

MARITIME NEWS – 01 DECEMBER 2016



The recent arrival of the **USS Sampson** for the RNZN 75th anniversary was a real bonus for the celebrations, which was not the case for the 50th in 1991. Unfortunately she was unable to be present on regatta day being one of a number ships which responded to the Kaikoura earthquake of 14 November, She was in Wellington on the 20th, making a splendid sight as the largest destroyer yet to visit New Zealand, subsequently arriving in Waitemata Harbour during the afternoon of 22 November 2016, the first USN warship seen at Auckland since the departure of **USS Wadsworth** on 6 April 1984. In an ironic twist the oldest warship at the regatta **HMAS Darwin** (built 1984) was a sister of **USS Wadsworth**!

Analysis of Pakistan's latest Chinese Submarine



Chinese state media officially confirmed that China Shipbuilding Industry Corporation and Karachi Shipyard and Engineering Works will be building 8 Type 041 Yuan-class conventional submarines for Pakistani Navy and first four submarines fitted with air-independent propulsion (AIP) systems will be delivered by 2023 and rest four submarines which will be built at Karachi under Chinese technical assistance will be completed by 2028.

Type 041, also known as Type 039A is a new diesel-electric submarine leveraging influence from both Type 039G and Russian-made Kilo submarines. Submarine features improved reduction of acoustic signature and People's Liberation Army Navy (PLAN) might commission as much as 28 submarines of the same class, which will replace all previous generation conventional submarines in its fleet.

Design

Type 041 has design influence of German Submarines but teardrop shaped hull and large sail suggests heavy Kilo influence. Type 041 might be slightly bigger than latest Kilo Submarines and will also have higher displacement. The submarine is equipped with an indigenously developed cabin-raft (shock absorbers) system that helped to reduce the noise level by over 35 dB.

Additionally, the submarine is covered with rubber anti-sonar protection tiles to reduce the risk of detection. The submarine is likely could be powered by diesel engines designed by MTU Friedrichshafen GmbH of Friedrichshafen, Germany, while some reports indicate it might have used its own indigenous copies of German engines .

Weaponry

Type 041 submarine were designed primarily as an anti-ship cruise missile (ASCM) platform capable of operating in shallow, coastal waters.

Type 041 is equipped with six 533mm torpedo tubes at the bow which can launch Yu-6 wire-guided torpedoes, YJ-82 anti-ship missiles and mines. There is still debate whether Pakistani submarines will be equipped with vertical launch system to launch Subsonic Nuclear capable Cruise missiles like "Babur" but Pakistan's Nuclear posturing indicates Pakistan's Nuclear triad might be completed with this submarines which have provisions to be armed with countries tactical nukes mated with long-range subsonic cruise missiles.

Air-independent propulsion

Type 041 submarine are first to be equipped with an air-independent propulsion system developed by the 711th Research Institute of the China Shipbuilding Heavy Industry Group Corp. Yuan is using an AIP engine of 100 kW in power and is probably equipped with 2 such AIP engine. The Gotland submarines use 2 V4-275R Stirling AIP units (each rated 75 kW). The larger Yuan obviously needs more powerful AIP units. Air-independent propulsion allows Type 041 submarines to stay underwater for nearly 33 days. S-20

Export Variant

Some reports indicate that Pakistan actually might get S-20 which is Export Variant of Type 041 submarines. S-20 has smaller dimension when compared to Type 041. Shorter size will see lesser weapons carrying capacity but still capable of carrying vertically launched Cruise missiles. **Source : Indian Defence Research Wing**

Canada completes \$4.3 billion frigate life extension project



The crew of **HMCS Toronto** officially takes back the ship from Irving Shipbuilding. **Photo: Irving Shipbuilding**

Royal Canadian Navy's Halifax-class frigate **HMCS Toronto** was the last ship in the class to finish her modernization refit thereby marking the completion of Canada's Halifax-class modernization/frigate life extension (HCM/FELEX) project. The \$4.3 billion undertaking will allow the 12 Halifax-class frigates to serve the Canadian Navy until the early-to-mid-2030s. **HMCS Toronto** was the seventh and final frigate on the east coast to complete the refit portion of its modernization by Irving Shipbuilding which means all 12 frigates, five on the West Coast and seven on the East Coast, are ready for service.

Seaspan Victoria Shipyards was responsible for modernization of the five west coast frigates **HMCS Calgary, HMCS Winnipeg, HMCS Vancouver, HMCS Ottawa** and **HMCS Regina**. The FELEX project included both the modernization of the combat systems and a planned mid-life ship refit to ensure the frigates remain effective throughout their service life. The frigates received a new combat management system procured from Lockheed Martin Canada, as well as new radar capability, a new electronic warfare system, and upgraded communications technologies and missiles. The modernized frigates also boast new systems that offer better damage control, as well as more modern electrical and machinery control.

"I could not be more pleased or proud of the extraordinary success that the Halifax-class modernization program represents. HMCS Toronto will soon join her sister ships on deployments around the world, proudly contributing to global defence and security on behalf of all Canadians," Vice-Admiral **Ron Lloyd**, Commander of the Royal Canadian Navy, said. "Thanks to their newly upgraded, multipurpose capabilities, these ships will continue to ensure that Canada's navy is always ready to respond when called upon to act by the Government of Canada."

Shortfin Barracuda briefings commence

Over 450 Australian companies, R&D and educational institutions were in Adelaide last Thursday to hear from representatives of the future submarine enterprise in regards to opportunities available in the Future Submarine Program. The event, the first of more to be held in the new year, was a joint briefing between the Commonwealth, DCNS and Lockheed Martin (as the combat systems integrator). The 'Submarine Industry Day' included a briefing and forum about promoting performance through innovation. CEO DCNS Australia Sean Costello said the company was determined to maximise local industry participation.

"In order to achieve this, we will build a supply chain in Australia that has the in-country capability to deliver the products, services and know-how to keep the submarines capable and available on an enduring basis." DCNS has already issued 600 requests for information from 145 companies in Australia and 25 Australian companies have passed the first audit to be considered appropriate to participate in the supply chain activities.

Minister for Defence Industry Christopher Pyne said DCNS and Lockheed Martin Australia provided information on Australian industry involvement in the Future Submarine Program and how to become qualified as part of the submarine supply chain. "DCNS will bring new submarine technologies and construction techniques that will require further skills development across the submarine domain." Lockheed Martin Australia will integrate the Future Submarine combat system in a dedicated facility in Adelaide. This will see investment in engineering, project management and other high-technology industries in Australia," Minister Pyne said. **Source : Australian Defence Magazine**

Navy's Laser Airborne Laser Depth Sounder Flight deploys to New Zealand



The Royal Australian Navy Laser Airborne Depth Sounder Flight will arrive in New Zealand today to assist with disaster relief efforts off the South Island of New Zealand. The Royal Australian Navy Laser Airborne Depth Sounder Flight will arrive in New Zealand today to assist with disaster relief efforts off the South Island of New Zealand. The Cairns-based aircraft will conduct a hydrographic survey of the sea floor in the coastal margins of the North-East coast of the South Island following a 7.9 magnitude earthquake near Christchurch earlier this month.

Commanding Officer Laser Airborne Depth Sounder Flight, Lieutenant Commander Susanna Hung, said the flight's role will be to resurvey the coastline for the safety of navigation and to assist in determining the extent of movement from the earthquake. "We're pleased to deploy at the request of the New Zealand government to survey the sea floor off the north east coast of the South Island," Lieutenant Commander Hung said. "In our de Havilland Dash 8-200 we will

fly over the area and collect hydrographic survey data, which will reveal what has happened below the waterline, and identify any shifts in the ocean floor which mariners need to be aware of.

"The data we collect will be provided to the New Zealand Hydrographic Authority for production of updated nautical charts." Earlier in the month, **HMAS Darwin** deployed and supported disaster relief efforts in New Zealand, following the earthquake which damaged houses, government buildings and civil infrastructure and isolated the Kaikoura region. The frigate used her embarked S-70B-2 Seahawk helicopter to evacuate civilians and to help distribute emergency supplies.

The Laser Airborne Depth Sounder is part of Royal Australian Navy's Hydrographic Service and is supported by Fugro LADS Corporation and Cobham. It provides an extremely capable and effective airborne capability in addition to the six survey ships. Navy personnel operate the airborne survey system from the main cabin of the aircraft and pass the survey data to personnel on the ground, which is forwarded to the Australian Hydrographic Office for final verification.

Source : Asia Pacific Defence Reporter

I guess lead-lines are now definitely obsolete and the term 'by the deep' removed from droggy handbooks.

Successful Delivery of MV Hezekiah and MV Lady Dora

Dated 15 Jul 2016



Incat Crowther is pleased to announce the successful completion of the **M/V Hezekiah** and **M/V Lady Dora**, two (2) 35 meter offshore security patrol vessels. The vessels are classed by Bureau Veritas (BV) and were constructed by Veecraft Marine in Cape Town, South Africa for an undisclosed client in Lagos, Nigeria. The vessels are slated to provide surveillance, intervention and protection to offshore assets of the Nigerian AGIP Exploration (NAE) located in the Gulf of Guinea. The vessels are also capable of providing replenishment of crews, fuel, and potable water to the NAE offshore facilities.

Propulsive power for the vessels is supplied by three Caterpillar C32 ACERT engines, each producing 1450hp at 2300 rpm, driving Teinbridge fixed pitch propellers through ZF 3050 gearboxes. The vessels have a service speed of 25 knots (max 28). Electrical power is provided by two Caterpillar C4.4 generators and manoeuvrability is enhanced by a Hydro Armor Type 800 bow thruster. They carry 46 500 litres of fuel and 22 000 litres of fresh water.

The efficiently arranged accommodations provide generous space for a complement of 15 crew and security personnel as well as 22 passengers. Included in the accommodations are eleven (11) staterooms, five (5) heads, a medical room, galley, crew lounge, mess area, laundry space, and a walk-in cooler. External decks provide plenty of space for transportation of supplies and also include armoured positions for weapons installations. The aft portion of the hull is fitted with an integrated RHIB well with a hydraulically actuated transom door for easy deployment of an 8m fast rescue craft. The pilothouse is constructed of ballistic resistance steel and windows to provide protection to NIJ Level III.

his design of **M/V Hezekiah** and **M/V Lady Dora** is another testimony of the relationship between Incat Crowther and Veecraft Marine. A commitment to service and innovation has led to yet another bespoke design suited to meet the growing need for offshore oil and gas security vessels. **Source : Incat Crowther**

Although this is six months old, it has become relevant as the Sunday Times of 27 November lists them as up for auction this month! Sealed tenders close on 12 December and it thus appears that the owners did not accept them for whatever reason. Looking as their specs, they would make excellent inshore patrol boats but as DAFF do not believe in armament etc, a bit too sophisticated for them. Anyone out there interested?

Iran Navy fleet set to cross Atlantic Ocean in near future: Commander

Iran's Navy Commander Rear Admiral Habibollah Sayyari says the country's naval forces should have a far-reaching arm in the high seas, adding that they will sail across the Atlantic in the near future. "We are not limited to regional waters, and should have a far-reaching arm in international waters as security would not come about in the absence of power," he said in a televised interview on the eve of National Navy Day on Saturday. The senior military official further said, "Beyond a doubt, our naval fleets will, in the near future, circle Africa and cross the Atlantic," and will sail to waters of East Asia.

An Iranian naval group left the country's southern coast last month, heading to the Gulf of Aden and then Tanzania's Port of Dar es Salaam. It is currently berthed off South Africa in the Atlantic. Sayyari had said earlier this week that for the first time, the 44th flotilla of the Iranian Navy, consisting of the **Alvand** destroyer and the **Bushehr** logistic vessel, has sailed into the Atlantic Ocean. Elsewhere in the interview, the commander referred to remarks by US President-elect Donald Trump on his campaign trail back in September, when he claimed that if Iran "inappropriately" approached US ships, the country's vessels would be "shot out of the water."

Such remarks can only be replied by "laughter," Sayyari said. "The US thinks it is the world's overlord. We don't accept that." "They are not in the position to take decisions concerning the high seas," the Navy chief asserted, adding, "Should any parties seek to prevent our presence in international waters, we would do the same to them." Pentagon spokesman, Captain Jeff Davis, said on September 6 that seven attack speedboats of the Islamic Revolution Guards Corps (IRGC) had approached the US warship **USS Firebolt** two days earlier with their machine guns uncovered, though not trained on the Americans.

Later, Rear Admiral Ali Fadavi, the commander of the IRGC Navy, said the Corps' naval force had been constantly and pervasively present in all of Iran's coastal territories from the northernmost areas of the Persian Gulf to its southernmost regions in the Strait of Hormuz. He, however, dismissed any harassment claims as "sheer lies and untrue." In January, Iran's Navy arrested the crews of two US patrol boats that had trespassed on Iranian territorial waters. Iran released them after establishing that they had done so by mistake. Iran has invariably asserted that it only uses its naval might for defensive purposes and to send across the Islamic Republic's message of peace and security to other nations. **Source : pressTV**

The plot gets sicker! Not only is Durban in the Atlantic but they intimate power projection to even challenge the USN. No wonder their claims and threats are treated with a pinch of salt

Update: Russia Identifies Merchant Ship Hijacked off Benin?



MV Saronic Breeze. Image Courtesy: MFA Russia

The merchant vessel believed to have been hijacked by pirates some 72 nautical miles off the coast of Cotonou, Benin, could be the 1991-built reefer ship **MV Saronic Breeze**. In a social media post published today, the Ministry of

Foreign Affairs of the Russian Federation said that “**MV Saronic Breeze** with 18 Russians and two Ukrainians on board was reportedly hijacked near Benin on November 29”.

Reports of suspicious activity involving a merchant vessel in the Gulf of Guinea emerged on November 27, according to data provided by Maritime Domain Awareness for Trade – Gulf of Guinea (MDAT-GoG). The event, described as “suspicious”, occurred in the night of November 27 while the vessel in question was travelling south. The ship changed direction to head back into port and has been drifting since the evening hours of November 28.

“We have strong reason to believe that it is under piracy attack and pirates have taken control of the vessel,” MDAT-GoG said at the time, adding that agent and port control have been notified, however, there were no further information about the incident available. MDAT-GoG noted that the owner of the vessel received the SSAS and tried to establish a contact, but without results. The vessel’s AIS, as well as other means of communication, have reportedly been switched off. **Source : World Maritime News**

Great – we now know what ship BUT has anyone dialled 911 yet?

READER COMMENT

I wonder what our own stance would be if Sea Shepherd starts to round up perlemoen and crayfish poachers which our own authorities seem to be incapable or reluctant to do. The hundreds of bokwagters are only interested in the sports fisherman whilst the smugglers/sellers are still openly plying their trade under the trees in Paternoster, actually a tourist attraction. It is quite funny sometimes as campers lately pay for 10 crayfish and due to the pseudo clandestine nature of the transaction, the Checkers bag disappears in the boot of the buyer’s car as quickly as possible only to discover that there is only eight in the bag when they start to prepare the feast. When I confronted a couple of sellers that they are giving the West Coast a bad name (tongue in the cheek) through this trick the response was very quick: “They can count can’t they”. Let us try, Sea Shepherd, as they seem to have no regard for normal rule of the road and sea safety, set a thief to catch a thief.

On the arguments for a bigger or a smaller ship for support operations, we all have the right to our own ideas. My own, before we invest in a 20 000+ ton vessel, let us rather get 4X AIRBUS strategic lift aircraft and a Maritime Patrol Aircraft. While we are drinking coffee, melt the lead for the bullets, smoke our pipes (maybe Kaapse Fynbos to assist us to think outside the box) and debate, a small neighbouring navy will receive a very useful vessel designed by them, suiting their purpose and budget, built by a yard willing to listen to their specific needs instead of telling them what they need.

Very interesting indeed. I fully concur we all have own ideas and the idea of aircraft trumps ships completely in my book as they are not confined to sea routes. Look forward to announcing this ship’s arrival!

AGS