

## **MARITIME NEWS – 08 DECEMBER 2016**



The Norwegian barque **Sorlandet** arriving in Durban this morning. **Photo : Trevor Jones**

One of the three beautiful Norwegian 'sisters' – the magnificent sail training windjammers. Built in 1927. she is the world's oldest working full rigged ship. Her bigger and elder sister **Stadsraad Lehmkuhl** is a three masted barque and twice her displacement. The last in the trio is the 1937 built **Christian Radich**, also a full rigged ship and slightly larger than **Sorlandet**. **Sorlandet** is circumnavigating the world as the A+ World Academy, having sailed in August 2015 and only due home in August 2017. Quite an experience to be a student aboard her. She will sail from Durban on 16 December and be calling in Cape Town where she will be a great attraction.

### **On 75th Anniversary, U.S. Veterans Recall Japanese Attack on Pearl Harbor**



The **USS Arizona** Memorial and **USS Battleship Missouri** Memorial can be seen from the air in Pearl Harbour in Honolulu, Hawaii December 5, 2016. **Photo : Reuters/Hugh Gentry**

LOS ANGELES/HONOLULU, Dec 7 – It has been 75 years, but U.S. Navy veteran James Leavelle can still recall watching with horror as Japanese warplanes rained bombs down on his fellow sailors in the surprise attack at Pearl Harbor that brought the United States into World War Two. Bullets bounced off the steel deck of his own ship, the **USS Whitney**, anchored just outside Honolulu harbor, but a worse fate befell those aboard the **USS Arizona**, **USS Oklahoma**, **USS Utah** and others that capsized in an attack that killed 2,400 people.

"The way the Japanese planes were coming in, when they dropped bombs, they'd drop them and then circle back," said Leavelle, a 21-year-old Navy Storekeeper Second Class at the time of the attack. Leavelle, now 96, was among 30 Pearl Harbor survivors honored at a reception in Los Angeles before heading to Honolulu to mark Wednesday's 75th anniversary of the attack. James Leavelle, a 96-year-old Pearl Harbor Survivor, will travel to Hawaii to attend ceremonies for the 75th anniversary of the attack on Pearl Harbor.

The bombing of Pearl Harbor took place at 7:55 a.m. Honolulu time on Dec. 7, 1941, famously dubbed "a date which will live in infamy" by U.S. President Franklin Roosevelt. Fewer than 200 survivors of the attacks there and on other military bases in Hawaii are still alive. Wednesday's commemoration at a pier overlooking the memorial to the sunken USS Arizona built in the harbor is set to begin with a moment of silence at precisely that time. About 350 World War Two veterans and their families will be serenaded by the Navy's Pacific Fleet Band with a musical remembrance made bittersweet by the knowledge that every member of the **USS Arizona** band – one of the best in the Navy – died that day.

Tom Person, a 95-year-old Pearl Harbour survivor, will also travel to Hawaii to attend ceremonies for the 75th anniversary of the attack on Pearl Harbour. Attendees will watch a parade, and two families will participate in a private ceremony in which the ashes of crew members who survived the attack and later died, will be interred in a turret of the **Arizona**. Across the United States on Wednesday, Americans will pause to remember those who died at Pearl Harbor, and the long and difficult war that followed.

### **War Begins (for the USA that is)**

The shock of the Pearl Harbor attack is vividly illustrated in an exhibit at Massachusetts' Museum of World War II, which features relics including a West Point cadet's letter to his father – then Brigadier General Dwight Eisenhower – on how to prepare himself for the coming war. The United States declared war on Japan the next day. Three days after that, Germany's Adolf Hitler declared war on the United States.

Will Lehner, 95, was among those who had a chance to fight back in the 1941 Pearl Harbor attack. The 2nd class naval fireman was working in the boiler room at the **USS Ward**, patrolling the entrance to the harbor when crew members spotted a Japanese submarine. "That submarine was on the surface and our skipper didn't know if it was ours or not," Lehner, 20 at the time of the attacks, said at the Los Angeles event. "He said: 'Load your guns.'" "The first shot went right over the top, the next shot right after it hit that submarine and punched a hole in it."

After the war, a historical discrepancy nagged at Lehner. The remains of the Japanese submarine had not been recovered, and many historians doubted that it existed. That changed in 2002, when the sub was found. "For 62 years," Lehner said, "Nobody believed us." For his part, Leavelle would be touched twice by the hand of history. After the war, he became a policeman in Texas. On Nov. 24, 1963, he was the Dallas officer handcuffed to Lee Harvey Oswald when the accused assassin of President John F. Kennedy was shot to death by nightclub owner Jack Ruby.

**Source : gCaptain**

## **The Pentagon told the Navy to cut \$17B from its budget; the Navy said no**

The Navy is digging in its heels and rejecting billions in cuts from its 2018 budget as infighting has hit a boiling point at the Pentagon. The Navy has refused to submit a budget that incorporates \$17 billion in cuts over the next five years that Defense Secretary Ash Carter ordered. It's a standoff that has been brewing for months since Carter told the Navy to begin cutting major shipbuilding programs and invest in weapons systems and aircraft, according to half a dozen defense officials who spoke to Navy Times.

At issue is Navy Secretary Ray Mabus's insistence that budget cuts not be directed at the shipbuilding program, which he has long fought to shield from cuts as he attempts to rebuild the fleet to his goal of 308 ships. Mabus argues that cutting ships is the "least reversible" thing to cut from the budget because of the long timeline for shipbuilding programs and the damage to the industrial base. The Navy had been developing budgets with the \$17 billion in cuts that preserved shipbuilding, but the savings came overwhelmingly from operations and maintenance money needed to deploy ships and fix them when they get back — Navy leaders deemed those cuts intolerable.

What's unclear is what impact the outgoing administration's fiscal year 2018 budget would have on the incoming Trump administration, which will be expected to roll out a defense budget this spring. Carter's office insists its going to hand over the best budget it can while keeping the Navy and all the other services within the caps mandated by the 2011 Budget Control Act. "At Secretary Carter's direction, the Department of Defense is hard at work developing a FY18 budget proposal that will help guide the next administration and ensure a seamless transition," said top Pentagon spokesman Peter Cook.

"All of the services were asked to develop specific budget plans that focus on improving readiness and developing capabilities that will allow the United States to defeat high-end adversaries while adhering to current budget limits. The Department is reviewing those plans to ensure they are balanced and maintain America's military edge." But the Navy, led by Mabus, insists it would be foolish to send over a budget that cuts ships when Trump has said he wants to grow the Navy.

"Whatever budget the Navy submits will have the half-life of a mayfly at noon on January 20th," said a senior defense official supportive of the Navy's plan, referring to the date of Donald Trump's inauguration. "So to some degree Secretary Mabus has tried to make that point over the past several weeks." The defense official said that Trump is "on the record" saying he wants 350 ships, so he is "unlikely to support a document that cuts ships. ... This is a nonsensical discussion that amounts to people on the third deck [OSD], substituting their judgement for the Navy's on what the Navy needs."

The budget battle is the latest in a string of brawls between Defense Secretary Ash Carter and Mabus which have spilled out into the public. Carter and Deputy Secretary of Defense Bob Work have pushed the Navy to cut its shipbuilding program in favor of investments in missiles and systems that will boost the current fleet's capabilities. "The games between Carter's team and Mabus's team have gone on for months," said another defense official familiar with the infighting. "This is just a small example."

Carter's office is also preparing a letter to send to the Navy that will outline his priorities that will be sent to the Navy shortly, three sources confirmed. It would be the second such letter in the past 12 months. In December 2015, Navy Times sister publication Defense News reported that Carter had directed the Navy to cut the overall buy of the littoral combat ship from 52 to 40 and to pick just one ship variant — the current program produces both a trimaran version manufactured in Alabama and a mono-hull version built in Wisconsin.

The deadline for submitting budgets to OSD is Thursday, the senior defense official said, adding that the Navy's will not incorporate the cuts. Ultimately that means that Carter's budget wonks will have to do the cutting themselves and the Navy may not like what they decide to cut, said Bryan Clark, a retired submarine officer and analyst with the Center for Strategic and Budgetary Assessments. But the standoff between Mabus and Carter is emblematic of the Defense Departments struggle to come to terms with the budget constraints imposed by the 2011 cuts.

"The SECNAV's decision is emblematic of the challenge the Navy faced since the BCA was enacted in 2011," Clark said. "Operational demands continue to grow while the fleet remains the same size or shrinks. Ships and their crews don't have time to train and maintain their ships, and they are increasingly reliant on supplemental funding which cannot be planned for in advance. "SECNAV is essentially drawing a line in the sand that the navy will need to reduce its OPTEMPO and put resources toward capacity, instead of just working the fleet harder to support overseas operations." **Source : Navy Times**

***Yay – Go Navy! Quite fascinating that with Trump and his 350 ship policy in the wings, they cut money from the budget. \$17 billion is no small change either. Watch this space – this will be very interesting.***

## **UK starts construction of two more Royal Navy offshore patrol vessels**



**Photo: UK MoD**

The UK Ministry of Defence announced Thursday that work on two new offshore patrol vessels for the Royal Navy will get underway with a £278M contract with shipbuilder BAE Systems. The two new vessels were named **HMS Tamar** and **HMS Spey**. Preparation works were already underway and Minister for Defence Procurement, Harriett Baldwin, will mark the official start of production by attending the steel cutting ceremony for HMS Tamar at the Govan shipyard in Scotland. The contract with BAE Systems will bring the Royal Navy's fleet of next generation River-class OPVs from three to five ships.

These five ships will begin to enter service in 2018, in support of the Royal Navy's mission to protect national interests at home and around the world. According to the MoD, the £287 million contract includes the building of **HMS Tamar** and **HMS Spey** as well as support for all five of the new ships. "This contract will deliver two more modern Offshore Patrol Vessels, **HMS Tamar** and **HMS Spey**, for the Royal Navy and safeguard vital shipbuilding skills and hundreds of jobs in Scotland," Baldwin said.

"Protected by a rising Defence budget, the OPV programme is an important part of the Government's £178 billion plan to ensure our armed forces have the equipment they need." **HMS Tamar** and **HMS Spey** will be manufactured at the Govan shipyard before being floated to Scotstoun to be fitted out. They are expected to be delivered in 2019. Like the other vessels of its class, **HMS Tamar** and **HMS Spey** will carry out counter-terrorism, anti-piracy, anti-smuggling and maritime defence operations, and are expected to be equipped with a 30mm cannon and a flight deck capable of receiving a Merlin helicopter.

Displacing around 2,000 tonnes, they will have a maximum speed of 24 knots and will be able to sail 5,500 nautical miles before having to resupply. BAE Systems is currently exploring a number of export opportunities with international customers for OPV. The Brazilian Navy operates three Amazonas-class corvettes which are based on the design of the River Class OPV and were built at BAE Systems' facilities in the UK. **Source : Naval Today**

## German frigate Sachsen becomes NATO SNMG2 flagship

German Navy's air-defense frigate **FGS Sachsen** will depart its homeport to become the new flagship of NATO's Standing Maritime Group 2. **Sachsen** will be taking the place of Dutch De Zeven Provinciën-class frigate **HNLMS De Ruyter** which has been at the helm of SNMG2 since September this year. The lead ship of the F124 class of frigates, **Sachsen** will sail out of Wilhelmshaven on December 12 and head for the Mediterranean where she will relieve the Dutch frigate.



**FGS Sachsen. Photo: German Navy**

The current mission of the SNMG2 is to monitor and patrol the Aegean Sea off the Turkish coast and to report all migrant boats leaving the Turkish coasts for Europe. Another goal is an increase in the cooperation between the European border agency Frontex and the maritime authorities of Turkey and Greece. By doing so, NATO hopes to curb the migration flow and smuggling activities in the Aegean Sea. Germany is currently leading the NATO mission with Rear Admiral Kay-Achim Schönbach as the fleet commander.

**FGS Sachsen** is the lead ship of three F124 class frigates. **FGS Hamburg** and **FGS Hessen** are the other two ships in the class. **Sachsen** was laid down at the Blohm + Voss shipyard in February 1999 and delivered to the Navy in November 2002. The 143-meter ship displaces 5 800 tonnes and achieves a maximum speed of 29 knots. **Source : Naval Today**

## US Navy may increase Black Sea patrols – Admiral

Washington may send more ships to the Black Sea in order to extend the amount of time they can patrol the area, according to a senior US Navy officer. The US has sent a string of warships into the Black Sea since the Ukraine crisis broke out in 2014, and NATO refused to recognize Crimea's reunification with Moscow or Russia's military presence on the peninsula. "It depends on whether or not the challenges in the region become more or less urgent," Vice Admiral James G. Foggo III told Sputnik on Wednesday, on the margins of the Defense Forum 2016, organized by the US Naval Institute in Washington, DC. "Obviously, when things become more intense you see the presence of additional ships."

Extending the length of US operations would require additional ships, since the 1936 Montreux Convention limits vessels of outside states to 21 consecutive days in the Black Sea. NATO has floated the possibility of setting up a "Black Sea flotilla" to get around the restriction, but Romania was not keen on the idea, while Bulgaria has rejected it outright. "We probably had a US Navy warship in there under a US flag, bilateral or multilateral operations about third of the year, NATO is in there operating about a third of the year, and the Russian Federation Navy is putting more assets in there and things are getting more crowded," said the admiral.

Foggo became the Director of Navy Staff last month, having previously served as commander of the US Sixth Fleet and deputy commander of US Naval Forces Europe. He commanded the NATO maritime task force during the 2011 intervention in Libya. During his presentation at the Defense Forum, Foggo said the Navy's top current challenges were "Russians, Radicals and Refugees." "We have to remain vigilant," Foggo told the conference, noting that the Russian navy had "some very effective weapon systems." "They're out there and they're pretty good," he said.

By way of example, Foggo mentioned the incident in April 2016, when two Russian fighters buzzed the USS Donald Cook in the Baltic Sea. Senior US officers in NATO hurried to declassify the video of the event so they could seize the moral high ground in the "YouTube wars" and accuse the Russians of unprofessional and reckless behavior, he explained. During the 6th Fleet's BALTOPS 2016 maneuvers, two Russian corvettes shadowed the 49 NATO ships, appearing on the sides of the group photo taken by the alliance's public relations officers. Foggo recounted declining the offer to edit the Russians out, joking that the photo could serve as proof he commanded a force of "more than 50 ships." **Source : Sputnik**

## Austal rolls out ninth Cape-class patrol boat



**Photo : Austal**

Australian shipbuilder Austal has rolled out Hull 380 at its Henderson shipyard ahead of the launch later this week. Hull 380 is the ninth Cape-class patrol boat designed and constructed by Austal and the first of two to be delivered to the Royal Australian Navy (RAN) in 2017. The patrol boat will undergo final fit-out before sea trials in January 2017. Delivery to the navy is on schedule for April 2017. The roll out was attended by the Australian defence industry minister and other Austal and government representatives.

Austal CEO David Singleton said: "It is with great pride we welcome the defence industry minister here today to celebrate not only the continuing success of Cape-class as an effective maritime border protection solution, but Austal's proven shipbuilding capability." "Austal delivered eight Capes to the Australian Border Force over 2013 – 2015

and we will hand over Capes 9 and 10 to the Royal Australian Navy in the first half of 2017. To date, we have directly engaged 348 Australian suppliers and created and sustained 350 jobs in the delivery of the Cape program.”

Austal’s Cape-class patrol boat is a 58 metre all aluminium monohull vessel, designed to perform border protection and maritime security tasks, with a top speed of 26 knots and a range of up to 4,000 nautical miles. According to the company, the vessel is capable of undertaking 28 day patrols in (up to) sea state 4 and the ability to launch two boats simultaneously.

New, enhanced maritime security and anti-mine warfare variants of the Cape were announced at Euronaval 2016, which offer even greater capability and feature mission packages that include unmanned aerial vehicle’s (UAV’s), unmanned surface vessel (USV’s) and unmanned underwater vehicles (UUV’s). The second Cape for the RAN, Hull 381, is due for launch in February 2017, Austal said. **Source : Naval Today**

## **READER PHOTOS AND COMMENT**



**HMS Illustrious** being towed from Portsmouth to a Turkish scrap yard on 7th December 2016. **Photo : Peter Ford**

1. *A sad day for both the Royal Navy and the United Kingdom - the Ministry of Defence would not allow her to be preserved, unlike many of her counterparts in the USA. Ironic that she left on the 75th Anniversary of the attack on Pearl Harbour - the day that proved the superiority of the aircraft carrier (with the greatest respect to the Royal Navy's earlier attack at Taranto).*



Final voyage **HMS Illustrious**, the last of the Navy’s Invincible-class aircraft carriers was towed out of Portsmouth yesterday on her way to be scrapped in Turkey. **Photo : The Times**

***Rather less romantic than the photo last night but a very emotional picture***



**Photo : Chris Brooks/www.Shipsfoto.co.za**

3. *She looks in good shape, for in 2011, she had a £40 million refit, to convert her into a helicopter carrier and she lasted for less than three years after that before being withdrawn.*

***Many thanks to all who sent photos – it is the final closure on an era. Sadly the new and very big (I did check first Peter!) carriers have literally the same capability with a few more aircraft carried (when they get them).***

4. *Once again the **Smit Amandla** has responded in quick time to take the disabled bulk carrier in tow. It is really remarkable as to how many incidents she has responded to in her long and illustrious career. And the number of ships she has saved. Full marks to the tug's professional band of seafarers.*

***I concur – let's hope they get salvage benefits for the job as she was abandoned at sea. But then there are all sorts of new rules and contracts to be considered.***

**AGS**