

## NAVY NEWS WEEK 2-2

7 January 2019

### Year ends with ongoing kidnapping case involving 3 fishermen

**On Dec 6, a boat was found with its engine running but without its skipper or crew members near Pegasus Reef, Kinabatangan**

Speculations about the trio being kidnapped were rife as the "ghost boat" was found near the scene of an attempted robbery or kidnapping on a tugboat by masked gunmen. Sabah Police Commissioner Datuk Omar Mammah confirmed on Dec 11 that the three fishermen who went missing from their boat were kidnapped and taken to an unknown location in southern Philippines. This information was obtained after the foreign fishing boat skipper had called his wife in Sandakan that he and the other crew members have been kidnapped and taken to a location in the Philippines which could not be revealed. As at press time, there was no ransom demand by the abductors from the families of Hari Ardiansya, 19, Jadri Abdullah, 34, and Hariadin, 45. Just near where the fishermen's boat was found, on the same day, armed pirates tried to hijack a tugboat at Pegasus Reef near Pulau Tambisan, off Lahad Datu, at about 6.30pm, leaving the tugboat's skipper injured. The "**Magtrans II**" tugboat carrying 13 crew members was approached by four masked men armed with M16s who fired two shots, one hitting the boat and another hitting the skipper on his left thigh. Although they weren't armed with actual firearms, one of the crew took the initiative to retaliate by firing 10 shots of the boat's flare gun towards the pirates, causing them to panic and flee. On Sept 11, two Indonesian fishermen were abducted in the waters off Semporna's Pulau Gaya. The victims, who were with two other fishermen, had docked on Pulau Gaya when they were approached by a pump boat. According to one of the crew who was hiding with another in a compartment in front of the boat, the abductors, who were wearing masks and clad in dark clothing as well as armed with M16, spoke in Suluk language in the 12.30am incident. It was later learnt that the two Indonesian fishermen were taken to an Abu Sayyaf operation base in Talipao, Sulu province, southern Philippines. Armed forces and authorities, particularly the Eastern Sabah Security Command (Esscom) under Commander Datuk DCP Hazani Ghazali, have been working round the clock to ensure the waters of Sabah, especially in the East Coast, is safe for Sabahans to carry out their normal routine. On Feb 22, a 48-year-old skipper and his four crew members escaped unhurt after being shot at several times by a group of unknown individuals, off Segama waters, Kinabatangan. The incident happened at about 4.30pm when the victims were approached by a boat with five men clad in black coming from Pulau Tambisan. One of the suspects signalled the fishermen to stop their boat but refused to do so out of fear, which led to one of the suspects arming himself with a long-barrel gun and shooting at the boat the victims were on. Although in fear, the fishermen's quick thinking helped them to escape by cutting off the trawls so they could travel faster. Not long after the first incident, a shootout took place at Mile 2, Jalan Kalabakan-Keningau, on Feb 27 which led to the death of three suspects in their 40s. The three heavily armed men, believed to be linked to terrorism and criminal cases, were initially tailed by police but attempted to evade arrest and fired at police, who retaliated by firing back, killing the suspects. Less than two months later on May 8, another shootout occurred which led to four deaths, all believed to be members of a kidnap-for-ransom group. The incident took place in the Eastern Sabah Security Zone (Esszone), about 4.7 nautical miles from national waters and the Philippines border. At about 2am, a team of security forces on long-distance patrol spotted a suspicious boat ferrying several individuals and speeding towards a group of fishermen's boat. Alert to the situation, the security team comprising Esscom, 69 Commando Unit and marine police rushed to intercept the boat but was "*greeted*" with gunshots from the suspects' boats. The team returned the "favour" which ended with four lifeless bodies, two on the boat and two floating in the water. Yet another shooting took place in the East Coast with two individuals suspected to be kidnap-for-ransom agents. The incident took place on Sept 20 near Pulau Boheyan waters, Kunak within the Esszone when a security forces boat gave chase and signalled the suspects to stop their boat but was replied with gunshots. Following a three-minute boat chase, Esscom personnel shot dead one of the suspects. Two revolvers and several bullets were found on board the boat used by the suspects. Meanwhile, the people of Sabah were shocked when a 30-year-old mother killed her 8-month-old baby and seriously injured her three other children, aged between five and seven. The incident happened at Mantanani Island near Kota Belud on Oct 18. It was reported that three other children were had their throats slit as well. After the act, the woman attempted to take her own life by cutting her throat but her 54-year-old Indonesian husband managed to stop her from doing so. The woman together with her children, comprising two girls and a boy were rushed to Kota Belud Hospital where they were reported to be in stable condition. It was believed that the woman was suffering from mental depression which have led to her into doing such action towards her own family.

Source : daily Express – Jeremy S. Zabala

### Pirates Kidnap Crewmembers from MSC Container Ship

MSC has confirmed a successful pirate attack on the sub-Panamax container ship **MSC Mandy** off the coast of Cotonou, Benin. The 2,700 TEU Mandy was under way in the Gulf of Guinea on Wednesday when she was attacked and boarded at a position about 55 nm offshore. Six crew members have been reported missing. According to MSC, the vessel was quickly secured after the attack, and the safety of the other seafarers on board has been assured. The **Mandy** diverted to an anchorage off Lagos, Nigeria after the incident, where she remained Thursday. The attack was first reported by the Maritime Domain Awareness for Trade - Gulf of Guinea (MDAT-GoG), a NATO partnership operated by the French and British

navies. MDAT-GoG collects daily voluntary reports from vessels under way in the Gulf of Guinea, an area with high piracy risk. Maritime piracy - particularly kidnapping - is a serious concern in the Gulf of Guinea. According to Oceans Beyond Piracy, 100 seafarers were kidnapped in the waters off the Gulf of Guinea in 2017, and EOS Risk Group counted 35 more in the first half of 2018 alone. Last month, the IMB ICC piracy reporting center was informed of one attempted attack on a chemical tanker and one successful boarding of an OSV under way, both off Nigeria. Millions of dollars have been spent on additional maritime security measures for the region, but local authorities have had only limited success in interdicting and foiling attacks. In a concerning trend, the reach of Nigerian pirates has expanded from the historic center of activity off the Niger River Delta to include waters off Benin and Ghana, well to the west. Despite this expansion, most attacks are still concentrated in the vicinity of the petroleum hub of Bonny Island, with pirates searching out vessel targets as far as 100 nm from shore.

Source: MAREX



The Royal Navy's patrol ship **HMS Mersey** has been sent to the English Channel to help control the boats bringing migrants out of France. Photo : Raymond Wergan,Newton Ferrers.(c)

### **Border Force risking collisions in English Channel with 'unseaman-like' operations**

By : Dominic Nicholls



The Border Force Unit **HMC Seeker** in the port of Portland Photo : SSB ©

The UK Border Force is risking collisions in the Channel, say experts, as it is claimed their vessels are acting in an "unseaman-like" manner by turning off tracking systems. Merchant shipping operating on autopilot in one of the world's busiest shipping lanes often rely on the location devices as their "only means of anti-collision". The Border Force cutters operating off the Kent coast have potentially risked collision by failing to use the internationally-recognised Automatic Identification System (AIS), which alerts fellow seafarers and coastal authorities of their location, route and other safety-related information to aid safe passage at sea. Tom Sharpe, a former Royal Navy officer and Captain of **HMS Endurance**, said: "Operating without AIS is pretty dodgy. It's not very clever and it's not very seaman-like." "The problem is that in a busy shipping area like the Dover Strait there are a number of vessels going through who are not paying attention and AIS is their only means of anti-collision." "The merchant vessel on autopilot may not be maintaining a proper lookout, so AIS is the thing that saves your bacon because it pings on the anti-collision systems. "I personally wouldn't go to sea in any boat no matter

what size without AIS, because nobody looks out the window.”“I’m not really sure what they’re trying to achieve”. The Home Office refused to deny speculation that Border Force vessels had been operating without having their tracking systems switched on. A spokesman said: “We don’t comment on operational matters.” The International Convention for the Safety of Life at Sea, adopted in 1974, requires all ships over 300 tonnes in international waters, cargo ships over 500 tonnes not on the high seas and all passenger ships to be fitted with an appropriate AIS. Intended to enhance safety of life at sea, AIS is designed to assist in search and rescue operations and provide information to ensure seafarers have the best possible understanding of other vessels located in their immediate vicinity. The regulations state that ships fitted with such systems ‘shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information’. Depending on antennae height, ships can expect AIS to provide a typical range of up to 30 nautical miles (about 35 statute miles), including behind islands if the landmasses are not too high. A spokesman for the International Maritime Organisation said the rules do not apply to military vessels or those operating on government service, but that all countries are “encouraged to apply the same regulations”. Meanwhile, the two cutters ordered to return to the UK from the Mediterranean Sea would be doing so “as soon as operationally practicable”, according to the Home Office. **HMC Seeker** and **HMC Protector**, believed to be in Gibraltar and Greece, are being brought back to Britain specifically to patrol the channel, a Home Office spokesman said. In 2018, 539 migrants have attempted to travel to the UK on small boats. Of these, 434 (around 80 per cent) made their attempts in the last three months of the year. Of the 539, 227 (42 per cent) were intercepted by the French before they made it to the UK.

Source : Telegraph

**Agel Söderlund comments: I consider the heading above to be ridiculous, in fact disingenuous! ‘Unseaman-like’ behaviour is sailing without taking all precautions to ensure safe passage and avoid collision. Modern technology does not replace this and to claim that AIS is the ONLY mean of avoiding collision is plain stupid. We survived without it in the past and I get the impression that we now have more collisions. If the Border Force used stealth technology and darkened ships, there would be some argument. This report also seems to accept that the Border Force are just as lax! NO warship (or government vessel) on an operation requiring discretion would advise the enemy (or smugglers etc) of its presence. The fact that ships may ‘not be maintaining a proper look-out’ shows non-compliance and is one of the best example of unseaman-like actions I know of. Out of interest, the Inquiry into the flooding (and eventual scrapping) of HMS Endurance noted that ‘clarity of engineering command had been lost, with no-one clearly in charge of risk-management.’**

## **Iran to Send Warships to the Atlantic, Closer to U.S. Waters**

January 4, 2019 by [Reuters](#)



An MV-22 Osprey prepares to land on the flight deck of the aircraft carrier **USS George H.W. Bush (CVN 77)** during flight operations in the Atlantic Ocean, Dec. 3, 2018. U.S. Navy Photo



LONDON, Jan 4 (Reuters) –

The Iranian navy will send warships to deploy in the Atlantic from March, a top commander said on Friday, as the Islamic Republic seeks to increase the operating range of its naval forces to the backyard of the United States, its arch foe. Iran sees the presence of U.S. aircraft carriers in the Gulf as a security concern and its navy has sought to counter that by showing the flag near American waters. A flotilla will leave for the Atlantic early in the Iranian new year, starting from March, Iran’s naval deputy commander said. “*The Atlantic Ocean is far and the operation of the Iranian naval flotilla might take five months,*” Rear-Admiral Touraj Hassani was quoted as saying by the state news agency IRNA. He said Sahand, a newly-built destroyer, would be one of the warships. Sahand has a flight deck for helicopters and Iran says it is equipped with anti-aircraft and anti-ship guns, surface-to-surface and surface-to-air missiles and has electronic warfare capabilities. Hassani said in December that Iran would soon send two to three vessels on a mission to Venezuela. A senior Iranian military official said last month that the navy could sail in the Atlantic near U.S. waters since U.S. aircraft carriers were allowed to move around in international waters near Iran. Iran’s navy has extended its reach in recent years, launching vessels in the Indian Ocean and the Gulf of Aden to protect Iranian ships from Somali pirates. “*By their continuous presence in international waters, Iranian naval forces aim to implement the orders of commander-in-chief of the armed forces (Supreme Leader Ayatollah Ali Khamenei), wave the flag of the Islamic Republic of Iran, thwart the Iranophobia plots, and secure shipping*



routes," Hassani said. A U.S.-Iranian war of words has escalated since U.S. President Donald Trump took Washington out of a world powers' nuclear deal with Iran in May, and reimposed sanctions on its banking and energy sectors. Iran has warned that if it cannot sell its oil due to U.S. pressures, then no other regional country will be allowed to do so either, threatening to block the Strait of Hormuz in the Gulf. A third of the world's sea-borne oil passes through the Strait of Hormuz. In recent years, there have been periodic confrontations between the Revolutionary Guards and U.S. military in the Gulf, but the number of incidents has dropped in recent months. (Reporting by Bozorgmehr Sharafedin Editing by Matthew Mpoke Bigg, Richard Balmforth)

Source: <https://gcaptain.com>

**This really is only a gesture in defiance by Iran, as it realises fully that the USN presence in the Gulf shows an ability to wage war. The Iranian presence in the Atlantic shows its ability to reach that sea, not to fight a war in it.**

### **Ukrainian Navy vessel opens fire in Black Sea**

**Pryluky** missile boat fired warning shots, as the vessel that flew the Tanzanian flag carried the illegal cargo; the vessel's crew disobeyed the order to stop. The Ukrainian Navy, the SBU (state security service) and the Prosecutor General's Office conducted a special operation, preventing smuggling of illegal goods in the Black Sea waters. The incident took place on early January 1, reads the message of the Ukrainian Navy's Facebook page. Over the last few hours of 2018, the vessel that flew the flag of Tanzania entered Ukraine's territorial waters. Its crew was suspected of carrying the illegal cargo. 'Guided by the provisions of the Ukrainian law and the UN Convention for the Maritime Law and Combating the Illegal Turnover of Drugs and Psychoactive Substances, **Pryluky** missile boat entered the territorial waters of the Ukrainian Navy in order to track the vessel and follow its actions - under the orders of the Command Center of the Ukrainian Navy', the message says. The Ukrainian boat found and approached the suspicious vessel. The crew did not respond to the radio messages, so Pryluky began to chase the ship. The vessel ignored the Ukrainian vessel's demands to shut down the engine. The Ukrainian boat opened fire from the artillery system, firing warning shots along the course of the rogue vessel. This eventually made the Tanzanian crew stop the vessel. The foreign vessel was examined and taken to the seaport of Odesa.

Source : 112.international/



Two US Navy **Mark VI patrol boats** from Coastal Riverine Group 1's Guam detachment recently completed a 500 nautical mile transit - the longest these boats have made in the Pacific - testing endurance and operational reach

### **Navy ship carrier prepares for rescue operations**



The Royal Thai Navy's **HTMS Chakri Naruebet** has been put on standby for rescue missions in the wake of the tropical storm Pabuk. The ship has been loaded with necessities and consumer goods, and is expected to depart Sattahip district, Chon Buri, on Friday afternoon for rescue operations. This vessel, assigned to lead the rescue operation, is expected to take 15 hours to reach the affected area. The vessel, Thailand's first and only aircraft carrier, will also be equipped with a complete rescue force and equipment, including four helicopters, a maritime aquatic life support

team and a naval disaster assessment team. Pabuk, the first tropical storm in decades to strike during the peak holiday season, is expected to make landfall on Friday evening with the eye passing over Nakhon Si Thammarat further to the south.

Source: The Nation

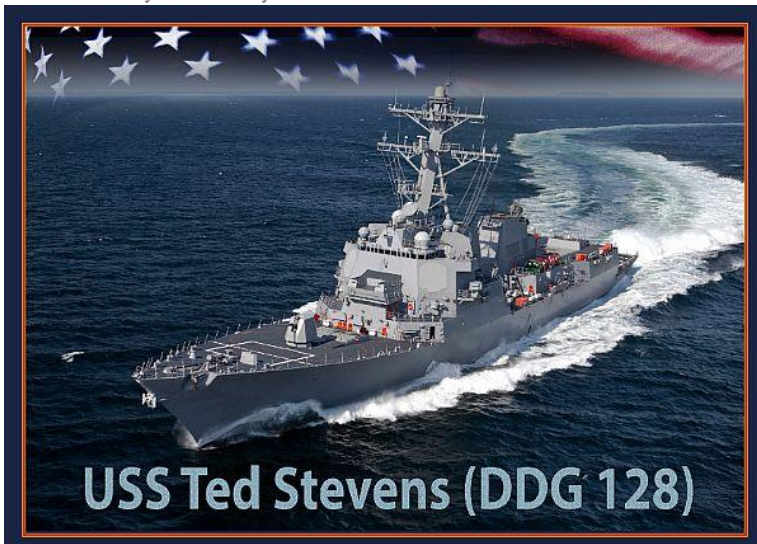


The US Navy Arleigh Burke class guided missile destroyer **USS Porter** has left homeport of Rota in Spain for combined operations with the Turkish navy and airforce in the Eastern Mediterranean. Photo : Raymond Wergan, Newton Ferrers ©

### **SECNAV Names New Destroyer in Honor of US Senator from Alaska**

Release Date: 1/4/2019 6:55:00 PM

From Secretary of the Navy Public Affairs



WASHINGTON (Jan. 03, 2019) An artist rendering of the future Arleigh Burke-class guided-missile destroyer **USS Ted Stevens (DDG 128)**. (U.S. Navy photo illustration/Released)

WASHINGTON (NNS) – Secretary of the Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer in honor of U.S. Senator

Ted Stevens, who represented Alaska from 1968 to 2009. “Senator Stevens was a staunch supporter of a strong Navy and Marine Corps team who served our nation with distinction as a pilot during World War II, and later as a Senator of Alaska,” said Secretary of the Navy Richard V. Spencer. “*I am pleased that his legacy of service and dedication to national security will live on in the future **USS Ted Stevens**.*” Stevens served as a pilot in the Army Air Corps from 1943 to 1946 and was awarded the Distinguished Flying Cross before being discharged in 1946. Stevens was elected as a state representative in Alaska in 1964, re-elected in 1966, and in 1968 he was appointed to fill a vacancy in the U.S. Senate. In 1970, Stevens was elected to the seat in a special election and was subsequently re-elected five times. He left office in 2009 as the then-longest serving Republican U.S. Senator in history. Arleigh Burke-class destroyers conduct a variety of operations from peacetime presence and crisis response to sea control and power projection. The future **USS Ted Stevens (DDG 128)** will be capable of fighting air, surface and subsurface battles simultaneously, and will contain a combination of offensive and defensive weapon systems designed to support maritime warfare, including integrated air and missile defense and vertical launch capabilities. The ship will be constructed at Huntington Ingalls Industries’ Ingalls shipbuilding division in Pascagoula, Miss.. The ship will be 509 feet long, have a beam length of 59 feet and be capable of operating at speeds in excess of 30 knots.

Source: <https://www.navy.mil>

### **SECNAV Names Future Destroyer in honor of Navy Veteran, Vietnam War POW**

Release Date: 1/4/2019 1:21:00 PM

From Secretary of the Navy Public Affairs

WASHINGTON (NNS) –

Secretary of the Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer in honor of U.S. Navy Vietnam veteran, Navy Cross recipient, and former U.S. Senator from Alabama, Admiral Jeremiah Denton. “*Admiral Denton’s legacy is an inspiration to all who wear our nation’s uniform,*” said Secretary of the Navy Richard V. Spencer. “*His*





*heroic actions during a defining period in our history have left an indelible mark on our Navy and Marine Corps team and our nation.*

WASHINGTON (Jan. 03, 2019) An artist rendering of the future Arleigh Burke-class guided-missile destroyer **USS Jeremiah Denton (DDG 129)**. (U.S. Navy photo illustration/Released)

*His service is a shining example for our Sailors and Marines and this ship will continue his legacy for decades to come."* In 1947, Denton graduated from the U.S. Naval Academy and served as a test pilot, flight instructor, and squadron

leader, and developed operational tactics still in use, such as the Haystack Concept, which calls for the dispersing of carrier fleets to make it more difficult for the enemy to find the fleets on RADAR. On July 18, 1965, Denton was shot down over North Vietnam and spent nearly eight years as a POW, almost half in isolation. During an interview with a Japanese media outlet, Denton used Morse code to blink "torture," confirming that American POWs were being tortured. He suffered severe harassment, intimidation and ruthless treatment, yet he refused to provide military information or be used by the enemy for propaganda purposes. In recognition of his extraordinary heroism while a prisoner-of-war, he was awarded the Navy Cross. Denton was released from captivity in 1973, retired from the Navy in 1977 and in 1980 was elected to the U.S. Senate where he represented Alabama. Arleigh Burke-class destroyers conduct a variety of operations from peacetime presence and crisis response to sea control and power projection. The future **USS Jeremiah Denton (DDG 129)** will be capable of fighting air, surface and subsurface battles simultaneously, and will contain a combination of offensive and defensive weapon systems designed to support maritime warfare, including integrated air and missile defense and vertical launch capabilities. The ship will be constructed at Huntington Ingalls Industries' Ingalls shipbuilding division in Pascagoula, Miss.. The ship will be 509 feet long, have a beam length of 59 feet and be capable of operating at speeds in excess of 30 knots.

Source: <https://www.navy.mil>

**It is something else when Navy can announce the names of two new destroyer contracted to be built on the same day.**

## Sea of Troubles in New Age of Aircraft Carriers

30 Nov 2018

[Tom Clifford](#)



Two myths have just been torpedoed: Japan does not have an aircraft carrier and China is sticking with two. Chinese authorities confirmed on Tuesday that they were building the country's third aircraft carrier. But it was hardly an iron-clad secret. In June, the image on a publicity picture in the boardroom of China Shipbuilding Industry Corporation, the ship's builders, in Wuhan City, showed three aircraft carriers, whereas Beijing only has two. The third was an artist's impression of the one the corporation was building in Shanghai. The two are the **Liaoning**, the country's first aircraft carrier, refurbished from the hull of a Ukrainian vessel and the still-to-be-named Type 001A, undergoing sea trials since 2017 before coming

into service in 2019. It is the country's first domestically developed carrier. Both have ski-jump decks, but the new warship will have a flat-top deck, suggesting a catapult aircraft launch system. A large command center on the deck could indicate that the warship will be a conventionally-powered carrier rather than rely on nuclear-power. Xinhua News Agency's announcement of the project came in an article commemorating China's first successful landing of a fighter on the **Liaoning** just after its launch in November, 2012. China plans to have four aircraft carrier battle groups in service by 2030. Japan too is reinforcing its military capability. In November, China and Japan agreed to boost trade between the countries in response

to Washington's protectionist lurch. But both countries have a sizeable and vociferous military lobby and regardless of more favorable trade winds they are sticking to their guns. Japan is preparing to order another 100 F-35 stealth fighter jets from the U.S. to replace some of its aging F-15s. China's military build-up played a role in the decision as did pandering to U.S. President Donald Trump's call for Tokyo to buy more defense equipment. Japan had intended to buy 42 new fighters but is now set to more than double its order. A single F-35 costs over \$88 million. This also means that one of the most ridiculous pretenses of modern times will be sunk. The Tokyo government intends to revamp the Maritime Self-Defence Force's JS Izumo helicopter carrier to host the fighters. The Izumo, a 250-meter-long "flat-topped destroyer," was named after a cruiser that was sunk by the U.S. in 1945. The warship is in reality an aircraft carrier by any other name. However, aircraft carriers imply a force projection well beyond Japan's shores. Therefore it had to be described as a destroyer or a helicopter carrier. That pretense will be dropped once some of the new vertical take-off F-35 jets in the 100-fighter batch purchased by Tokyo are deployed on the carrier. Japan's government plans to approve the purchase when it adopts a new National Defence Program Guidelines at a cabinet meeting in mid-December. The 42 fighters Japan originally planned to buy are all F-35As, a conventional takeoff and landing variant. The additional 100 planes would include both the F-35A and the F-35B which is capable of short takeoffs and vertical landings. Perfect for the former helicopter carrier. **Source:** <https://intpolicydigest.org>



Shipname : 73 Singapore Navy test unit Location : Johore River off Loyang supply base Date: 26-11-2018

Spotted in the Johore Straits off Loyang Supply base a navy vessel without any further markings then the Singapore Navy flag painted on conducting tests  
**Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c)**

## **Royal Navy submarine-hunters sharpen their teeth amid growing Russian threat**

[Tom Cotterill](#)

Published: 12:40 Friday 30 November 2018

**TEETH of the Royal Navy's top submarine-hunters have been sharpened in a bid to counter the looming threat of Russia's resurgent underwater fleet.**



**HMS St Albans** has been operating in Scotland against Royal Navy submarine **HMS Astute** as part of a training exercise to hone its anti-submarine warfare skills. Photo: Royal Navy

Portsmouth-based Type 23 frigate **HMS St Albans** and hunter-killer sub **HMS Astute** have gone head to head in a battle of wits during a training exercise. It comes as fears over the number of Russian submarines operating around UK waters

and in the Atlantic continue to mount. The training exercise was a vital chance for the two sub-killers to go against each



other and test their ability to deal with the threat they pose on the battlefield. Commander John Cromie, commanding officer of **St Albans**, said: 'To be the best at what we do, it is essential that we train both against and alongside the very best. 'HMS Astute provides that partner with whom we can polish our skills to the highest level.' This latest training exercise took place in a Scottish loch. It was seen as a way for the navy to refine how it tackles with submarine threats. Both the vessels form part of the navy's fleet of submarine hunters. The Astute class – of which Clyde-based **HMS Astute** was the first in the line – is the largest, most advanced and powerful attack submarines ever operated by Britain. Equipped with Spearfish torpedoes and Tomahawk cruise missiles, it is capable of dealing with threats above and below the water. While **St Albans** is packed with specialist sonar and torpedoes designed to counter any submarine threat. The exercise comes off the back of warnings by a senior US military commander over the growing danger posed by Russia's increasing the size of its underwater fleet. Admiral James Foggo, who heads Nato's Allied Joint Force Command in Naples, said Russia is investing heavily in its submarine fleet and wants to build an 'asymmetric' threat to Nato. The comments came after Rear Admiral Jerry Kyd raised his concerns over Russia's naval aggression. Rear Adm Kyd - [who was speaking earlier this year while in command of aircraft carrier HMS Queen Elizabeth](#) - said: 'The increase in Russian activity we have seen in the last couple of years is frightening. 'For national security reasons, it just underlines why we need to maintain a balanced, strong, able and capable fleet.' Following training exercise in Scotland, **HMS St Albans** will return to her primary role as one of the Royal Navy's highest readiness warships. The frigate is regularly on duty protecting the integrity of UK waters. Most recently, **St Albans** shadowed a Russian warship through the English Channel. The Slava-class cruiser, the **Marshall Ustinov**, was escorted by allied French naval vessels through the Bay of Biscay before Portsmouth-based warship took over the watch.

Source: <https://www.portsmouth.co.uk>



The A 759 Deputy De Lome visited Malta Photo : Michael Cassar ©

## **Indian Navy to get more firepower: World's fastest anti-ship cruise missile BrahMos to be fitted on 'Project 1135.6' frigates**

By: [Huma Siddiqui](#) | Published: December 1, 2018 3:45 PM

**The Defence Acquisition Council (DAC) meeting chaired by defence minister Nirmala Sitharaman gave approval for the procurement of BrahMos Missiles for two of the vessels to be built in Russia.**

The Defence Acquisition Council (DAC) meeting chaired by defence minister Nirmala Sitharaman gave approval for the procurement of BrahMos Missiles for two of the vessels to be built in Russia. As has been reported by FE earlier, as a follow up of the Cabinet Committee on Security (CCS) in October for the procurement of four Grigorovich-class 'Project 1135.6' frigates, will be equipped with BrahMos Missiles system instead of 3M-54E Klub-N anti-ship missiles and advanced sensors. The world's fastest missile has supersonic speed of Mach 2.8, a very low-cruising altitude of 10 metres at terminal phase and pin-point accuracy, and is expected to make the frigates of the Indian Navy more deadly. This missile has been in with the Indian Navy since 2005. At Saturday's meeting the DAC gave approval for acquisition of defence equipment worth Rs 3000 crore, these include the BrahMos missiles for the Indian Navy frigates. The indigenously designed BrahMos



missile an Indo-Russian joint venture is a tested and a proven supersonic cruise missile and will form the primary weapon on board these vessels.



The new frigates once commissioned in the Indian Navy will add more strength in the Indian Ocean Region (IOR). (Image: Rosoboronexport)

Recently, deal for the Grigorovich-class 'Project 1135.6' frigates, between Goa Shipyard Ltd (GSL) and the Russia's state-run arms exporter Rosoboronexport was inked in New Delhi for two frigates which

will be built at Yantar shipyard, Kaliningrad in Russia, at a cost of \$ one billion (\$ 500 million each). The deal was actually expected to be inked in October in the presence of Prime Minister [Narendra Modi](#) and the Russian leader Vladimir Putin, however, due to commercial and technical issues was inked in November. Known as Project 1135.6 – the frigate is a class of guided-missile frigates designed and built by Russia for the Indian Navy, as modified Krivak III-class frigates (the class that is also the basis of the Russian Admiral Grigorovich-class frigate), with a number of systems of Indian design and manufactured here. As has been reported by FE earlier, BrahMos is a short-range ramjet supersonic cruise missile that can be launched from submarines, ships, aircraft or land. It is a joint venture between Russia's NPO Mashinostroyeniya and the Defence Research and Development Organisation of India. They have formed BrahMos Aerospace Private Limited to make the missile. The name BrahMos is a portmanteau formed from the names of two rivers, the Brahmaputra of India and the Moskva of Russia. The new frigates once commissioned in the Indian Navy will add more strength in the Indian Ocean Region (IOR). There is already a shortage of 10 frigates out of the 24 that the navy needs. According to the Indian Navy, presently it is operating six of the Talwar-class frigates, and the new ones when they come will be more advanced technologically. It may be recalled that the 3,620-ton Admiral Grigorovich-class is an upgraded variant of the six Talwar-class frigates that Russia built for the Indian Navy between 2003 and 2013. The first of three frigates, **INS Teg** and **INS Tarkash** were delivered to the Indian Navy in 2012 and the **INS Trikand** was delivered in 2013.

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

## Meet the 5 Worst Aircraft Carriers of All Time

December 1, 2018

A list no navy wants to be on.

by [Kyle Mizokami](#)



[Image](#): Wikipedia.

Aircraft carriers are, with the possible exception of submarines, the most complicated naval vessels afloat. Not only do carriers have the traditional concerns of warships to deal with, they must also safely manage a fleet of aircraft which are often complicated in their own right. Despite these

complications, carriers are among the most useful and lethal of warships. Even now, 100 years after the first purpose-built carrier **HMS Hermes** was laid down, major naval powers are still building these ships. Not everyone does aircraft carriers correctly, and there have been several clunkers with the CV designation. Most of these ships are from the early years of naval aviation, before roles and missions were clearly assigned and the technology to build them was in its adolescent years. Others were poorly designed by latecomers to the aircraft carrier game, and some were perfectly useful ships made bad by insufficient training, maintenance or aircraft.

**Hyuga and Ise:**

During the First World War, Japan launched [two new battleships of the Ise-class](#). *Ise* and her sister ship *Hyuga* were 640 feet long and displaced 29,990 tons. The two ships were each armed with twelve 14-inch guns mounted in six turrets of two guns each, twenty 5.5-inch guns and four 3-inch guns. The battleships each had twelve inches of steel armor at the main belt, tapering to three inches at the ends, deck armor of up to 2.5 inches, and eight inches of armor protecting the main guns. The Battle of Midway proved a disaster for Imperial Japan, with the loss of four top of the line aircraft carriers to determined American aerial attacks. The decision was made to convert the two battleships into battleship carriers. Both Japan and the United States had converted large warships into aircraft carriers, but this had typically occurred during the construction process, far before the ships were complete. Japanese officials took the two aging battleships and rushed to add as much aviation capabilities as possible. The conversion deleted the two stern main gun turrets, leaving the ships with just four turrets of two guns each, and in their place was installed a short flight deck. Each ship was designed to carry up to twenty-four airplanes. The ships' anti-aircraft armament was heavily reinforced, particularly with anti-aircraft rockets. The conversions were completed by fall 1943. The resulting "battle carriers" were half carrier and half battleship, and all disappointment. By 1943 it was clear that battleships and aircraft carriers had very different roles. Assigned to a carrier force, both *Hyuga* and *Ise* could contribute a marginal number of planes. Assigned to a battleship force, they had not enough guns to make a serious contribution. The two ships' minimal air wings never reached full potential: by the time the conversions were complete, Japanese naval aviation was in a death spiral, lacking enough trained pilots, airplanes and fuel to fight effectively. Both ships were sunk towards the end of the war, raised afterward for scrap in rebuilding Japan—arguably their most important and successful use.

#### **Shinano:**

Many early conversions of battleships and battlecruisers to aircraft carriers were successful, such as the American [Lexington-class](#). The conversion of *Shinano* from one of the largest battleships ever to something like, but not exactly an aircraft carrier, was not. *Shinano* began her existence as the third ship in the famous *Yamato-class* battleships. [Shinano](#) was laid down at Yokosuka Naval Yard in May 1940, but construction slowed down in 1941 and into 1942. After the Battle of Midway, the Imperial Japanese Navy changed course and began modifying *Shinano* to act as an aircraft carrier. Navy officials argued about her ultimate design: one faction demanded *Shinano* be outfitted as a real aircraft carrier. Had she been so, she would have been the largest carrier in the world, with an overall length of 872 feet—fifty feet longer than the U.S. Navy's *Essex-class* fleet carriers. Another faction wanted *Shinano* built out as a support ship for other carriers, carrying spare parts, fuel, ammunition and spare airplanes for Japan's carrier fleet. *Shinano* would not participate in combat and indeed would have no facilities for storing aircraft of her own. Ultimately, a compromise was hammered out in which the ship would act as a support ship for the rest of the carrier fleet but also carry forty-seven fighters for her own protection. *Shinano* was doomed by design and wartime realities. As an aircraft carrier capable of self-defense only she was all but worthless, and the lack of crews and aircraft would have hamstrung her use. As a ship designed to support aircraft carriers she was a white elephant, for there were few carriers left to support. Had she ventured beyond Japan she would have been little more than a target for American carrier-based aviation. *Shinano* never had a chance to demonstrate her utter lack of use in combat. Five hours after leaving Yokosuka Naval Base for sea trials, she was torpedoed by the submarine **USS Archerfish**. She rolled over and sank at 1017 hours, November 29, 1944.

#### **Admiral Kuznetsov:**

The first and only true aircraft carrier completed by the Soviet Union during the Cold War, *Kuznetsov* was a follow-on to the *Kiev-class* carriers. Construction on the ship began in 1981 at the Nikolayev Shipyard, now in modern-day Ukraine. [Kuznetsov](#) was commissioned in 1990, in the dying days of the Soviet Union, and was inherited by Russia. The carrier was neglected in the early 90s due to a lack of funds and underwent a long refit from 1996 to 1998. Between 1991 and 2015, she completed only six patrols at sea. *Kuznetsov* is old and needs to be retired, but as Russia's only carrier that likely won't happen any time soon. Until recently the ship's propulsion system was unreliable, and in 2009 an electrical system problem led to a fire that killed one sailor. The ship's hangar was too small, and it badly needed new arresting gear and electronics upgrades. Russia's only carrier went into drydock in Spring 2018 for an extended refit. The three year refit was planned to fix most of these issues, but funding for the project was cut in half and many upgrades were put on indefinite hold. In October 2018, Russia's PD50 drydock [sank while Kuznetsov was floating out](#), damaging the carrier in the process. Russia still insists the refit will be completed on schedule in 2020.

#### **Chakri Naruebet:**

Although now an increasingly crowded field, for decades the only aircraft carrier native to East Asia (excluding the 7th Fleet) belonged to Thailand. **HTMS [Chakri Naruebet](#)** is a light carrier in the traditional sense, a flexible platform for missions spanning from sea control to disaster relief. Once a fairly powerful naval weapon, budget cuts and a lack of spare parts have reduced it to a shadow of its former self. *Chakri Naruebet* was named after the Thai royal dynasty. Built by Spain's Bazan Shipyards, the design was based on the Spanish Navy's carrier *Principe de Asturias*s. The Thai carrier was commissioned in 1997, measuring 597 feet long and displacing 11,400 tons. She was originally equipped with nine Harrier vertical takeoff and landing fighters, but the planes have run out of spare parts and no longer fly. *Chakri Naruebet*'s remaining air "wing" consists of four SH-60 Seahawk helicopters. *Chakri Naruebet* was literally built with quarters fit for a king—the Thai king actually—leading to it being nicknamed "**The World's Largest Royal Yacht**." Budget cuts mean the Thai Navy rarely takes her out to sea.



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