

# DIMDEX 2012

# DAILY NEWS

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## WARSHIP GATHERING SIGNALS DIMDEX 2012 START

By Paul Beaver at Doha Commercial Port



Led by the Royal Saudi Navy's Badr-class frigate, Tabuk, appeared out of the Gulf gloom in a steady procession that heralded the arrival of 13 warships from 10 nations at DIMDEX 2012.

Morocco is sending its newest warship, the Royal Moroccan Navy's Sigma-class frigate, Tarik Ben Ziyad. This 105-metre vessel was built by Damen Schelde Naval Shipbuilding and commissioned just last December.

Two other Sigma-class vessels are on order for Morocco and the latest of which, Sultan Moulay Ismail, was delivered in February and the third, Allal Ben Abdellah is expected in August. Slightly smaller than Tarik Ben Ziyad, the two new ships measure 98-metres.

Like many nations on the MENA region, Morocco sees a strong need to improve its patrol capabilities and be ready to support international operations, including anti-piracy.



Fresh from its own anti-piracy patrols with the European Union Force off Somalia, is the UK Royal Navy's first Type 45 area air defence destroyer, one of six of a new class of 'stealth' warships which represents the latest in MBDA Sea Viper anti-air technology. HMS Daring is supported by the mines countermeasures vessel, HMS Quorn which will be showcasing mine hunting technologies.



Amongst the other visitors at Doha Commercial Port this week are the US Navy's Landing Ship Dock (LSD), the USS Pearl Harbor plus frigates and corvettes from India, Oman and Pakistan.

Not only is the Turkish defence and security industry the largest exhibiting nation at DIMDEX 2012, but also the Turkish Navy sent TCG Giresun to tie up alongside fellow NATO and MENA nations.

The fact that so many nations have chosen to send representative warships to the 3rd Doha International Maritime Defence Exhibition is a testament to how important naval security is becoming in MENA and the Gulf region in particular.

## GOWIND vessels:

# SIMPLE AND EFFICIENT FOR MARITIME SURVEILLANCE AND SUPERIORITY

Thanks to its proven expertise in warship design and integration of naval systems, DCNS designed and developed a new family of ocean-capable patrol vessels, named Gowind. Gowind vessels are an exceptional tool for missions ranging from counter-piracy to sea control and denial including anti-submarine warfare operations. They have been designed to be simple to operate, easy to maintain and efficient.

From the littorals to the high seas, the spectrum of missions assigned to navies increasingly includes maritime traffic control, protection of fisheries, marine environments and offshore resources, humanitarian assistance, interdiction of piracy, illegal immigration and drug trafficking, and, of course, counter-terrorism. To carry out these missions, Gowind platforms and mission systems can be tailored to customer requirements for an optimum trade-off between homeland security and naval combat capabilities. Gowind vessels combine cutting edge mission systems, impressive seakeeping and excellent operational availability.

Gowind family includes the Gowind Combat Corvette, a stealth and multi mission combatant with capabilities of a light frigate, including a full ASW suite.

Gowind 'Combat' platform features an innovative architecture, easily recognisable with its single mast and its panoramic bridge, together allowing a maximum electronic sensors and visual detection on a fully 360° and its stealthy shapes.

Gowind 'Combat' includes a large landing platform and landing aids adapted to 10 tons class helicopters, and a hangar and transfer system for an organic helicopter of the 5 tons class, or an UAV (Unmanned Aerial Vehicle). Her advanced Combat System, based on the most performing



weapons and sensors available on the market, is organized around the SETIS CMS (Combat Management System) developed for the French FREMM multimission frigates. It includes a comprehensive sonar suite with Variable Depth Sonar (VDS), making the ship a redoubtable submarines hunter.

At the other end of the OPV family, the 87m long OPV L'Adroit offers an at-sea endurance of more than 3 weeks and a 8,000 nautical miles range. Her innovative design benefits from the operational feedback and lessons learned by the French Navy and special forces all over the world. Her POLARIS mission management system includes functions for the management of Unmanned Vehicles, and the display of a synthetic 'Maritime Picture' which can be shared with other OPVs and shore-based Naval Operation Centers.

L'Adroit is presently in service in the French Navy. March 2012 will see the beginning of a 3-years tour, during which the ship's innovative capabilities will be tested in various operational situations and environments.

Committed to customer, DCNS guarantees the support needed to adapt the design for local shipbuilding when required.



## HUNTINGTON DISPLAYS PATROL FRIGATE AT DIMDEX 2012

**H**untington Ingalls Industries (NYSE: HII) will be participating in Doha's International Maritime Defense Exhibition & Conference (DIMDEX) this week highlighting the new Patrol Frigate derivative of the company's proven U.S. Coast Guard National Security Cutter. The Patrol Frigate could be built at the company's Ingalls Shipbuilding facility in Pascagoula, Mississippi.

"The Ingalls Patrol Frigate design has already proven its seaworthiness in U.S. Coast Guard service" said Dan Holloway, Huntington Ingalls' Industries Corporate Vice President for Customer Relations. "Our analysis has shown there are foreign navies with requirements for patrol frigate capabilities and that this particular design will address naval multi-mission needs. The Patrol Frigate's technologically advanced ship features, coupled with Ingalls' experienced workforce and active construction line, will generate an affordable platform for a variety of potential customers."

In addition to its Patrol Frigate, Ingalls will be highlighting the long history of maintenance and overhaul support to the United States Navy, as well as the successful experience as one of the primary builders of DDG 51 destroyers.

Ingalls Shipbuilding has delivered three National Security Cutters to the Coast Guard, and two more ships are currently under construction.

There are two Patrol Frigate variants: Patrol Frigate 4501 and Patrol Frigate 4921.

Patrol Frigate 4501 is closely aligned with the basic National Security Cutter hull with limited design changes. The ships are 127 meters (418 feet) long with a 16.5 meter (54 feet) beam and displace 4,600 tons with a full load. The



ship has a 12,000-nautical mile range and can operate in speeds up through 28-plus knots. They have an endurance of 60 days and accommodations for 148. The ship includes an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of aircraft, with twin hangars for storage of one H-60 class helicopter and two rotary-wing unmanned aircraft. The ships are equipped with various sensors and surveillance systems as well as a 57-mm gun, a 20-mm close-in weapon system and six 50-caliber machine guns.

Patrol Frigate 4921 has additional mission capabilities for anti-aircraft, anti-submarine, anti-surface and mine-warfare provided by a 76-mm gun, a 12-cell vertical launch system, an anti-ship missile launcher and torpedo launcher, sonar dome and remote-controlled and manned 50-caliber machine guns.

Both frigates retain the NSC's propulsion system of one LM2500 gas turbine and two MTU20V 1163 diesels in combined diesel and gas configuration. All variants

incorporate the current quality-of-life features on the NSC, including modern berthing compartments, entertainment facilities and workout facilities.

Holloway, a retired U.S. Navy Vice Admiral and former Commander of the U.S. Second Fleet, leads the Huntington Ingalls Industries team at DIMDEX. The Company's booth is located in the U.S. Pavilion (N-217) and will be displaying the two Patrol Frigate versions, as well as a DDG 51 Arleigh Burke-class destroyer.

HII designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder. Employing nearly 38,000 in Virginia, Mississippi, Louisiana and California, its primary business divisions are Newport News Shipbuilding and Ingalls Shipbuilding. For more information, visit [www.huntingtoningalls.com](http://www.huntingtoningalls.com).

## HAVELSAN A KEY PLAYER SUPPLYING COMBAT SYSTEM INTEGRATION ONBOARD TURKISH MILGEM CORVETTES

### MILGEM Project - HAVELSAN Role

Turkish Defense Industry has accelerated efforts to enhance local industrial participation in the Turkish Armed Forces defense contracts during the last decade. Especially, Turkish naval industry has been the most robust to accommodate with this revolutionary development. While U.S. Navy's Littoral Combat Ship program is suffering extensive delays due to the debate of cost overruns, Turkish Navy's MILGEM program is being managed smoothly on the schedule. The first corvette, TCG HEYBELIADA, was delivered to the Turkish Navy on 27 September 2011. This is an unprecedented success on the Turkish side, since MILGEM is the first attempt of the Turkish Navy to design its own combatants. HAVELSAN plays a critical role in designing, developing and delivering high-tech combat systems for those combat vessels.

During the first decade of the 21st century, Turkish defense industry has been subjected to a radical reorganization along with a renovated infrastructure to meet the reshaped demand of the sector. The driving authority who orchestrates this change, Undersecretariat of Defense Industries (SSM), issued a Strategy Paper (2007-2011) in 2006 in order to harmonize formulation of arms acquisition policies and to realize a calculated increase in the local contribution on defence production and services. Now, at the expiration time of that paper, it is not easy to say whether the set goals have been attained or not. But, if we look at the last two years' developments on the Turkish maritime industry, focusing on the naval sector, several events seem to be remarkable to conclude that the SSM efforts have finally been paid off. Namely, in 2010, the first platform of New Type Patrol Boat (NTPB) was launched on 9 April and the first corvette of MILGEM commenced sea trials on 12 November as the outcomes of the most important naval programmes of SSM acquisition agenda. And in 2011, beside TCG HEYBELIADA, three more boats of NTPB were delivered to the Turkish Navy.



In fact, Turkish civilian and military shipyards have been long building commercial and naval platforms since the Ottoman era. But, those two projects should be regarded as exceptional because;

- The hulls are based on indigenous Turkish design,
- "Local content" is well over 50% as targeted by SSM.
- Local companies have mostly been preferred by SSM to undertake related contracts and sub-contracts as main and sub-contractors.

### Integration and CMS - Where HAVELSAN Comes into the Game

As the largest software producer of Turkey, HAVELSAN is one of those local companies who involves extensively in both projects. Originally, as the name implies, HAVELSAN has been founded mainly to provide software and some electronic spares for

the Air Force. But, over the years, HAVELSAN has successfully expanded its customer portfolio to include civilian sector and, of course, the Navy. First introduction of HAVELSAN to the Navy was the MELTEM project in which the company was responsible to produce software components of Command and Control System for newly acquired Maritime Patrol Aircrafts as the sub-contractor of THALES.

After MELTEM project, HAVELSAN has earned a very good reputation by its well-known success with the GENESIS project. In short, GENESIS is an extensive upgrade and modernization program for Combat Management Systems of 8 Turkish FFG-7 class frigates. GENESIS served as a springboard for HAVELSAN to be assigned as the main system integrator and software provider for naval projects by SSM. Besides other current and potential naval acquisition programmes such as NTPB and New Type Submarine projects (NTSP), HAVELSAN is now creating another good reputation by its significant contribution to the success of MILGEM project.



As outlined above, MILGEM is extremely important for the Turkish naval community since it constitutes another milestone in the history of Turkish shipyards where warships have been built for more than nine centuries. After the collapse of Ottoman Empire, Turkish shipyards had lost most of their capabilities. Founder of the Republic, Kemal ATATÜRK, has strongly promoted the establishment of a national naval industry in 1930's. After almost 80 years of "pause", ATATÜRK's vision is finally being realized by MILGEM project.

On the other hand, HAVELSAN plays two critical roles in MILGEM as;

- the Combat System and Combat Management System provider and
- the main system integrator together with ASELSAN, its Sister Company in Turkish Armed forces Foundation

As for the Combat System, HAVELSAN basically offers an updated and tailored version of the GENESIS CMS to meet the requirements of the Turkish Navy. The summation of HAVELSAN CMS activities includes;

- Track Management
- Combat Management
- Navigation
- Sensor/Weapon Control
- Training & Simulation
- Subsystem Integration

And as main system integrator, HAVELSAN combines all related systems, weapons and sensors with the ships Combat System which should be as complicated and challenging as it sounds. Main integration efforts include;

- Weapon/sensor integration to the CMS.
- Procurement and integration of;
- Combat Management System hardware including various number of Multifunction Operator Consoles , Cabinets, work stations and Main Processor units
- Torpedo Countermeasures System
- Design/production and integration of;
- Ship Data Distribution and Time System
- Combat System Data and Video Network
- Message Handling System
- Ship Information System

## Committed to Excellence



Established through Emiri Decree No. 10 in 1974, Qatar Petroleum is a state-owned corporation that is responsible for all phases of the oil and gas industry in the State of Qatar.

Our operations range from exploration and drilling to production, refining and distribution of oil, gas and other hydrocarbon products to the world markets.

Thriving on a spirit of enterprise, each of our joint ventures is underpinned by transparency, innovation and determination to achieve unparalleled standards of both quality and service.

At Qatar Petroleum, we are committed to one thing above all: Excellence.

## TRANSFER AND COMMISSIONING OF THE SECOND FRIGATE FOR THE ROYAL MOROCCAN NAVY



On 10 March 2012, after successful sea trials and finishing of outfitting details, SIGMA Class Frigate, Sultan Moulay Ismail, built by Damen Schelde Naval Shipbuilding (DSNS) in Vlissingen, was transferred to the Royal Moroccan Navy. The ship was delivered, on schedule and meeting all the requirements as stated in the contract, to the full satisfaction of the customer.

The delivery of the second of three frigates was achieved within four years from the effective date of contract. The first frigate Tarik Ben Zayid was commissioned on 10 September 2011, the third frigate for the Royal Moroccan Navy is well underway.

After commissioning, the crew will continue with another three weeks of Sail Safety Training in Den Helder and North Sea. This training will be conducted by training teams of the Royal Netherlands Navy.

At the beginning of April, after conclusion of this training period, frigate Sultan Moulay Ismail will start her maiden voyage to Morocco.

### SIGMA

The three SIGMA-class frigates for the Royal Moroccan Navy have been designed according to Schelde Naval Shipbuilding's revolutionary

SIGMA-approach and are a further development of the SIGMA-corvettes for the Indonesian Navy. The SIGMA approach applies modularity in many areas.

The Royal Moroccan Navy SIGMA Class frigates are equipped to conduct the traditional naval tasks as well as maritime security operations. The vessels are also suited to support humanitarian aid operations.

### Damen Schelde Naval Shipbuilding



The Damen Shipyards Group offers a complete range of naval and patrol vessels ranging from 7 to over 200 meters.

Part of this portfolio are the Damen Schelde Naval Shipbuilding (DSNS) naval combatants and auxiliaries, embodied by the SIGMA and ENFORCER series.

At present DSNS also has under construction for the Royal Netherlands Navy: four Patrol Ships and a Joint Logistic Support Ship (JSS), the largest military vessel built by DSNS so far.

### Damen Shipyards Group

Damen Shipyards Group (est. 1927) is a globally operating company with 37 owned shipyards and numerous partner yards. Damen employs over 6,000 people, has built over 5,000 vessels worldwide and delivers up to 150 vessels annually. Based on its unique, standardised ship-design concept and short delivery times, Damen is able to guarantee constant quality.

Damen's focus on standardisation and modular construction approach lead to short delivery times (Damen keeps vessels in stock), low 'total cost of ownership', high resale value, proven technology and reliable performance. Damen offers a wide range of products, including: tugs, workboats, patrol vessels, high speed craft, cargo vessels, dredgers, offshore support vessels, oil-spill response vessels and even frigates and mega yachts. In addition to shipbuilding, Damen offers efficient customer support, customer financing and complete lifecycle service.



## AMI INTERNATIONAL UNVEILS LATEST NAVAL MARKET FORECAST FOR MENA REGION

For this month's 3rd annual Doha International Maritime Defence Exhibition (DIMDEX) 2012, AMI International has released its latest naval market forecast for the Middle East & North Africa (MENA) region.

Most recent AMI figures project new naval ship and related equipment expenditures in the MENA regional market will reach US\$49 billion over the next 20 years, up 20-percent from AMI's 2009 forecast.

Key findings in AMI's DIMDEX MENA naval market review:

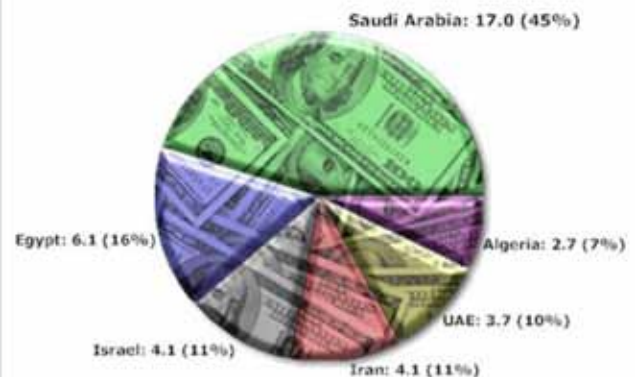
- Saudi Arabia, Iran, Israel, Egypt, Algeria and Morocco are projected to be the leading naval spenders in the MENA region over the next 20 years, modernizing their sea services at a sustained rate and acquiring a broad range of ships and systems. Taken together these "top six" make up about 73% of the region's total forecasted naval market by volume (number of new hulls acquired) and about 76% by market value of new ship and system programs.
- Twenty-one active ship construction programs highlight the importance of larger surface combatant procurements in the region—specifically corvettes and frigates. At the same time, 59 percent of the total "new build" spend in the region will remain focused on smaller patrol craft, amphibious ships, mine countermeasures vessels, and support ships.
- Submarine procurements in the MENA market are gaining renewed importance. In 2008, the region was projected to spend over US\$3.2 billion on new submarine acquisitions. AMI estimates this figure will grow 42% to US\$7.8 billion over the next 20-years.

The current pace of new MENA naval program activity highlights the region's position as a growth market in contrast to declining naval procurement budgets in other parts of the world.



With MENA's ongoing significant investments in new construction ships and related systems, AMI expects this year's DIMDEX attendance to reach record, as the region's largest specialized maritime defense exhibition.

### MENA "Top-Six" Total Value (US\$B)



As the official International Marketing and Media partner with event organizer QMDI (Qatar MICE Development Institute), AMI will once again be on-site providing comments at pre-show press briefings, expert market commentary, support for media engagement, and extensive marketing support before and during the event.

### About AMI International

AMI is based in Bremerton, Washington USA with Advisory Services led out of the Washington DC area. A leading provider of focused market analysis and consulting for naval, maritime security, and unmanned systems markets around the world, AMI tracks naval business opportunities across 70 countries that consistently invest in naval and maritime security capabilities.

AMI's product line includes naval, missile and unmanned systems market research databases. Its flagship "Hot News" monthly naval market newsletter is considered a "must read" for key players in the industry. AMI maintains an active dialogue with senior sea service leaders, key decision-makers in the naval and defense industry, leading media covering the defense sector, and its network of international advisors and affiliates.

## NEW CASSIDIAN VEHICLE IN QATAR

### Cassidian to showcase its Border Guard Surveillance Vehicle

Cassidian, a leading global provider of cutting edge technology in defence and security, will be using the third DIMDEX 2012 in Qatar to showcase the first exhibition of a Border Guard Surveillance Vehicle (BGSV). The BGSV provides an integrated mobile surveillance solution together with a mobile command and control centre.

In the Middle East and worldwide, Cassidian is the market leader in delivering consistent and effective security solutions to optimize ways of detecting, preventing and responding to threats such as terrorism, piracy or natural disaster.

Marc Gentil, CEO Cassidian Qatar, said:

“Cassidian is already delivering integrated surveillance solutions for GCC countries. At DIMDEX, Cassidian will present command, control, communications, computer, intelligence, surveillance and automatic electronic investigation system (C4ISR) which can secure and protect territorial waters, strategic areas and terrestrial borders from any illegal security violations.”

The Unmanned Aerial System vertical take-off and landing (VTOL) will also be shown at Cassidian’s booth. It is based on a rotary-wing platform and designed for reconnaissance and intelligence missions. It is specially

adapted to naval requirements, particularly thanks to its diesel engine, and will be capable of taking off and landing on any ship equipped with a helipad.

Marc Gentil added:

“It is widely predicted that defence spending in the Middle East will exceed US\$100bn by 2015, and Cassidian’s strong footprint in the region has enabled us to deliver consistent and effective security solutions for high level projects. We will be rolling out a detailed programme of activity over the three days of DIMDEX, including the first exhibition of our much-anticipated Border Guard Surveillance Vehicle.” The EADS Division will be stationed at Booth No N 227.



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