

## **MARITIME NEWS – 04 DECEMBER 2016**

### **Statsraad Lehmkuhl – Norway’s oldest, largest, and very fast Sailing Ship**



The three masted barque **Statsraad Lehmkuhl** is many things. Based in Bergen, Norway, at 102 years old, she is Norway’s largest and oldest square-rigged sailing ship. She is also very beautiful and very fast. In this year’s Tall Ship Races, she placed first overall among Class A sailing ships in the races between Antwerp, Lisbon, Cadiz, and La Coruña. On her way back to Bergen, the captain reported that they sailed a measured distance of 1556 nautical miles within a 124 hour period, for an average speed of 12.5 knots. No boasts, he stated “Never before has a sailing ship sailed so far in such a short time as Statsraad Lehmkuhl did on Sunday.”

Whether that is entirely accurate may be the topic of some discussion, but it is an impressive speed run regardless. In 2013, **Statsraad Lehmkuhl** sailed 1,469 nautical miles between Cape Verde and the United States in 124 hours, which has also been represented as a world record speed on a sailing ship for that route. **Statsraad Lehmkuhl** was built in 1914 as a school training ship for the German merchant marine under the name **Grossherzog Friedrich August**.

After the First World War the ship was taken as a prize by the United Kingdom. Her unusual name, which means “Cabinet Minister Lehmkuhl”, dates from in 1921 when the ship was bought by former cabinet minister Kristoffer Lehmkuhl. **Statsraad Lehmkuhl** is operated by the by the Statsraad Lehmkuhl Foundation and also serves as a school ship for the Royal Norwegian Navy. **Source : The Old Salt Blog**



**The Russian Ropucha class LST 110 Alexander Shabalin navigating the Bosphorus Southbound passing Istanbul Besiktas Photo : Eser Celebelir**

The Ropucha (toad), or Project 775 class landing ships are classified in the Russian Navy as "large landing craft" (Bol'shoy Desantnyy Korabl). They were built in Poland in the Stocznia Północna shipyards, in Gdańsk. They are designed for beach landings and can carry a 450-ton cargo. The ships have both bow and stern doors for loading and unloading vehicles, and the 630 m<sup>2</sup> of vehicle deck stretches the length of the hull. Up to 25 armored personnel carriers can be embarked. While being designed for roll-on roll-off operations the ships can also be loaded using dockside cranes.

For this purpose there is a long sliding hatch cover above the bow section for access to the vehicle deck. There are no facilities for helicopters. The 28 ships of this type were commissioned from 1975 to 1991. The last three ships were of the improved variant Project 775M, also called Ropucha II. These have improved defensive armament and accommodation for an increased number of troops. They were built for the Soviet Navy during the Cold War, but the current Russian Navy has little need for a long-range amphibious capability and most of them are kept in reserve or are retired.

However, during the 2008 South Ossetia war ships of this type were used for landing troops at the Georgian port of Poti. One ship of this class, the U402 **Kostiantyn Olshansky**, was service with the Ukrainian Navy, and another was transferred to South Yemen in 1979 and was in service with the Yemen Navy until 2002, after that she was sold as a civilian cargo named Sam of Yemen and is this in service. The later vessel is the only unit of this class in (former) service outside the former USSR. On 3 August 2012 international media reported that three vessels of the class, the **Aleksandr Otrakovskiy**, **Georgiv Pobedonosets** and the **Kondopoga** would soon visit the Russian naval base in Tartus, Syria.

The ships were part of the Northern Fleet. Earlier reports, quoting a source at the Russian general staff, said the ships would spend a few days in Tartus and would take on fresh supplies of food and water. British media added that the ships each had up to 120 marines on board. The Russian defence ministry left open the possibility that the ships might dock there at some point for logistical reasons, saying they had every right to do so. The General Staff source, who was not named, had said that after calling in at Tartus they would head for the Bosphorus and the Russian Black Sea port of Novorossiysk. On 24 March 2014 on the **Kostiantyn Olshansky** was taken over by the Russian Navy when they occupied Crimea. **Source : Maasmond Clippings (Peter Sinke)**

## **INS Darshak Wraps Up Hydrographic Survey in Tanzania**



**Photo: Indian Navy**

**INS Darshak**, a hydrographic survey ship of Indian Eastern Naval Command has completed the hydrographic survey of Tanga Port, Tanzania. This survey was undertaken for the Government of Tanzania, under the Memorandum of Understanding (MoU) signed for foreign cooperation in the field of hydrography between Tanzania and India. On completion of the survey, the preliminary navigational chart of Tanga Harbour was handed over to the Government of Tanzania. The existing navigational charts of approaches to Tanga Port are based on primitive survey and a fresh survey was considered inescapable, Indian Navy said.

**INS Darshak**, which was in Tanzania for over one month to undertake the survey, utilized bathymetric data collection, sound velocity analysis, multi-beam and single beam echo sounder, total stations and aerial reconnaissance by helicopter to complete the task. After the completion of the work in Tanzania, **INS Darshak** is now on her way to Mauritius to undertake another hydrographic survey, Indian Navy said. **Source : Subsea World news**

## **Custom-built anti-whaling Ocean Warrior set to change the game, Sea Shepherd says**

**Conservation group Sea Shepherd has unveiled the latest addition to its anti-whaling arsenal, a \$12 million custom-designed ship.**

The **Ocean Warrior** is docked in Hobart after sailing from Turkey, where it was built with money from Dutch lotteries. Sea Shepherd Conservation Society has described the ship as a "game changer" in its fight against the Japanese whaling fleet in the Southern Ocean. Captain Adam Meyerson said it was faster and better equipped to keep up with the whaling fleet's much larger ships. "The big challenge is always finding [the hunting fleet] and then just the normal challenges of getting to and from Antarctica, the weather and the ice, and all the other things.



Sea Shepherd's latest weapon **Ocean Warrior** will be used against whaling in Antarctica. **Photo : Sea Shepherd**

"It's a difficult voyage just to go there and back, but to go down there and find a needle in a haystack, shut down the whaling, and come back, is always a big challenge." Captain Meyerson said some dramatic clashes in the past, he was hoping this year's standoffs would be less aggressive. "We try and do it as safely as possible," he said. "The whaling fleet has said this year they're not going to engage or get in confrontations with us, they're just going to move, and stop whaling when we show up, so hopefully they'll keep their word."

Sea Shepherd claims Japan has had a kill quota of 333 minke whales a year for the past 12 years. It remains the only country conducting whaling operations in international waters. In 2015, Australia's Federal Court fined Japanese whalers Kyodo \$1 million for hunting whales within an Australian sanctuary. The fine has not been paid and it cannot be enforced outside Australia.

## **Time Australia sent ship to Southern Ocean: Green**

Tasmanian Greens Senator Peter Whish-Wilson moved a recent Senate motion condemning the whaling, and said it was time the Federal Government sent its own ship to patrol the southern ocean.

He said other nations were looking to Australia to show leadership on the issue. 'This is the year that the Australian Government had to uphold its election commitment, its promise to the Australian people,' he said. 'Sea Shepherd shouldn't be going alone this year. There needs to be a patrol vessel from the Australian Government, in the Southern Ocean. "It hasn't been able to hold the Japanese Government to account." A total of 15 people will crew the Ocean Warrior when it sets sail for a 12-week mission to Antarctica this weekend.



The vessel, built with money from Dutch lotteries is equipped with a powerful water cannon. **Photo - Sea Shepherd**

The Federal Government has not responded to calls to send a vessel to Antarctica, but in a statement, a spokesman said it had "strongly urged" Japan not to resume whaling in the Southern Ocean. "Australia will continue to work through the International Whaling Commission to bring about a permanent end to all forms of commercial and so-called 'scientific' whaling," the statement read. "The Australian Government is deeply disappointed that Japan's whaling fleet has left port to continue its so-called 'scientific' whaling program in the Southern Ocean this summer."

**Source : ABC News**

## **The miracle that wasn't: Navy hammered in Senate over 'failed' ship design**

The US Navy's Littoral Combat Ships (LCS) are over budget, far behind schedule and cannot perform any of their designated missions, government auditors told a Senate panel. They are opposed to Navy proposals to buy 12 more ships, re-designated as frigates. The LCS was supposed to give the surface fleet radical new capabilities in coastal waters, replacing frigates and destroyers in missions ranging from mine-sweeping and antisubmarine operations to surface warfare. Two different designs were approved, with the first ship rolling off the dock in 2008.

Much like the F-35 Joint Strike Fighter, the LCS was supposed to be a modular design, with ships swapping out "mission package equipment" depending on mission requirements. That never happened, and the new ships ended up being less versatile than the frigates they were supposed to replace, according to the testimony of J. Michael Gilmore, director of operational test and evaluation at the Department of Defense. "I have found no evidence to date that LCS will be effective or survivable even in the scenarios and missions in which it was designed to be successful," Gilmore told the Senate Armed Services Committee on Thursday.

One variant of the LCS is built by Lockheed Martin – the conglomerate that is also behind the F-35 – with Austal USA providing the other. Both "fall severely short" of the Navy's reliability requirements, and "have a near-zero chance of completing a 30-day mission" without critical failure, Gilmore testified, adding that the ships are incapable of actually surviving a combat engagement in the environment for which they were designed. "The miracle of the LCS didn't happen," said Paul Francis, managing director at the Government Accountability Office. "We are 26 ships into the contract and we still don't know if it can do its job."

The original plan to build 55 hulls at \$220 million each and have them fully capable by 2018 turned into only 8 actual ships delivered by 2016, with anti-submarine, mine-sweeping and missile capabilities still to be achieved. Meanwhile, the cost per ship had increased to \$478 million, Francis said. By 2014, the Navy had abandoned the LCS concept, but is now seeking to buy a dozen more ships re-designated as frigates, with minor modifications to the design. The actual designs have yet to be completed, however.

"A more basic oversight question today is whether a ship that costs twice as much yet delivers less capability than planned warrants an additional investment of nearly \$14 billion," Francis told lawmakers. The Navy pushed back on



criticism, with Assistant Secretary for Acquisition Sean Stackley and Vice Admiral Thomas Rowden, commander of Naval Surface Forces, arguing the ships' chronic technical issues were growing pains that have been resolved.

"With its shallow draft, great speed, and interchangeable modules, LCS will provide increased warfighting flexibility to our Fleet and close critical warfighting gaps in mine warfare, anti-submarine warfare and surface warfare," Rowden and Stackley said in their joint testimony. Continuing to build the ships would help maintain the industrial base, they added. "Haven't we done enough for the industrial base? Isn't it time for the industrial base to come through for us? Can we get one ship delivered on time? Can we get one ship delivered with cost growth? Can we get one ship delivered without serious reliability and quality problems?" Francis said.

The program's failure "followed predictably from an inability to define and stabilize requirements, unrealistic initial cost estimates, and unreliable assessments of technical and integration risk, made worse by repeatedly buying ships and mission packages before proving they are effective and can be operated together," said Armed Services Chairman John McCain (R-Arizona). Senator Lindsey Graham (R-South Carolina) likewise remained unconvinced. "The process is completely broken," he told the witnesses. "If you want this to stop, somebody needs to get fired." **Source RT/SUBSIM**

## **China Says South China Sea Conspiracy Defeated**

China's success at turning around relations with the Philippines under its new president Rodrigo Duterte shows the "conspiracies" of certain countries to stir up trouble in the South China Sea have been defeated, China's foreign minister said on Saturday. In July, the Philippines won a case at the Permanent Court of Arbitration in The Hague challenging China's sovereignty claims in the South China Sea, which infuriated China. But Duterte has sought to turn foe to friend, visiting Beijing in October, largely putting aside the dispute. Speaking at an academic forum, Chinese Foreign Minister Wang Yi said Duterte's visit signalled an important improvement in ties.

"This marks the return of the South China Sea issue to the correct track of resolution via dialogue and consultation, and means the conspiracies of relevant countries to use the South China Sea issue to disorder the region have been thoroughly broken," he said. Wang did not name any countries, but China has frequently blamed the United States and its allies in the region like Japan and Australia for interfering in the South China Sea. Wang's comments were carried on the Chinese Foreign Ministry's website. **Source : The Maritime Executive**

***I bet Mr Trump will make short shrift of their traditional ally and help will not be so forthcoming wrt ships etc.***

## **USS Zumwalt continues homeport transit after repairs in Panama**

**USS Zumwalt, the lead ship of a new class of U.S. Navy's advanced destroyers, has continued its transit to the San Diego naval base after undergoing repairs in Panama.**

After experiencing a breakdown while transiting the Panama Canal on November 21 the ship was first towed to the former U.S. naval base Rodman and later moved to Balboa, Panama for repairs. According to a U.S. 3rd Fleet statement on Thursday, a team composed of the ship's crew, General Electric personnel and the Naval Sea Systems Command repaired USS Zumwalt's propulsion systems and the ship was able to continue its journey on November 30.

Once the ship reaches San Diego, the navy said it would look into what is causing the problems with lube oil coolers on the ship which have caused problems on another occasion in October. Upon arrival in San Diego, Zumwalt is also scheduled to begin installation of combat systems, testing and evaluation, and operational integration with the fleet.

**Source : Naval Today**

***It appears that way points are as important as destinations in her voyages!***

## **Update: Fighting Fishing Piracy with Satellites and in Ports**

Overfishing is a huge problem in the world's oceans. Exacerbating the problem is fishing piracy. A year ago, we posted "Can Big Data Stop Overfishing? Will Google's Global Fishing Watch Succeed?" The post described how Oceana, SkyTruth and Google were launching Global Fishing Watch, a big-data technology platform that uses satellite data to create a tool for monitoring commercial fishing from a global perspective.

The most recent version of this platform was launched in September. A similar project is a UK-funded initiative, Eyes on the Seas, developed by Satellite Applications Catapult (SAC) and the Pew Charitable Trusts. The idea is to give port officials the information that they need to identify pirate fishing vessels.



Technology alone won't solve the problem. Even if satellites and data analysis can identify the pirate fishing vessels, someone still needs to enforce the catch limits. Fortunately a new treaty will help to do just that. The treaty, "The Agreement On Port State Measures To Prevent, Deter And Eliminate Illegal, Unreported And Unregulated Fishing", is known as the Port State Measures Agreement (PSMA) was initiated by by the Food and Agricultural Organisation (FAO) and requires signatory countries to inspect or stop suspicious fishing vessels from entering their ports. The treaty took effect last June and now has 49 signatories.

Will the new treaty, satellite imagery and big-data tools end overfishing and the operation of pirate fishing vessels? Probably not, but they are a step in the right direction. **Source : The Old Salts Blog**

## **READER COMMENT**

*The US Navy experience with their two new class vessels sounds like "A Technology too Far". We have a little bit of experience of it. Shipbuilders will always like to push the technology envelope as fast as possible as far as possible whilst some of their Naval counterparts also get carried away on sci-fi instead of developing existing technology step by step or gambling on one or two totally new/experimental technologies per new vessel class. Cost per hull should come back as one of the major driving forces from the start. In the USA specifically it would appear that shipyards backed by local Congressmen have almost a free hand.*

***This echoes my feelings. New technologies are accepted too quickly and before they have matured – notably for long term savings and being one ahead of the rest. I well remember that during the planning of the Queen Elizabeth class carriers it was reported that steam catapults were now obsolete!***

**AGS**