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CHAIRPERSON: Good morning. Advocate Lebala.

ADV LEBALA: Good morning Chair, good morning
Commissioner Musi. Our witness this morning is Admiral
Christian. Just to apprise you the testimony of Admiral
5 Christian is not going to be that involved, you have heard that
we've been talking about the capabilities and equipment. You
might not have seen them but before this Commission they
haven't been projected before you, we are attempting to bring
these capabilities to the Commission. You do have them in
10 front of you in a three dimension concrete form but they are
going to be projected to you by PowerPoint presentation.

I learnt that at one time or the other you will have
to elevate yourself down by joining us so that the project
PowerPoint presentation should be simplified with you being
15 able to view it from where we are, but we are ready to proceed
with Admiral Christian's testimony.

CHAIRPERSON: Admiral, can you take the oath?

(Witness is sworn in.)

ADV LEBALA: Chairperson, we've been advised that there are
20 two separate bundles, one copy of each before you, red and
blue, they constitute Admiral Christian's bundle, it's just one
volume, actually it's not even in a file, it's just pages from 1 to
22. It's, is it red and blue or red and yellow? Red and yellow,
I stand corrected, my colleague Advocate Ngobese reminds me
25 that it's red and yellow. I see the chairperson is nodding, I

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suppose Commissioner Musi is also nodding to say you are in possession of the bundle. Now that bundle is going to be marked and headed Christian's Bundle.

Now you will note that it starts from page 1 and it ends up at page 22, the first three pages are his sworn statement, only one page is his *Curriculum Vitae*, you will see it's Annexure "DJC1" and "DJC2" is the PowerPoint presentation from page 5 to 22. Now they've reduced it in slide form and the projection is going to be done by PowerPoint presentation to simplify the process for the hearing. We are ready to proceed.

WITNESS NUMBER 3 : REAR ADMIRAL DEREK JOHN CHRISTIAN (Hereinafter referred to as "R/ADM CHRISTIAN"), GIVES EVIDENCE UNDER OATH

EXAMINATION IN CHIEF:

ADV LEBALA: Admiral Christian, you have prepared a sworn statement, is that correct?

R/ADM CHRISTIAN: That is correct.

ADV LEBALA: I would like you to look at page 1 of your sworn statement and I'm going to be taking you only from paragraph 1 to paragraph 3 and we'll come back to one paragraph because a lot of what you say in your sworn statement has been traversed by your colleagues, we'll come back only to paragraph 11 after the PowerPoint presentation has been done.

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Now may I take the liberty to read your statement for the sake of expediency:

"I, Derek John Christian hereby say that:

1. *I am currently Director Naval Logistics at Navy Headquarters Pretoria, a post I've held since January 2011".*

Now in your own words just apprise the Commission what does the Director Naval Logistics function entail?

R/ADM CHRISTIAN: I'm currently on the staff of Chief of the Navy at the Navy Headquarters, as such we function at level 2 in the various structures of the Department of Defence and as the Director Naval Logistics I'm responsible for all policies regarding logistics as they affect the Navy. As such I interact both within the Navy and without the Navy with colleagues in the logistics environment outside of both the Navy and the Department of Defence.

ADV LEBALA: Now I'm proceeding to read from paragraph 2:

"2. In January 1996 I was promoted to the rank of captain (SA Navy) and appointed as the Navy's Senior Staff Officer Maritime Strategy at Navy Headquarters".

I know that we have traversed some of these posts but in your own mouth what does the position Navy Senior Staff Officer Maritime Strategy entail?

R/ADM CHRISTIAN: Chairperson, at the time I was the chief

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advisor to again the Chief of the Navy through Director Maritime Plans on all matters relating to maritime strategy as they affect the Navy. So, I was involved in the compilation of various strategic plans, strategic thinking, strategic
5 discussions and in that capacity I was involved in the formulation of the Defence White Paper and the Defence Review in 1998.

ADV LEBALA: Now let's proceed from where we left:

10 *"I held this post until June 1996 and then again from July 1997 to September 2000".*

We're just doing that for the sake of completeness.

"In the period from July 1996 to June 1997 I was a student at the US Navy War College in Newport, Rhode Island, United States".

15 Now is that the same college where your colleague Admiral Higgs also studied?

R/ADM CHRISTIAN: Chairperson, that is correct.

ADV LEBALA: Yes, we've heard a lot about this college, and let's go to the last relevant paragraph in as far as the current
20 state of your testimony is concerned:

"A copy of my CV is attached marked Annexure 'DJC1".

Commissioners, you will find that on page 4, it's only one page, just to qualify this witness I need to take you through his
25 *Curriculum Vitae*. Page 4 we'll start at the top:

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“Rear Admiral JG Christian joined the South African Navy in 1975 having matriculated from Grey High School in Port Elizabeth”.

5 Now let's pause there. To date how many years have you been in the Navy?

R/ADM CHRISTIAN: Chairperson this is my 39th year in the South African Navy.

10 ADV LEBALA: Now let's proceed, on completion of a B.Mil B.Sc. at the Military Academy he joined the Strike Craft Flotilla in Durban where he qualified as a Bridge Watch Keeping Officer. We have heard a lot about the B.Mil B.Sc. degree, we're not going to traverse it, it's still stuck in our minds I suppose, but what is significant is you joined the Strike Craft Flotilla, is it the same vessel which was acquired from the Israeli's?

R/ADM CHRISTIAN: Chairperson that is correct.

ADV LEBALA: Yes, I know that you might project it to us, we've heard a lot about it and you qualified as a Bridge Watching, Watch Keeping Officer, what does that entail?

20 R/ADM CHRISTIAN: Chairperson, the Bridge Watch Keeping Officer is the officer in charge of the ship or submarine when it is at sea, as such he is the driver as it were of that vessel, and he's responsible for all its safe navigation, conduct with (indistinct), a general sea-keeping conduct at sea.

25 ADV LEBALA: Let's proceed. He volunteered for submarine

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service and was transferred to the submarine flotilla in Simonstown in 1980 where he served in a variety of seagoing and shore billets obtaining extensive operational and seagoing experience in the process. Now what is of interest is this
5 volunteering in the submarine, please qualify it? I know that we did hear about it, draw a distinction between serving on the frigate or serving on other vessels in relation to volunteering on the submarine.

R/ADM CHRISTIAN: Chairperson once a member has joined
10 the Navy he or she, assuming that he or she are seagoing, are sent to where the Navy sees fit, submarine service however, is different, submarine service as in most navies around the world is a voluntary service, it is voluntary for a number of reasons, as with all services and musterings they have some element of
15 danger involved, you cannot force people to do those occupations. In the Navy another voluntary service is diving for example, in the Army it is parabat service.

In the Navy people who serve on submarines have to volunteer, a lot of people do not like serving on submarines
20 and they are then free to leave, but it is completely voluntary because of the perceived and sometimes real dangers of serving on a submarine as well as some people suffering from claustrophobia and so on.

ADV LEBALA: Now the line before the last line mentions that
25 where you served in a variety of seagoing and shore billets,

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would you like to explain to the Commission what do you refer to when you talk about shore billets?

R/ADM CHRISTIAN: A shore billet, the term billet is the term for, another term for post, it can be either used at sea or ashore, so in my capacity in the submarine flotilla in a shore billet so to speak I served as the Operations Officer for a period before going back to sea.

ADV LEBALA: Now the next paragraph we are going into your leadership positions, after leaving the flotilla in 1989 Rear Admiral Christian served as the training officer for junior officers in Simonstown. We have heard as to what that post entail and then as a member of the directing staff at the South African Naval College in Muizenberg. Just for the sake of completeness in your own words what does the function of the training officer for junior officers entail? I know that Admiral Higgs explained it to us but in your own words how do you want to explain it?

R/ADM CHRISTIAN: At the time I was responsible for coordinating, investigating all junior officer training through the South African Navy, I did not run courses directly but I was looking after the junior officers' careers, making sure they went on the right courses, making sure people were qualified in time, monitoring their progress and so on. It was actually a Naval Headquarters post but I was situated in Simonstown doing the job.

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ADV LEBALA: And within the same line you were a member of the Directing Staff at the South African Naval Staff College in Muizenberg, what does that post entail?

R/ADM CHRISTIAN: The various services, Army, Air Force, Navy, SAMS have staff colleges where we do staff training, staff training in a military environment can be equated to more or less a MBA type of degree in civilian capacity and there are various levels in the National Defence Force of the staff training. As a member of the Directing Staff I was one of the officers responsible for coordinating a particular module and looking after a certain group of students, assessing them, marking their work and so on. I did some lecturing but most of the lecturing was done by outside personnel.

ADV LEBALA: In the self-same paragraph we refer to your promotion to captain in 1996 and you were also appointed as a Senior Staff Officer Maritime Strategy at Navy Headquarters, we heard about this post but in your own words what does it entail?

R/ADM CHRISTIAN: Chairperson as I have indicated I was on, a member of the Chief of the Navy Staff responsible to him through Director Maritime Plans at the time for Maritime Strategic issues that affected the Navy or that we were involved in.

ADV LEBALA: Now during this period he was one of the Navy's representatives involved in the formulation of the

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Defence White Paper and Defence Review. I am not even going to take you there, I'm going to resist it, we dealt with it fully, but it's on record that you played a significant role in the process of formulation of this significant Defence White Paper and Defence Review process. Now next paragraph, from 5 July 1996 to June 1997 Rear Admiral Christian attended the US Naval College in New Port, Rhode Island where he obtained a diploma in National Security and Strategic Studies. Now in your own view how would you rank this US Naval War College 10 in New Port bearing in mind that it's an Alma Mater, it's up to you how you want to qualify it, out of sentiment, but how is it rated all over the world and in your own view does it deserve to be given the stripes? I mean we heard Admiral Higgs talking about it.

15 R/ADM CHRISTIAN: Chairperson I can only endorse what Admiral Higgs has said about the US Naval War College, there are similar war colleges around the world, most advanced defence forces have their own type of war college and they are all more or less based on similar structures. The US Naval 20 War College in particular is done for senior US Naval officers, it is done at a Masters level programme and selected international officers are asked to then join them for the year.

As Admiral Higgs explained at the time because of certain sensitivities concerning the command of the English 25 language amongst international officers, we were not afforded

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the, we were not awarded as well the Master's degree although we did the same work as the US Naval officers. We had to then take credit from the War College and go to an outside University if we wanted to pursue that, which is something that I did. It is a superb war college and as with others around the world rates as one of the finest in strategic thinking in military work in the world.

ADV LEBALA: Now after, after his appointment he resumed ... I beg your pardon we are on paragraph 3. I lost my train of thought, my colleague has just brought me back to it. After his appointment resumed his maritime strategy duties at Navy Headquarters until being sent to Washington DC as a Naval and assistant Defence attaché at the Embassy of South Africa in December 2000. Now let me pose a question, why don't you get sent to Soviet Union, why don't you get sent to Germany, why don't you get sent to China? We know that Admiral Higgs mentioned how significant the post of an assistant defence attaché becomes. Now in line with what you are telling us what's the significance of going to Washington DC, not to Moscow, not to Dusseldorf, not to Berlin, not to Havana in Cuba, do you want to explain that?

R/ADM CHRISTIAN: Chairperson as per national defence policy, our National Defence Policy we have a number of attaché posts around the world. In many countries mainly as a cost factor we'll have a single post, so our attaché in a certain

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country might represent, although he might be wearing Navy uniform, he or she might represent all arms of service in that particular country. In Washington DC in particular, Washington DC is seen as amongst other things the military capital of the world for two reasons, one; the US Navy Headquarters is, US Navy and DOD Headquarters are situated there at the Pentagon, and the other point is it has probably the most number of foreign attachés serving in Washington.

As an example at one stage I was the chair of the Naval Attachés Association and we had a 132 different attachés accredited to us just for the Navy in Washington DC, so in that sense it was a fairly significant posting.

ADV LEBALA: Well, you've already told us about what I'm about to read, during this period he was elected as the chairperson of the Naval Attachés Association, a job which further raised the profile of both South Africa and South African Navy in the international military and diplomatic environment of Washington DC. Now how many countries consists of this Naval Attachés Association?

R/ADM CHRISTIAN: Chairperson the way the system works in the United States the attachés are accredited to the US Navy or the US Army or the US Air Force, here it is slightly different in that the foreign attachés here are all accredited to our Defence Foreign Relations as a group. Concerning the time in Washington I can't quite recall how many different navies there

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were, I've mentioned there were a 132 people but some of them for example might have had two attachés, the attaché and the assistant from the same country. Also of that 132 some would have been Army or Air Force representatives representing their
5 country, so a specific number of countries I am not sure.

ADV LEBALA: Now how did this play a significant role in projecting the profile of South Africa?

R/ADM CHRISTIAN: As an attaché Chairperson you interact primarily with your host country, in my case the United States,
10 but you also interact just as importantly with all the other attachés from around the world, so this was a fantastic opportunity to get to know gentlemen and ladies from North and South America, the Continent of Africa, Asia, Europe and for them to get to know South Africa through my efforts as the
15 attaché and the personal interaction that you build up. In that sense it is a significant post and as an attaché you have the ability to actually influence people's thinking about your own home country, hopefully in a positive sense.

ADV LEBALA: And we talk of your return to South Africa in
20 July 2003 from Washington DC and you assumed the post of Senior Directing Staff National Security Theory at the South African National Defence College in Pretoria. What does that post entail?

R/ADM CHRISTIAN: Chairperson there are a number of joint
25 colleges within our Department of Defence, the National

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Defence College situated here in Pretoria is the most senior college in that it runs courses for colonels, Navy equivalent captains, or brigadier-generals in National Security Theory amongst other topics. So I was appointed there as a member
5 of the directing staff, again a member of the directing staff is mainly a course coordinator, the vast majority of the speakers were speakers, experts from National Security, economy, finance, international relations, business, whatever, who came to speak to those students.

10 ADV LEBALA: Next paragraph, you were appointed as the 17th commandant of the Military Academy in April 2006 and promoted to rear admiral junior grade with effect from May 2006. What is the commandant of the Military Academy?

R/ADM CHRISTIAN: Chairperson the commandant is another
15 term for officer commanding. Due to historic reasons we have three commandants in the current National Defence Force, the commandant of the Military Academy, the commandant of the National Defence College and the commandant of the National War College, but in essence it's the officer commanding, the
20 term commandant just has historic connotations.

ADV LEBALA: And you were transferred to Navy Headquarters in a project related post in April 2009, assessing the Navy's training and qualification processes for its seagoing personnel, that's very clear. You were appointed to this current post as
25 Director Naval Logistics at Navy Headquarters in January 2011,

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that's very clear. Next paragraph, Rear Admiral's Christian's further qualifications include an MBA from the University of Cape Town and an MA in International Relations from Salve Regina University in Newport, Rhode Island, that's the United States isn't it?

R/ADM CHRISTIAN: That's correct.

ADV LEBALA: He's also the graduate of the Executive National Security Programme, ENSP of the South African National Defence College. Now there are further feathers in your caps, we see you are very academic. In this forum there are academics who share the same qualifications I can tell you in law and otherwise, but what you are projecting here other than your leadership qualification you show that you are an academic and have a sagacious inclination. Now how does it bode well in the Military, these qualifications, because I've been posing myself a question that you become a doctor of law for many reasons, because you want to teach law or you are not lazy, you research and research, we have several doctors of law, the chairperson is one doctor, Dr Madima across there is another one, but you demonstrate something in the Military. In law I would understand why people have a doctorate but why in the military do you study and study and study, do you want to explain?

R/ADM CHRISTIAN: Chairperson, thank you. Firstly I would hesitate to qualify myself as academic but concerning the

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various studies we encourage officers on a junior level up right through to the time they retire to study further, the study of various subjects and particularly those related to the Military are of critical importance for the senior leadership of any organisation, especially that of the Military. Military and warfare has changed over a number of years and we need people who have applied their minds and thought about issues and debated issues with colleagues to come to various conclusions. In essence I suppose it's a mind expanding exercise which is critical to the running of a modern military.

ADV LEBALA: I had to be cautious because the lawyers would go for my throat, if I had said you were learned they would resist it and say I'm wrong, academic means an ability to acquire more and more academic qualifications in that context, academic not because you teach at University, hence I said there are academics also in this forum, but let's proceed. Paragraph 5 Rear Admiral Christian's further qualifications include, I thought we have dealt, we have dealt with that, I stand corrected. I want to refer you to paragraph 6. Okay, before we even part ways with this paragraph what does the graduation pertaining to Executive National Security Programme entail?

R/ADM CHRISTIAN: Chairperson the Executive National Security Programme or commonly known as the ENSP is the programme that is run at our National Defence College, it is a

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five month programme currently and similar programmes are run throughout the world. As I said before this is the programme that senior officers need at colonel/brigadier-general/Navy captain/rear admiral junior grade level to proceed
5 with their careers.

ADV LEBALA: Let's proceed to the next paragraph, you have had papers presented at both local and international conferences, you have academic awards that you have received but let's pause there, the papers that you have delivered
10 locally and internationally at conferences, have they been published?

R/ADM CHRISTIAN: Chairperson I'm aware that two of the papers have been published internationally from conferences, concerning the local conferences I suspect that most of them
15 were published as part of the conference bundle as such, the specifics I do not have at this stage.

ADV LEBALA: Just give us an example of the papers that you have published, you can choose whether you start with international conferences or local conferences, one example of
20 each. If you want to talk more you can give us those that are close to your heart.

R/ADM CHRISTIAN: If I may start at the US Navy War College I wrote a paper concerning an organisation that was being set up by the US Military called the African Crisis Response Force,
25 it was a force that they wanted to put down in Africa in time of

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a crisis, a force to help the local people of the area to deal with that crisis, whatever their crisis might have been, military, natural flooding or whatever, and I wrote a paper on that. Concerning local paper when I was at the National Defence
5 College I wrote a paper about South Africa's aspirations to join, to become a member of the Security Council of the United Nations.

ADV LEBALA: The significance of the first paper given the fact that the Department of Defence goes out of South Africa to
10 go and assist in foreign countries, we know that our Defence Force is in the DRC, we went to Central African Republic, has your paper shed light and assisted in that regard?

R/ADM CHRISTIAN: Chairperson I really do not know, as such the paper was more about, the fact of it is military diplomacy, a
15 role that we pay a lot of attention to and a lot of what we are doing in Africa, whether my paper influenced that at all I sincerely doubt.

ADV LEBALA: Now academic awards that you have received include the following; the Sanlam Centurion Prize for the Best
20 Commandant's Research Paper during his ENSP course, you have told us about the commandant position but what does that prize detail, what are the details of that prize?

R/ADM CHRISTIAN: Chairperson as far as I can recall at the time it was a prize donated by Sanlam and I think specifically it
25 was a briefcase that I was given.

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ADV LEBALA: SA National Defence College 2000, what does that entail?

R/ADM CHRISTIAN: Chairperson that is the paper I wrote on South Africa's aspirations to join the Security Council of the United Nations. That was at the National Defence College in 2000.

ADV LEBALA: What does the award entail?

R/ADM CHRISTIAN: That was the Sanlam Centurion Prize, the best paper received that prize.

10 ADV LEBALA: Thanks for the clarity. An Honourable Mention in the Robert E Bateman's International Prize SA Competition US Naval War College 1997, tell us about this award.

R/ADM CHRISTIAN: Chairperson that was for the paper I wrote for the African Crisis Response Force and it was just a, as it says, an honourable mention, there was no physical prize as such.

ADV LEBALA: The South African Naval Staff College Book Prize for 1994, what does that entail?

20 R/ADM CHRISTIAN: Chairperson that was a prize I received for research and literature skills, again I wrote a paper which was well received and the prize was in fact a book of my choosing.

ADV LEBALA: SA Naval Command and Staff Course 1994?

R/ADM CHRISTIAN: That was the prize under discussion.

25 ADV LEBALA: The Anderson Consulting Prize for Best

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Information Systems Group Project, MBA 1991/1992?

R/ADM CHRISTIAN: That was a, Chairperson that was a prize, MBA students are divided up into groups to do various projects, I was fortunate to be in a group that had people with very good
5 IT skills, that did not include me I must stress, but our group won the particular prize, I think it was a cash prize of a certain amount presented by Anderson Consulting.

ADV LEBALA: The Admiral Bertie Packer Memorial Shield for Leadership and Scholastic Achievement SA Navy 1985?

10 R/ADM CHRISTIAN: Chairperson that was a prize awarded to the student who came top on a course called COQ2, Combat Officer Qualifying Part 2. The prize itself was just the, it's a floating trophy and it's a shield donated to the Navy by Admiral Sir Bertie Packer at the time.

15 ADV LEBALA: And the United States Naval Institute Prize for Outstanding Scholastic Achievement SA Navy 1983?

R/ADM CHRISTIAN: Chairperson that is an award I received when I completed my Junior Staff Course, at the time the United States Naval Institute which publishes a magazine
20 called Proceedings Magazine, a professional Navy magazine was awarding the top student from the Navy with a, I think it was a three year membership to the magazine.

ADV LEBALA: Your only prize was a three year membership to the magazine?

25 R/ADM CHRISTIAN: That is correct.

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ADV LEBALA: Let's look at your medals. Your medals include the Military Merit Medal, now what does that entail?

R/ADM CHRISTIAN: The Military Merit Medal is a medal that has now been replaced by a medal called the Protea Bronze, essentially it remains the same wording, it's given in recognition for service for a particular action or devotion to duty. In my case I received it while I was at the submarine flotilla.

ADV LEBALA: Is it before 1994 or post-1994?

10 R/ADM CHRISTIAN: That was before I received it for my service in the period leading up to 1989.

ADV LEBALA: And the Medal for 30 Years' Loyal Service in the National Defence Force, what does it entail?

15 R/ADM CHRISTIAN: Chairperson as it states it's a medal that we have, we award good service or loyal service medals at a 10 year, a 20 year and a 30 year interval, this is for my 30 years which I received a few years back, and as it states:

"For Loyal/Good Service in the Defence Force".

ADV LEBALA: This is obviously post-1994?

20 R/ADM CHRISTIAN: That is correct.

ADV LEBALA: You have also been awarded the Legion of Merit from the United States for his services as an Attaché in that country, we know that history, what does this award entail?

25 R/ADM CHRISTIAN: Chairperson, the Legion of Merit is an

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award similar to medals we have here such as the Military Merit Medal or now the Protea Bronze, Protea Civil Ranger medals, it is awarded to US servicemen for the good and loyal and devotional service to the US Military and they are also awarded
5 in various classes to international officers who had done a particularly good job in their opinion while associated with the US Navy. In my case I received it for my time as the attaché in the United States.

ADV LEBALA: Last paragraph, we know that you are married
10 with two adult sons and your hobbies. I would like to now direct you to Annexure "DJC2", we are going to the PowerPoint presentation, that would be taking us through from now on. Reference in your statement is being made to this PowerPoint presentation, actually it's referred to on page 3 paragraph 12
15 of your statement where you mentioned that you attach "DJC2", a copy of a presentation that you will give during the course of your testimony. Commissioners, we've been advised that this is the time where you could join us here so that the PowerPoint project should be made for you to appreciate these capabilities
20 that we have been talking about. I think the commissioners are settled, we are ready to proceed with the PowerPoint presentation unless the commissioners would like to raise something before we start with the presentation? The commissioners are okay, we may proceed.

25 R/ADM CHRISTIAN: Chairperson thank you very much. Now

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5 firstly I would just like to introduce my colleague who will be operating the presentation for me, Commander Van der Berg who is sitting on my left. I must also highlight that the date in this presentation is yesterday's date the 26th of August, that is the date that this presentation was handed in and for the record that is the date that then has to stay on the actual presentation. Obviously the records will show that it is being presented the 27th.

10 The intention with this slideshow if I may say upfront is to indicate certain selected ships and submarines of the South African Navy. My intention per slide will be to go through the detail of it and to highlight certain points at the end of that. I've chosen the word "selected", it is not a presentation on the entire inventory of the South African Navy but really only on those vessels, those ships and submarines that had been discussed in this Commission in the past week.

20 Next slide please. I've also indicated that we will be showing one or two past examples of ships and submarines that have also been discussed at this Commission and that they've played a factor in one way or the other leading up to this presentation. What you're seeing currently are five examples of vessels and submarines that we are still using, we'll get down to the detail of these.

25 You will see SAS Drakensberg, our auxiliary ship, the SAS Protea, a hydrographic ship, one of the Valour class

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frigates, the Meko 200 under discussion in this Commission obviously, what we now classify as the offshore patrol vessel, one of the previous Warrior class strike craft that I have served on, and that are still in service in the Navy, and then the Type
5 209 for the Heroine class submarine also under discussion at this Commission.

Next slide please. Thank you. Just to quantify it in this format what is new on this slide is just a breakdown of the surface vessels that will be discussed, here I will bring in the
10 Type 12/President class frigate which is a past capability that we have lost, I'll also bring in under the submarines the Daphne submarine which is also a past capability that we had and subsequently lost.

ADV LEBALA: I would like you to explain to the Commission
15 why the Type 12 frigates do you call them the Presidential class, let's start there.

R/ADM CHRISTIAN: Chairperson it is customary for naval
vessels to essentially have two types of denomination, two
types of names or classifications as it were, the first typing in
20 this case, Type 12, as with the Meko A200 is the name that the company builds the ship under, it's that type of, that class of vessel that make a vessel. As such though they built that type of vessel for many navies, there might be slight variations or modifications. It is then traditional that once they are handed
25 over to a particular navy, the navy then gives it a name SAS-

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whatever that name might be, in line with current thinking.

So for example the President class frigates were all named after previous presidents of the Boer Republic, President Kruger, President Steyn, President Pretorius. The Valour class frigates as we have heard are all named after heroic battles in South Africa's history, Amatola, Isandlwana, Spioenkop and the Mendi. And all navies follow this policy, the difference might be where you have a single vessel, for example in our case the SAS Drakensberg, it has not belonged to a particular class because it is only one of its kind. I trust that explains it.

ADV LEBALA: Now of significance is for the Commission to appreciate the following; that the Type 12 frigates are the earlier ones and the Meko A200 are the ones which has been acquired under the SDPP packages, but just before we leave the slide how many of the Type 12's are still currently being utilised by the Navy?

R/ADM CHRISTIAN: Chairperson as I'll indicate on the slide when I show that we had three of these vessels, all three were subsequently lost/disposed of, the last one being decommissioned in 1985, so essentially with the President class frigates when they were decommissioned, that is when we lost our deep sea surface warfare capability, blue sea capability in 1985.

Our next slide please. Getting down to this

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particular slide this is what we call our combat support vessel, the SAS Drakensberg, it is 12 500-tons and I'll explain what that means, a 146 metres long. Of interest here, not necessary for the Commission per se but of interest in general is that this was a South African design, a South African built ship, built up in Durban, it was commissioned in 1985 and is still in service after 26 years.

What I need to point out here are a few things, firstly the 12 500-tons. Ships at sea are impossible to weigh obviously, so the way we indicated the weight or the size is in terms of a term called displacement, so what that 12 500-tons represents is the amount of water that is displaced when that ship is put into the water. Another way of referring to the size obviously is the length, in this case a 146 metres. It's just a point of interest that in general terms navies tend to refer to sizes of ships in displacement terms and merchant ships in terms of length.

For example we will have followed in the press last week and leading up to this week the ship that was stranded off Richardsbay, the coal carrier, if you read in the press you will read it is a 230 metre vehicle, they do not, vessel sorry, they do not give its displacement. In navies we refer to displacement primarily and we understand what that means. In our particular case this is our biggest ship we have in our inventory, it is a, we call it a combat support vessel, it

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supports ships away from home, supplies them with fuel, vittles, water if they need that, it could also transport a limited amount of cargo up and down the east coast of Africa. It is a fantastic ship but I also need to mention while we are looking
5 at this, that this ship is roughly three and a half times bigger than our Valour class frigates and we will see it when we put them up.

One last point on this slide I mentioned that it is South African designed and built, just a point to take note of,
10 this country could probably not afford to build this ship, building a single-type vessel like this is prohibitively expensive and you either have to build a series of them or try and build them for export just as a bit of background.

Next slide please. This slide demonstrates the sea-keeping ability of the Drakensberg, bearing in mind that this is
15 our biggest vessel at 12 500 tons, if you look at the top photograph you will see the seas look relatively okay, that's not too bad, but you see the ship is still taking water over its bow, it's still not battling but it's still taking on sea and the
20 point I'm making here with this slide is that the seas around the coast and elsewhere around the world go from being days like this where the sea is beautiful to days like this, this is still the Drakensberg taking a lot of water over her bows.

This particular shot is taken from the (indistinct)
25 coming through the English Channel and I can assure you that

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seas like this are not uncommon around our coast as well. What is interesting to note here, you don't see it in the photograph as such, is that the Drakensberg was down to between 3 and 5 knots, trying to cope with the rough seas and she was still taking a pounding from the sea.

Next slide please. This is one of the past capabilities that were mentioned, the Type 12 or President Class frigates, 2 800-tons, 112 metres, keeping in mind Drakensberg 12 500-tons, we're now down to 2 800-tons. These frigates were built in the United Kingdom, they were commissioned from 1962 to 1964 navy in the anti-submin [sic] configuration, and the last one was decommissioned in 1985.

A few things to point out here, at the time these frigates were known as some of the best frigates of their kind, post-modern, fantastic sea-keeping capabilities, it is one of these, the President Kruger that was lost in 1982 in a collision with one of our other ships. Also this ship has got no missiles at the time, the technology did not exist for us, its surface armament was a main gun of forehead, or upfront which could be used in an anti-surface role or an anti-aircraft role. They were also later modified to be able to carry a small helicopter down (indistinct). So, in these ships carried helicopters as well. That is the capability as I said that we lost in 1985, the deep sea seagoing, also knowing as blue water capability in the surface warfare mode.

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Next slide please. Chairperson these are now current frigates and as I said under discussion at the Commission for Valour class 3 590-tons, they were commissioned in Germany initially in an administrative
5 commission from 2003 to 2004, it has a surface-to-surface and surface-to-air missile capability and it carries a Lynx helicopter. I just mentioned it briefly here, you see slightly better in other shots, the surface-to-surface missiles that were mentioned yesterday, the Exocet missiles are placed mid-ships
10 on these ships, there are eight canisters, you can't really see the detail, four facing to the right hand side, four facing to the left hand side, and its surface-to-air missiles are in front of the bridge flat off the deck. Remember these surface-to-surface missiles were a French-made Exocet, the surface-to-air
15 missiles are the South African-made Denel missiles Umkhonto.

Go to the next slide please. Here again we have the Valour class frigate, you will see slightly better she has a done-up forehead, the surface-to-air missiles are based in that, is placed over there, they are vertically launched. The
20 surface-to-surface missiles are at mid-ships at the waist, here you can't really see it clearly. This just shows a photograph of the frigates doing a high-speed maneuver. One of the things you can start noticing about this design is the stealth factor built into it, the actual shape of this hull produces radar
25 signatures significantly and a lot of other signatures which

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makes it very difficult to be detected at sea, it's just a modern configuration of design.

Next slide please. Again this is the Valour class frigate, you can't see that clearly with lighting here
5 unfortunately but this just shows the (indistinct) flight deck where the Lynx helicopter lands, as well as the hangar in which the Lynx helicopter is kept, again just peeking out in mid-ships is the, are the surface-to-surface missiles.

Next slide please. This is now the last slide on the
10 Valour class frigate, firstly it shows the Lynx helicopter having taken off from the frigate, although the helicopters belong and are run by the South African Air Force you can't really see it from this distance but it says "South African Navy" on the tail, these are very modern maritime helicopters. This just shows a
15 visual of the frigate, the (indistinct) coming towards us, and I put this photograph in just, this is what we call a "happy snap". The interesting thing about this is that this is family members welcoming back the SAS Mendi after her being away for a 115 days. What we typically do in the Navy if a ship has been
20 deployed for a length of time, invite the family to come down to the, to Simonstown to the quay to welcome the ship back. This particular welcoming was in 2011 after she returned from her voyage up to Mozambique and the Mozambican Channel.

Next slide please. Again a vessel that has been
25 mentioned, not of great importance to the commissioner as

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such but it has been discussed, our hydrographic ship, only one of, the SAS Protea of 1 930-tons, so again quite a bit smaller than the frigate, built in the UK, commissioned in 1972. This ship has been in service with us for 41 years which is
5 exceptional, exceptional for two reasons, one; it's given us exceptional service, there has been a lot of work done on the ship, but it's also exceptional that a ship like this keeps going for so long. Of highlight in this slide the international hydrographic obligations that we have and also there are plans
10 underway to replace her.

I'd just like to pause here while we have this ship out and just talk about the problems/dilemma that faces military planners. This has been mentioned before in the Commission but I must emphasise this. The planners today are busy
15 planning to replace the ship, the challenge they have is that whatever they are planning for now we will only see in commission in four to five years' time on average. Whatever they then produce must then last for another 30 years, so military planners today are busy with vessels that will need to
20 be in service up to 35 years from now, give or take a few years. This is especially relevant when it comes to warships, the point is often made that you are planning now for something that must take, must be of service to you way out into the future and the challenge is to try and capture what the
25 future might look like as best as possible in your current

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planning.

Next slide please. Again ships that are still currently using, these are another of the Warrior class strike craft, we now have them in the offshore patrol vessel configurations, we are currently using four, we have four in our inventory, correction. We originally had nine, three of them built in Israel and six in South Africa under license, they were commissioned in the 1977 to 1986 period. The important thing about these vessels is that it were designed for Mediterranean conditions. The Mediterranean sea is generally a lot calmer and more forgiving than the seas around our coast, so they are not really suited, never have really been suited to our seas although we have worked with them well.

Another important aspect about these particular vessels they introduce missiles, surface-to-surface missile technology into South Africa, you can see the missiles in this strike craft area there, these missiles were removed in 2007 when she was converted to the offshore patrol capability. But what I really want to stress here is the size of this vessel, 415-tons. This is about an 1/8th of the size or displacement of our current frigates and you will see the effect of this on sea-keeping abilities in the next few slides. These vessels are also in the process of being planned to be replaced and what I said in the previous slide about military planning challenges applies to these equally as well.

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Next slide please. Now here we can see the effects of a small ship, 415-tons in sea conditions around our coast, if you look at this particular photograph the seas don't look too bad with the strike craft due to this small size is rolling quite a bit, here we can see it pitching in heavy seas. Just as a slightly on a more personal note I served on these vessels for two years and I can stress here that this is an open bridge, so the bridge watch keeper, the person in charge of the ship during his watch and his lookout stands in the open there and in this type of scenario let me assure you that it's very unpleasant. Also this bottom slide just shows again the relative small size, this is the width or the beam of this vessel, it is a small ship not suited for our seas although we have used them well. Next slide please. Here we just have a comparison, ... Sorry?

ADV LEBALA: On the previous slide, do you have an idea what was the position of the South African Navy then when these small ships were being acquired? I don't know whether you have some historical relevance either from the documentation, given your position as a naval officer, was the Navy happy to acquire such small capabilities?

R/ADM CHRISTIAN: Thank you for that question. Chairperson at the time when we acquired these we were operating the Type 12 frigates and we were also operating a number of other small craft, minesweepers mainly, but this decision to acquire these

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craft from Israel was taken by the then-Mr PW Botha, it was a position that the Navy was not happy with, we did not want them because we considered them to be far too small for our seas, however, the acquisition process then was somewhat different to what it is now if I may say it slightly tongue-in-cheek, and we basically were forced to take them, if that answers your question.

Next slide please. This particular slide shows the relative size of the offshore patrol vessel against the background of the frigate, although this vessel is in the foreground and therefore it is obviously looking a little bit bigger you can still see the relative size difference between these two types of ships, again 415-tons, 3 500-tons. And that is demonstrated in the sea-keeping ability you see on the right hand side of every one of our frigates, there is the offshore patrol vessel, same seas, the frigate is handling it relatively well, the smaller vessel is taking a lot of water over its bows, that is essentially the difference, so a ship like this, this type of ship, this size of ship you can maintain a fair amount of time at sea in quite rough conditions, quite difficult conditions. Smaller ships like this you can stay at sea for a while but not for too long, you then either have to either hope that the sea conditions improve or that you can get into some shelter somewhere, so that just shows a comparison with size of these type of vessels.

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Next slide please. Chairperson this is now moving to the submarines, this is a picture of the Daphne submarine that we had, three of them, built in France, commissioned in 1970 to 1971, conventional diesel-electric, I'll explain what that means. Just for interest sake it was a submarine with 12 torpedo tubes, eight furrowed and four aft, and the last one of these were decommissioned in 2003. I'd just like to highlight one or two things here just for information, there are two displacement figures given for submarines, the first displacement 860-tons is its displacement or its weight as it were on the surface. When the submarine dives by definition it becomes, it fills up more sea-space, it displaces more, it becomes heavier and the displacement use up to 1 038-tons in the Daphne's case.

Another figure to point out here concerning displacement, this craft is 57 metres, you may recall that the strike craft I've showed you earlier on, the offshore patrol vessel was roughly the same length, 58 metres but half this tonnage, 415-tons. Just a point about the conventional diesel-electric, most submarines fall into one of two categories of propulsion systems, nuclear propulsion for conventional diesel-electric, the Type 209's that we've acquired are also conventional, the difference being that with a nuclear submarine you can drive forever, fuel is not a restriction because they are nuclear reactors. With the conventional

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diesel-electric submarine you have, you are limited by two things, one is the amount of fuel you can carry and the second point is the capacity of your battery when you are on dives, so what happens on the surface like this submarine is running on the surface, the diesels will be running, they will be charging up, through generators they will be charging up the batteries, the batteries are then driving the motors, so at all times with this submarine, with the conventional submarine on the surface or dive is being driven by an electric motor, the difference being on the surface the batteries running that motor are being charged by the diesel generators.

Next slide please. This now moves on to the Type 209 or the Heroine class, also under discussions at this Commission, we have three of them built in Germany as we know, commissioned 2005 to 2008, also they are conventional diesel-electric, single propeller in this case and just a point or to note, this has fewer torpedo tubes than the Daphne being eight, but you can reload torpedoes at sea, so it carries more torpedoes which can be reloaded. It is not an easy process to reload at sea but it can be done.

Again I want to point out the displacement and length, it now moves up to 1 000, almost 1 500-tons, just over 1 500-tons dived, that's the surface displacement, 62 metres. If you compare this to the Daphne, the Daphne you will recall is 57 metres, so slightly shorter but this is a lot bigger, it's a

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much larger submarine. One thing I've not indicated here is another fact with modern technology, a submarine like this is a crew of 30, we carry up to 36 for training purposes, the Daphne had a crew, albeit it smaller of up to 65, so modern technology
5 allows you to use fewer and fewer crew.

Next slide please. These again are just some shots of the Heroine class, there's not much to show that is different, the submarine, they are all look very similar at a certain angle, I can just point out a few possibly interesting things here. In
10 this photograph you see the submarine being maneuvered along the side by two tugs, because she has a single propeller, a single shaft it is very difficult to bring her alongside by herself, the Daphne you can do it because there are two props, it's just a case of how it maneuvers. In this particular photograph this
15 is the front part of the bows of the submarine being taken from a, I think it's from the Drakensberg in fact, there are a few people standing on the deck here, we are about to engage in a towing exercise with the submarine and possibly then a replenishment at sea exercise where fuel and possibly water is
20 passed across, but you can just see again relatively calm seas, how she's pitching in these seas.

This is just a picture of her sailing, I can just point out slightly different to the Daphne you will see a slight gap here and this is part of her rudder, this will in fact be the
25 rudder sticking out. On the surface part of her rudder is

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exposed like that, dived that rudder is under water, the Daphne was slightly different, older technology in that the entire rudder is either on the surface or is under the water.

Next slide please. Again these are comparisons,
5 now it's very difficult to get a comparison photographically of these two submarines firstly because the Daphne have been decommissioned before the Heroine class arrived. I've done the best, here is a picture taken of the old Daphne, as a matter of interest this vessel is still down in Simonstown, it's the old
10 SAS Assegai and she is now a museum piece, so people can go onboard and walk through her and have tours through her.

Here are two of our Valour class lying and I've this photograph and superimposed it down here, you can't really see much difference in this photograph unfortunately, it's
15 roughly the same length, the fin looks roughly the same, closer of course there's a lot of difference. That's the best I could get unfortunately. This photograph just shows a Valour class submarine lying next to Drakensberg, again just illustrates the difference in size, one of our big ships 12 500-tons, submarine
20 1 400-tons.

Next slide please. Now Chairperson that concludes the brief overview of the ships under discussions, ships and submarines, I close with this particular photograph, this is in False Bay when this submarine was returning for the first time
25 being escorted by two of our frigates. I can assure you that

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although this is a beautiful photograph the seas, even in False Bay are very seldom like this but the, it's just such a lovely photograph that I felt I would like to put it in. If there are any further questions I'd be willing to answer them now. Thank you
5 very much.

ADV LEBALA: Chairperson, we haven't had tea and I realise that we have stolen into our teatime, it's 11h15, the witness just has to traverse one or two, three, four questions and we'd be done with this testimony. I don't know whether this is a
10 convenient time to adjourn for tea Chair, we are in your hands.

CHAIRPERSON: Okay, I think we should continue.

ADV LEBALA: Okay. Well, it would be appropriate, if favourable for you and Commissioner Musi to retreat back to your chairs.

15 **(Recording machine switched off.)**

ADV LEBALA: Thank you Chair. Before we deal with your statement where the last questions would arise, whilst you were taking us through these capabilities and showing the distinction by way of demonstrating the difference between the
20 current acquisitions and the old acquisitions let's start with the frigates, we've demonstrated the difference to an extent to which you could, from viewing the slides and the presentation that the Type 12 frigates are slightly different or in the main, let me not give an evaluative adjective to avoid confusion, they
25 are different from the Meko A200's that we've acquired. Now

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with that difference in mind would you say it was worth, prudent enough to have acquired them given what we have seen, only the frigates at this stage?

R/ADM CHRISTIAN: Chairperson just a point for clarity, are
5 you referring to good-in-sea concerning the Type 12 frigates or the Meko frigates?

ADV LEBALA: The difference between Type 12 frigates and the Meko frigates given what you have demonstrated, was it worth given this difference for us to have acquired the
10 current Meko A200 frigates, given what we have just seen and the demonstration that was shown to us?

R/ADM CHRISTIAN: Chairperson I can say without a shadow of doubt the answer to that is yes. Our surface combatant up until recently was the very small offshore patrol vessel and
15 hopefully visually I could demonstrate what her sea-keeping ability was like, let alone anything else. It's also a vessel that was becoming rapidly obsolete, we had to replace it with something. The Meko or the Valour class frigates we received effectively replaced the frigate capability that we had in the
20 mid-1950's and with that everything else that we need to execute our mandate. It is our main surface combatant, it's the main surface combatant in most navies in fact, it can operate independently for days, if not weeks on end, it has a very good sea-keeping capability, obviously you get some ships that are
25 bigger, that have better capabilities but it was a very good

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capability. It is capable of countering surface targets and air targets, it's capable of operating specialised maritime helicopter, we did not have that before. Its multidimensional role allows it also to fulfill its secondary objectives, military
5 diplomacy, law enforcement and other peacetime tasks, so in short the answer is yes.

ADV LEBALA: I would like to make the same analogy with the submarines, you have demonstrated to us to an extent to which we could see the difference between the Daphne submarine and
10 the current Type 209 Heroine submarines, now would you say that the acquisition under the SDPP Packages was a better acquisition in relation with what we had then?

R/ADM CHRISTIAN: Again Chairperson the answer is a definite yes for the simple reason that the Daphne's had become
15 obsolete, the problem when you start running old equipment is that you start running out of logistics, spares for them, so to replace parts of the Daphne for example were becoming prohibitively expensive if not possible and eventually you have to replace it. The modern 209 is considered to be one of the
20 most successful designs of its kind, I speak under correction but I think over 60 of these have been built for export to nations around the world. I do not know what the other packages were on offer, but I can say that this submarine in particular is really excellent. I'll leave it at that.

25 ADV LEBALA: I would like to refer you to paragraph 11 on

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page 3 of your statement where the last questions would be coming from. Page 3, paragraph 11 Chair, Commissioner Musi. And may I take the liberty to read it to you?

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“Concerning the utilisation of the ships and submarines since their acquisition it must be highlighted that operating a modern, albeit small Navy such as the South African Navy is a complex business”.

Now would you like to talk about that?

10

R/ADM CHRISTIAN: Chairperson a navy such as ours is complex for a variety of reasons. One; we have a large number of personnel, approximately 7 500, 7 800 people, we operate technologically advanced equipment and we always have had in the sense that when we got the Type 12 frigates at the time they were advanced for their time. When we got the Daphne it was introducing a new type of system into the South African Navy submarine warfare, for us that was advanced at the time. So you have this equipment that you operate, you operate in a hostile environment being the sea, I must just point out that the sea is a common adversary if I may put it like that to all navies, at best the sea is benign and it tolerates people operating on it, at worst it becomes ruthless and even in a simple process from transferring it from one point to another you encounter sea conditions, sea spray, salt, pounding of the sea, the force of the sea, that makes it complex.

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We have various musterings in the Navy as we call them, our technical combat people who go to sea, HR, we have to execute a number of mandates, we have to interact with other navies, interact with other services and this is what I mean by saying it is a complex environment.

ADV LEBALA: Let's read further:

'In this we are no different to most other navies, especially those of a similar size and nature'.

Would you like to complement this statement by giving examples?

R/ADM CHRISTIAN: Chairperson if you look at navies around the world they are in fact very similar, they differ in size obviously, you have navies of the size of the superpowers, the great powers down to medium-sized, small navies like ours and navies that are even smaller, but the environment by enlarge is the same, we tend to face the same challenges. One of the challenges that all navies face, irrespective throughout the ages has been the retention of personnel.

We have a number of visits to the South African Navy by chiefs of navies of other navies. Now when we discuss this with them we soon find out that our problems are their problems, it is a question of relativity, absolutely, but all navies battle to retain technical, highly qualified people and in itself has a number of reasons. We all operate as advanced equipment as we can and we all operate in this great common

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highway to refer to Mahan again, we call the sea. So, in that sense we are very similar to other navies, both in Africa and in the rest of the world.

ADV LEBALA: So if the critics were to come and say we do not have staff and/or adequately trained staff to help us maintain and run these capabilities, what would your response be in relation to what you are saying?

R/ADM CHRISTIAN: I would say once again that it is a common problem. If I may mention the case of a navy a lot larger than ours but similar in the sense of what it is operating, the Canadian Navy, they acquired four Upholder submarines from the British in 1998, I mention this because at one stage the South African Navy was looking to acquire these Upholders, they were effectively secondhand submarines that the British had deemed excess to their requirement due to a change in policy, the Royal Navy now only operates nuclear powered submarines and these are also diesel or conventional submarines, and the Canadian Navy which is a very professional navy, roughly twice the size of ours ship-wise took these four submarines. Since then they've also faced the challenges that we have had maintaining them, retaining technical personnel and there are many other examples like this around the world. So, again I have to reiterate we all face similar challenges.

ADV LEBALA: Let's read on:

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5 *“Professional navies that have been operating submarines for years for example have had their share of major setbacks in recent times with accidents and operational availability issues being reported involving several navies”.*

Would you like to talk about this by way of example if you can?

10 R/ADM CHRISTIAN: Chairperson, those countries that operate navies and those countries in particular that operate submarines as I've indicated have similar challenges, for example we saw in the last couple of weeks the very tragic incident with the Indian Navy where they lost one of their submarines alongside. If one goes into open source literature and looks at submarine accidents and submarine issues around the world since 2000 and so, it is interesting to note that some of the biggest, some of the most sophisticated navies have also had problems and challenges. So, for us to be pointed out as saying, as some critics might, that there are one or two issues, therefore we are incapable of doing what we are doing is completely incorrect.

20 There have been a number of submarine fatalities, a number of submarine accidents and I'm just talking about submarines now, due to a variety of circumstances. A submarine environment is a harsh environment, not only are you operating the sea, or on the sea but you are operating in the sea, it is an unforgiving environment and that process I

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believe our submarines do well, I believe our modern submariners are as good as, if not better than the previous submarines, they are more experienced, they are operating a fine piece of equipment.

5 ADV LEBALA: Let's read on:

"All these, as tragic as they are, helped put the operation of our submarines into perspective and indicate our challenge in the submarine of an underwater environment is".

10 One appreciates, because you are a submarine man, but please address us positively as to what is your take on what's being said here.

R/ADM CHRISTIAN: Chairperson as I've, as it's been indicated before in this Commission our philosophy is to run
15 roughly one submarine in maintenance, on fully operational, one in training building up to operation, that again is very similar to navies around the world. I've mentioned the Canadian example of their four submarines that they are operating, these Upholders, open source literature tells us that
20 possibly they have one, possibly two that are operational, the other two are not.

I must point out that this is a navy that has been operating submarines since World War I, very experienced at it. One can move across and look at other examples, the
25 Australian Navy comes to mind, a far bigger navy than ours.

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Australia as a country has a GDP I think three times the size of ours, as does Canada, they've been operating a Collins class-type of submarine, they've also issues whereby currently I understand that two of their vessels are in some form of
5 extended maintenance, again this is all open-source literature.

So, the submarine environment because of the pressures and the strains put on the submarine, on the vessel itself are enormous. If I can just possibly add, one must appreciates that when a submarine dives it effectively is being
10 squashed, it is being crushed in, so the pressure hull of the submarine is forced in when the surface expands. This takes place every time it dives, when a submarine is deep dived there's enormous pressure placed on its seals, on its valves, on all sorts of glands that stop water coming into the
15 submarine, when it surfaces those pressures are released and this continues throughout this process. It is extremely complex to make sure that all these systems are maintained and fully operational at all times, it is just the nature of operating a submarine.

20 ADV LEBALA: I would like to hear your concluding remarks on the following two-pronged questions. What would the future of the South African Navy be without these capabilities and I'll deal with the second question when you are done with this, these questions are leading you to your concluding remarks.

25 R/ADM CHRISTIAN: Chairperson I would like to draw us back

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to the initial stages of this Commission where we talked about the mandate, the constitutional mandate of the South African Navy, without these two capabilities there is no doubt we would not be able to execute our constitutional mandate to its full, the Navy is there first and foremost to protect the people of South Africa as in the rest of the Defence Force in times of any threat. The fact that there's not a threat today does not mean there will not be a threat tomorrow, this has been discussed many time and history is resplendent with examples of where people ignored certain things to their cost.

I've also mentioned in this regard that the future is by definition uncertain, who would have thought in the late 1980's that the Berlin Wall was about to come down and the Soviet Union about to disband? Who would have thought that in the late 1980's, late 1980, 1981 that a war was about to break out between two seemingly allied countries, Great Britain and Argentina? Who would have foreseen on the 10th of September 2001 that world history was about to change?

So, that's from a historical perspective. Concerning these particular vessels the frigate provides a surface combat capability which we simply have to have if we are to provide proper maritime service, the submarines I believe because of their inherent stealth capabilities are essentially at the end of the day the one major strategic deterrent weapons system that this country has.

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It must be remembered that with most other surface ships, aircraft operating out of a certain basis, army units *et cetera*, they are visible at all times, the submarine sails out of False Bay, it dives and it quite simply disappears. It is a strategic deterrent for whatever reason it might be recalled on in the future, we simply need these capabilities going forward, I have no doubt about that.

ADV LEBALA: The second prong is with the realistic challenge we are having, the limitations created by budget and costs, we've also demonstrated about the challenges that other navies all over the world are experiencing. Now looking at the reality that we have these capabilities and these limitations, are we better off?

R/ADM CHRISTIAN: Chairperson I believe the answer is quite simple, when I am asked like I am being asked now how is the Navy doing I believe the Navy is doing extremely well within very difficult circumstances, those being primarily, budget is a case in point, loss of personnel, but we must remember these are cyclical, we had always been losing personnel. One of the sayings we have in the Navy is that you can determine the status of the economy in South Africa by our retention figures, when the economy is doing well those who are highly qualified and skilled tend to leave for various obvious reasons, the private sector pays a lot more than the Navy does. When the economy goes into a downturn people tend to stay, at the

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moment we tend to be keeping some more people than normal, but they are cyclical. In the 1980's we had exactly the same problems, we worked through them and we will keep on working through them.

5 It's an interesting point just to note that one of the reasons why the Type 12's besides the one that was sunk, and I'd just like to quote a comment from a book written in 1992, and this refers to the Type 12 frigates:

10 *“Although still in excellent condition it was decided to decommission President Pretorius mainly on the basis of manpower shortages and insufficient funding”.*

15 That decision was made, if I'm not mistaken, towards the end of the 1970's and the early 1980's. These are part of the complex problems that we have to grapple with, the challenge is ours to rise to meet the challenge and to make sure that we give the country, the taxpayers the best value for money that we can under our constitutional mandate.

20 ADV LEBALA: I know that I've put the cart before the horse, there is an important question that has been bothering me and this will be the final question. You, on your CV and your testimony you told us that you played a role during the White Paper and the Defence Review, do you remember?

R/ADM CHRISTIAN: I do.

25 ADV LEBALA: Now you have mentioned that you were a

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Senior Staff Officer Maritime Strategy during that time, is that correct?

R/ADM CHRISTIAN: That is correct.

5 ADV LEBALA: Now would you briefly like to tell us about your
role in as far as the White Paper is concerned? I think your
colleague Admiral Higgs traversed the Defence Review
adequately if I were to give some measure of evaluative
analogy of his participation. Do you want to take us briefly
through the role that you played in that capacity during the
10 White Paper?

R/ADM CHRISTIAN: Chairperson, the White Paper process
has been instituted by the-then Minister Joe Modise in the
previous year, I came into it in 1996, a large part of it had
already been discussed but the discussions went about
15 grappling with issues that we are still grappling with and that
defence forces and democracies have grappled with throughout
the ages. What is a defence force, why do we have a defence
force, what do we need, what do we do *et cetera, et cetera*. So
I would just, I was one of the representatives, there were
20 several from the Navy that took part in discussing various
issues, we did scenario planning, although as I've said the
future is not that clear we've tried to look into the future of
what would the state of the economy be, what is the state of
the economies of Southern Africa, where is the world going so
25 to speak. So, I was just part of the almost a think-tank-type

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discussions that took place, discussing scenarios and so on.

ADV LEBALA: Would you say the challenges that you have comparatively demonstrated that even some of the best navies in the world are experiencing challenges that were anticipated and positively addressed during the White Paper discussions?

R/ADM CHRISTIAN: Chairperson it's difficult to answer that with any specific detail, you will appreciate those discussions took place many years ago now. I'm sure at the time we did discuss, we certainly discussed economic features, we discussed financial features, we discussed what the trends were, economic trends for both South Africa, the region, global trends, but of course those were all projections, as I've said it is difficult to really predict anything with any amount of certainty whatsoever, the detail of which I really can't recall but they were discussed.

ADV LEBALA: How do you want to conclude your discussion Admiral Christian, I leave it to you, are you done or do you want to say something to the Commission in closing?

R/ADM CHRISTIAN: Chairperson, thank you. I think I've said most of what I have to say but maybe just one or two points to touch on again. I would like to stress once again, I've stressed it a couple of times, I want to stress it again, the long-term planning issues that militaries face, this is critical to understand and whether we come up with the force design which results in these type of ships (indistinct) future is almost

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irrelevant, it's the long-term nature. The start of the 2nd World War had been in the making for a decade or two, yet countries, Europe in particular and the UK, Great Britain were caught unawares with all the consequences that history has shown.

5 So, the long-term planning is a critical aspect.

I'd also like to stress that within the constitutional mandate there's much debate, and this has been the debate for decades as well about primary and secondary objectives. I firmly believe that militaries are there to defend and protect
10 and if needs be to have to fight, they can then do secondary stuff with their current equipment, so we can do peacekeeping missions, we can do diplomacy, we can do patrols, we can do fishing patrols, we do all sorts of things, but if you're designed for that it's not going to say you will be able to fight with that,
15 that is the challenge.

You can do secondary objectives with your primary equipment but not necessarily the other way around and I say that because there has been a statement, I saw a statement recently where the Navy was said to have got what it wanted
20 but not what it needed, that is a statement I completely disagree with.

A final comment possibly is that concerning the budget, it's always a bit of a chicken and egg. Every government department in this country has the issue that it
25 needs more money, the Department of Health will argue very

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succinctly why they should get a bigger budget, the Department of Education, Social Welfare *et cetera*, as does the Department of Defence, that is not a decision that we, the Defence Force make, that is a government/political decision, but the challenge
5 that then rests with us as the Defence Force is as I've said before, to make sure that we use that money as wisely as possible for the benefit and to the benefit of the country and the peoples of South Africa and I thank you very much Chairperson.

10 ADV LEBALA: Chair, thus far that's the end of the testimony on two projects. You will remember that there were five projects. In as far as two of the projects of the Navy that have become to be familiarly known as Project Sitron for the frigates and Project Wills for the submarines we've reached the evening
15 thus far. I know it's going to turn around Chair where we are going to call other witnesses to talk about the two projects but we are going into a new territory now, our colleagues Ms Ramagaga and Mr Mphaga are about to take over, and Mr Zondi, and start traversing the other projects, three other
20 projects that you are going to hear about, Project Ukhozi, Project Winchester and Project Sambry. As far as our part is concerned we are retreating from here and giving over to our colleagues, unless there are specific questions we have to give over to Dr Madima's team and probably the invitation for cross-
25 examination from any interested parties. Thank you Chair.

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CHAIRPERSON: I suppose the first thing that I need to do now is to find out if at all there's any person who wants to cross-examine. I see nobody wants to cross-examine. Would Dr Madima want to re-examine or clarify certain issues?

5 DR MADIMA: Thank you Chairman. We were taught at the BNALEC that it's always better not to re-examine, so we have no questions for this witness.

CHAIRPERSON: Wise decision. Thank you Sir, you are excused from the proceedings Sir.

10 R/ADM CHRISTIAN: Thank you Chair.

CHAIRPERSON: Advocate Lebala, if I'm not mistaken I was made to understand that your colleagues will start leading evidence tomorrow morning.

ADV LEBALA: Chairperson they are here ...

15 CHAIRPERSON: They are sitting behind you, just find out from them. Just find out from them.

ADV LEBALA: Chairperson I think of no one who can articulate that better than them. If you permit me may I give over to them?

20 CHAIRPERSON: Oh okay. Okay.

ADV MPHAGA: Thank you Commissioners, indeed we are ready to bring our witnesses of the Air Force tomorrow morning at 09h30, we just need to update the bundles so that we can be able to continue without any hindrances.

25 CHAIRPERSON: Thank you Advocate Mphaga. We'll now

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adjourn until tomorrow morning at 09h30. Thank you.

(COMMISSION ADJOURNS)