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CHAIRPERSON: Good morning. Just for the purposes of the record I see now it's 10h00 and we were supposed to have started at 09h30, I was made to understand that those people who are dealing with logistics will still trying to prepare the room for the next witness because apparently the next witness is going to use his file and the media, that is the only reason why we're starting 30 minutes later than we should have. Advocate Lebala, can the witness take the oath?

(Witness is sworn in.)

10 ADV LEBALA: Chairperson, Commissioner Musi, we are ready to proceed. Indeed the morning session was delayed by the fact that there's going to be testimony that's going to be presented through PowerPoint and slides, hence the delay but save for that we are ready to proceed. Admiral Schoultz, on 15 Friday when you testified before we adjourned you took the Commission through general comments affecting utilisation of frigates and submarines and you referred to six fundamentals, do you remember?

R/ADM SCHOULTZ: I do Chair.

20 ADV LEBALA: Of significance is the fact that the operational cycle and profile of these frigates is subject to equipment like support cycle which is called basing/sparing, that's where you look at the spares and the number of days that the frigate has to traverse into the ocean, is that correct?

25 R/ADM SCHOULTZ: That is correct Chair.

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ADV LEBALA: We also looked at the fact that these frigates, these vessels have a unique complex platform features given the fact that they are manufactured overseas and they're inventions which are manmade and it takes time to master them, do you remember?

R/ADM SCHOULTZ: I do Chair.

ADV LEBALA: And their own systems, for instance some of them have got missiles, water jets, gas turbines makes them unique and it's not something that you would take for granted because of their complexity, do you remember?

R/ADM SCHOULTZ: I do Chair.

ADV LEBALA: And you also testified that the frigates and submarines are managed within an operational cycle which provides for the availability, before they go into the ocean it must be ascertained that they are operationally available subject to the utilisation and subject to their maintenance period, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: And the principle as far as submarines in South Africa are concerned, is that when two of them are kept operational in the cycle one would be reserved and as we know that the third one as at the time when you testified and as at the time when you presented the statement was undergoing what you would call a first of class refit, is that right?

R/ADM SCHOULTZ: Chair, I indicated that one of them would

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shortly be entering a first of class refit, it's not currently in it.

ADV LEBALA: I stand corrected Admiral Schoultz, it is entering or it's just about to enter the first of class refit. By the way the first of class refit, it equates to what one would significantly call major, major service of the submarine, is that correct?

R/ADM SCHOULTZ: That is correct Chair, just to correct, the terms of the submarines, the first submarine is in first class refit, the first of the first of class refits for the frigate is about to commence and it is a, it will be a major refit, the first of class.

ADV LEBALA: Thank you, and you qualified that the force preparation, that is to prepare for force exercises, utilisation is subject to the following; joint exercises, that is where the Army, the Navy and the Air Force do exercises together and multinational exercises, that is where South Africa does joint exercises with Brazil, Argentina, Germany, UK, the United States, is subject to the Chief of Joint Operations, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: And you also explained that the force preparation, force preparations, now we are separating from joint exercises and multinational exercises, force preparation is exclusively within the domain of the SA Navy, is that correct?

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R/ADM SCHOULTZ: Chairperson, the force preparation is all the activities outside of physical operations and within force preparation there are two aspects to it, the one which is naval unique aspects and then those, also those aspects which are conducted under auspices of the joint operations.

ADV LEBALA: Thanks for the clarity. Now with those six fundamentals we are now starting to look at the real nuts and bolts of utilisation of the frigates and the submarines. Let's start with the frigate utilisation. Chair, Commissioner Musi, your attention is drawn to page 6 of the witness's statement, Schoultz bundle, there's only volume if we remind you, paragraph 21. Can you set out the principles? We are now starting to deal with page 6 paragraph 21 of Schoultz's bundle, only one volume Chair to refresh you. Commissioner Musi, one volume. I see the chair is nodding, Commissioner Musi I suppose you are with us? Thank you. I would like you to start reading from the heading "Frigate Utilisation", we are looking at the statistics of how the frigates are being utilised, you may proceed to paragraph 21 Admiral Schoultz.

R/ADM SCHOULTZ: Thank you Chair, I read from paragraph 21 on page 6:

"Focusing on the physical utilisation of the frigates it should be noted that since their arrival ..."

That is in South Africa:

"... they have spent some 1 932 days operationally"

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deployed engaged in the conduct of joint and multinational exercises as previously defined, or engaged in other audit commitments”.

I refer to the document marked “PS8”.

5 ADV LEBALA: Before we got to Annexure “PS8” for the edification of the commissioners it starts on page 75 to 76, it’s two pages. You’ve explained to the Commission what the conduct of joint exercise is, what the conduct of multinational exercise is. Now you referred to audit commitments, please
10 simplify it for the Commission.

R/ADM SCHOULTZ: Chairperson as indicated there are a number of different activities that we engage in, in the utilisation of the ships and one such activity would be an audit commitment. If I may maybe use very simple example which is
15 not directly related to the frigates we spoke earlier in testimony about hydrographic survey. Now hydrographic survey would be typically an audit commitment, something which has been given to the Defence Force, in this case the Navy to do as a standing task.

20 Another type of audit commitment would be search and rescue, for instance where the National Department of Transport is the lead department but our assets can be availed to assist in audit commitments, so that’s the type of activity. With regards to the frigates specifically on page 76 of the
25 bundle I have indicated certain audit commitments that the

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frigates have participated in.

ADV LEBALA: We'll get there, thank you. Let's start on page 75, Annexure "PS8" page 75. I'm going to request the commissioners to tilt the page so that we should take them
5 along with us, but let's start with the heading so that we should get the commissioners to come with us, for instance at the top of the page on page 75 we see to the left the "Meko A200 SAN", standing for South African Navy, "frigate operations/exercises conducted". Now we are going to start
10 with "Exercise/Operation/Event", just advise the commissioners what does that column signify, "Exercise/Operation/Event".

R/ADM SCHOULTZ: Chairperson, that column speaks to various exercises, in this case joint and multinational exercises that we have participated in, you will see the subheading that
15 I've used for those type of exercises is force preparation and that's serials 1 to 26. Then the next part is operations that the vessels have participated in and that follows below serial 26 from serials 27 following over the page to serial 50 and then the, where I've indicated "Event" in the heading I've indicated
20 that under "Other Commitments" for serials 51 to 55 on page 76.

ADV LEBALA: Thank you Admiral Schoultz. To the right there is a column at the top headed "Start Date" and "End Date", just simplify it for the Commission.

R/ADM SCHOULTZ: Chairperson simply that would be the
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audit date for the particular event or evolution to commence and also to terminate. I've used full calendar days and therefore by way of example in serial 1 if it says the event started on the 20th of April that could be anywhere from
5 midnight on the 20th to just before midnight on the 21st, and the same principle has been carried through to the end date, but it's an audit date for starting and stopping the particular evolution.

ADV LEBALA: Next to that column is a column headed
10 "Accrued Utilisation (Dates)" and I see that there are abbreviations, please simplify that.

R/ADM SCHOULTZ: Chairperson, the columns D through to G with the abbreviations, those are the four frigates that we are discussing and so the first abbreviation in column D stands for
15 the SAS Amatola, the second one is the official abbreviation for SAS Spioenkop, the third one for SAS Mendi and the one in G for the SAS Isandlwana and these then are the vessels that participated in the evolutions that followed below.

ADV LEBALA: By the way, for the edification of the
20 Commission those are the four Meko A200 frigates that were acquired under the Strategic Defence Procurement Packages.

R/ADM SCHOULTZ: That is correct Chairperson.

ADV LEBALA: Now we can take with this background that you have given, we can take any column, let's start from page 1, I
25 beg your pardon, item 1 to item 26. Let's start with item 1 "EX

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Adieu Shaka (MM40) Firing” column “False Bay”. Just simplify as to what does it signify?

R/ADM SCHOULTZ: Chairperson, that particular exercise “Adio Shaka” refer to the firing of the Exoset surface-to-
5 surface missile and it was also the first missile that was fired of that type in South Africa and the exercise took place in False Bay, so that’s really what that abbreviation stands for and then to the right when it took place and how, over how many days it took place and which ships all participated.

10 ADV LEBALA: Now let’s unpack it to the Commission. The start date, the commencement date, it’s 20/4/2005, it tells us that it started on the 20th April 2005.

R/ADM SCHOULTZ: That is correct Chairperson.

15 ADV LEBALA: And termination date, the end date informs us that it ended up on the 22nd April 2005.

R/ADM SCHOULTZ: That is also correct Chairperson.

ADV LEBALA: Now to the right it informs us that the Amatola in the column 3, what does 3 signify under “Amatola”?

20 R/ADM SCHOULTZ: Chairperson, it signifies that in the conduct of this particular exercise Amatola spent three days at sea.

ADV LEBALA: Under “SPK”, Spioenkop there’s a number 3, what does it signify?

25 R/ADM SCHOULTZ: It signifies that the Spioenkop also participated in that exercise and was at sea for the duration of

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that exercise.

ADV LEBALA: The self-same number under Mendi, can you see?

R/ADM SCHOULTZ: That is correct Chairperson.

5 ADV LEBALA: And nothing under Isandlwana.

R/ADM SCHOULTZ: That would imply that the Isandlwana was not involved in that exercise.

ADV LEBALA: Now we could look at all these letters, numbers, exercises, start date, end date, but it would be tedious. I think just to simplify it for the Commission, the background that you have given let's go to the middle and take the middle one, number 15 under item 15. May I take the liberty to read it to you, it's "X-GOLFINHO (EXE SADC Countries/Namibia", what does that mean?

15 R/ADM SCHOULTZ: Chairperson that was a multinational exercise that was conducted amongst the SADC countries, the primary component of that exercise took place in the Northern Cape at the battle school we had there in Lohathla which is not too far from Sishen and we had participating in that exercise member states forces such as Angola, the DRC, Tanzania, in fact all the member states who participated of SADC in the exercise barring, if memory serves me correct, Madagascar who at that time was excluded from SADC, and part of that exercise was also a maritime component and the maritime component was conducted out of Walvis Bay in Namibia and amongst the

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forces that the Navy deployed to participate in that exercise which took place in September 2009, if one reads columns B and C, we had the Amatola and also the SAS Mendi, so we had two frigates that participated and their participation lasted 24
5 days each.

ADV LEBALA: I see on the column "Spioenkop" and "Isandlwana" it's "—" meaning that they did not participate in these exercises.

R/ADM SCHOULTZ: That is correct Chairperson.

10 ADV LEBALA: But let's go back to 3 then, let's recapitulate and go back to 3, item 3, I might take the liberty to read it to you "EX ATLASUR VI (EXE Argentina, Brazil and Uruguay Navies and visit Chile". What does that signify?

R/ADM SCHOULTZ: Chairperson this was also a multinational
15 exercise, the exercise's codename ATLASUR and the VI behind the name means or indicates this is the sixth time that these navies have participated in this exercise, it's an exercise that normally takes place every two years and we rotate the venue between South Africa and South America. It is a, in part a
20 procedural exercise, when I say procedures, the standing operating procedures between our navies, but there's also an element of combat level training that takes place between the navies of Argentina, Brazil and Uruguay and South Africa.

25 Added to that particular exercise was that on the conclusion of that exercise the SAS Isandlwana which was our

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representative to the exercise also paid a visit to Chile, I believe a previous witness has testified to that visit that coincided with the EXPONAVAL that was held in Santiago.

ADV LEBALA: Let's follow up by looking at item 11, I might
5 take the liberty to read it to you: "EX-ATLASUR VII (EXE Argentina, Brazil and Uruguay Navies/ South Coast". Well, it informs us that this is the seventh time this exercise takes place and when you look at to your right it's only Amatola and Isandlwana that participated in those exercises.

10 R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: If we recapitulate and go back to number 3 to complete it, it informs us that it's only Isandlwana that participated and what does 41 signify, the number 41?

R/ADM SCHOULTZ: The number 41 Chairperson is the number
15 of calendar days between the commencement of the exercise and the termination of the exercise, in other words from the 13th of October 2006 through to the 22nd of November 2006. The factor that that number is so much larger for Exercise ATLASUR VI and for Exercise ATLASUR VII is because at the
20 end of that exercise the ship also proceeded to Germany.

ADV LEBALA: Thank you. If we look at item 22 it confirms the number of exercises ATLASUR that took place, for instance the number Roman figure, what does that Roman figure stand for, please correct me Admiral Schoultz, item 22?

25 R/ADM SCHOULTZ: Chairperson, that is ATLASUR IX (9).

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ADV LEBALA: Well, let's complete it. Same countries for 15 days and Amatola did participate in those exercises.

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Now for the sake of expedience I could demonstrate with you that there are a number of different exercises that have been done, for instance look at number 4 with the South African and the United Kingdom, do you want to read it, number 4? Please read it to the Commission, item 4.

R/ADM SCHOULTZ: Chairperson, serial number 4 says "Exercise BOST, a workup training United Kingdom". The acronym BOST is for Basic Operational Sea Training, that is where ships get taken through their full complement of evolutions and are inspected to see what their operational capabilities are. Part of this exercise is what they call the "Thursday War" when the ship proceeds to sea and gets put through a simulation or simulated war programme, so that is what took place in that period Sir, it continued, Chairperson it started on the 30th of May 2007 and continued to the 25th of August 2007. The SAS Amatola was sent to do so and the total deployment period for that exercise was 88 days.

ADV LEBALA: Let us complete by demonstrating that these exercises also come nearer home to our African neighbours, if you look at item 14 "(Indistinct) (EX Mozambique Navy, Mozambique", if you look at item 19 " (EX Oxide, EX French Navy, Mozambique Channel", I could be mistaken there, just

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clarify, "French Navy" item 19 "Mozambique Channel"?

R/ADM SCHOULTZ: Chairperson yes, if I may touch on both, serial 14 "Exercise LERU" was an exercise that took place, a very short exercise, five days, in Maputo Harbour where we
5 did training with our sister navy in Maputo in 2008, October. And then serial 19 Exercise Oxide, these are essentially search and rescue-type exercises that are conducted with the French Navy, their forces are based in La Reunion but the exercise took place in the Mozambique Channel area and the SAS Mendi
10 participated in that exercise during October of 2011.

ADV LEBALA: What I intend demonstrating was that this participation, participatory exercises also include our neighbours, for instance 14 and 15 confirm Mozambique and Namibia, is that correct?

15 R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Now we've seen the following sketched testimony that one column to the left is the exercise, the start date, the end date, to the right the name of the frigate and the number of days that the frigate partakes in the exercise. Let's
20 look at operations now, starting from item 27, let's start with the African State before we go outside, look at number 28 Nigeria, number 30 Ghana, number 32 I see there's Mauritius. Do you want to take the Commission quickly through that following the same analogy of the start date, end date, accrued
25 utilisation and dates? Start with 28.

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R/ADM SCHOULTZ: Thank you Chair. Exercise, or serial number 28, the acronym "INTEROP" just refers to joint operations and/or exercises that we do normally or primarily with neighbouring counties either on the east or the west coast and therefore one will speak of "INTEROP East" or "INTEROP West" and the primary function of the INTEROP series of exercises is to test and exercise interoperability, to make sure that we have the same communications procedures, the same standard operating procedures so that should the need arise that we act in consort, that we have a working procedure already established.

This particular one in serial 28 was slightly further afield than INTEROP normally proceeds to and it was in Nigeria and it was as has been previously indicated to participate in their fleet review and that took place in 2006 and the Amatola participated and spent some 32 days away on that particular operation.

The next one in serial 30 that was referred to Chairperson, the Navy was invited to go to Brazil to participate in their bicentennial fleet review and enroute to Brazil they called at Ghana and also exercised with Ghanaian Navy and this particular operation took place in 2007 and in this instance the SAS Mendi was the ship that was tasked to proceed and she spent 47 days at sea on that particular operation.

The operation at serial 32 that was referred to was

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codename Caraway and that was the visit to China that was as previously been alluded to and also that the ship then called enroute back to places such as Singapore, Malaysia, India, I see I've left Vietnam out of the text there, and then also

5 Mauritius which is closer to home and in this case it was the SAS Spioenkop that proceeded in 2008 in September and spent some 81 days away on this particular operation.

ADV LEBALA: What draws my attention is item 27 Operation number 27, let me read it to you: "OP BUYEKHAYA (Escort S10

10 1X Germany". You can see that it commence on the 13th of January 2006, it ends up on the 24th of March 2006 for 71 days under Amatola. Now just explain the significance of that and why 71 days.

R/ADM SCHOULTZ: Chairperson that was the delivery voyage

15 of the first submarine that we purchased, the SAS Manthatisi and the Amatola was sent to Germany to escort the submarine back from Germany to South Africa. The significance of the number of days relates primarily to the speed that the submarine traversed coming back to South Africa and also

20 ports of call that they had to make for replenishment enroute.

ADV LEBALA: We've heard about OP KGWELE time and again, for the edification of the commissioners we've been privileged to hear about item 31, Operation 31 OP KGWELE (SWC 2010 Port Elizabeth", we see that the Amatola participated there for

25 14 days, just explain.

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R/ADM SCHOULTZ: Chairperson, the OP is just an acronym or an abbreviation for operation. KGWELE was the name given for securing Soccer World Cup, so any operation with the name KGWELE refers to Soccer World Cup, just like Shield in the
5 previous paragraph also in the previous grouping referred to preparations for the Soccer World Cup and in particular serial 31 refers to activities that took place around Port Elizabeth during June 2008 in which the SAS Amatola spent 14 days off Port Elizabeth for the Soccer World Cup.

10 ADV LEBALA: Please turn to page 76, if you look at item 35 Operational KGWELE comes again. I beg your pardon, page 76, page 76, I beg your pardon Commissioner Musi.

JUDGE MUSI: Can I ask for some quick clarity before we proceed?

15 ADV LEBALA: I beg your pardon? You may procee...

JUDGE MUSI: Can I ask for a quick clarity here before we proceed under 31 Operation KGWELE? Kgwele stands for football, is that correct? It stands for football.

R/ADM SCHOULTZ: Commissioner, I would not know.

20 JUDGE MUSI: Yes, well, I can just inform you it stands for football, but the World Cup was in 2010 but I see this operation took place in 2008?

R/ADM SCHOULTZ: Chairperson, I tried to indicate that Kgwele was the name given to all activities linked to the
25 Soccer World Cup and from the operational perspective it

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started even prior to the Confederation Cup, the preparations and the exercises leading up to it. And I would have to just check on my facts now whether the Confed Cup was played in 2008 in Port Elizabeth or if that was part of the preparation leading up to the event of the Confed Cup, but we certainly
5 from 2008 were involved in operations directly linked to 2010.

JUDGE MUSI: Thank you.

ADV LEBALA: Please look at page 76, the next page. Look at item 35, just for the sake of expedience and item 37, take item
10 35 "OP Kgwele" and 37 jointly. Would you kindly explain them?

R/ADM SCHOULTZ: Thank you Chair. Item 35, serial 35 was the final draw that was held in Cape Town and this took place in December 2009, we had a vessel in Cape Town Harbour doing certain tasks for the duration of that draw and then item
15 37 was the actual Soccer World Cup and we had ships deployed in Cape Town, Port Elizabeth and Durban for that and that indicates the period that the ships were detached to provide security services for the Soccer World Cup, so 52 days accrued to each of the three vessels that took place or that took part.

ADV LEBALA: Would you kindly explain to the Commission why was it so important for these frigates to be deployed during these activities of the World Cup?

R/ADM SCHOULTZ: Chairperson, the securing the Soccer World Cup was a multifaceted task and utilising all service
25 arms and in particular with regards to the maritime side again a

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number of tasks, if I can start even in the harbour where we did prior to the World Cup starting we did surveys of each of the harbours to see what the bottoms of the harbours looks like so that should some (indistinct) put mines or any other
5 obstructions in the harbour you would immediately pick up if there was a change in the pattern of each of the harbours.

We ran patrols in the approaches to the various harbours and then also patrols to the approaches to these harbours because during the earlier planning it was indicated
10 that should accommodation become problematical a number of tour operators would be bringing ships, passenger ships and into the various ports and they would be used as floating hotels, so it was important to secure both the approaches and also the ports themselves, so that was one task or a range of
15 tasks.

The other side is that in certain, we also had a very comprehensive air defence network that we established around each of the stadiums where games were played and in particular the Air Force was responsible for flying combat air
20 patrols, however, if one looked at the radar picture that you find around our various airports they are commercial and therefore they were primarily orientated to cover the approach, departure paths that an aircraft would normally follow on commercial flight, that meant that the blind sectors and
25 particularly if one thinks of a place like Cape Town what is

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behind Table Mountain in relation to Cape Town International, that would be a radar blind spot, so we put the frigates at sea so that their radar could cover these areas and then feed into the national air picture display so that there were no blind spots around where aircraft should they wish to come in and fly into the stadiums like in 9/11 would then have an undetectable route to those stadiums, so that essentially was the role that the frigates then played together with the other maritime forces deployed.

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10 ADV LEBALA: Whilst you are on page 76 let me draw your attention to 45, item 45 with one of the African countries, let me read it for you: "INTEROP East (EX Tanzanian Navy, Tanzania" from the 3rd of October 2011 to the 7th of October 2011 and you can see the frigate that was involved. What is the significance of this exercise?

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20 R/ADM SCHOULTZ: Chairperson at that time the SAS Mendi was deployed in the Mozambican Channel on Operation Copper and so we detached the five days from that particular operation to also go and do exercises with our SADC neighbour Tanzania, again to establish procedures and protocols for future cooperation, it was a time and still is a time where we are also, I say "we", South Africa, in negotiations with Tanzania to bring them into the broader protocol that we have with Mozambique in the countering of piracy, so it is important that we also
25 remain a presence in being able to operate with their navy

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elements. I think further on in the evidence you will see a submarine was also participating in that exercise that was sent to join the ship.

ADV LEBALA: Whilst we are still busy with the four frigates
5 I'm going to draw your attention to some of the unique operations under this heading, please look at 40 "OP ARABELLA Rescue Injured Sailors Tristan Da Cunha" from the 3rd of May to the 11th of May 2011 for 127, I beg your pardon, it's for nine days. And it's the Isandlwana which was involved
10 there. Just explain that operation.

R/ADM SCHOULTZ: Thank you Chair. Just by way of commencing to indicate that Tristan Da Cunha is British possession in the Atlantic Ocean and it is approximately 1 750 nautical miles from Cape Town. So, if we proceed at about 20
15 knots, roughly 40 kilometers per hour it's about three and a half days steaming from Cape Town. Chairperson, with regards to exercise or Operation ARABELLA we received a call from Cape Medical Rescue indicating that a Taiwanese, I think it was Taiwanese, I'm speaking under correction, trawler was
20 catching fish in the vicinity of Tristan Da Cunha, I think about 400 miles to the south of Tristan, and there was an explosion onboard. The older type trawlers used ammonia gas to operate their freezers onboard these fishing trawlers and so there was an ammonia explosion onboard, and memory fails but
25 approximately four or five people died and about 17 were

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seriously injured, mainly through the inhalation of the gases during the explosion, so seared lungs. And Cape Medical was approached by the administration on Tristan Da Cunha, the administrator was a Mr Shaun Burns at the time, and said can
5 South Africa assist.

Now Tristan was a place where the only way we could get there would be by sea at that point in time and so the South African Navy then responded given that this island does lie within our area of search and rescue and we sent a ship
10 there to uplift these persons, so they were brought to Tristan where they were stabilised by the trawler where the damage had occurred onboard and we then uplifted them from Tristan to bring them back to hospital here in South Africa.

After this particular operation there was a letter
15 from the administrator to the British Government which I was privy to see on the internet, which said that, if I can quote his words: "Lives had been saved here" and so that really was what this operation was about. Thank you.

ADV LEBALA: For the sake of expediency I would like you to
20 take item 39 "Piracy Patrol", item 41 "Piracy Patrol", item 46 "Piracy Patrol", item 48 "Piracy Patrol", all of them around Mozambique and the ships involved there. I beg your pardon, and 50, all of them around Mozambique, if you could just gloss through the speedily with reference to the frigates that
25 participated in there, starting with item 39.

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R/ADM SCHOULTZ: Thank you Chair. The Operation Copper came about as a result of an incident of piracy in the Mozambican Channel and specifically in the Mozambican waters where one of their fishing vessels was captured and the
5 Government of Mozambique then expressed concern that if piracy should move down south from the horn of Africa and into the channel and also into their waters, this would severely affect their economy, and there were two aspects to it, certainly the fishermen at that time became very nervous about
10 catching fish in the waters given the risk and also one must recall that around the islands further to the north there are also offshore drilling operations.

And so the South African Government was approached by the Mozambique Government to assist in this
15 regard and an agreement was subsequently signed in terms of which a joint operation would be conducted or a multinational exercise and operation in this case between the Government of Mozambique and also the Government of South Africa in terms of which South Africa would place the vessel in the area of
20 operations where this piracy was taking place and expected to escalate into.

At the same time the Mozambicans would also embark personnel on our warships, so all these operations refer to that initiative and as one can see in the detail
25 operations range, if I take the SAS Amatola for instance at

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serial number 41 and again at serial 48 you will see she spent two periods of approximately 100 days, the one case 108, the other a 105 in which she operated in the Northern Mozambican Channel using their port of Pemba for resupply in terms of fuel and rations.

At serial 39 we have the SAS Mendi which also spent some 127 days there and also at serial 46 the SAS Isandlwana which spent a 125 days there. Not reflected on this particular printout we've also had the SAS Drakensberg spend a period there as well as two of the offshore patrol vessels, so it's an ongoing operation.

ADV LEBALA: Just explain the uniqueness of the length of the days the frigates spend when they do the piracy patrol, bearing in mind if you look at item 39 Mendi spent 127 days, if you look at item 41 Amatola spent 108 days, if you look at item 48 Amatola spent 105 days, if you look at item 50 Isandlwana spent 77 days, please explain this pattern of a number of long duration dates that the frigates spend when they do the operation piracy patrol.

R/ADM SCHOULTZ: Thank you Chair. I think I will try and commence by saying that given that we only have four frigates one of which is normally in a maintenance cycle it really allows you at best three ships and at times it can drop to two if there's a siding of a shorter, one of the ships short maintenance periods with a long one of another ship. And then

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two; we have to recognise that these ships have to do their own training, they have to do joint and multinational exercises, so it's not that there's abundance of platforms available, that on the one hand.

5 Secondly if one takes the distance from Simonstown where they are based up to the northern patrol border it's an extensive distance to travel and obviously it's costly, therefore we prefer to keep the vessel in the mission area and determining what the optimum period of time in such mission
10 area is and at this stage we have concluded between three to four months and that is why the dates are or the days are around about the 100 days, just over three months and then also, and sometimes there's a slight delay on a vessel taken to relieve them due to an exercise or any other reason and then it
15 can spread to four months. So three months we anticipate at this stage is about Optimum to be away from home, given also that the sailors don't see their families during this period.

ADV LEBALA: There are two distinct operations that I would like to talk about, please look at item 42 and item 49, let's
20 start with item 42, may I take the liberty to read it to you: "Operation Ocean bed. Escort Nuclear Waste Carrier East and South Coast for 15 days by Isandlwana", please talk about it.

R/ADM SCHOULTZ: Chairperson, I think one of the challenges of a nuclear age is what do you do when your fuel cells are
25 depleted, how do you dispose of them, and so there is an

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industry around this where certain nations will take those depleted fuel cells and bury them, dispose of them, and often this involves that the ships carrying this depleted cells have to traverse the oceans to their final destination and this particular operation, Operation Bird was one such vessel that traversed our shorelines in order to take the fuel cells to where they were going to be stored.

Given the sensitivity around the movement of nuclear material, be it waste or other, and inherent dangers in such and knowing the prevalence of organisations such as Green Peace and therefore there's always a risk to such a ship carrying this waste, we in South Africa escort those vessels when they traverse around our shores. I must indicate this is not a close escort in the sense that you sit on them, but it is an escort in which you have them under surveillance the whole time to make sure that they can move through our coasts, coastal waters safely.

ADV LEBALA: I would like you to talk about item 49, I take the liberty to read it to you: "Operation Prosper (USA Presidential visit Cape Town" from the 28th June 2013 to 30 June 2013 for three days by Spioenkop.

R/ADM SCHOULTZ: Thank you Chair. During June of this year President Obama and Mrs Obama paid official visit to South Africa, amongst other programme commitments he visited Robben Island whilst his wife also visited Simonstown, as a

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precautionary we put a frigate into Table Bay Harbour so that if he had to be extracted very quickly from Robben Island for whatever reason there would be a platform available in the area, if whether it precluded flying and they had to move by
5 boat from the mainland to the island again from a search and rescue point of view we wanted a frigate having divers, helicopters and boats available, so this was purely a precautionary operation at the request of the Presidential Protection Unit.

10 ADV LEBALA: Let me ask you a speculative question and if you can't answer it please feel free to say you can't answer it. Is it your considered view that if we never had frigates Mr and Mrs Obama wouldn't come to South Africa or let alone visit Robben Island?

15 R/ADM SCHOULTZ: Chair, I would speculate in this case and certainly alternative arrangements to ensure their safety would have had to be made if we didn't have this flexibility.

ADV LEBALA: Let's proceed on the self-same page 76, "Other Commitments". Now what's the difference between other
20 commitments and audit commitments that you referred us in your statement earlier on?

R/ADM SCHOULTZ: Chairperson, audit commitments are those that are normally ordered by the Commander in Chief or ordered by virtue of some or other treaty or international
25 agreement that we have signed. These that I've indicated here

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do not fall into that category as they were not particularly ordered by the Commander in Chief but they were commitments that was placed on the Navy to provide vessels for.

ADV LEBALA: Let's run quickly through them, we could start
5 by talking about item 51. Let's read it, "C" standing for Chief SANDF, Fleet Review False Bay from the 18th to the 18th, one day, one day, all the four frigates were involved, please talk about that.

R/ADM SCHOULTZ: Chair, a fleet review is one way in which
10 navies or fleets pay tribute to some leader, essentially the ships will sail, they will line up in a formation and a dignitary will then be embarked on a ship which will sail past the assembled fleet and take the salute from each ship as he or she passes that particular vessel. In this in serial 51 there
15 was a fleet review that was given to the Chief of the National Defence Force in 2005, in serial 52 we did a similar fleet review for the then-President who was also the commander in chief of the National Defence Force in 2008.

ADV LEBALA: Thanks for speedily talking about both items.
20 Item 53 Sea Power Symposium Cape Town, 9 March, 12 March, four days, I see the Amatola and Isandlwana were involved for four days each. Please talk about that.

R/ADM SCHOULTZ: Chair I think the previous witness has
25 indicated the efforts made by South Africa to bring about a greater awareness amongst the navies of our continent of the

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importance of sea and this sea, both to our and to their economies and also to the world as a whole and South Africa played a key role in therefore bringing this about, and in particular in 2009 we held a Sea Power Symposium to which we
5 invited the navies of the continent as well as other friendly navies to participate and we sent two frigates to Cape Town to be in port whilst the conference was taking place near the Waterfront, so they formed both the backdrop to and also a venue for receiving the heads of these various navies onboard.

10 ADV LEBALA: Please talk to item 54 and 55, just collate them and take them jointly, we note that only Isandlwana was involved in as far as item 54 is concerned, "The World Hydrographic Day in Richardsbay" and 55 we note that only Amatola was involved for four days The World Hydrographic
15 Day in Durban.

R/ADM SCHOULTZ: Thank you Chair, it's already been indicated to this Commission the role that the South African Navy plays in terms of providing hydrographic services on behalf of the South African Government. Annually World
20 Hydrographic Day is celebrated amongst all the navies that have hydrographic services and South Africa is no exception to this. Normally speaking when we hold such day we would use our hydrographic survey vessel to host members of not only the hydrographic community but also local government, central
25 government at a different port, a particular port where that

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event will take place for the year.

During this period 2011/12 the survey vessel SAS Protea was in an extended repair period and as a result of that we then utilised frigates to proceed to these ports where we then celebrated the World Hydrographic Day both onboard the ship but also with activities ashore such as exercising the Freedom of the City of those cities at the same time and this is what this alludes to.

5
10
ADV LEBALA: Now let us conclude on the numbers that we have seen, the focus now will be on the number of days for utilisation. You will talk about that, you will see that on page 76, let's start with the column "Amatola" and the number 819, what does it signify?

15
R/ADM SCHOULTZ: Chairperson, it signifies that from the period of April 2005 through to the latest date indicated there Amatola would have spent 819 days operationally deployed.

ADV LEBALA: Let's look at the next frigate, it's Spioenkop and there's a number 216, what does it denote?

20
R/ADM SCHOULTZ: Chair that denotes the number of days that the Spioenkop would have been deployed.

ADV LEBALA: Can we follow with Mendi 371?

R/ADM SCHOULTZ: That is correct Chair, 371 days for SAS Mendi and 446 days for SAS Isandlwana.

25
ADV LEBALA: Now below we see a number 1932, what does it denote?

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R/ADM SCHOULTZ: That would then be the total sea days in which the four frigates have been operationally utilised during the period indicated Chair.

5 ADV LEBALA: Now to your left in the "Event" column under "Other Commitments" there's the phrase or letters saying "Utilisation Days/Ship (Excludes SARC)" which we know stand for Sea and Readiness Check Process. What does that mean and we see that it runs on the same level across diagonal to the total numbers that we took you through, 819, 296, 371 and
10 446. Just explain to the Commission.

R/ADM SCHOULTZ: Chairperson, in providing those days of utilisation I, in particular I've excluded utilisation where it has been internal to the fleet, in other words where the fleet has prepared its ships in order for them to be utilised, so those
15 days do not include the various trials that we do with the ship, as the Evidence Leader has already alluded to, it does not include the safety and readiness checks that we do to the various ships and it also does not include internal exercises that the ship may be conducting or where we would be training
20 up future officers commanding on those ships, so this is utilisation by a party other than the fleet in preparing the ships.

ADV LEBALA: I beg your pardon SARC stands for Safety and Readiness Check, not Sea and Readiness Check, thanks for
25 drawing my attention to that Admiral Schoultz. And below that

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you see "Total Utilisation Days (Excludes Safety and Rescue Readiness Check" and across is a total number 1932. Please talk about that.

5 R/ADM SCHOULTZ: Chairperson it's the same comment that I've just made that where I've not included certain evolutions in terms of the individual ship totals they are therefore not included in the total of all four ships together.

10 ADV LEBALA: Chairperson my attention is drawn to the fact that it's 11h10, I don't know whether this is an appropriate time for an adjournment, I'm in your hands.

CHAIRPERSON: Let's adjourn and we'll come back after 25 minutes or so. Adjourned.

(Commission adjourns)

(Commission resumes)

15 CHAIRPERSON: Can the witness confirm that he's still under oath?

R/ADM SCHOULTZ: I do.

CHAIRPERSON: Okay.

20 ADV LEBALA: Thank you Chairperson, Commission Musi, we are ready to proceed. Admiral Schoultz we have just parted ways with your testimony that significantly demonstrated the detailed analysis of the number of sea days that the frigates spent in line with their utilisation, you've explained to us about what excludes that number of days, you've demonstrated to us
25 having laid the foundation as dictated to by the six principles

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that underpin utilisation and more significantly you were just about to go a little bit technical, that was mechanical because one could reconcile the number of days with the total number demonstrated on page 76 which comes to 1 932 days as set out in your statement on page 6 paragraph 21. Now we are continuing to read from page 6 paragraph 21 and just for the sake of completeness I would like to start where we started:

10 *“Focusing on the physical utilisation of the frigates it should be noted that since their arrival they’ve spent some 1 932 days operationally deployed, engaged in the conduct of joint or multinational exercises or engaged in other audit commitments”.*

You have explained to us what audit commitment are, audit commitments are those that are being ordered by the President, the commander in chief or those that we do in line with our commitments and abiding to either the United Nation Treaties I suppose we are signatories for or to. Now does that include where the United Nations requests us even if we are not signatories to a particular treaty?

20 R/ADM SCHOULTZ: Chairperson, if there is a particular request then it would be evaluated by Government and if acceded to then we would be tasked, so it could include such events.

ADV LEBALA: And for the sake of avoiding confusion we have separated and shown a distinction between audit commitments

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and other commitments in line with what you demonstrated on page 76, you remember?

R/ADM SCHOULTZ: I do Chair.

5 ADV LEBALA: Now let's proceed from page 6, I will read from line number 4 from the top, I think just to refresh the Commission we are busy with "Frigate Utilisation", we have seen how the four frigates spent their sea days and in line with the exercises, events and operations they do. Now this figure excludes trials and independent exercises, I know that you
10 mentioned this but please complete it because the relevancy of this is going to come again, you say this figure, the 1 932 days excludes trials and independent exercises, just explain it in your own words.

15 R/ADM SCHOULTZ: Chair that is correct, there are other activities that I have alluded to that were done in which the vessels themselves were utilised internally within the fleet in order to prepare them to generate this 1 932 days. One such event or activities that I have alluded to is the safety and readiness checks which in the frigates can take up to 19 weeks
20 to complete. Now I don't know Chair if I need to go into each one of them but very briefly the safety and readiness check, the first three phases of it is where we look at the habitability of the vessel and the safety of the vessel, approximately three weeks, that is largely in-harbour, but the ship is utilised and
25 has a team of examiners onboard who check and work through

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it to certify that it is safe.

5 This normally follows a docking and essential defect
period. The second check is the where we look at the weapon
systems, the guns, the missiles, we also look at the combat
system onboard the ship to check that it is aligned and working
properly and then we also measure the, what we call the
signature of the ship, the ship has obviously an
electromagnetic signature and it also has a thermal signature
and one tries to reduce these as far as possible because the
10 better you can lower your signatures the less visible you are to
sensors of an adversary.

And that testing requires the ship to do certain
trials at sea including tracking targets that are provided by
aircraft flying certain profiles and it also then includes going
15 into a dock to confirm alignment and then reaffirmation, also
the shooting of all weapons, and that takes approximately five
weeks.

And then we have the fifth phase which is the, what
we call the functional workup phase, also a five week period
20 and that is where the ship is taken through all the various
evolutions that can be expected of it when at sea, either in
various war fighting modes that the ship can enter into and that
would be the gist of the safety and readiness checks.

The final phase which follows after two weeks where
25 we give them opportunity to independently exercise is where we

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do specific mission-based training where you know a particular ship is likely to be deployed for a specific mission, like the, let's go to the Operation Copper where there has to be certain integration with the forces from the Air Force, they will be
5 working with the aircraft that will be out on distance support, they will be working with the helicopter that will be carried organically and also other forces that would join the ship as part of that type of mission and so we also spend approximately six weeks honing their skills, and then we will
10 declare the ship at a full level of functional operational capability.

ADV LEBALA: Now the total number of days that are inclusive of the safety and readiness check are, I beg your pardon weeks, it's three weeks for the habitability and safety check,
15 another five weeks for signature check, another five weeks for functional phase, another six weeks for honing the ship to be satisfied as to whether it could discharge that particular function, am I right? I've just tried to summarise them in a manner in which one could understand them, am I right?

20 R/ADM SCHOULTZ: That is correct Chair, a period of 19 weeks in total.

ADV LEBALA: Thank you. Now we are becoming technical now, line number 5:

25 *"This translate to 16.5% mission deployment in which they participated in some 24 operations".*

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I think this is stubbornly standing before the Commission:

“25 joined the multinational exercises and five other audit commitments to date”.

We have dealt with the audit commitments, I suppose.

5 R/ADM SCHOULTZ: Yes Chair.

ADV LEBALA: Now briefly just simplify the 16.5% in a manner in which the Commission could appreciate it using the ABC analogy.

10 R/ADM SCHOULTZ: Chairperson what I did there was I took the total days at sea, the 1 932, I divided it by the number of years over which that data was drawn where we reached the 1 932 days, and that total I then divided by 365 which equates roughly to 60 days per ship per annum over that period and that then equates to 16.5% for each ship.

15 ADV LEBALA: Now the 1 932 days that you divide by number of years the data drawn, that number of years, how much is it? Approximately, I think you will pardon me Admiral Schoultz, approximately.

20 R/ADM SCHOULTZ: The data was drawn approximately over an eight year period.

ADV LEBALA: Eight years period. Why eight years?

R/ADM SCHOULTZ: Chair, I took it from 2005 when the first ship started sailing in our waters through to 2013 where we were today.

25 ADV LEBALA: Now it's becoming clearer, we took 1 932 days

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divide by eight and you got a total of approximately how much?

R/ADM SCHOULTZ: I got a total Chair of 241.5.

ADV LEBALA: That's 241.50 and you divided it by 365 days?

R/ADM SCHOULTZ: That is correct Chair.

5 ADV LEBALA: And it gives us 16, approximately 16.5%.

R/ADM SCHOULTZ: That is correct, 0.66 which I then further divided by the four ships that we have to give me the 16.5% per ship.

10 ADV LEBALA: Yes, so that we should be singing from the same hymn sheet, if you divide 241.50 by 365 days, how much does it give us?

R/ADM SCHOULTZ: 66.

ADV LEBALA: I beg your pardon Admiral Schoultz?

R/ADM SCHOULTZ: It's 0.66 Chairperson.

15 ADV LEBALA: I'm still struggling to appreciate, I just hear the last part 0.66, kindly give it to me?

R/ADM SCHOULTZ: 0.66. It's a ratio Chair.

ADV LEBALA: And we divided that 0.66 by?

R/ADM SCHOULTZ: By 4 Chair.

20 ADV LEBALA: Thank you Admiral Schoultz. I just want the Commission to have a picture, we don't have to take anything for granted, we have one line 32 days, we know its basis, you've demonstrated it as seen in Annexure "PS8" and then we took the number of data drawn, number of years data drawn,
25 it's eight years from 2005 when these frigates arrived up until

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today 2013, we got 241.50, we divided it by 365 days, number of days per annum, the total became 0.666 [sic], it's a ratio, and you divided it by 4 and arrived at 16.5%. That's the number of mission deployment in which the frigates participated in 24 operations that you have demonstrated, 25 joint and multinational exercises and five audit commitments to date.

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Now let's read further:

10 *"The operations range from goodwill visits to countries such as Brazil, Nigeria, Chile, ..."*

We've seen that, I think the commissioners, the Commission have seen that too:

15 *"... China, India, Vietnam, Singapore, Tanzania, Mauritius to East and West Coast patrols to anti-piracy patrols in Mozambique Channel"*

You've explained anti-piracy patrols, to rescuing injured sailors off Tristan De Cunha, to safeguarding of the 2010 Soccer World Cup to drug runner interdiction. Now let's pause there, let's recapitulate, what does a goodwill visit mean? I know your colleague dealt with it without qualifying it specifically, what does a, I know Admiral Higgs did demonstrate our goodwill visits, but in your own words what does a goodwill visit mean?

20 R/ADM SCHOULTZ: Chairperson one of the abilities of warships is to play a diplomatic role and goodwill visits are in
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furtherance of that where a warship would visit another country as a gesture of goodwill, friendship, cooperation and so a goodwill visit really is fulfilling that diplomatic role.

ADV LEBALA: Now on the self-same paragraph we see that we
5 rescued injured sailors off Tristan Da Cunha, you explained that and you mentioned that we did drug runner interdiction, what is that?

R/ADM SCHOULTZ: Chairperson it was a particular operation, in the tables that I indicated to you prior to the break there
10 was one operation called Operation Sideways, without touching on the specifics with your permission Sir we received intelligence of a suspected vessel that was carrying drugs and that that vessel would pass around our coast and we then sent and intercepted, we sent a vessel, we intercepted the
15 suspected vessel, boarded it and conducted a search of that vessel, so that really was the interdiction, it was an operation that we did acting in support of the South African Police Service and also a number of other agencies but with your permission I would not like to go into divulging their names at
20 this stage.

ADV LEBALA: For the sake of completeness look at page 75 item 29 under "Operations". It was done on the West Coast by Spioenkop for 12 days, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

25 CHAIRPERSON: Just hold on, we are still trying to get at

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that Sir, is this page 75?

ADV LEBALA: Page 75 Chair under "Operations", item 29. "OP Sideways (Drug Interdiction/West Coast", it commences on the 13th of July 2007, it ends on the 24th of July 2007, is done
5 for 12 days by Spioenkop Chair. I think the chair and the commissioner, Commissioner Musi are you with us on that one Sir. They've confirmed, that's what you are referring to?

R/ADM SCHOULTZ: I confirm that is the operation that I was referring to in the statement with regards to drug interdiction.

10 ADV LEBALA: You have left us a little bit thirsty in as far as the rescuing of sailors off Tristan Da Cunha is concerned, our colleagues Advocate Madima [SC] sitting there and Miles Sekatha and Advocate Cooper [SC] took us through a very exciting analogy of internal waters, territorial waters,
15 contiguous zone that left us educated, short of mindboggling us, they told us about exclusive economic zone. Do you know what is an exclusive economic zone?

R/ADM SCHOULTZ: I do Chair.

ADV LEBALA: Now just to refresh you I understood, I tried to
20 understand in a manner in which I simplified them for myself, you have the sea because the sea is a vast area and because you are country you control a territory which is the mainland but in terms of the UN and the maritime laws, they referred us to the Maritime Zone Act, you have an obligation to take care
25 of certain portions of the ocean and I understood that from our

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mainland into the ocean and beyond certain territorial waters within a distance, they say of 200 nautical miles we are in control as South Africa, is that correct?

R/ADM SCHOULTZ: That is correct Chairperson.

5 ADV LEBALA: And they talked of the baseline, I think the baseline is a low water line, obviously closer to the coast the water is low, the more you go in the thick of the ocean the water becomes deeper, so those are the way in which you qualify your territorial control, am I right?

10 R/ADM SCHOULTZ: Chairperson, essentially yes, the low water line referred to here is the height of tide at a certain area and that is just used as the baseline from which the calculations are then taken to seaward.

15 ADV LEBALA: Now I know if I remember well Tristan Da Cunha is to the west of South Africa, not to the east, am I right?

R/ADM SCHOULTZ: That is correct Chair.

20 ADV LEBALA: And Dr Madima's team actually made our attention to be focused on the East. Now Tristan Da Cunha is to the west, to the left if you look at South Africa facing that way to the east on the, to the west on the side of the Cape Storms and Cape Town going that way, am I right?

R/ADM SCHOULTZ: That is correct Chair, it is on the west coast.

25 ADV LEBALA: Now this Tristan Da Cunha, is it within our

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exclusive economic zone?

R/ADM SCHOULTZ: No Chair, it is not.

ADV LEBALA: Now whose island is it?

5 R/ADM SCHOULTZ: The island is a British (indistinct)
Chairperson.

ADV LEBALA: Now why were we requested to go and assume responsibility in an exclusive economic zone that doesn't belong to us?

10 R/ADM SCHOULTZ: Chair, South Africa was the country
closest to Tristan Da Cunha that had the capability to reach
that area in sufficient time that we could provide care to these
injured sailors and had we not responded to that the possibility
was that other assistance would have come too late to save
them, that's the one reason why we were requested, but
15 secondly the area, although it belongs to Britain lies within the
international search and rescue zone that South Africa is
responsible for, the world is divided into zones and certain
countries have responsibility within those zones.

20 ADV LEBALA: Our colleagues Dr Madima's team demonstrated
to us that in actual fact to the east, to the east the French
demonstrate their interest by patrolling their own vessels
there, if I may ask and for the edification of the Commission
are you saying that the British, this (indistinct) superpower,
this (indistinct) superpower is not operating its vessels to the
25 west, closer to this island that they own?

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R/ADM SCHOULTZ: Chairperson, I could not speak about permanent British presence and/or passing through, they do patrol in that areas from time to time but they do not maintain a permanent presence around Tristan Da Cunha, however, 5 further to the southwest of Tristan they do maintain a permanent presence in the area of the Falklands or the Malvinas Islands but the distance from the Falklands to Tristan *visa vie* the distance from South Africa made us the preferred country to respond and even so although the British tried to 10 maintain a permanent presence in the Malvinas they do from time to time rotate their ships at what point they will then not be a permanent presence.

ADV LEBALA: Admiral Schoultz what is significant and what is standing before the Commission is that we did discharge that 15 operation and exercise and we went to Tristan Da Cunha, shall we proceed from there. We were detailing what the frigates did, goodwill visits, safeguarding the 2010 Soccer World Cup to drug runner interdiction that you explained, we are still on paragraph 21 page 6 Commissioners, and to the escort of a 20 vessel carrying nuclear waste, you demonstrated that in your testimony page 7 Commissioners at the top, the exercises that have been conducted range from simple procedural exercises to complex task force tactical exercises, please talk about that.

R/ADM SCHOULTZ: Thank you Chair. With your permission if 25 I may just indicate one thing I omitted to say that exercises

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like the drug running interdiction and also the Tristan one would not have been possible if it wasn't for the frigates because we utilised the helicopter, we couldn't land boats because of the conditions of the seas around Tristan, I think
5 it's just important that this was one of the reasons why we sent the frigate.

Sir, if I may continue then with regards to the exercises the way in which we train our sailors onboard and utilise the vessels is that everything works on building blocks,
10 we start with very simple procedural exercises, when you work with another country's navy that you make sure that when you say turn left he understands you saying turn left by way of example, that we use the same language and here I don't mean
15 talking English, Chinese, Russian but the codes that we transmit to each other, that the interpretation is the same, so we start off with procedural exercises just to make sure that there can be no communications failure which could lead to an accident at sea.

We also do procedural exercises in terms of
20 identifying equipment that we will be using in the more detailed exercises, we also do what we would call desktop exercises where we will do the exercise in a controlled environment within a simulator first. Now from those exercises we then build on to do more complex tactical exercises, these are more
25 battle orientated, going through battle-type drills, and as you

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become more comfortable exercising with a particular nation so you in a sense open the door wider and so moving from purely tactical exercises we then go into scenario-based exercises where yes, we employ those various tactics but the exercise as
5 a whole as an objective set against a particular scenario and these can be fairly complex.

Just by way of example the last exercise (indistinct) that we did, the second last one that we did in the Houtbay area off Cape Town included flying aircraft from the Air Force
10 over our airspace, it included landing people, special forces from other navies with their helicopters into Houtbay, rescuing hostages, so there has to be a high degree of training and there has to be a high degree of mutual respect and understanding through these exercises because the underlying
15 philosophy is that the National Defence Force has taken with regards to conduct of operations is that we train as we fight so that when one is called to conduct an operation you have already done a similar thing under controlled conditions through your training.

20 ADV LEBALA: Thank you Admiral Schoultz, let's proceed on the second line:

"Participating in these exercises have been the navies of Argentina, ..."

You have demonstrated that on pages 75 and 76:

25 *"... Brazil, France, Germany, India, Mozambique,*

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Namibia, United States of America, Uruguay as well as with NATO Standing Maritime Group 1”.

Let's pause there. Your colleague Admiral Higgs was so sentimental when he told us about an exercise that was done with NATO, I know it falls under submarines where he testified that one of our submarines demonstrated to NATO that we are a force to reckon with, was that included? I know that we are coming to submarines but is it covered by doing exercises with NATO Standing Maritime Group 1?

10 R/ADM SCHOULTZ: Chairperson, that exercise does in fact refer to an exercise in which amongst others our submarine participated.

ADV LEBALA: Let's read further, line number 5:

15 *“The exercises have been conducted off the Southern African coast, off the South American coast and off the Reunion in the Indian Ocean”.*

Explain what do we want of the Southern American coast? I do appreciate the Southern African coast.

20 R/ADM SCHOULTZ: Chairperson the reason we exercise with the South American navies, firstly it has been historic, I think that has been alluded to in the past but we do share a common border, we share the same ocean, the Atlantic Ocean and in as much as we share the same ocean we then share a common border and therefore it is important that we exercise together.
25 Then two; particularly with regards to Brazil they are part of

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the IBSA arrangement, the India, Brazil South Africa, as well as part of the BRICS, So there are a number of reasons why we would exercise with the navies of South America. The question also as to why there and further afield one has to demonstrate
5 your ability to operate at reach or at distance.

One of the complexities of any military action is the logistics when you operate over extended, what we call lines of communication but over an extended distance, the further you operate from your base support the more complex it becomes to
10 fuel the force, whether it be in the field or at sea, and so it is important for us to know that we have the ability to operate at distance.

ADV LEBALA: And certainly there's been testimony that these frigates can sustain themselves over those distances and going
15 deeper and deeper into the thick of the oceans away from home.

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Now La Reunion in the Indian Ocean, why there?

R/ADM SCHOULTZ: Chair, the reason is because of an
20 agreement that we have on defence cooperation with the French, we exercise with the French and in particular because they maintain a presence in the Indian Ocean based at La Reunion where they reciprocate by doing exercises both in
25 their waters and they in our waters.

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ADV LEBALA: Let's proceed. The actual hours spent at sea in executing these activities have been reported in the Department of Defence Annual Reports, these annual reports, are they public or classified?

5 R/ADM SCHOULTZ: They are public documents. There is both, to be correct there is both a classified annual report and there is an open annual report, the hours referred to here are available in the open report Chairperson.

ADV LEBALA: Do not agonise, the Chief of the SANDF will
10 come and testify about these reports, including financial reports if need be. If the time spent on independent training and exercises as well as the safety and readiness check process, of itself a 19 week process, you have explained to the Commission how the 19 week process is completed, it's
15 included, then it can be said that the frigates have been well utilised, do you want to add or subtract to anything you have said up to so far under the utilisation of the frigates?

R/ADM SCHOULTZ: Chair, I think suffice it to say that I
believe that we have adequately utilised these assets, every
20 audit commitment that has come the way of the Navy we have met and no operation that required forces we were unable to provide for such operation.

ADV LEBALA: Now Admiral Schoultz let's deal with the stormy
waters, we've been sailing smoothly now, we are heading for a
25 perfect storm, we are in the thick of the ocean, I suppose we

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have discovered some territories, we've seen islands, it's been smooth, let's start dealing with what the critics say. The critics say these frigates are firing and I think in all fairness let me start here, we've demonstrated up to so far why we had to acquire these frigates because they have special complex additions that we needed in line with the modern world in which we find ourselves, in which the South African Navy finds itself in which the interests of the South African Defence Force have to be served, you needed a capability that could hoist a helicopter, that has missiles that has got special boats, you've demonstrated that. But the critics say these frigates use inferior missiles, just explain what do they call these French missiles, it's called the Ex-what?

R/ADM SCHOULTZ: The Exocet Mr Chairperson.

ADV LEBALA: Assist the chairperson, it's called the Exco?

R/ADM SCHOULTZ: Exocet.

ADV LEBALA: Just spell it for us please, E-X?

R/ADM SCHOULTZ: E-X-O-C-E-T Chairperson.

ADV LEBALA: Yes, the critics say irrespective of this expensive equipment we purchased they are using deficient, inadequate, inferior missiles, what do you say about that?

R/ADM SCHOULTZ: Chairperson I would indicate that the Exocet is a well-established and a well-known missile that's used by many navies around the world and therefore I would not agree with that statement.

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ADV LEBALA: And the critics say that some of these frigates are just stationed at the harbour, they are not being utilised effectively in line with what you have testified about.

5 R/ADM SCHOULTZ: Chairperson I've tried to indicate that where called upon we have been able to supply a vessel and in each operational utilisation where we have provided a vessel that operation and/or exercise has been conducted successfully.

10 ADV LEBALA: There's further criticism that wrong engines or misplaced engines have been put inside these frigates, rendering them deficient, inadequate and not serving the purpose for which they were purchased.

15 R/ADM SCHOULTZ: Chairperson the diesel engines that are fitted to the frigates come from a major manufacturer of marine diesel engines and currently with regards to the series of engine that we have in the South African Navy there are some 634 such engines deployed on ships around the world and I would not venture that all people bought inferior engines, certainly very well-respected engines. As far as the gas
20 turbine is concerned again it comes from a very well-known manufacturer and in fact is found in many ships around the world as also many aircraft flying commercially quite successfully.

25 ADV LEBALA: I would like us to venture into the utilisation of the submarines Type 209, submarines that we acquired as a

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result of the Strategic Defence Procurement Packages, we are looking at page 7 paragraph 22, may I take the liberty to read it to you:

5

“Focusing on the physical utilisation of the submarines it should be noted that since they are transferred to the South African Navy they have spent some 807 days operationally deployed, engaged in the conduct of joint or multinational exercises or engaged in the initial delivery, trials and training”.

10

You’ve explained joint exercises, you’ve explained multinational exercises, you have explained initial delivery of the frigates, you’ve explained the trials and training, now is it similar with the submarines, delivery, initial delivery, trials and training?

15

20

25

R/ADM SCHOULTZ: Chairperson in terms of the data that I’ve supplied with the frigates I did not include the initial delivery because they were built over two phases, firstly the hull and machinery in Germany, sailed to South Africa and then fitted out here with a weapons system. On the basis of that I took the delivery into the Navy post the build process in South Africa, so I did not include the delivery voyage in their utilisation because the submarines were built as turnkey projects completed in Germany, handed over and then sailed to South Africa, for them I included the delivery voyage.

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ADV LEBALA: Thank you for this analogy. It's on record that we know there's a distinction between the coming of the frigates and the submarines into South Africa with a distinction being in as far as the submarines are concerned in the initial
5 delivery and trials. Now this is shown on the document attached marked "PS9", I would like us to look at pages 77 to 90 Chairperson, Commissioner Musi, we'll start on page 77 "PS9". We are on page 77. I see Commissioner Musi is nodding, Chairperson? Yes you may proceed, at the top it's
10 written "Type 209 South African Navy Submarine Operations - Exercises Conducted".

Now we'll still go the same way we traversed in as far as the frigates are concerned, at the top it's "Exercise/Operation/Event", to the right there's a start date,
15 end date, "Accrued Utilisation (Date)", we know that. Just under that there are three submarines, Manthatisi, Charlotte Maxeke and Queen Modjadji 2nd. Now let's start with the item "Delivery, Trials and Initial Training", that is distinguishable from the frigates, we know that with the frigates we did not go
20 through that. Now item 1 "OP Kgarebe (Delivery voyage S101)", the commencement date is 27 February 2006, the end date is 7 April 2006, Manthatisi only traverse those days for 40, 40 days maximum. I see the Charlotte Maxeke is nothing (zero), Queen Modjadji is nothing (zero). Please explain that.

25 R/ADM SCHOULTZ: Chairperson serial 1 on page 77 refers

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then to the delivery of the first of the submarines, the SAS Manthatisi or the number that's assigned to her the S101 from Germany where she was manufactured to South Africa in February through to April 2006 and that voyage took 40 days to
5 complete.

ADV LEBALA: Item 2, something remarkable is happening there "Operation ??? (Delivery Voyage S102), we see the commencement date 16 March 2007, end date 27 April 2007, Charlotte Maxeke 43 days. Now explain the ???, what we see
10 in that.

R/ADM SCHOULTZ: Chairperson those are the dates during which the second submarine was delivered to South Africa spending 43 days at sea. I was unable to find the operation's codename, purely documentation referring to delivery voyage
15 of, and that's why I put question marks in there because I could not provide this Commission with a name at the time.

ADV LEBALA: Now for the sake of completeness of your testimony is there a way in which you could assist the Commission to provide this significant outstanding detail?

R/ADM SCHOULTZ: Chair, I would have to go back into our archives to see where there is a source document actually giving the name of the operation and whether a code name was given to that one, there should have been certainly.

ADV LEBALA: Thank you. I need not over-emphasise this that
25 certainly the Commission would need this detail for the

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completeness of your testimony and I know that you undertake that you will definitely provide it at any stage once you get hold of it, is that correct?

R/ADM SCHOULTZ: I will endeavour to Chairperson.

5 JUDGE MUSI: Just for interest sake, just for interest sake under 1, serial 1 "Operation Kgarebe", do you know what it means?

R/ADM SCHOULTZ: No Chair.

JUDGE MUSI: A young beautiful lady. A young beautiful lady.

10 R/ADM SCHOULTZ: Thank you Commissioner, they are beautiful.

ADV LEBALA: Well you will appreciate that Commissioner Musi relates to these things because of his surname with a Tswana-Sotho background, Kgwele, is also a Tswana or Sotho word for football and Kgarebe is a Tswana and a Sotho word for a young beautiful lady, I suppose the chairperson shares the same thing, shares the same background, Tswana, Pedi, that background. Item 3 "TORPEX, Torpedo Classification", I see a number of them, if you look at, I would them, I would like you to collate them so that we should expedite your testimony. Look at item 3, item 4, item 7, item 8, now you could take them together, conflating them with the submarine that did those exercises, the time periods and proceed to talk about them.

25 R/ADM SCHOULTZ: Chairperson these evolutions dealt with marrying up the submarine with their primary weapon and

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therefore it was trials in which we fitted and tested and fired the torpedoes from the various submarines in order to make sure that the weapon systems integrated with the platform.

5 ADV LEBALA: Item 5 “Delivery Crew Work up for S013”, please talk about that, we see that it’s Manthatisi at 19 days.

R/ADM SCHOULTZ: Chairperson that relates to the fact that with the demise of the Daphne class submarines a number of submariners had reached the end of their careers within the submarine service by the time that these submarines were
10 taken into service and we were in the process of rebuilding the capacity in terms of crews and had trained up the crew for the first submarine for its delivery voyage and sent it and brought the submarine back, similarly with the second one. At that point we did not have sufficient crew for all three the
15 submarines and so we were using the first submarine to train up more submariners to go overseas and fetch the third submarine, so that period of 19 days was the Manthatisi being put to sea in order to train up the next wave of submariners that would go to Germany to bring back the third submarine.

20 ADV LEBALA: Please talk about item 9, “Vertrep [sic] (First of Class Vertreps”, I thought we talk of First of Class when we do a refit, please simplify that.

R/ADM SCHOULTZ: Chairperson, most evolutions that we do, for the first time that we do it on a new platform that’s brought
25 into service, especially if it’s the first of a new type of platform

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then we will do what we call first of class trials, first of class evolutions to check the standard operating procedures that we have set for operating that and also then from there to develop the various operating doctrines. In this particular instance in serial 9 one of the ways in which we bring people onboard or
5 take people off submarines when they are at sea is by hoisting them up or down from a helicopter and that's called vertrep, it's also the way in which we would replenish a submarine with stores if she's at sea and requires spares or something like
10 that, so this serial was to set the standard operating procedures for new a 209 submarines and that's what the vertrep as a first of class one refers to.

ADV LEBALA: I would like you to collate item 10 "Dived Anchoring First Class" with item 12 "Deep Water Bottom First
15 Class".

R/ADM SCHOULTZ: Chairperson these are once again evolutions in the operating of submarines, the one is to anchor the submarine on the seabed when it's in a ..., not on the seabed but just above the seabed when it's in a dive position,
20 that was serial 10, again the first time we did it with a new class of submarine and there's also the ability to put a submarine on the ground, on the seabed, let it lie there, and that serial 12 speaks about.

When you bring a new submarine into service all
25 these evolutions are extremely complex and one must realise

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that as such there's always the risk of an incident, and so one has to do it under very controlled circumstances in a very deliberate fashion until such time as you can then clear that particular evolution for that particular submarine and then it becomes part of the way in which you would then operate that submarine in the future. So, these were the very first stages in learning to operate these submarines in a war-fighting capability.

ADV LEBALA: Please conflate item 11 and 13 together.

10 R/ADM SCHOULTZ: Chair once again one of the inherent dangers of a submarine is that it could fail to rise for whatever reason and there is a mechanism providing that the submarine has bottomed or grounded in a certain maximum depth of water that people can then pre-ascend, you can let them escape almost in an air bubble to the surface and so again we had to trial the equipment that's used for it and also train our personnel in using this escape equipment should the need ever arise to have to evacuate the submarine whilst it's bottomed.

15 ADV LEBALA: We are done in talking about this event of "Delivery, Trials and Initial Training" of the three submarines. Now lets' go to "Force Preparations", I would just like us to run quickly through it. Start with item 15, item 16, item 17, most of which you have already talked about, I just want for the sake of completeness to identify them and put them on record, 15, 16, 25 17.

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R/ADM SCHOULTZ: Thank you Chair, these are all multinational-type exercises that we did with the submarine, Exercise AMAZOLO was with the Standing Maritime from NATO and the detail of that has been covered how we used the submarine to intercept the Task Force or conversely allow the Task Force to find the submarine. Exercise INDUNDUMA was an exercise that we conducted with American forces along our west coast and it was a similar type exercise where the submarine carried out simulated attacks on the American ship and the American ship tried to then detect the submarine.

Exercise ATLASUR we have earlier spoken about and indicated that a surface ship visited there to participate and I alluded to the fact that we also had a submarine that participated and in this particular one this was done on the south coast, later one there's one where the submarine actually goes overseas.

ADV LEBALA: Item 16, EX INDUNDUMA (Combined USA/RSA ASW ...", What does ASW stand for?

R/ADM SCHOULTZ: Chairperson it stands for Anti-Submarine Warfare.

ADV LEBALA: Most of the Force Preparation relates to items that you have talked about, for instance item 18 "SMOC 08 and Presidential Review", please talk about it.

R/ADM SCHOULTZ: Chairperson, I've already alluded to what a Presidential Review or the format, how the ships form up and

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then a review ship passes and takes a salute, this is just to indicate that the submarines were not excluded from that, they also took part. The SMOC referred to in that serial 18, also in serial 14, it stands for Submarine Officers Commanding Qualifying, it is a process through which we take all prospective future officers commanding of submarines and train them and it takes place both in the classroom, in the simulator and at sea.

ADV LEBALA: Most of the items I suppose relate to real force preparations. 20, TORPEX, 21 TORPEX, 22 Live Torpedo FIRING, 23 Live Torpedo FIRING, what's the distinction between TORPEX and Live Torpedo FIRING?

R/ADM SCHOULTZ: Chair, in the one it is simulated firings and in the other we actually do fire a live torpedo.

ADV LEBALA: Now for the record one can assume that these terms are so simple, what's the difference between live torpedo firing and torpedo, please simplify it?

R/ADM SCHOULTZ: In the live firing we use a live torpedo which is then fired at a target from the submarine, a live torpedo meaning firstly a real torpedo as opposed to just simulation but secondly it may or may not also have a warhead depending on the target that you're firing at. When I speak about a warhead, I mean a war shot and a torpedo that will explode and sink a vessel it's fired at.

ADV LEBALA: Admiral Schoultz, for the sake of the record all

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these Force Preparation items you are talking to relate to dates from which they, start date to which they end, they also relate to the number of days in relation to the particular submarine, is that correct?

5 R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: For the sake of expediency we are no longer talking about days but let the record reflect that some of them relate to one day, some of them relate to 28 days and some of the submarines do not have activities at all, is that correct?

10 R/ADM SCHOULTZ: That is correct Chairperson.

ADV LEBALA: Item 24 and 14, I would like them to take them together and quickly run through them, let's start with item 24, "Special Operations Integration (4SFR)" and we see that it has been done for 11 days by Queen Modjadji 2nd.

15 R/ADM SCHOULTZ: Chair that refers to a particular capability that we have which I would not like to speak about the detail of because of the sensitivity of that type of evolution but suffice to say it's a capability that we exercise with a certain component within the Defence Force, with your permission Sir.

20 With regards to serial 27 Exercise GOLFINHO, Chair I've already alluded to the exercise that were held with the SADC countries which centered around the Battle School near Lohathla in the North Cape and that the naval forces deployed to Namibia and in this case we also deployed a submarine to
25 participate in this exercise for certain phases thereof.

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ADV LEBALA: For the sake of completeness this detail that you are withholding, is it classified?

R/ADM SCHOULTZ: Yes Chairperson, it is classified.

ADV LEBALA: Now we'll pass it, what is significant you have dealt with the theme of it. Let's go to the next page, page 78. I could take you through all these activities and force preparations but let's look at those which could be significant because most of them you have already talked about them and one could equate them to what transpired during the force preparation and exercises of the frigates, for instance look at item 38 "EX ATLASUR VIII" comes again, please talk about it.

R/ADM SCHOULTZ: Chairperson this is the Exercise ATLASUR that I referred to where we sent our naval forces to South America to exercise with the Brazilian, Argentinians and Uruguayans and in particular you will notice that the days here at 63 and that would indicate then that it was a deployment across the Atlantic Ocean and that our submarines spent 63 days away participating in this exercise.

ADV LEBALA: Of interest is item 43, 44, 45, please talk about it and what does it stand for?

R/ADM SCHOULTZ: Chairperson this would ...

ADV LEBALA: Submarine Officers Commanding Course I suppose, but please talk about it.

R/ADM SCHOULTZ: Correct Chairperson, this was once again a Submarine Officers Commanding Course that we ran and this

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was part of the practical that was being conducted over the period during 2011 that are indicated in this particular page. This was also the qualification just by way of amplification of the first African officer commanding of a South African submarine, so it was a very significant milestone in our history post-1994.

ADV LEBALA: Explain to the Commission why this Submarine Officer Commanding Course is only by Queen Modjadji 2nd?

R/ADM SCHOULTZ: Chairperson at that stage the Manthatisi was not at sea and the designated person to train this particular candidate or these particular candidates was the officer commanding of the Queen Modjadji along with a person who we called the "teacher" which is the sponsor from the shore side. Also the candidate who was one of the candidates who was being taken through this examination came from the Charlotte Maxeke and it's not a good practice to graduate somebody from the ship that he either comes from or he is going to command afterwards, especially if one thinks of the fact that when you are training you are subject to learning and therefore any shortcomings that you have during the process of training will be shown to you in no uncertain manner by the person training you, and if you do that on the ship that you are about to command and you start with a crew that looks at you askance or potentially looks at you askance it's a bad practice, train somewhere else and drive something else.

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ADV LEBALA: Item 54, 55 EX ATLASU R, please talk about them?

R/ADM SCHOULTZ: Can you ... Chair, can the number just be repeated please?

5 ADV LEBALA: 54, 55 EX ATLASU R.

R/ADM SCHOULTZ: Chair that's just a typo in the table, it is Exercise ATLASUR once again, the R should just be closer to the U and these were exercises that were conducted here in South Africa and the submarines only took part for approximately three, four days during the whole cycle of those exercises.

ADV LEBALA: Of interest is what you have already probably laid a foundation about, its classification and sensitivity, I see 40, item 40 4SFR Work-up, item 47 4SFR Work-up, item 50 4SFR Work-up, item 56 4SFR Work-up, item 58 and item 60, do you want to talk about that?

R/ADM SCHOULTZ: Chairperson it is correct to say that the detail thereof is highly classified, it is a particular capability that we keep training and working the vessels and their crew out for this type of operation.

ADV LEBALA: Now for the sake of completeness and expediency I could generalise and say what's remaining is multinational exercises, I see 30 with German Navy, 36 with the Brazilians and the Indians, 38 the Brazilians, the Argentinians and Uruguayans, 46 with the Americans, 57 with the Brazilians

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and the Indians, is there anything that you want to add?

R/ADM SCHOULTZ: Chair I think just to say the importance to hone your skills continuously because of the environment in which a submarine operates and that it is important to do so also with multinational forces because you then see what the developments and trends are, not only in submarine warfare but also in anti-submarine warfare and therefore we not only look forward to these exercises, but we place great emphasis on utilising every opportunity that we can get to do so.

5
10 ADV LEBALA: May the record reflect at this stage that we've generalised some of these outstanding force preparation exercises in line without mentioning their start date and end date and accrued utilisation days but those details are reflected on the pages and the record, is that correct?

15 R/ADM SCHOULTZ: That is correct Chairperson.

ADV LEBALA: Now let's proceed to Operations starting at the bottom of page 78. Let's start with what we see, item 61 Operation CORONA (OP BUZA – East Coast Patrol)", please talk about it.

20 R/ADM SCHOULTZ: Chairperson, that was a patrol conducted by the Manthatisi during September 2007, the duration of that particular patrol was 12 days. The Operation CORONA is a SANDF operation which has to do with border safeguarding and the OP BUZA refers to an internal name given within the submarine fraternity to that particular deployment by a
25

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submarine.

ADV LEBALA: Let's proceed to page 79. Most of these operations you have talked about whilst you were talking about the frigates, but we have to complete the testimony and put it on record that this relates to the submarines. I would like you to go to 65, 66, Durban visit Operation CORONA (OP EXPLORER – East Coast Patrol and Durban Visit), please talk about it.

R/ADM SCHOULTZ: Again Chairperson these two deployments were in support of the border safeguarding function of CORONA as ordered by the Chief of Joint Operations and also as contained in the Annual Defence Force Plan and in particular they were patrols in Durban or along the east coast of South Africa and also included a port call to Durban, the first of which took place in July 2009 and the second in November of 2009. The one benefit of the submarine is that people do not know where it is under normal circumstances, so we do traverse our territorial waters and also our contiguous zone as well as the deeper sea with these vessels in order to gather information as to what is transpiring in these waters and this is the type of activities that takes place during such patrols.

ADV LEBALA: Now let's expeditiously deal with Operation CORONA and go to where it appears, look at item 62, 63, 64, 71, 72, 73, 74, 75, 76, it relates to the same operation but at different places, is that correct?

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R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: May the record reflect that I haven't taken you to the commencement date and the end date but the days where the exercises were utilised by the particular submarines are reflected on the record and you acknowledge that?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Let's be specific with some new operations, 67, 68 and 69, do you want to talk about them, Operation SATURN, 67 Operation SATURN, 68 Operation COPPER, 69. COPPER you have already told us on the frigate side, is that the same exercise, Operation COPPER?

R/ADM SCHOULTZ: That is correct Chair, Operation COPPER is the anti-piracy patrol in the Mozambican Channel.

ADV LEBALA: Now please talk about Operation SATURN and Operation SATURN on 67 and 68.

R/ADM SCHOULTZ: Chair, these or this operation formed part of the broader DOD Operation KGWELE which was acting in support of securing the Soccer 2010 and in particular then this series 67 and 68 refers to the participation by two of the submarines in securing the Soccer World Cup.

ADV LEBALA: Now we've arrived at the end, I would like you to go to the end of the column under Operations, that is below item 67, we see just under that "Utilisation Days/Submarine (Excludes Safety and Readiness Check Process)" and you will see that under the headings of the three submarines there are

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total numbers, there's a total number and let's start with Manthatisi, how many days do you see the number depicting "Days" under Manthatisi?

R/ADM SCHOULTZ: A 104 days Chairperson.

5 ADV LEBALA: I would like you repeat the number for the record.

R/ADM SCHOULTZ: 104 Days Chair.

ADV LEBALA: Under Charlotte Maxeke?

R/ADM SCHOULTZ: 333 Days Chair.

10 ADV LEBALA: Under Queen Modjadji?

R/ADM SCHOULTZ: 370 Days Chair.

ADV LEBALA: Now you have explained why this is being put, "Utilisation Days/Submarine (Excludes Safety and Readiness Check)", you need not repeat it. Let's deal with the "Total
15 Utilisation Days (Excludes Safety and Readiness Check)", now how many days do you see there on the last, last column to the end?

R/ADM SCHOULTZ: 807 Days Chair.

ADV LEBALA: Explain to the Commission how do you arrive at
20 this number.

R/ADM SCHOULTZ: Chairperson, that is the addition of the three individual totals of the three submarines and their total has been arrived by adding up the totals of the days that each one of them has participated in a particular exercise and/or
25 trial and/or operation as reflected on pages 77 through to 79.

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5 ADV LEBALA: We have five minutes to lunch, I just wanted to go through what we see on page 80, 81, 82, but go back to page 80 at the top it's written page 80 "Meko A200 SAN Frigate Operation/Exercises Conducted", you don't have to take us through each and every item, for the period 2005 and 2013. What do these three pages signify?

10 R/ADM SCHOULTZ: Chairperson this is the data that was provided by the acting director Force Preparation on the cover of a letter written on the 12th of July, the reference of that letter was "FOF/R/305/2/3" and it was a summary of the information that I have just testified to in terms of the utilisation of the frigates, so the 1 932 sea days and the 807 sea days that's been under discussions have been drawn from this information that starts to be reflected on page 80.

15 ADV LEBALA: Please look at page 83. It's a document headed "SAS Manthatisi (S101)", please look at page 84. It's a document headed "SAS Charlotte Maxeke (S102)", it's continued on page 85. Please look at page 86, it's headed "SAS Queen Modjadji 2nd (S103)", it's continuing on page 87. 20 Now let's pause there, what do these three pages signify?

R/ADM SCHOULTZ: Chairperson they signify the utilisation of the three submarines and they were used as the source information to determine the total hours utilised or sea days utilised.

25 ADV LEBALA: May the record reflect that I add same that it's

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three pages, it's actually four pages.

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Would you like to repeat your response?

5 R/ADM SCHOULTZ: Correct Chair, with regards to the number of pages just indicated.

ADV LEBALA: I would like you to look at page 88, the page is headed "Type 209 (indistinct) Submarine Operations/Exercises Conducted". Please page over to page 89 and please page over to page 90. What would these pages signify?

10 R/ADM SCHOULTZ: Chair, they would appear to be a repeat of the pages that we have earlier worked from, pages 77 to 79. It's the same information that's contained in them.

15 ADV LEBALA: Chairperson, it's 13h00, is this a convenient time for an adjournment? As you can sense and see I assure you that the witness's testimony would be done by this afternoon. I think we have another hour to traverse looking at the two pages that are outstanding and his general comments and the criticism that we are going to put to him that comes from the critics in as far as the submarines are concerned and
20 we'd be done, I'm confident that we would be done with this witness by 15h00.

CHAIRPERSON: We'll adjourn until 14h00. Thank you.

(Commission adjourns)

(Commission resumes)

25 CHAIRPERSON: Can the witness confirm that he's still

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under oath?

R/ADM SCHOULTZ: I do Chair.

CHAIRPERSON: Thank you.

5 ADV LEBALA: Admiral Schoultz, we were on page 7 paragraph 22 and when we parted ways for lunch adjournment you were talking about Annexure "PS9" pages 77 to 90, we are done with it, I would like us to proceed from line number 5 starting with the submarine, may I take the liberty to read it to you.

CHAIRPERSON: You say go to page?

10 ADV LEBALA: Page 7 of Schoultz's statement in Schoultz's bundle, page 7 paragraph 22 starting from line number 5. There's a sentence starting with "The submarines ...". I see the commissioners are nodding. May I take the liberty to read it to you Admiral Schoultz?

15 *"The submarines have conducted 16 operations which have included east and west coast patrols, two anti-piracy patrols in the Mozambique Channel, two patrols to Marion Island, one of which was aborted due to a technical problem and participating*
20 *in safeguarding Soccer World Cup 2010".*

Now just apprise us about the one which was aborted due to a technical problem.

25 R/ADM SCHOULTZ: Chairperson the incident referred to, and I can go back to "PS9" to give you the exact submarine but the submarine did sail for the Marion Island and after

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approximately four days out to sea a slight leak developed in one of the stern glands. Now the stern gland would be where the driving shaft that turns the propeller penetrates the (indistinct) hull of the submarine and when you get a leak on such gland obviously there's an ingress of water, there is a mechanism in which you can tension up the gland then to stop that, but as there was no dire operational need to proceed as a precautionary measure I instructed the submarine rather to return to Simonstown where we could examine what the cause of the stern gland's leak was.

ADV LEBALA: Let's proceed from line number 8 where the sentence added "With the Soccer World Cup 2010":

"They've also participated in some 26 joint and multinational exercises with the navies of Argentina, Brazil, Germany, India, Namibia, United States of America and Uruguay as well as with NATO Standing Maritime Group 1".

We've traversed that, we've demonstrated in terms of Annexure "PS9".

"Whereas most of the exercise were conducted on the South African coast the submarine also attended an exercise in Namibia and Brazil respectively. The actual hours spent at sea in executing these activities have been reported on in the Department of Defence Annual Reports".

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Now we've mentioned that the Chief of the South African National Defence Force General Shoke will come and talk about these reports.

5 *"Whilst the utilisation has been somewhat less this has been a matter of requirement rather than that of availability".*

Would you like to clarify the last statement, "matter of requirement rather than of availability"?

10 R/ADM SCHOULTZ: Chair, what I refer to here is, relates to my earlier testimony where I indicated that the Navy prepares forces and then makes them operationally available for utilisation should such need arise and what I'm indicating is that we have had the submarines prepared and the amount that they have been physically tasked to conduct operations has
15 been lower than that which we've prepared to provide, in other words yes, they were available but there was not necessarily a full call on that availability.

ADV LEBALA: Now before we leave Annexure "PS9" completely please go back to page 77, Annexure "PS9".

20 R/ADM SCHOULTZ: I am there Chair.

ADV LEBALA: I would like you to, I requested you to provide the Commission with the name of the Delivery/Trial and Initial Training Operation under item 2, "Delivery Voyage S102" which was done by Charlotte Maxeke. Now do you have those details
25 or do you have that info?

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CHAIRPERSON: I'm sorry, page?

ADV LEBALA: Page 77, Annexure "PS9", item 2 Chair under the heading "Delivery, Trials and Initial Training". There's a missing detail that the witness had to provide for us, I requested him that for the sake of completing his testimony that detail is very essential for the Commission. My question to the witness is has he managed to get hold of such detail?

R/ADM SCHOULTZ: I have Chair.

ADV LEBALA: Yes, you may proceed to inform the Commission about the detail.

R/ADM SCHOULTZ: Chairperson, the operation's name was ASIAKULA which I've been informed is a Zulu word for "we are growing up".

ADV LEBALA: Thank you, that completes your testimony in as far as that outstanding detail is concerned. Let's proceed. Anything you want to add under "Submarine Utilisation"?

R/ADM SCHOULTZ: There is nothing, thank you Chair.

ADV LEBALA: Let's deal with what the critics say. The critics say that some of the submarines' engine have blown up, I think there's been an exaggeration to go to the effect that the engines or part of the submarines have exploded. Now are you aware of such detail?

R/ADM SCHOULTZ: Chairperson no, we've not lost any submarine engine.

ADV LEBALA: My question is are you alive, are you aware of

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what has been said about one of the submarines that it has exploded and it is something that relates to engine? I've got to be careful not to lead you, I would like you to testify as to whether are you aware of such a criticism that one of the
5 submarines, I'm even very careful not to mention it by name but one of the submarine's engines have exploded, there's even criticism that it relates to the battery of that particular submarine and I would like you to inform the Commission as to whether are you alive to that criticism?

10 R/ADM SCHOULTZ: Chair, I am aware of issues aligned to a battery of a submarine but not an engine of a submarine, they're two distinct animals.

ADV LEBALA: Now talk about the criticism that you are alive to.

15 R/ADM SCHOULTZ: Chairperson with regards to the SAS Manthatisi there was, shortly after the submarine was received an incident whereby which a member of the technical staff working ashore incorrectly connected power to the submarine from shore, it was a phase shift between the two power sources
20 that was out of sync with each other and this caused a fuse box within the power distribution to be damaged. This particular defect was repaired within the week, it was fuses that had to be replaced, it has been formally reported to Parliament and that is a matter there of also Parliamentary record with regards
25 to the power supply damage on the SAS Manthatisi.

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ADV LEBALA: The other criticism is that one or two of the submarines is always inoperable, there's even a term bearing in mind that the submarine is always in water and under surface, they say it's always taken out, the term that is being
5 coached is that it's always enjoying airtime, are you alive to that criticism?

R/ADM SCHOULTZ: Chairperson I am aware of the fact that there has been criticism that the submarines are not being utilised.

10 ADV LEBALA: I would like you to address for the record this specific criticism that it's always out of water or one or two, and I'm being specific because I don't have to suggest answers to you, you've got to bring this testimony and evidence to the Commission, they say it's enjoying airtime, it means it's
15 hoisted up in the air, it's not in water, are you alive to that criticism?

R/ADM SCHOULTZ: Chair certainly not in terms of the terminology being used but I accept that reference is being made to the SOS Manthatisi as that submarine has been
20 utilised less than the other two as I previously testified, I did earlier refer to the fact that we have reported to the Portfolio Committee on Defence that we're only operating two out of the three submarines within the operating cycle and that we have indicated to them the dates when that submarine would undergo
25 its refit and in fact that that submarine is now in refit, I've also

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indicated. So, the intention never was to operate all three all the time. I've also indicated that part of the crew of the Manthatisi was utilised to crew the third submarine for delivery and that we are in the process of building crews so that we
5 downstream have sufficient for all three.

ADV LEBALA: Now in precise terms what is the current status of Manthatisi?

R/ADM SCHOULTZ: Chairperson, the Manthatisi is currently in a shed in Simonstown where she is undergoing a first of
10 class refit and the refit is being done under the auspices of the original equipment provider and it is also being augmented with staff from the dockyard and the Navy who are engaged in a skills transfer process during this refit.

ADV LEBALA: How long has it been in the shed?

R/ADM SCHOULTZ: Chair I would have to come back to you
15 on the precise date, I speak under correction but it should be from approximately June, end of May, June this year that it's been in the refit, but in terms of being withdrawn from service I'll refer again to the appendices where it was approximately
20 2007, it was the last operation utilisation of that submarine but I'd like to confer to my notes on that.

ADV LEBALA: Ordinarily if you talk about "approximates" how long does the first of class refit take?

R/ADM SCHOULTZ: Chair we're planning on a period of
25 approximately 30 months if nothing unforeseen takes place.

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ADV LEBALA: So to use a simple language Manthatisi might be in that first of class refit for the next coming outstanding 20 months?

5 R/ADM SCHOULTZ: It's approximately correct Chair, we hope to start powering up her batteries towards the latter part of next year.

ADV LEBALA: Anything you want to add under submarine utilisation?

R/ADM SCHOULTZ: No, I've nothing further to add Chair.

10 ADV LEBALA: We are looking at paragraph 23, the heading is "Force Utilisation" page 7, may I take the liberty to read it to you:

15 *"I further wish to state that with respect to force utilisation it should be borne in mind that there are a range of defence goals and tasks the South African Navy ships and submarines are provided for".*

20 Just for the sake of completeness you've mentioned this term "force utilisation" time and again, in your simple words at this stage how do you want to qualify it at this stage?

25 R/ADM SCHOULTZ: Chair probably using the term "force employment, force utilisation" interchangeably but classically force utilisation as used here would be if there's a particular operation that the Chief of Joint Operations wishes to, or is tasked to execute and for which he uses or requires ships to be

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provided. Once those ships are then provided to him for whatever that task may be I would term that force utilisation.

ADV LEBALA: I'm happy that your instincts could guide you that we've been using these terms "force utilisation" and "force employment" interchangeably, please draw a distinction between the two. We know that force utilisation is when the Chief of the South African National Defence Force, currently General Shoke, would like the ships to be employed or utilised for a particular purpose, now what about force employment?

10 R/ADM SCHOULTZ: Chair I've indicated that the words are used interchangeably, force utilisation and force employment.

ADV LEBALA: Am I correct to say there's no distinction? Thank you.

R/ADM SCHOULTZ: That is correct.

15 ADV LEBALA: We are on page 8 paragraph 23 at the top:

"These goals and tasks give rise to missions ranging from benign missions such as search and rescue to constabulary missions such as the present anti-piracy patrols in the Mozambique Channel to war-fighting missions such as surface sub-surface interdiction".

20 There are very important terms there, let's start with constabulary missions, you've given an example of it, an example is the anti-piracy patrols that is Operation COPPER
25 that we always engage in, in the Mozambique Channel.

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R/ADM SCHOULTZ: Yes Chair, we normally speak about three broad types of missions, in the literature they speak about this so-called Booth Triangle and in that they speak about benign missions, constabulary missions and war-fighting.

5 Constabulary is just a word derived, I think from the English lexicon policing-type missions, and anti-piracy is classically a policing-type mission. One could say your, if you do anti-poaching-type operations which we do from time to time, or sea fisheries inspections, those would all fall into the gambit of a

10 constabulary or policing-type mission.

ADV LEBALA: Then you proceed on line number 4:

“... to war fighting missions such as surface or sub-surface interdiction”.

Please simplify.

15 R/ADM SCHOULTZ: Chair, these are terms more closely aligned to what would be the primary task of the Defence Force and in particular Navy where you during times of conflict would come into contact with vessels, surface vessels or submarines that belong to an adversary and you would then engage in

20 surface warfare with such surface craft through the firing of surface-to-surface missiles and/or guns after using your sensors to detect and locate, you would possibly set up a barrier patrol off the entrance of a port to protect the port from an enemy submarine possibly entering your port, approaches

25 and laying mines and that would be sub-surface interdiction

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where you use your frigate against an enemy submarine.

You could also when one talks about interdiction want to carry out something like naval gunfire support where you would use your naval guns on the ships to bombard a target ashore which your ground forces may wish to be taken, almost like providing artillery fire from the sea, so these are all the type of activities that ships engage in under conditions of conflict.

ADV LEBALA: For the sake of the Commission's edification surface is out of water, sub-surface is under water where a submarine executes and manifests its functions?

R/ADM SCHOULTZ: That is correct Chairperson.

ADV LEBALA: Let's proceed to read from line number 4:

"One of the laid-down tasks is to deter and prevent conflict, ..."

We've heard about this testimony time and again.

"... therefore having ships and submarines operationally available alongside can also be construed as utilisation".

Now I have tribulations in appreciating this sentence, please simplify it:

"... therefore having ships and submarines operationally available ..."

That's understandable:

"... alongside can also be construed as utilisation".

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It means when they are traversing the same direction at the same time or doing the same operation at the same time, please elaborate?

R/ADM SCHOULTZ: Chairperson what I've referred to here is
5 that there are many types of missions that we engage in with ships and submarines, many different types of operations and these ultimately culminate in different types of tasks that are assigned to the Navy. One of these is to deter and prevent conflict, the point that I'm trying to make is that if you have a
10 capability and a potential adversary is aware of that capability then the mere existence of such capability in itself and of itself is a deterrent and therefore can prevent conflict.

The point is a ship alongside that the enemy or potential enemy knows is alongside and the ship alongside that
15 the potential enemy knows is operationally ready and can be utilised is of itself a deterrent, the ship does not have to sail outside the harbour to say now it is a deterrent.

ADV LEBALA: To practicalise it has there ever been an instance where the three frigates and the, I beg your pardon,
20 the four frigates and the four submarines, I beg your pardon, the four frigates and the three submarines have been alongside available in this context?

R/ADM SCHOULTZ: Chair, there have been times when all ships have been in harbour and whilst in harbour they still
25 maintain their inherent capability and as such therefore

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continue to provide a deterrent.

ADV LEBALA: Has there been an instance where they have been operationally available alongside in the thick of the ocean?

5 R/ADM SCHOULTZ: Chair offhand I can't recall where all four ships had been, and the three submarines have been together in the middle of the ocean somewhere, aside from the times when we did the presidential reviews when we had all four frigates participating but not all three submarines. There are
10 instances where we've had at least three of the frigates participating in an exercise and this is part of the cycle that when a ship is available operationally or operationally available you can utilise it for exercises during that period because should it then be called upon to do a mission you
15 merely either detach one or more of the vessels or you terminate the exercise and send all the vessels as the requirement may be.

ADV LEBALA: I've also got to be careful with the use of terms, in South Africa we have oceans, not seas, am I right?

20 R/ADM SCHOULTZ: Chair, that's correct. We have two oceans that abound our shores, but we often speak about the southern seas which is the area to the south is not seen as an ocean of itself, so one talks about the southern seas between us and Antarctica.

25 ADV LEBALA: Now what's the distinction between the two, to

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be precise between the sea and ocean, is it size, is it volume?

R/ADM SCHOULTZ: Chair I would not be able to answer that, I would say normally speaking oceans are very large masses and seas are smaller masses, however, when we speak about
5 the southern seas in themselves it is a very large mass of water.

ADV LEBALA: Thank you. Paragraph 24, may I take the liberty to read it to you, turning now to the issue of crewing and frigates. I beg your pardon, turning now to the issue of
10 crewing the frigates and submarines:

“Over the period 2005 to 2013, that eight year period the South African Navy has trained some 4 042 personnel (647 support personnel, 1 191 technical personnel and 2 204 combat personnel”.

15 I refer to the document attached marked Annexure “PS10”, let’s go to page 91.

CHAIRPERSON: Page?

ADV LEBALA: 91. It’s only one page Chair, page 91. I would like the chair and the Commissioner Musi to give direction if
20 they’ve identified the page? Thank you. Let’s look at the page at the top, it’s headed Annexure “B”, spreadsheet B, just below to the left at the top you see “Support” and to the below that at the top you see “Technical” and to the right you see “Combat”, are you with me?

25 R/ADM SCHOULTZ: I am Chair.

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ADV LEBALA: Let's start with "Support" but before we do that I see to the extreme left there's a year 2006 at the top and there's 2007, 2008, 2009, 2010, 2011, 2012, 2013, eight year ..., I beg your pardon, almost approximately eight year period.

5 I see that to the left of 2006, is it abbreviation, is it a course conduct, I see CAT1, CAT2, CAT3, FDC, FDH, what does that signify?

R/ADM SCHOULTZ: Chairperson with regards to that specific table the abbreviations do indeed signify different courses, for instance the CAT1 is a Catering Part 1, first level, entry level course and that would be for chefs and stewards in the same way CAT2 would be the next level for those persons, and CAT3 would be the senior course that's presented for chefs and stewards. The FDC refers to flight deck controllers, the people that control the helicopters on the flight deck. FDH would, my pardon, the controllers with the people that control the utilisation of the helicopter, the FDH would be the flight deck handlers who work on the flight deck, and the last course in the group of support which says FSGACQ, that is a general acquaintanceship course to teach people about the ship and its husbandry in general terms.

15
20 ADV LEBALA: Now what's the relationship between this table and the heading "Support"?

R/ADM SCHOULTZ: Chair the relationship shows that as far as people that belong to the category of support personnel,

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those are the courses that we offer for such persons and then to the right in each year the number of persons that have been trained in that specific course, so if I may possibly take the year 2006 with the catering or CAT1 you will see there's 23
5 people, 15 for the next one, 19 and so on, so in 2006 a total of 76 support people were trained with regards to the training provided for those persons that would later form the pool from which the frigate crews are drawn and so the table progresses to the right in each year allocating per course the numbers
10 trained, the total number trained and then finally it sums up to the 647 of support people trained over this period in those particular courses.

ADV LEBALA: Thank you. The last question is look at the column 2013 under Category 1 it's empty, under Category 2 up
15 until FDC, why is that so?

R/ADM SCHOULTZ: Chair this can be, it can be two reasons, one; the courses have not yet commenced this year in terms of the course schedule or as I believe is the case in this year there's currently a surplus of catering personnel and that's why
20 we're not currently training any more catering personnel.

ADV LEBALA: And one sees the number 18 under 2013 for the flight deck handlers, and that's the only training for support that has been done currently for 2013, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

25 ADV LEBALA: The next item below will be "Technical", we'll

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do the same, we'll choose to the left, it's a table of abbreviations. Let's take the first abbreviation ACTIO NRG, do you want to talk about it across the number of years? We note that during 2006 nothing was done under it, 2007 3, 2008
5 nothing, 2009 nothing, 2010 nothing, 2011, 2012, up until 2013 nothing, what does that entail?

R/ADM SCHOULTZ: Chairperson that is a defunct course and that's why it was only offered in one year and then it was taken up in other courses.

10 ADV LEBALA: Yes, you haven't addressed what did this entail, what does the course entail as we now know that FDH deals with flight deck handlers and one knows that it's people who assist in the flight deck by handling activities there, so what does ACTION RG, I don't know why I think of Latin, I beg
15 your pardon, ACTION RG, what does it entail?

R/ADM SCHOULTZ: Chair, I'd have to check the detail of it, I don't have the full breakdown of that particular RG, what it stands for, it would be in the combat environment, that's why it's "action", so it will be an action crew, but what the RG's
20 abbreviation is I don't have with me at present.

ADV LEBALA: Fair enough. This detail is very important to complete your testimony, I would like you to provide it if you can. Let's take ELOVOP, permit me to call it ELOVOP, what does it entail?

25 R/ADM SCHOULTZ: Chair that stands for an electrical warfare

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operator.

ADV LEBALA: Now we see that in 2006 no one was trained there, in 2007 one person, 2008 one person, for the rest of the years for five years there was no one, why is that so?

5 R/ADM SCHOULTZ: I cannot answer that Chair.

ADV LEBALA: How important is this crew training course to the submarine?

R/ADM SCHOULTZ: Chair this is all training on the frigate but as I've indicated certain courses start and then they're
10 encapsulated in other courses. In preparation I was asked what training is being provided, I did not go into the detail in preparation in terms of courses that have either stopped or the technical detail of which course, if the technical detail of each course is required, why it started, why it stopped I would have
15 to first consult.

ADV LEBALA: Now for the sake of clarity and edification of the Commission are we talking about the ... Let's go back, the support that we talked about in the first column, the above
20 column, is it pertaining to the frigate or to the submarine or both of them?

R/ADM SCHOULTZ: Chairperson, the Navy recruits people and then trains them primarily in the surface warfare discipline, therefore the training is generally geared towards the frigates. Submarine service is a volunteer service, so out of the persons
25 that have been trained for general service in the Navy people

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step forward, volunteer for submarine courses and then do specific training geared at the submarines. This page on page 91 speaks about the general training.

5 The submarines furthermore are crewed by, with the exception of the officer core, the catering personnel and the communications personnel by technical personnel, so the technical personnel will be those persons who have passed through our technical institute who may or may not have done of this training that we indicate on page 91. Now somebody
10 could serve on the frigate for three, four years, then volunteer to go to submarines, and so he will have, or she, one of these training courses behind them and then be retrained as required for the submarine.

ADV LEBALA: Of interest just to expedite your testimony
15 under this topic and to save time we see abbreviations on that table, FSG, let's look at number 3 from the top, FSG DPGM, can you see?

R/ADM SCHOULTZ: I have that Chair.

ADV LEBALA: Only 10 personnel was trained in 2012, what
20 does it stand for, the abbreviation, can you refresh us if you know, only if you know?

R/ADM SCHOULTZ: Chairperson that is the 35 millimeter dual purpose gun maintenance course and 10 people were trained in 2012 on that weapon.

25 ADV LEBALA: Are you able to explain why people were not

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trained before 2012?

R/ADM SCHOULTZ: Chair I cannot explain that other than either there was not a requirement during that period or there were no persons that availed themselves for the training opportunity. Again that type of detail I would have to confer with personnel practitioners dealing specifically with training.

ADV LEBALA: Now of interest in line with expediting your testimony I would like us to look at those where we see crew training for seven years, starting with 2007. I see that there's an abbreviation FSG ACQ, can you see starting in 2007 with two, 2008 15, 2009 61, 2010 13, 2011 20, 2012 20, 2013 six, of significance, I could be wrong, one's instincts advise that this is crucial and important. Now what is that for, FSQ ACQ [sic]?

R/ADM SCHOULTZ: Chair, I indicated that is the acquaintanceship, just general acquaintanceship of the ship where we take people through and acquaint them with the ship.

ADV LEBALA: Below it it's FSG CMST, four in 2007, six in 2008, 12 in 2009, four in 2010, 10 in 2011, 13 in 2012 and 15 in 2013, explain.

R/ADM SCHOULTZ: Chair that course refers to the combat management suite and it is the technical maintainer of the combat management suite course.

ADV LEBALA: Now something interesting towards the end, there is only one course where for the whole approximately eight years there's been an activity, let's look at towards the

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end OYSOPS, I hope the commissioners will be with us,
OYSOPS. OPS we already know has to do with operations now,
OYSOPS, OYSOPS, for instance 2006 it's three, 2007 10, 2008
four, 2009 eight, 2010 six, 2011 six or I beg your pardon, 2012
5 nothing, and I stand corrected, 2013 11, what is that?

R/ADM SCHOULTZ: Chairperson that is the OPS Room
Maintainer Communications Course.

ADV LEBALA: Admiral Schoultz, I could take you to all these
activities and courses and crew training and waste time but for
10 the sake of expediency let's go to the conclusion now because
we already know that these are courses, some of which and
fairly speaking to you, you did not go and apply your mind and
find out what do they stand for, some you could talk about
them, I can see that there's FS Guns, I know you can talk about
15 that because it's part of the frigate, especially with regard to
probably its war-fighting capability, that's, that we call the
combat suite, but let's look at the totals now at the bottom,
2006 10 crews were trained, 2007 how many?

R/ADM SCHOULTZ: 61 Chairperson.

20 ADV LEBALA: 2008?

R/ADM SCHOULTZ: 76 Persons Chair.

ADV LEBALA: Now I want you to talk about 2009 to 2013, put
it on record how many were trained.

R/ADM SCHOULTZ: Chair, in the following years 250 in 2008,
25 I beg your pardon, in 2009, a 183 in 2010, a 151 in 2011, 358

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in 2012 and a 102 so far this year, bringing to a total 1 181 persons trained.

ADV LEBALA: Now let's go to the right column headed "Combat". Now what's the relationship between the heading "Combat" in relation to the abbreviations? To the left we can start with the first one bold Coxswain Part I, please take Part 1 and Part 2 together so that we should save time and one notes that in the second activity, actually the first Part 1 there's an activity throughout, let's start with bold Coxswain Part 1, 2006 to 2013 there's an activity, please take us through that?

R/ADM SCHOULTZ: Chairperson as in the preceding tables this list refers to various courses that have been offered and these are all in this particular table for persons that are in the combat branch and both Coxswain Part 1 and 2 are then to such courses. The coxswain of the ship is the person who actually steers the ship when it enters or leaves port or is involved in specific signature-type evolutions.

ADV LEBALA: Before you even look at bold Coxswain Part 1 there's AIO and we see that there's an activity throughout but with zero for 2006, 37 2007, continues zero 2010, zero 2011, zero 2012, zero 2013, what does AIO stand for? At the top, just above bold Coxswain Part 1, the first item under "Combat".

R/ADM SCHOULTZ: Chairperson it stands for Action Information Officer. Sorry my apologies, Action Information Organisation.

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ADV LEBALA: In simple terms what does that mean?

R/ADM SCHOULTZ: Chair, the (indistinct) of the ship is where
combat information is assimilated and we term it Action
Information, but another word would be the combat information,
5 the flow of information relating to the fighting of the vessel.

ADV LEBALA: Now I want us to expedite your testimony, one
can see activities and may the record reflect in relation to the
courses to the left and the years but towards the end I see a
lot of telecoms PT1 towards the bottom, Telecoms PT2,
10 Telecoms Radio, PT3. I beg your pardon, it's not Telecoms
PT1, it's Telecoms Radio PT1, Telecoms Radio PT2, Telecoms
Radio PT3, Telecoms Tact PT1, Telecoms Tact PT2, Telecoms
Tact PT3, please take them together and explain why are they
populated and they are significant under the heading "Combat".

15 R/ADM SCHOULTZ: Chairperson the Part 1, 2 and 3 again
refer in each case to the level, entry level course, middle
supervisor and senior supervisor course and then in terms of
telecommunications we have two specific fields, radio and
tactical, the radio are the operators of your high frequency
20 radios, your UHF and VHF radios and when I say operate them
they provide the radio linkages through which a ship
communicates ashore. The tactical operators which is the
telecoms tactical, they are the people who physically
communicate inter-ship on a tactical nets as opposed on the
25 more long distance and telex nets. The tactical nets are voice

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nets and also now data nest where the others are more tele-printer and email type nets.

ADV LEBALA: Okay, I want to direct your attention to the middle, almost middle of the Combat table, there is nothing starting in the beginning below "Link CTR SYS TACK", below it there's MEG1 FIRE FIGHT SYS, obviously standing for systems, below that there's MEG1 PROP SYSTEMS, below that there's MEG1 SHIPS SYSTEMS. Now those three courses draw my attention because they are nothing, there's nothing for the years up until 2012 and 2013. Now what's the course for and why is it so empty up until 2012 and 2013?

R/ADM SCHOULTZ: Chairperson, it is so because whilst those courses were originally envisaged and therefore placed on the system as courses, if you, if we go back to the previous table you will see those same courses now under technical because the nature of those courses are that they are more technical, so the musterings that are taught them today are technical musterings and roughly about 2/3's from the bottom on the previous table you will see Mechanical Fire Fighting System, Mechanical Propulsion System, Mechanical Ship Systems.

ADV LEBALA: Something that draws my attention is also the Radar, just below that, after Navigation, Navigators Human it's Radar ACT ... I beg your pardon, Radar at N4P1, Radar Part 2 A, is it AL or AF? Radar Part 3 AL, it's only in 2006, 2007 and the rest becomes empty. Just talk about what is that course

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for and why is it so empty and only starts in the beginning and towards today as you testify there is nothing.

R/ADM SCHOULTZ: Chairperson this is a particular course that was there to teach people to operate radar systems and again Part 1, Part 2, Part 3 and I can't, I'll have to go through it in detail to check now but we have changed that from radar operators to the combat management course, the CMC, so it's a course that has gone into abeyance, that is reflected here because there were people trained initially in those courses.

10 ADV LEBALA: Now why do we see the mirror and the reflection of the CMC course you are talking about, the Combat Management Course in these tables?

R/ADM SCHOULTZ: Chairperson you will start seeing the combat management courses firstly for officers where you see Surface Warfare Elective, SWE about a ¼ from the bottom, there's Surface Warfare Elective Action Information Organisation, that's one of them, Surface Warfare Elective Command and Control and Communications and Computers. Another one the Combat Suite, the Sensor Systems, the Weapons Systems, so these are the way in which certain courses have evolved, those are particularly with regards to officers, but selected senior rates, senior ratings also do it. And another one is on, is just above halfway where it says CMS, FEG CMS Bridging, there was one course run in 2008.

25 ADV LEBALA: Yes, but the patterns remain the same, for

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instance if you look at what you were reading SWE towards the end, SWE Action Info ORG, SWE C3 and Computers, SWE Combat Suite, we know Combat Suite is a war-fighting area of the vessels, whether it be a submarine or a frigate, SWE
5 Sensor Systems. The pattern is the same, SWE Weapon Systems, nothing in 2006, nothing in 2007, nothing in 2008, nothing in 2009, something in 2010, coincidental we have the World Cup, 2011, 2012, 2013, why is that so?

R/ADM SCHOULTZ: Chair, we train according to our
10 requirements and we train according to the availability of people, if there are no persons available then a course will not run, or if there's not a requirement. Once you train these young persons they will go after their training to serve for the next three to four years in those various capacities, then you
15 will wait until the next batch comes through but specifically with regards to each of these courses if I'm to answer why a particular course has not run in a particular year Chair, then I need to go and prepare to get that data, it was not part of the preparation coming here to say what courses have run as
20 opposed to why has the course not run.

ADV LEBALA: Fair enough, we thought that you could provide that detail but now let's address ourselves to the theme of your testimony, the theme of your testimony is not to explain why the courses did not run for some years, it was just to explain
25 the crewing of these capabilities and the training that

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accompanied. If I may ask were you referred to the Radar ACT Info P1, Radar Part 2 A1, Radar Part 3 A1, were you referring to the submarines or to the frigates?

R/ADM SCHOULTZ: Chair, all the courses on this sheet refers
5 to training primarily for the submarine ..., for the frigate, this is frigate training that is before us on page 91. All of this training can be utilised for the submarines, as I indicated there isn't a separate catering course for instance for a submariner
visa vie a frigate, the radio, the tactical radio operator, the
10 telecoms radio, that's standard across all vessels, but the frigate technical training is not reflected on this, the submarine technical training is not reflected on this page.

ADV LEBALA: Now let us complete by looking at the last three items at the bottom just to complete the picture, for instance
15 you will see Weapons Operator P1, Weapons Operator P2, Flight Deck Handler. Let's start with Weapons Operator P1, zero in 2006, 11 2007, 18 2008, 40 2009, 20, 29, 15 [sic], 2013 zero, why is it so essential that there was population here, if you are able to tell the Commission.

R/ADM SCHOULTZ: I can merely indicate Chair that those
20 were the numbers of persons that were trained, the weapon operators is an entry level type course for persons that will be operating the various weapons and when I say weapons here these are the guns on the ship essentially, and they will
25 operate the guns, they have larger numbers because the ship

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has as part of it is output, it's got two 20 millimeter submachine guns, it's got 2 12.7 machine guns and the it's got the 76 millimeter and the dual purpose 35, so there are a number of buns onboard this ship and each of them have
5 operators serving, so generally the numbers would be higher in the gunnery branch.

ADV LEBALA: Then below that there's Weapons Operator P2, what's the distinction between the two?

R/ADM SCHOULTZ: When you get to the Part 2 you start
10 moving into the managerial or control side and that's why one would also generally find that your Part 2 numbers are less than your Part 1 numbers where it comes to the operating *versus* the control.

ADV LEBALA: Please go to the last one, the Flight Deck
15 Handler.

R/ADM SCHOULTZ: Chairperson, these are the people that work on the flight deck and they are responsible for managing the helicopter when it lands or takes off from the flight deck, tie it down when it lands, loosen it when it wants to take off.

ADV LEBALA: Now because we've been told that the
20 helicopter that is operated on the frigates, we know that in South Africa we have three arms of services, the Army, the Navy and the Air Force, for the edification of the Commission I know you know this, this persons who are flight deck handler,
25 in line with the testimony that we have heard that that

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helicopter belongs to the Air Force, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: But because it's on the vessel it's under the command of the Navy isn't it?

5 R/ADM SCHOULTZ: Chairperson the manner in which it works is that the helicopter as correctly stated, belongs to the Air Force, when it flies onboard the helicopter comes under the operational control of the officer commanding. Normally speaking we embark what we call a mobile air ops team which
10 is an element provided by the Air Force and they will form the link between the ship's captain or the task force commander and the air crew. Now it is so that if it's a very small type operation or a limited scope in anticipated utilisation that the pilot of the helicopter can also fulfill that dual-hat
15 responsibility for the mobile air ops team commander, so technically he reports via the entity to the captain but in fact that entity may be himself at times.

ADV LEBALA: Now the flight deck handlers, under whose command are they?

20 R/ADM SCHOULTZ: The flight deck handlers are part of the ship's company and they stand under the command of the ship's captain.

ADV LEBALA: Now are they under the, on the ship under the auspices of the Air Force or under the auspices of the Navy?

25 R/ADM SCHOULTZ: They are totally under the auspices of the

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Navy Chair.

ADV LEBALA: Now let's complete your testimony on this page by talking about the totals, please address the totals starting from 2006 to 2013.

5 R/ADM SCHOULTZ: Chairperson with regards to combat personnel in 2006 we trained a total of 255, 2007 260, 2008 287, 2009, 478, 2010 366, 2011 368, 2012, 286 and 2013 a 104 bringing us total trained to 2 204 to date Chair.

ADV LEBALA: I would like us to go back to your statement.
10 Let's go back to the beginning of paragraph 24 so that we should appreciate that you testified above, I might take the liberty to read it to you:

*"Turning now to the issue of crewing the frigates and submarines over the period 2005 to 2013 the SA
15 Navy has trained some 4 042 personnel, 647 support personnel, 191 technical personnel and 2 204 combat personnel".*

You've just demonstrated that now. The total is 4 042. I refer to the document attached Annexure "PS10" that you've just
20 talked about

*"It is from this that the frigates, submarines and other vessels have been crewed, Despite this investment in training critical shortages are still
25 being experienced in the mechanical engineering mustering".*

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Let's pause there. Why is that so?

R/ADM SCHOULTZ: Chair there's a number of reasons. The one reason is that people do not volunteer to undergo technical training as readily as they volunteer to undergo non-technical
5 training and then secondly those that do volunteer and do qualify are very soon offered alternative employment by the broader economy given that they have these specific skills which are on short supply throughout the country.

ADV LEBALA: I think you've just qualified what you are
10 explaining on your statement that they are being poached one qualified and in members volunteering for submarine service:

"These are being addressed and the situation is expected to continue to improve".

How is that being addressed?

R/ADM SCHOULTZ: Chairperson with regards to the technical
15 personnel in general firstly there has been an occupational dispensation created for them in the recent months whereby which they will be remunerated slightly better than before, I do not believe personally that this will stop the full hemorrhaging
20 but it will address it to a degree. And then secondly with regards to the submariners we have relaxed our own internal rules and are now rather than taking persons out of school, putting them through the initial basic military training that we do and thereafter sending them for three years to do their
25 apprenticeship training at our technical schools, we now try to

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recruit persons who have already attained the academic side of their technical training, bringing them into the Navy doing a very short bridging conversion and thereafter employing them at the rank that they would have attained had they come in and
5 gone up the line to the point where they would have arrived to serve onboard a frigate, so in essence direct recruitment of qualified people outside accelerated advancement in order to make up the numbers. Currently, and I stand corrected in terms of numbers one or two either way, roughly 68 people in
10 this specific dispensation and a further more than 100 that we have recruited internally in the Navy and are now putting on an accelerated training programme.

ADV LEBALA: Just to complete:

15 *“As a result it has not been possible to staff each ship and submarine fully with qualified personnel at all times”.*

Now is that currently happening as you are testifying before the Commission?

20 R/ADM SCHOULTZ: Chairperson yes, that is true, not all the ships or submarines have every single post onboard filled by somebody who is fully qualified.

ADV LEBALA: What about the frigates?

R/ADM SCHOULTZ: That applies equally to the frigates
Chairperson.

25 ADV LEBALA: Let's complete:

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“However it has been possible to ensure that the laid down minimum seagoing standards have been met”.

Just qualify that.

5 R/ADM SCHOULTZ: Chairperson, the issue of having a 100% staff complement within the Navy is not something new, this is something which has existed from the time when I joined the Navy. Now when you design the crew tables or the establishment table of a warship you design that establishment
10 table with a mind that the primary task within a warship is to fight at sea and so the crew needs to be able to man every piece of equipment that would be utilised when you are fighting the ship. Ships generally fight two battles, we talk about the internal and the external war, the external war is the war you
15 fight against the enemy, the internal war is the war that you fight against battle damage that you may suffer, fire, flooding and the likes, and so ships generally have a fairly comprehensive crew to both fight the internal and the external battle.

20 However, in peace time we recognise that the ship is unlikely to be fighting and therefore it is unlikely that every member that’s used for war would be needed onboard at all times in peace time, however, at the same time you have to make sure that when a ship goes to sea it is safe to do so from
25 a navigation point of view, from operating its equipment and of

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course the ever present risk of fire and flood and so per ship in class, every ship of class we have what we call a minimum seagoing standard and you're not allowed to crew the ship below that standard because that is the minimum number
5 needed to ensure the safety of that ship at sea in the non-combat zone, so by way of example, and we spoke about the weapons operators earlier, and this is not factual numbers, this is by way of example, if the ship's company calls for 10 weapons operators during a war situation and you only have
10 eight weapons operators now in peace time your minimum seagoing standard would for instance say there must be a minimum of five weapons operators, so if you are at eight that ship is safe to proceed to sea under non-threat conditions. Chair I've tried to encapsulate the whole idea of minimum
15 crews, safety standards and where we have been at present.

ADV LEBALA: Now you testified that the issue of short-staffing and tweaking numbers to meet these standards has been happening even during the times of the Daphne submarines, that is the ones that came before the Type 209
20 submarines, the current ones which are the subject of the SDPP packages, is it the same with the frigates Type 12 frigates, the—then frigates against the Meko, is it applicable both ways?

R/ADM SCHOULTZ: Chairperson certainly in my 42 years'
25 service this has been applicable that we have minimum

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seagoing standards and that we have full wartime standards that we meet and that we have operated somewhere in between these standards for most of the time.

ADV LEBALA: Let's go to the final paragraph:

5 *"In conclusion I refer to the document attached marked Annexure 'PS11'".*

It's on page, page 92 Commissioners.

"This is extracted from the 2013 South African Defence Review. I believe that it will illustrate the
10 *goals and tasks of the Defence Force and the need for it to maintain its forces".*

General Shoke, the Chief of the SANDF will fully come and talk about the 2013 Defence Review to demonstrate its relevancy in line with the subject of the SDPP packages to date, but please
15 go to page 92. Now the relevance of this page one sees that it is headed "Defence Goals and Tasks". Now there's goal 1 to goal 4, I would like you to take the Commission by demonstrating what's the distinction between goal 1, goal 2 in relation to goal 3, goal 4, it means let's goal 1 and goal 2 the
20 left goals and goal 3 and goal 4 the right goals. Now please start by identifying the goal, explaining the sequence below it and come to goal 2, explain the sequence and pause and draw the Commission's attentions about the distinction between goal 1, goal 2 in relation to goal 3, goal 4. Now you may start by
25 identifying the goals.

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R/ADM SCHOULTZ: Thank you Chair. To contextualise the page as a whole, firstly this diagram stem from an unpacking of the Defence mandate as has been previously presented and in unpacking that mandate the Defence Review Committee
5 identified that the mandate would point to four high level goals that the Defence Force needs to accomplish if it is to accomplish its mandate, and the first goal that was identified, and it's one that we've touched on in giving testimony here is the goal of defend and protect South Africa.

10 The second high level goal was the need to safeguard South Africa and one will touch on the difference between defend and protect and safeguard as of the sea. The third goal had to do with promote peace and security and the fourth goal, if I may, is the developmental and other audit
15 tasks. So, one can draw the parallel between this diagram and what I mentioned earlier about the Booth Triangle that there's this ranging from benign-type tasks to constabulary-type tasks, to war-fighting tasks and this is just a different presentation.

 Chair with your permission if I then go to goal 1, to
20 defend and protect South Africa, what are the tasks that the Defence Force and henceforth the Navy and the Air Force should do in order to accomplish that goal. Well, the ultimate of course is to deter and to prevent conflict, it would be the best if there never was conflict and if conflict should start to
25 emanate from some source, if one could then deter it, and I

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have alluded to the fact that the mere presence of a military capability already of itself provides deterrence.

5 The second task is that the country in line with every other country has particular national interests and it is the part in defending and protecting South Africa to also protect our national interests, however, such national interests may be articulated by the government of the day. Regrettably there is always the possibility that deterrence and conflict prevention may not succeed and that a country may be called
10 upon to defend itself either in consort with allies or unilaterally and so the third task that the National Defence Force and hence the Navy must prepare forces for is to defend South Africa. Whereas one can say that deterrence can be accomplished by being ready alongside providing a deterrence,
15 by the time it comes to defending it means physically deploying in combat-type situations.

Chairperson, the second task is very closely aligned but is a step less, step away from the full war-fighting. If we look at goal two, safeguarding South Africa, the first task there
20 is to safeguard our borders. We all know that poorest borders leads to persons crossing them with impunity, it leads to the smuggling of goods, contraband over those borders, it leads to the smuggling of people across those borders, narcotics and the like, so it's important that you safeguard your borders and
25 these borders Chairperson can refer to land borders but they

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also equally refer to sea borders and I dare say the air space which can be transgressed by persons smuggling or contraband people or narcotics in and out. So that is another type of task and I would like to come back to that.

5 Chairperson then task five speaks about safeguarding critical infrastructure and much has been said in the past about the National Key Points Act and I believe there will be a debate on it shortly again, but there is critical infrastructure even at sea or critical infrastructure that is
10 vulnerable from the sea. Much of our fuel gets imported, there are mooring buoys off the coast where the supertankers come and tie up and then pump the crude oil ashore where they are then refined for our utilisation as petroleum gas products.

 If that piece of infrastructure is sabotaged, removed
15 or damaged the effect on the economy would be tremendous, we also have the nuclear power station, Koeberg in the Cape which is vulnerable from the sea side, and so one can mention other critical infrastructure, one thinks of the dams of this country, even dams in neighbouring countries like the Katse,
20 these are critical items of infrastructure that Defence can and will probably be called upon should the need ever arise.

 Chair task six, support to the police service, there are many tasks that we do to support the police in crime combatting and that is one of the tasks whereby which we
25 safeguard South Africa and again the range is big, from

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assisting them with air transport, air surveillance for big events to taking police to sea to inspect suspected drug runners and the likes.

5 The last task is possibly one that is less known but equally important and growing in importance worldwide and that is to ensure the information security, the whole arena of cyber security and cyber-attack, and one can just imagine even something as mundane as an attack on the traffic lights in a city like Johannesburg, what the impact would be on traffic
10 flow, and so one can carry on looking at things like cargo handling at a major port if all the cargo was suddenly scrambled in terms of where it was, the banking institutions and defences involved in assisting in the broader provision of cyber security.

15 Chairperson, the third goal differs again and this goes to promoting peace and security, has a soft side on the one hand and a slightly more military side on the other, when it comes to promoting strategic influence this is the realm of defence attachés who promote your defence force in the
20 countries where they serve, to promote a stance and defuses questions that one may have aggressive intention when you do not have, so and also the realm, and we spoke about it this morning of goodwill visits where you use your assets to promote your influence abroad.

25 Task nine, one that is very often in the news, to

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contribute to peace and stability Chair, that refers primarily to our contribution to UN and AU peace missions, the contention being that for us to enjoy peace and prosperity here there needs to be peace and prosperity further afield on this continent and indeed in the rest of the world. The forces that we use there are primarily at this stage land forces, we do too deploy elements of the Air Force and have, and currently have some support personnel from the Navy, but certainly very much a role that the Defence can play to support the Government in its peace and security initiatives.

Chairperson the last goal, developmental and other audit tasks, one of the audit tasks are, or is rather compliance with treaty obligations, and we've mentioned things like hydrography, we've mentioned things like search and rescue but there are also others which deal with (indistinct) like test band treaties, non-proliferation of small arms and these are areas where the Defence has a role to play. I've touched on very briefly audit Presidential tasks but for the Defence Force as a whole we look after certainly the travelling when our President, Deputy President travels internationally that's an audit Presidential task, our Military Health Services provide health services to our Commander in Chief and deputy and so the Defence Force has a role to play in certain tasks as ordered by the President.

Chair, task 12 goes to assisting civil authority when

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we audit and this can take many different forms and indeed does. It can go from when there are times of civil unrest where the Police would request assistance so that they can do their work, it would go to the events where we assist the police but
5 it can also include things like building bridges as we have done in the Eastern Cape so that communities that are cut off through floods can get (indistinct), children can go to school and there really are a range of civil authority tasks that we assist with. One of the large tasks we've done for many years
10 and it recurs, is looking when there are outbreaks of disease amongst livestock like swine fever, bovine illnesses.

And the last task which goes to contributing to the general development of our people, and here we look not only at specific missions that we do but in the type of training that
15 we provide we assist to, in a large way to train people that can move on out of the Defence into industry *et cetera*, the National Youth Service where we take in, certainly for the Navy I can speak upwards of a 1 000 people every year, train them for three months, return them to the Department that's
20 sponsoring them so that they have a basic enablement to find employment.

Chair, therefore the Military is about its ships, submarines and aircraft, it is about war-fighting, but it's also about much more in fulfilling its constitutional mandate, it is
25 about providing safety for us in our homes through border

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security, it is about us providing or assisting the Government in its effort to bring peace to this continent of ours, and then it is about meeting the commitments that we have as part of the international order and last but importantly it is also about us
5 serving the people and seeking how we can assist the development.

So, even as there's a balanced portfolio of tasks that we have to accomplish in order to achieve the goals that we drive from our mandate, in the same way there's a balanced
10 portfolio of capabilities that we require to accomplish us in achieving these various goals. Thank you Chair.

ADV LEBALA: Now I would like you to take the SDPP packages that we have acquired, these are for instance where I allowed you to put your cap on, not as a naval officer but as a
15 member of the South African National Defence Force, you can take the Gripens and the Hawks that we purchased for the Air Force and these light utility helicopters, you can take the frigates/Corvettes and the submarines, now put them in order, demonstrate to the Commission the order of their use from goal
20 1, goal 2, goal 3, goal 4, demonstrate to the Commission that if you look at goal 1 in relation to having them is the soft issue, a hard issue, you need them. Goal 2, do you need them less, goal 3, do you need them lesser or you need them more? Goal
4, do you need them lesser or do you need them more.

25 R/ADM SCHOULTZ: Chair possibly if I understood correct I

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must speak to both the Navy's assets and the Air Force assets that are under consideration by the Commission, so if that is correct I will start with the Hawk to say primarily, or not primarily, its first function is to train pilots to fly fighters, so
5 whatever I may say with the Gripen will apply to the Hawk on the basis that it's the lead into flying the Gripen and thereafter I will add other tasks as well.

If one looks at goal 1 one certainly could not do task 3 without frigates, submarines, Gripens and bear in mind
10 I've indicated the Hawk would train you up to fly the Gripen, so therefore the Hawk would be there in that context. If one looks at task 2, protecting national interests, the same would apply to the forces I've just mentioned and with task 1 likewise the same would apply, all that obviously predicated on that there is
15 a threat or that you want to prevent a threat from developing.

If I look at goal 2 Chairperson, when it comes to safeguarding the borders the frigate can be utilised certainly, and the submarine can be utilised, probably not the optimum in terms of cost of operating certain of them, we could use a
20 lesser capability. The safeguarding critical infra... Oh, and in terms of the border if one talks about your air borders under times of threat both the Gripen and the Hawks can be used for that as well to fly patrols of those border areas if there is a threat.

25 When it comes to safeguarding critical

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infrastructure probably more with regards to the A109 and the Hawk aircraft and possibly the frigate in that sequence. Support to the police service primarily the helicopter and the frigate, but I need to indicate that when it was big events like Soccer 2010 then all the assets were utilised, so it depends really what the specific tasking is. Sir, the ensuring information security I'll say really falls outside the gambit of these particular assets.

Promoting strategic influence, as defined in terms of the Defence Review I believe the frigate would be the primary capability of these that we're discussing to be utilised, Contributing to peace and stability Chairperson I see a vast role, certainly for the Gripens and the Hawks if one goes into Chapter 7 and Chapter 8-type UN operations, one does not want to run ahead of the findings of what happened in Bangui, but that type of event that took place, those capabilities, as would the 109's in terms of communications aircraft, would have contributed vastly to them.

Chairperson as far as goal 4 is concerned depending on the type of operation task 12 certainly the light utility aircraft would be very useful as well as the frigate, and I say depending on the task. The audit Presidential tasks primarily I'd say the frigate, possibly the light utility aircraft and treaty obligations in terms of current treaties probably the frigate would be the primary vessel utilised in terms of the

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search and rescue role. It's difficult to state categorically because each of these has many permutations but I believe that's a fair representation of where one can see the utilisation of these assets but I believe Chair more importantly is one asks the question in the absence of these assets what would you utilise?

ADV LEBALA: Yes, I know that I took you in an area you didn't expect, but you have discharged that responsibility. I know that my colleagues will be dealing with the Air Force, but of significance if demonstrated that all these goals can be met by these capabilities, is that correct?

R/ADM SCHOULTZ: Chairperson I tried to demonstrate that these capabilities can be utilised in each one of these to achieve these goals. I did not try to indicate that these capabilities could achieve them to the exclusion of other capabilities because each of these goals can have many variations, some landward for instance, but yes, these capabilities can be utilised under specific conditions in each one of these.

ADV LEBALA: And when I listen to your testimony you've demonstrated that goal 1 and goal 2 as against goal 3 and goal 4 could be met differently because goal 1 and goal 2 are real hard issues, to defend and protect South Africa, to safeguard South Africa you need, I think, the real hardcore capabilities. You demonstrated that goal 3 and goal 4 are benign soft

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issues, for instance to go and assist in Mozambique when there are floods, to go and demonstrate to the South African youth our capabilities and making them sentimental. Admiral Higgs took us and demonstrated that how excited our youth were when they saw these capabilities, he demonstrated to us how sentimental the former Premier of the Eastern Cape was in seeing SAS Mendi, reciting a poem for it. Now in conclusion with this background that I've laid would you agree that these capabilities could be applied differently looking at goal 1, gravitating to goal 4?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Now in these 15 minutes we'll complete your testimony, I'm confident. There are three questions that I would like you to address and we'll be done with your testimony. Remember when you started your testimony we wanted to refer you to a very sensitive classified detail under the topic Operational Availability of Surface Platform, do you remember?

R/ADM SCHOULTZ: I do Chair.

ADV LEBALA: Now that part talks about generally, I've got to be careful, the deficiencies and the limitations that arise created by mechanical problems and other challenges in as far as the frigates, now the frigates and the submarines are concerned. Now you have your cap on as a naval officer, is that correct?

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R/ADM SCHOULTZ: I do Chair.

ADV LEBALA: Now do you want to talk about it fully or do you want to talk about it in passing given the limitations that are there? You've been honest, you took us into your confidence about it and I even addressed the commissioners about it, there was a suggestion that you could deal with it on affidavit but let's deal with it to an extent which you could if you are comfortable, you could deal with it in passing and address the Commission regarding those deficiencies and limitations.

R/ADM SCHOULTZ: Thank you Chair. If I may I will this time start with the submarine and I have already testified to the issue surrounding the power unit that was incorrectly connected and which was subsequently repaired. A second area with regards to the submarine that has been in the public domain has been the question around batteries for the submarines and here I need to indicate that batteries roughly have a seven to eight year lifespan, that is also why we refit our submarines approximately every eight years because by that point in time batteries need to be replaced.

There was an issue with the batteries, this was not an issue that was limited to this country, we discovered that there was a build-up of gas in the battery and Chairperson gas in the form of hydrogen in a confined space like a submarine is high risk and so when this was discovered a repair solution was investigated and was brought about on our submarine batteries,

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this was also brought to the attention of the original equipment manufacturer who has subsequently addressed this in his production of this item.

5 The Navy has in the interim sourced its next generation or let's say replacement battery when the batteries have to be replaced from an alternative supplier, so that in as much as the issue around batteries. So, whether there was a defect identified or not we are at the eight year period now, so we would be replacing batteries anyway but we did discover the
10 problem.

The, I have indicated the issue ingress on a gland which was one of the defects that we picked up that was repaired, there was one incidence on one of the submarines in which it made contact with the ground whilst doing evolutions
15 and that has been repaired, it has also been reported to the Portfolio Committee during their visit. Aside from these visible defects I guess Chair, it is true to say that in the normal course of operations from time to time systems do go down and they're repaired by the persons operating the vessels onboard
20 or ashore, but it is fair to say that the submarines have been very reliable general and that they've served us well. I'm always proud to say that the vessel that went to Brazil spent 63 days at sea and came back without reporting a single defect, and I think with that I'd like to conclude as far as the
25 submarines are concerned.

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As far as the frigates are concerned Chairperson, these are very technical vessels and possibly I'll start on the other side and say yes, in the normal course of operating them there have been certain defects and there's also been those
5 defects that have been reported further up the line, also into Parliament and here I will touch on the port diesel of one of the vessels, the Amatola, which had water ingress in June 2008 and for which we have purchased a replacement engine that will be installed during the ship's upcoming refit.

10 Then there has been questions that we have raised internally with regards to (indistinct) oil overheating on these vessels, we do not yet have the full answer why, in part we believe it's because of the temperatures of the oceans where we operate in north. It is a matter that is still outstanding to
15 be resolved, so I would not like to give a definitive answer to that.

Furthermore this morning the Evidence Leader asked a specific question about the frigate engines, Chairperson I alluded to the number of engines that are in
20 circulation, we discovered on two of our ships that we had coolant leaking on the engines and when we took this up with the manufacturer they indicated this was a matter of design where certain component worked loose, they had already identified it within and in fact that is true because when we
25 applied the corrective measures we found that one of the ships

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had already been modified and so as a warranty item the manufacturer has replaced or in this case removed this component which is not required, but which if left in (indistinct) leads to excess coolant build-up. And that in the main has
5 been the more visible type of defects. Thank you.

ADV LEBALA: Admiral Schoultz, these capabilities are almost eight to nine years old, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: By now they must have been mastered isn't it?

10 R/ADM SCHOULTZ: Chairperson as I indicated it takes many years to master and we are still identifying areas that are only now evidencing themselves. As I indicated the (indistinct) oil, not the oil, the coolant leak evidenced itself 2011 for the first time and I cannot categorically state that something else may
15 not evidence itself for the first time in the months to come but if so, we will deal with it on a case by case basis.

ADV LEBALA: Yes, but you certainly liaise with the OEM, a term that you used, the original equipment manufacturer, is that correct?

20 R/ADM SCHOULTZ: Chair, can you just repeat the statement?

ADV LEBALA: We know that the frigates were manufactured by the German Frigate Consortium, is that correct?

R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: The submarines are also from Germany isn't it?

25 R/ADM SCHOULTZ: That is correct Chair.

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ADV LEBALA: Yes, there's a relationship between the Germans and the South African Navy and I call the Germans the original equipment manufacturer in relation with these capabilities, isn't it?

5 R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: Now at this stage of the eighth, ninth year some of these defects can be fully addressed in South Africa, am I correct?

R/ADM SCHOULTZ: Chair, that is correct.

10 ADV LEBALA: But how many engines does a submarine have?

R/ADM SCHOULTZ: Chair the submarine has two electrical engines that drive on a single shaft.

ADV LEBALA: How many propellers?

R/ADM SCHOULTZ: It has one propeller Chair.

15 ADV LEBALA: For the edification of the Commission what's the difference between an engine and a propeller?

R/ADM SCHOULTZ: Chair, the propeller is the effector which is in the water which when turned by the engine propels the vessel forward or backward.

20 ADV LEBALA: How many engines does the frigate have?

R/ADM SCHOULTZ: The frigate has got a total of three engines Chairperson.

ADV LEBALA: How many propellers?

25 R/ADM SCHOULTZ: It has a total of two propellers as well as a water jet.

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ADV LEBALA: You see, the critics would like to know how many do these capabilities ... Let me rephrase that and put this properly. Are there instances where these capabilities use less engine? To be precise let's take the frigates, are there
5 times when two of the engines are broken and it functions with one?

R/ADM SCHOULTZ: Chairperson, the design feature of warships is redundancy so that it can operate when certain systems are lost under combat conditions or other conditions
10 and hence the frigates are so configured that whilst they have two engines and two propellers to start them you can use one engine to drive either of the propellers or both together and the same applies for the other. Also as part of economical use when on passage we ride at economical speed, we would use
15 one engine driving two propellers and then after a number of hours you will change the engine, use the other engine to drive two propellers.

There have been instances where we have lost an engine, I refer for instance to the July 2008 and so we drove
20 both propellers through the other engine, we have not yet replaced that engine because we would rather have kept the ship in the operating cycle. From my earlier testimony I indicated that the Amatola has done two 100-plus day deployments in the Mozambique Channel and it has done so
25 using in fact two propellers and the one engine that's not

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affected. This is part of the design of warships to enable them to do so.

ADV LEBALA: Is the same applicable in as far as submarines are concerned?

5 R/ADM SCHOULTZ: Chair I'm speaking to an area that's not my expertise and that's the inner-workings of a submarine, but the submarine has, as I indicated, two, they call them two half-engines, but they are two complete engines that drive a single shaft. You can ... I need to start slightly further back maybe
10 to explain that. The submarine is driven by the electrical engines, the electrical engines are powered by the batteries that I've referred to and the batteries are charged by generators that are onboard, so essentially the batteries would be running the two engines.

15 There is a method in which you can disconnect the batteries and drive the electrical engines directly from the generators, obviously only on the surface because the generators need air. You can also disconnect the two engines from each other but I cannot explain the technicality of that, so
20 that you can use a so-called half-engine to drive the shaft. There are of course limitations because it's got a single shaft and a single propeller, if you damage your shaft it does not matter how many engines you have Chair.

ADV LEBALA: Let me hear your comment, is it fair to
25 conclude, and this is the criticism, we have to bring this

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testimony before the Commission, that these capabilities are in a position to discharge their functions, whether it's goal 1, goal 2, goal 3, goal 4, it doesn't matter, by being present for instance in the Mozambique Channel, by going to Chile, by going to Brazil, participating in operation and exercising for an event, that's one thing, but they sometimes discharge this function with a limitation because either one engine is broken or it's dysfunctional. Now that happens time and again isn't it?

5
10 R/ADM SCHOULTZ: Chairperson it's true that despite the defects that are experienced that we continue to discharge our function as currently ordered.

ADV LEBALA: Yes, but doesn't that mean that the critics are right to say there are limitations in as far as the operations of these capabilities are concerned because they don't function at their maximum capacity given these limitations. Remember that they discharge their function is one thing, that's one thing, they go to Mozambique, they go to China, they probably do this drug interception, interdiction, that's one thing, but they do that with limitations, is that correct?

15
20 R/ADM SCHOULTZ: That is correct Chair.

ADV LEBALA: There are certainly risk factors involved, isn't it?

R/ADM SCHOULTZ: Chairperson there are always risks at sea and a ship that is one hundred percent correct by the time it leaves the harbour you cannot guarantee that something hasn't

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dropped. There are inherent risks and that is why we work to a minimum safety standard.

5 ADV LEBALA: Fair enough, but is it more of a risk for the frigate to go into the thick of the ocean with one functioning engine knowing that going at sea is a risk? We know that they have been to sea with incapacity engines, am I right?

10 R/ADM SCHOULTZ: Chairperson I've indicated that ships are built with redundancy, there are many ships flying the oceans of the world with a single engine, so it is true that if you have five engines or three engines or two engines you have more redundancy but the fact is ships at sea sail on one engine (indistinct), our ships have got three engines in total, we in the Navy have appreciated that we are satisfied to safely operate the ships at the levels that we're currently operating them.

15 ADV LEBALA: Admiral we have come to the end of your testimony, it's 16h00, I just want you to conclude given the challenge that we face, in bringing testimony before the Commission we have to look at the merits and the demerits in order to assist the Commission to make recommendations. This
20 Commission has to find facts, establish them, enquire into and finally make recommendations. Do the critics have a point if they say in the real actual world where we find ourselves today one cannot talk about war, one talks about peace, we've seen that enemies made peace, we've seen that countries that fought
25 reconciled, one can give a plethora of examples, that treason

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debate says that the world is becoming more and more of a peaceful place, we can do better with diplomatic exercises, there's no need for us to waste resources and rely on these frigates and submarines that enter the oceans with a risk factor of utilising one engine instead of full capacity. What is your comment about this reality?

R/ADM SCHOULTZ: Chairperson I cannot answer for the critics, I can only answer on my observation and my observation is that we live in an uncertain world and in an uncertain world you have to be prepared for every eventuality as best as you can, and those persons who predicted a 1 000 years of peace after the Berlin Wall fell, I believe that they were found incorrect very shortly thereafter. Even in our own history, Bangui, nobody predicted it until it happened.

The events in North Africa with the Arab Spring, no intelligence agency predicted it and the rate at which these events have happened is certainly far faster than we could build up a capability if we had none and therefore I would not like to answer for the critics but certainly I believe that we live in uncertain times and that one must be prepared for those times that we live in.

ADV LEBALA: What is your conclusion in relation to the background that I've laid, the treason debate and whether we do need these capabilities?

R/ADM SCHOULTZ: Chairperson I am convinced that one

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requires these capabilities, if time had permitted me Chair I would have liked to have read from the Defence Review, I would have liked to have articulated what national interest is and the role of the state in preserving our national interest and therefore how it must balance economic realities, social realities but also security of state infrastructure, security of state institutions and the security of the state itself, however, Chairperson if there's ever been a truism it is that water flows downhill and by that I mean that water takes the path of least resistance.

And if one takes that analogy to where we are when it comes to security matters, if there is any would-be aggressor out there he would certainly look at South Africa if that was where the aggression was directed and say what is the downhill, what is the area of weakness, be it economic or other, and if it's military, what is the area of military weakness and if he finds that weakness one can rest assured that is the line that he would take to attack you, it would become the centre of gravity or the *locus* of his attention.

And given these uncertainties therefore I believe that the best option given our modest means is to take a balanced approach, provide sufficient credible deterrence that a would-be aggressor would look at us from a maritime perspective and say there is risk in attacking with surface forces, there is risk in attacking with submarine forces, there is

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risk with attacking with air forces and there is risk with attacking with land forces, that if we can within our modest means provide a balanced capability then at the very least we do not offer any area as the least line of resistance which can
5 become the line of attack from a would-be aggressor.

Against that background therefore Chairperson I believe that the strategic packages are well-justified, they are necessary and I've tried to indicate how we have used them in training to hone our skills, how we've used them with other
10 friendly nations to jointly hone our skills and how we're currently deploying them in fulfillment of some of the mandated tasks, therefore I have no doubt that it was a good decision by Government to give South Africa this capability, I recognise that there are challenges in terms of financial constraints, I've
15 spoken about that, that in the nature of these vessels from time to time there will be defects, that we do have the capacity in-house and also the support of the original equipment manufacturers to repair them and therefore I am confident that they will continue to serve this country into the future. Thank
20 you.

ADV LEBALA: In line with the analogy that you've made very (indistinct) of the downstream analysis of water, what do you think, I know that you are not in the mind of the would-be aggressor, but what do you make of the fact that the aggressor
25 would know that our submarines do at times operate with one

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engine, our frigates do operate with constraints and limitations and we know that that gets to be occasioned either by costs or budget that I suppose better qualified witnesses could come and address, does that work to the advantage of the Navy or
5 disadvantage of the Navy, this reality that I've just asked you about, given that analogy that you have made?

R/ADM SCHOULTZ: Chair the analogy I made indicated the requirement for balance, I am sure that potential would-be aggressors would be aware of such limitations because we are
10 aware that many, many navies have similar problems, it is nothing unusual that one operates in these days at certain levels but at least that when there is an indication of a threat situation developing that you increase the funding and therefore your level of readiness.

15 I earlier indicated as well to the Commission that currently our plan calls for only one frigate at the full or the functional level of operational capability, yet the questions have centred on almost the same level of capability for all four frigates. As the situation changes and as the risk gets
20 reassessed and if there is requirement to change the level of operational capability I'm certain that the funding to do so will be provided as part of the plan and we then maybe will follow suit to raise that level of capability. Certainly it is not unique to our navy that one has defects from time to time, it is a
25 worldwide phenomenon.

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ADV LEBALA: Chairperson, that's the end of our part of leading Admiral Schoultz, I have to give over to Dr Madima [SC], yourselves and any other party that would like to cross-examine, noting that it is 16h10 we just want to put it on record
5 that we are done and dusted with Admiral Schoultz and we thank you Chair.

CHAIRPERSON: Although I see it's already 16h10 then I would want to go on and let's see if we can finish with this witness, and I wonder if there's anybody who wants to cross-
10 examine Admiral Schoultz? I see nobody wants to cross-examine Admiral Schoultz. Dr Madima, do you have any re-examination?

DR MADIMA: Thank you, thank you Chairman, we have got two or three sweetheart questions for the witness.

15 RE-EXAMINATION:

DR MADIMA: Admiral, at the beginning of your statement you make reference to the Simonstown agreement. I've got two questions relating to that for you just for clarification. Can you tell the Commission what the significance of that agreement
20 was, that is the first part of the question and the second part of the question is what were the implications for the cancellation of that agreement by Britain?

R/ADM SCHOULTZ: Chairperson I believe that the significance was firstly that a major power recognised the
25 importance of this sea route and the importance of the maritime

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defence of this sea route, first part of the significance. The second part was that through the agreement South Africa could rely on the assistance of a much larger partner to secure this sea route should a threat develop, and also that it could
5 acquire the assets that it would require to protect this route from that partner. There were also in the margins of that agreement extensions to other countries like the United States but that's a different aspect. The significance of the cancellation I believe is the opposite of what I've just said,
10 suddenly a traditional supplier of ships to the South African Navy was no longer a supplier and we would have to look elsewhere.

I may add that at that stage the doctrine in the Navy was exclusively based on British doctrine, so also from a
15 doctrinal point we had to start developing our own access to all their warfare publications and the likes, that disappeared, so it was almost a rebirth of a navy in their withdrawal. But more significantly was that now we were totally dependent on ourselves for our own protection.

20 DR MADIMA: Thank you. The second question, second last question, assuming the contracts, the frigate contracts were to be cancelled, what would be the practical impact of that cancellation?

R/ADM SCHOULTZ: Chairperson, previous witnesses testified
25 to the military-type impact that we would be bereft of any ship

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that had teeth in the surface warfare scenario. One must remember that we cannot refer to the strike craft today as part and parcel of this capability in as much as that vessel has lost its missiles, its lost its electronic component, warfare components, its gun is not connected in terms, the main gun in terms of its weapon system, so that's a patrol boat, so we would lose a warship, that certainly has been touched on.

I think as the fleet commander I would ask myself the practical question what part of the ship would be returned and to whom because I've indicated that this ship was built by a shipyard in terms of hull and machinery, it was brought to this country where a main contractor was also appointed to integrate various systems onboard and so the question I would ask now what is being handed back to whom.

Would it imply that the bi-control radars, the electronic warfare systems, the dual purpose gun, the surface-to-air missiles that were all built by South African companies, would they be stripped out of this hull, that we return to wherever it was being returned and these weapons be handed back to the supplier, those suppliers? What would that do to the export of some of these systems into other navies now if we no longer operated them? And then obviously the question goes what would the effect be on the labour market within those companies.

Or alternately would we just keep them and if they

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were to be retained by the Navy what would we do with them, dispose of them as scrap or hope that we could plug them into some other platform? It is a hypothetical question Chairperson but it is one that certainly does not have an easy answer.

5 DR MADIMA: Thank you. Is there any other thing you would like to say to the Commission as a parting shot?

R/ADM SCHOULTZ: Chairperson just to say that the ships do good work and they will continue to do good work as long as they are in the employ of, and service of this country. Thank
10 you.

DR MADIMA: Thank you Chairman.

QUESTIONS BY THE COMMISSIONERS:

CHAIRPERSON: Admiral Schoultz, just for my own understanding, earlier on I heard you saying that the
15 submarines have been reliable and they have served the Navy very well, now the question of Dr Madima I hear you saying that the ships are serving you very well, when you say the ships are you referring to both the frigates and the submarines, or put otherwise are you in a position to make the same statement
20 that you made about the submarines as far as the frigates are concerned? As I said you said that the submarines have been reliable and they served you very well.

R/ADM SCHOULTZ: Chairperson the, we have had certain de... Thank you. Chairperson, I've tried to indicate that there
25 have been both defects on the submarines and on the surface

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ships, I have indicated that a submarine deployed to South America with no defects, which was highly reliable in terms of that operation. Overall because these submarines come from a single source and they are less complex to come to technical grips than the frigates are, and as a result of that we have certainly had less diverse defects that we've had to contend with. I would say currently our experience has been that the submarines have probably been more reliable than the frigates, but both of them have been reliable in as much as being available to execute the tasks we've been given.

JUDGE MUSI: Just one, just an observation from what you have said that the prospect of cancelling the contracts has got immense complications, do I understand you to say that if you were to try to cancel the whole package there would be immense complications?

R/ADM SCHOULTZ: Chairperson and Commissioner yes, I believe it would be extremely complex trying to unravel what part of such a complex contracting model one was in fact cancelling and what were you in fact giving back, do you cut down the whole tree if there's one bad fruit in the tree? I think that's what I was trying to illustrate.

JUDGE MUSI: Thank you.

CHAIRPERSON: Thank you, I think we have come to the end of our sitting today and Rear Admiral Schoultz you are excused from further attendance of this proceedings, but then

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that doesn't mean that if you would want to come you are not supposed to come, if you'd like to you can come, but then you are not forced to. Thank you.

R/ADM SCHOULTZ: Thank you Chair.

5 CHAIRPERSON: We'll adjourn.

(COMMISSION ADJOURNS)