

MARITIME NEWS – 22 NOVEMBER 2016

USS Zumwalt breaks down in Panama Canal



Photo: US Navy

The U.S. Navy's next-generation destroyer **USS Zumwalt** experienced engineering problems while transiting the Panama Canal en route to its new homeport, **Defense News** reported. **USS Zumwalt** had to be towed to a berth, the report said citing U.S. Navy. Problems likely resulted from an issue with heat exchangers in the ship's power plant.

"Vice Adm. Nora Tyson, commander, US Third Fleet, has directed USS Zumwalt (DDG 1000) to remain at ex-Naval Station Rodman in Panama to address engineering issues that occurred while transiting the Panama Canal. The timeline for repairs is being determined now, in direct coordination with Naval Sea Systems and Naval Surface Forces. The schedule for the ship will remain flexible to enable testing and evaluation in order to ensure the ship's safe transit to her new homeport in San Diego," **Defense News** quoted a November 21 statement from the Third Fleet spokesman Cmdr. Ryan Perry.

In another incident that occurred two months ago, sailors aboard **USS Zumwalt** found a fault in the ship's engineering plant while the ship was in Norfolk. It took the U.S. Navy some two weeks to repair a seawater leak that was detected in the propulsion motor drive lube oil auxiliary system for one of the ship's shafts. The break down took place as the ship was making a transit to her new homeport of San Diego, making several port visits along the way. Upon arrival in San Diego, **Zumwalt** is scheduled to begin installation of her combat systems, testing and evaluation, and operational integration with the fleet.

USS Zumwalt was commissioned on October 15 this year as the lead ship in the class. At 610 feet long and 80.7 feet wide, Zumwalt ships are the largest destroyers the U.S. Navy has ever built. The lead ship in the class, **USS Zumwalt** is the first U.S. Navy combatant surface ship to utilize an integrated power system (IPS) to provide electric power for propulsion and ship services. According to the Navy, the new system generates approximately 78 megawatts of power.

Source Defense News

Arresting cable, engine failure cause of Russian MiG-29K crash



Photo: Russian Navy

The recent crash of one of the four new Russian MiG-29K operating from the deck of the Russian Navy's only aircraft carrier **Admiral Kuznetsov** is being blamed on multiple events that combined to force a Russian pilot to eject from the fighter jet that crashed into the Mediterranean Sea. According to a report from USNI News, Russian media have revealed that a failure of the aircraft carrier's arresting cable was primarily at fault for the crash. Three jets were returning from a reconnaissance flight over the Syrian city of Aleppo on the day of the incident. The first of three jets landed safely while the second managed to land catching a reserve arresting cable after the main one snapped.

Following the arresting cable incident with the second fighter jet, the last aircraft from the group was directed not to land and stay above the ship until the deck was cleared for landing. However, the aircraft stopped taking in fuel and both its engines shut down causing the aircraft to start rapidly decelerating and eventually forcing the pilot to eject, USNI News wrote. As War Zone's Tyler Rogoway observed, there is a probability that the last fighter ran out of fuel before it was cleared to land aboard the carrier. **Source : Naval Today**

Royal Navy Chases Research Vessel Away From Gibraltar



HMS Sabre. Image courtesy MOD

On Sunday, a Royal Navy patrol boat chased a research vessel out of waters off Gibraltar by firing a volley of flares. The Spanish research vessel **Angeles Alvarino** entered the area several times over the weekend, and the Royal Navy ordered her to leave each time. On Sunday, she did not respond and did not depart when asked, and the patrol vessel **HMS Sabre** approached and fired warning flares to chase her off.

The Royal Navy said that the **Alvarino** was attempting to deploy sonar buoys, potentially in an attempt to support Spanish territorial claims: both Spain and the U.K. claim waters off of Gibraltar as territorial seas. Spain has pushed for a measure of control over Gibraltar as a whole for decades, but Britain says that the enclave's citizens overwhelmingly support its current status.

"The Royal Navy challenges all unlawful maritime incursions into British Gibraltar territorial waters. We back this up by making formal diplomatic protests to the Spanish government," said the UK Ministry of Defence. Gibraltar chief minister Fabian Picardo supported the Royal Navy's actions. "I congratulate the Royal Navy for the work they have undertaken so far in very challenging circumstances in light of the reckless disregard for safety displayed by the official Spanish vessels involved," he said. "Diplomatic and political action must now support the excellent work undertaken by the navy personnel with limited resources." This is far from the first time that British and Spanish government vessels have clashed off of Gibraltar. In May, the **HMS Sabre** chased off a patrol boat of the Guardia Civil when it allegedly tried to interfere with the transit of an American submarine. **Source : The Maritime Executive**

RF Navy's Northern Fleet performs trials of its newest warships

Missile units of the Northern Fleet have performed 38 launches of cruise sea- and ground-based missiles as well as 3 launches of sea-based intercontinental ballistic missiles, says press centre of RF Defence Ministry. In total, the servicemen have performed about 150 missile firing exercises and that exceeds results of the previous year by 1.6 times. The missile launches have been carried out in course of the scheduled activities of the combat training as well as trials of newest warships, which the Russian Navy had been equipped with.

According to the Northern Fleet Commander Vice-Admiral Nikolay Yevmenov, intensity and quality of missile firing, which was performed in 2016, confirms the high level of personnel training of the missile and artillery units of the

Northern Fleet. Cruise missile launches were carried out by crews of nuclear missile submarines, diesel submarines, surface ships, and coastal missile squadrons. Within the training year, missile units of the Northern Fleet carried out launches of Sineva and Bulava intercontinental ballistic missiles as well as Granit, Moskit, Malakhit, Progress, Termit, Kalibr and Onyx cruise missiles. **Source : Portnews**

U.S. Navy reaches milestone with F-35B weapons load testing

U.S. Navy personnel completed a round of weapons load testing for the F-35B variant on board the USS America assault ship during recent sea trials. The tests were part of the third developmental test phase for the Lockheed Martin-made joint strike fighter, and aimed to assess the aircraft's combat capabilities in a maritime environment. The tests began in late October, and wrapped up on Nov. 16.

During the trials, pilots intentionally conducted flight tests under unfavorable conditions to gauge the fighter's limitations. International partners also participated.

"We can't choose the battle and the location of the battle, so sometimes we have to go into rough seas with heavy swells, heave, roll, pitch, and crosswinds," Royal Air Force squadron leader Andy Edgell explained in a press release. "So now the external weapons testing should be able to give the fleet a clearance to carry weapons with the rough seas and rough conditions. We know the jet can handle it." Navy officials say the weapons team tested all of the takeoff and landing worst-case scenarios. Munitions included 72 laser-guided Guide Bomb Units and 12 and 40 satellite-guided GBUs. The lightest ordnance tested weighed 500 pounds.



"We went from building one bomb in four hours on the first day to building 16 bombs in less than three hours yesterday," Petty Officer 2nd Class Fabiola Cesar said. "There has been a bit of a learning curve for us, but we're learning and we're moving now." The F-35B is the vertical landing variant procured by the U.S. Navy. It is designed to take off and land from longer runways than its counterparts, though the aircraft has a smaller internal weapon bay and less internal fuel capacity than the F-35A. **Source : Space War**

Indian MoD sees need for rethink of submarine building

This represents a major change in policy with growing underwater strength of Pakistan and China in the Indian Ocean.

The country should rethink its submarine building programme and expand its fleet beyond the planned 24, Defence Minister Manohar Parrikar said on Tuesday. This represents a major change in policy with growing underwater strength of Pakistan and China in the Indian Ocean. The Minister was speaking at a joint Navy-FICCI seminar, 'Current and future challenges in design and construction of underwater vessels'. The government had approved an ambitious "30-year submarine construction plan" in 1999 for building 24 conventional submarines till 2030. This was later converted to include nuclear attack submarines as well.

"We need to rethink about the real requirement based on our projection... We also need to assure that the skilled manpower and skills developed we need to retain it. To retain it, we need to have more construction of submarines," Mr. Parrikar said. However the plan has been delayed with only one programme approved so far — Project-75 — for six Scorpenes being built under by the Mazgaon Docks Limited (MDL) with technology transfer from DCNS of France. The Navy is also set to induct the first of the Scorpene in January and the remaining five at nine month intervals.

The Navy is critically short of submarines, the most potent naval platforms, with 14 operational platforms, including one nuclear attack submarine leased from Russia. But with regular maintenance and high turnaround times the actual availability is much less. A new plan to build the next line of submarines under Project-75I has been held up due to delay in formulating the guidelines for the proposed 'strategic partnerships' model under the Defence Procurement Procedure 2016, which Mr. Parrikar said would be finalised very soon.

"It [strategic partnerships] has already been approved and the drafting of the chapters is under way. Approval is needed by the Defence Acquisition Council [DAC] and probably by the Cabinet as well as it has financial implications," Mr. Parrikar said, adding that once the strategic partnership model was approved Project-75I would be fast-tracked.

In this context, Mr. Parrikar called for higher level of indigenisation in submarine building. "Indigenisation in Scorpenes is not up to the mark but in the Advanced Technology Vessel [ATV] programme [nuclear submarines], it is over 70 per cent," he observed. **Source : The Hindu Times**

U.S. Navy selects BAE Systems for Zumwalt destroyer work

BAE Systems has received a contract worth up to \$192 million to install combat systems on the U.S. Navy's new DDG 1000 **Zumwalt**-class destroyers. The contract, initially valued at \$10.3 million with the potential to reach \$192 million, includes post-construction work for **USS Zumwalt** and **USS Michael Monsoor**. Work on the vessels is scheduled to begin in December, with officials estimating completion by September 2021.

"We're pleased with the opportunity to help prepare the **Zumwalt** and **Michael Monsoor** for initial service in the fleet," BAE Systems San Diego Ship Repair manager Bob Koerber said in a press release. "We look forward to working with industry partners to install the state-of-the-art combat systems aboard these leading edge combatants and to finish other hull and engineering enhancements following their construction and delivery."

Under the contract, BAE Systems workers will install combat systems in addition to performing post-construction hull, mechanical and electrical enhancements. Work is set to be performed at the company's shipyard in San Diego. The **USS Zumwalt** and **USS Michael Monsoor** are two of the Navy's newest warships, designed to project maritime power with state-of-the-art electronic propulsion systems and a new stealth design. Navy officials say the new vessels are nearly impossible to detect on radar, and will be equipped with the most up-to-date weaponry. The **Zumwalt**, the first vessel constructed, was launched in October 2013, and is currently undergoing sea trials. **Source : Space War**

I don't think one gets much for \$10 million today although \$192 will be worthwhile if they get it. It is interesting to note that \$10 will only buy 12 rounds of 155mm Long Range ammo for their guns!



US Navy helps Iranian mariners in Persian Gulf



Sailors from the guided-missile destroyer **USS Nitze** (DDG 94) render assistance to the distressed Iranian vessel.

Photo: US Navy

The U.S. Navy has shared a report of its guided-missile destroyer **USS Nitze** (DDG 94) helping three Iranian mariners in distress in the Persian Gulf on November 18. According to the U.S. Navy, **Nitze** received notification from aircraft carrier **USS Dwight D. Eisenhower** (CVN 69) (Ike) of a small fishing vessel in distress. Once **Nitze's** crew identified the distressed vessel, the ship took action to render assistance. After confirming the distressed vessel's mariners were

safe, they discovered the vessel had a dead battery. **Nitze** provided the Iranian crew with a new battery and a case of water, the U.S. Navy said.

“Our sailors are trained to respond quickly to those in distress at sea,” said Cdr Paul Kaylor, commanding officer of **Nitze**. “We are proud to have assisted in this situation.” While not related it is interesting to note that ten U.S. Navy sailors were detained at gunpoint by Iran’s Islamic Revolutionary Guard Corps (IRGC) in late January this year. U.S. sailors strayed into Iranian territorial waters after experiencing problems with both the communication equipment and mechanical issues with the boats they were using. **Source : Naval Today**

Maersk Cotonou Attacked off Nigerian Coast



Image : Maersk Line

The 4,496 TEU containership **Maersk Cotonou** was attacked by supposed criminals attempting to board the vessel off the Nigerian coast on November 19, Danish shipping giant Maersk Line confirmed to World Maritime News. Maersk said that the 2011-built vessel was attacked at 10am local time while it was en route to Walvis Bay, Namibia. The containership applied counter piracy measures and the attack was unsuccessful.

The crew and cargo are safe, Maersk said, adding that the containership has resumed its voyage. **Maersk Cotonou** started its journey from Nigeria’s Onne port on 19 November. UK-based security broker agency Asket informed that up to eight criminals approached the boxship in a speed boat. The attempted attack is believed to have been carried out by the same pirates who tried to attack an inbound convoy earlier the same day. **Source : World Maritime News**

New Search and Rescue Vessel for Durban



National Sea Rescue has placed an order for a new Search and Rescue (SAR) vessel from Chantiers Navals Bernard shipyard in France. The SAR ORC 140 is a 14,8m Search and Rescue Vessel driven by two 442kw diesel engines. She will have a top speed of 28 knots, a rescue crew complement of six and a range of 10 hours at max speed. Our current fleet of 10-12m rescue craft is ageing. Most of these vessels were purchased from the Royal National Lifeboat Institution and are now more than 30 years old. They have all been refitted to extend their lifespan but they are reaching the end of their life.

It has been a long process of research and investigation to find the right purpose built vessels. The ORC 140 was chosen because of their proven track record with over 155 of these vessels being built to date by various shipyards in Europe and Australia. They are used by the French volunteer sea rescue service, SNSM, and throughout the world as Pilot boats.

The first South African SAR ORC 140 will be built in France with an anticipated delivery date of December 2017 in Durban. A condition of purchase in our tender process for these vessels was that a subsequent eight vessels be built under license in South Africa. Sea Rescue will be standardising on the SAR ORC 140 for our stations in major ports around the country with one built every two years.

These vessels come at quite a price and we are most grateful to our funders who have pledged their support and understand our need to plan for the future. More than half the funds for the first vessel have been secured. We will post regular updates as the build on the first ORC 140 progresses on our social media channels and invite our supporters and crew to visit the vessel when she arrives in Durban late next year. **Source : NSRI News**

READER COMMENT

In respect of the USN mustering naming issue: At Naval College in 1969 we were instructed to call officers on their rank and not "Sir" as the only Sir in the country was Sir de Villiers Graaf and that Leading Seamen were to be addressed as such and not Killick. This by instructors who continued to respond to officers with Sir and address LS as Killicks, which we still do! Back at Naval College during university vacations as commissioned student engineering officers we discovered that you could still be bollocked during parade practice as long as "Sir" was included somewhere in the - usually deserved - bollocking.

AGS