**

No Chinese naval base in Cambodia, officials says

Foreign Minister Prak Sokhonn has dismissed a news report that Cambodia would allow an emerging Chinese naval base in the country, saying it was a rumour. In a statement on Saturday, Mr Sokhonn told US Deputy Secretary of State John Sullivan that Cambodia's constitution will not allow any foreign naval base to be set up in the country. "The Royal Government of Cambodia will not infringe on the constitution," he said. Mr Sullivan has raised his concerns over the news of emerging Chinese naval base in a meeting at the East Asia Summit in Singapore last week, noting that it would strongly affect the bilateral relation between Cambodia and the US if the news was true. The Asia News published a report last week, saying that since 2017, China has lobbied Cambodia for a port in Koh Kong province on the Gulf of Thailand that could also

be used as a naval base, though it remains unclear how far construction has progressed on the deep-water port. The site of the alleged naval base is thought to be within a monumental 45,000 hectare concession in Koh Kong province, according to the Asia News. Cambodia's Defence Ministry yesterday also issued a statement, denied that Cambodia will allow any foreign country to set up a naval base in the Kingdom. Defense Ministry spokesman General Chum Suceat called it fake news intended to mislead the public. **Source: khmertimeskh.**



The French A 631 **Somme** departing from Rotterdam last Sunday Photo : Bert Lamers ©

Russian frigates hold anti-submarine warfare drills near Syrian coast

The crews of the Russian Black Sea Fleet's frigates **Admiral Makarov** and **Admiral Essen** held drills jointly with deck-based rotorcraft in the Mediterranean Sea to practice searching for a notional enemy's submarines, the Fleet's press office reported on Friday. The crews of the Russian frigates are accomplishing their assignments as part of the Russian Navy's permanent Mediterranean task force "Drills were held to practice searching for and tracking a submarine, searching for, rescuing and providing medical assistance to persons in distress at sea," the press office said in a statement. The drills involved Kamov Ka-27PL and Ka-27PS helicopters that made about 30 takeoffs and landings onto the decks of the frigates. The **Admiral Makarov** and the **Admiral Essen** are warships of a new series of Project 11356R/M (11357) frigates. These are multipurpose blue-water frigates (guard ships) designated to destroy surface combatants, submarines and enemy ground facilities, carry out patrols and protect sea communications. The frigates are armed with eight launchers of Kalibr-NK cruise missiles that are capable of striking surface, coastal and underwater targets at a distance of up to 2,600 km. The warships of this Project are also armed with Shtil-1, Palash and AK-630M air defense missile and artillery systems, A-190 100mm universal artillery guns, torpedo tubes and RBU-6000 rocket launchers. The frigates also have a take-off and landing strip and a hangar for an anti-submarine warfare helicopter (Ka-27 or Ka-31). **Source: almasdarnews**

Police confirm vandalism after Coast Guard ship tumbled into water in N.S.

Ship set for a refit slid from secured cradle into the water at Sambro Head, N.S., shipyard



A Canadian Coast Guard ship is partially submerged in water at a shipyard in Sambro Head, N.S., after falling from its secured cradle in a case Halifax police are investigating as suspected vandalism. The Coast Guard tweeted late Saturday morning that the **CCGS Corporal McLaren** had released from the cradle at the shipyard and then slid down the slip into the water. The vessel is at the shipyard for a refit. Police said in a press release Saturday afternoon their preliminary investigation revealed that someone damaged the slip which caused

the ship to slide into the ocean. Police are treating the incident as suspicious. Ray Gallant, vice-president of operations with Canadian Maritime Engineering, said Saturday the shipyard was "entered by vandals" on Friday night. He says they cut the cradle cable and safety chain. He said Halifax police are investigating to determine who was involved in "the act of vandalism." Gallant said security checks determined the boat was still in its correct position around midnight. A subsequent check revealed the ship was in the water and the fire department was notified He said he is certain the cables were cut with a cordless mini-grinder. "It's very obvious. If a cable fails, it frays. This was a clean straight cut." He said the primary focus now is safety and the protection of the environment. The Coast Guard sent environmental staff to the scene to examine the ship and try to prevent any risk to the marine environment. Gallant says he believes minimal damage has been done to the

vessel. The goal is to return it to its former position as quickly as possible to continue with the scheduled work on the ship. Divers were in the water on Saturday to assess the situation.

Source : CBC

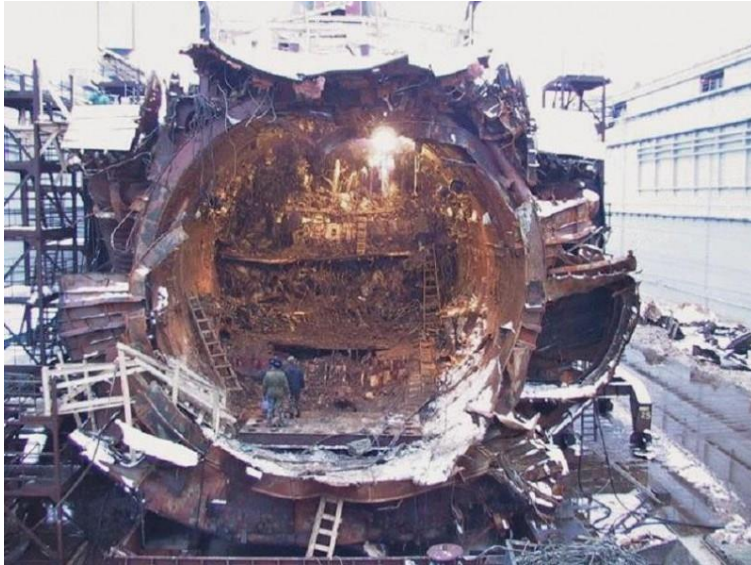
The Five Deadliest Submarine Accidents of the Last 30 Years

November 19, 2018

This news is brought to you by [Avisos Gratis Medellin](#)

On Friday, the Argentine submarine "[San Juan](#)" was found, missing a year ago in the South Atlantic, with 44 crew on board. Then the most deadly submarine accidents. Disappeared on November 15, 2017, while sailing to its mooring port in the city of Mar del Plata, the submarine was located 800 meters deep and 400 km from the Patagonian coast by the American ship "Ocean Infinity" of your search. The relatives of the 44 crew members are very affected with the confirmation of the death of the sailors, are waiting this Saturday to know the details of their discovery.

The tragedy of the "Kursk" (Russia): 118 dead –



On August 12, 2000, the Russian nuclear-powered submarine of the North Sea fleet, "**Kursk**", was wrecked during maneuvers in the Barents Sea (northwest of Russia) after the explosion of a torpedo. The 118 sailors who were on board the submarine died.

While the country was following the event live, the president, Vladimir Putin, continued his vacation on the shores of the Black Sea. Eight days later an international rescue operation was launched, delayed by Moscow's reluctance to accept Western aid. When, on the 21st, the Norwegian divers finally managed to open the lock, it was too late to rescue the 23 sailors who had survived the explosion alive.

70 dead in China –

On May 2, 2003, the official Chinese agency Xinhua announced that a submarine of

class "Ming" that participated in an exercise near the islands of Neichangshan, in front of the eastern province of Shandong, recorded a failure Mechanical that caused the death of the 70 members of his crew. Few details were leaked but, according to analysts, it was the most serious submersible accident since the founding of the People's Republic of China in 1949.

42 dead on board the "Kosmolets" (USSR) –

On April 7, 1989, a short circuit caused a fire on board the "**Kosmolets**", a submarine of attack of nuclear propulsion and titanium hull that sailed through international waters, 500 km from the Norwegian coasts. Pride of the Soviet navy, this ultramodern submersible class "Mike" was equipped with missiles with nuclear warheads. After activating the emergency ascent procedure, the submarine, 110 meters long, reached the surface and several dozen crew members managed to leave the ship, in flames, throwing themselves into the glacial waters. Forty-two sailors died and 27 were rescued.

20 dead in the "Nerpa" (Russia) –

On November 8, 2008, in the Pacific Ocean, 20 people who were aboard the Russian submarine "**Nerpa**" died asphyxiated after inhaling Freon gas, detached by the fire system, activated by mistake. The accident occurred in the Sea of Japan, where the K-152 "**Nerpa**" was being tested before being rented to India. More than 200 people were on board on a planned



surface area of 80. Among the victims, there were 17 civilians from the shipyard where the nuclear-powered attack submarine had just been built.

18 dead on board the "INS Sindhurakshak" (India) –

On 14 August 2013, in the middle of the night, the military submarine "**INS Sindhurshak**" was destroyed by an explosion and capsized at the Mumbai shipyard (west of India) in who was, leaving no survivors among the 18 sailors who were on board. Built in 1995 in St. Petersburg, the 2300-ton diesel and electric propulsion boat had just been repaired by a Russian company. This was the worst accident known to the Indian Navy in more than 40 years. Six months later, two sailors died off the coast of Bombay because of a leak in the battery

compartment of the submarine "**INS Sindhuratna**".

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

This article is rather one-sided, as if only Russian or Russian-built submarines have been involved in deadly incidents. The US Navy (and other Western navies) have also lost submarines and their crews.

SANDF helping to stop marine resource poaching in southern Cape

Written by defenceWeb, Monday, 19 November 2018



In just on three weeks, airmen, sailors and soldiers of the SA National Defence Force (SANDF) seized over R90 000 worth of illegally harvested abalone and diving gear and equipment worth over a quarter of a million rand whilst working alongside police and fisheries inspectors in Western Cape. The military deployment is in the Overstrand area of the province where illegal abalone harvesting is a known and ongoing problem for law enforcement agencies. The national defence force deployment, which also has SA Military Health Service (SAMHS) emergency and other healthcare practitioners in support, is mounting high visibility land patrols using Mamba vehicles and maritime patrols with Namacurra harbour patrol boats. The task force is under the command of Joint Tactical headquarters, Western Cape from where it continuously liaises with police and fisheries

inspectors and offices from the Department of Agriculture, Forestry and Fisheries (DAFF). The SANDF has established a tented base in Gansbaai harbour and is using Mamba armoured personnel carriers for counter-poaching patrols. *“Since the start of this specific Op Corona deployment 1 374 abalone valued at R91 500, diving gear and other equipment to the value of R227 116 has been confiscated and fines totalling R2 500 issued. The total value of fines and confiscated goods to date is R321 116,”* Captain (SAN) Jaco Theunissen, Senior Staff Officer Operations Communication Joint Operations Division, said. Eleven people have been arrested to date. The deployment is conducted under the mandate of the SANDF responsibility of border safeguarding specifically in the maritime domain. *“SANDF forces will continue to dominate the area of responsibility of J Tac HQ WC with deployments, obtain situational awareness and prevent boats and divers in the area launching to conduct illegal activities,”* Theunissen added. Colonel Keith Aarons, Commanding Officer from the Joint Tactical Headquarters Western Cape, said the main aim of the operation is to protect marine resources against illegal harvesting and prevent any boats and divers in the area from going to sea to conduct illegal activities. Kobus Marais, Democratic Alliance (DA) shadow defence and military veterans minister said: *“The DA and myself are in support of the SANDF and this legal, and justified, involvement in **Operation Corona** in support of **Operation Phakisa**, with a mandate and terms of engagement, different from to an Operation Prosper deployment. This is a much needed intervention we requested a long time ago. Respect and appreciation to our military forces will be justified.”*

Source: <http://www.defenceweb.co.za>

ISS receives African Union award of excellence for maritime partnerships

The award recognises the technical support and policy guidance ISS provides as part of its collaboration with the AU.

30 Nov 2018

Pretoria, South Africa –

The ISS has been given the African Union’s (AU) 2018 special award of excellence for its partnership with the AU Commission to promote Africa’s blue economy. The award recognises the productive collaboration between the ISS and the AU which is guided by a new memorandum of understanding [signed](#) recently between the two organisations. This agreement builds on 20 years of cooperation in promoting governance, peace and security in Africa. The award was presented by AU Chairperson Moussa Faki Mahamat at a gala dinner on 27 November during the Sustainable Blue Economy Conference in Nairobi. The award ceremony was attended by several heads of state, including President Uhuru Kenyatta of Kenya. An estimated 18 000 people from 170 countries gathered at the conference to discuss the protection and development of Africa’s marine resources. The continent’s oceans are three times the size of its land mass, with fishing, trade, transport, tourism and energy recognised in the AU’s Agenda 2063 as a major contributor to growth. ISS technical support and policy guidance has moved the blue economy’s economic potential and security risks into the mainstream of continental policy and planning. Accepting the award, ISS Trustee Ambassador Nicolas Bwakira said building a secure maritime domain was vital to African development. ‘Africa’s ocean economy holds the key to sustainable economic growth of the continent but we are just beginning to scratch the surface,’ he said. *‘The ISS is proud to be a key African partner in this effort.’* The ISS supports the AU Commission’s identification of opportunities for the sustainable development of marine resources while protecting them from environmental and socio-economic threats. The ISS is also helping to establish maritime institutions and implement Africa’s Integrated Maritime Strategy (AIMS) 2050, which includes the participation of youth and women. ISS senior maritime researcher Timothy Walker is [supporting](#) AU maritime officials tasked with implementing AIMS 2050 and other maritime codes and charters. His research on African maritime matters is internationally

regarded and has an impact on maritime discussions and policy development by decision makers. The ISS is [consulted](#) on maritime affairs by the UN, AU and its regional bodies. It also partners with the International Maritime Organisation to bring Africa's voice into global maritime discussions.

Source: <https://issafrica.org>

And a little bit of history.

The Other Alexandria: Working at the U.S. Navy Torpedo Plant

By Char McCargo Bah

Saturday, December 8, 2018



Incoming shipment of Army records in 1950. National Archives Administration

During the heyday of the U. S. Navy Torpedo Plant, it received six awards for excellence during World War II. The plant was ranked as one of the five highest plants in the country to achieve a perfect record of six awards during World War II. The torpedoes made at the plant sunk or seriously damaged 1,085 Japanese ships. The men and women who worked there took pride in their work. They were working 50 to 60 hours a week during the war-time. Many African Americans came to Alexandria during the

great world wars as U.S. veterans or government workers. In 1919, the U.S. Naval Torpedo Station (Plant) opened its doors; it immediately became a source of employment for many African Americans. In 1920, Cornelius Myers, who lived at 516 North Pitt St., worked at the Torpedo Plant as a helper. He was born in Maryland. John Smith, who lived at 422 North Royal St., also worked at the Torpedo Plant as a bricklayer. He was born in North Carolina; and Elmore Brown, who lived at 607 North Henry St., also worked at the Torpedo Plant as a laborer, and he was born in Virginia. In 1930, George E. Parker joined the staff at the Torpedo Plant as a janitor. He lived at 310 Alfred St. and was born in Virginia. After World War II, the U. S. Navy Torpedo Plant no longer produced torpedoes. In 1948, the plant was under the U.S. Army's control and the plant was converted to a government records center. Over a million government records were transferred to the Torpedo Plant. These records included captured German documents, old pay accounts, and World War II documents that were located at several government facilities at the Department of Navy and the Department of Army. For the first time, new technology was used at the plant to convert these records to microfilm. Throughout the 1950s until the City of Alexandria took over the plant in 1969, many African Americans worked at the plant. During that time, African Americans moved up from laborers to file clerks, clerk typists and mail room clerks. They took great pride in their jobs. Many of them were women who were able to obtain office jobs in the government instead of being relegated to factory jobs. Of the 250 employees at the Torpedo Plant between 1950s and 1960s, many African American women held office positions. After the City of Alexandria bought the Torpedo Plant from the Federal government, a group of visionary artists proposed to the city to reuse a portion of the Torpedo Plant as an art center. Today, the Torpedo Factory Art Center has taken on a new mission different from the war years. For the men and women who worked at the plant in those early years, they played a very important role in our country's history. Whenever you go by the Torpedo Factory Art Center today, remember those women and men who worked 50 to 60 hours a week to protect our country. They were the first generation of civilian government and military workers. Those employees continued their government service after the war and became a unique group of pre- and post-war government employees. Those individual contributions will not be forgotten in history. The Torpedo Plant is a testimony to their dedication and contributions to the war efforts.

Char McCargo Bah is a freelance writer, independent historian, genealogist and a Living Legend of Alexandria. Visit her blog at <http://www.theotheralexandria.com> for more about "The Other Alexandria."

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