



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA DIVISION

June 2020
Volume 4, Issue 6

DOWN THE VOICEPIPE *do you hear there!*



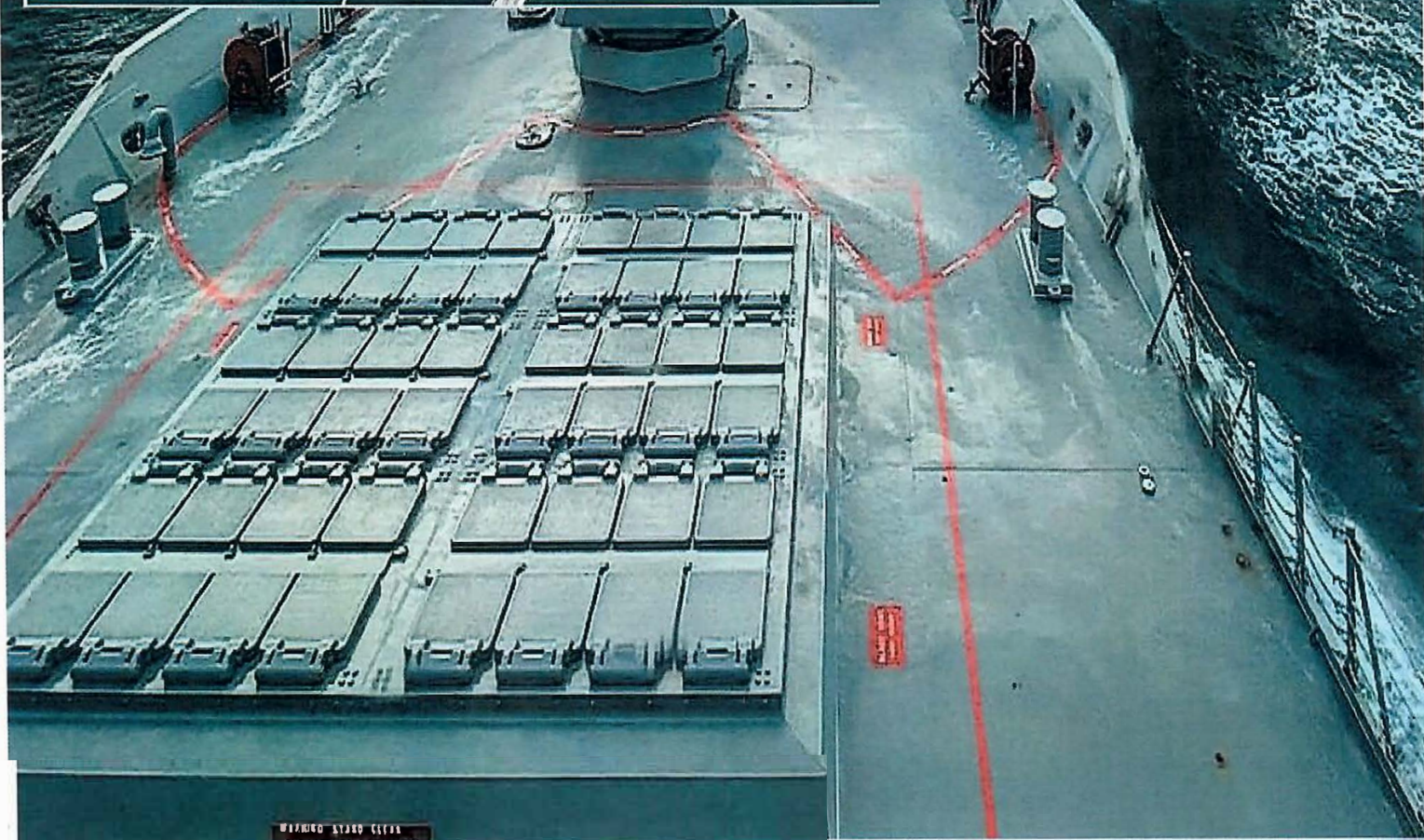
COMING UP

Executive Meeting 8th. July 2020 @ 1700

HMAS Perth (I) Memorial meeting
18th. July 2020 @ 1100

HMAS Perth (I) Memorial Foundation
AGM 08th. August 2020 @ 1100

**ALL ARTICLES PUBLISHED IN THIS
NEWSLETTER ARE PRINTED IN
GOOD FAITH AND DON'T
NECESSARILY REFLECT THE VIEWS OF
THE NAVY LEAGUE OF AUSTRALIA**



DIVISIONAL NEWS FROM NAVY LEAGUE WESTERN AUSTRALIA

As the financial year for 2019/2020 comes to an end the executive is gearing up for the AGM to be held in the later part of August. Notices and nomination forms will be sent out in the next two weeks and I encourage you to nominate for the executive. Subscriptions for renewal of your membership are now due and invoices will be issued in the coming week.

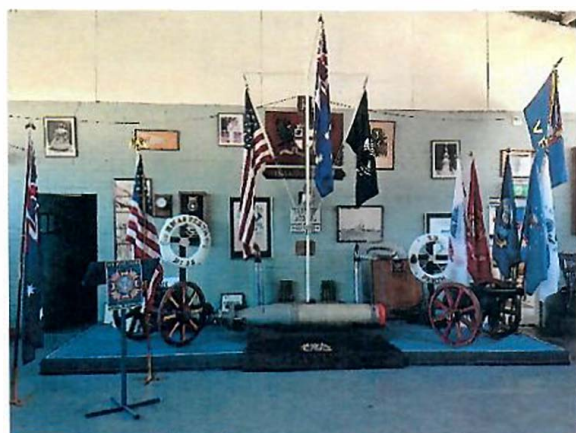
Your executive successful applied for a \$5000 Federal grant to purchase electronic equipment for the purpose of showing presentations and video conferencing for use by the League, ANC and HMAS Perth (I) Foundation.

As we speak refurbishment works have commenced at the HQ and we have received a quotation for a new boatshed to be built on the side of the parade ground replacing the unserviceable existing boatshed the new boatshed will allow TS Perth to securely house more of the boats and allow the majority of the boats to be removed from the drill hall.

The Federal AGM and conference scheduled to be held in Canberra this October will be deferred or take place by teleconferencing or similar due to the covid-19 restrictions and travel restrictions.

Our new website is now taking shape and should be released very soon, in the meantime our Facebook page continues to receive many daily hits and provides many naval items of interest.

As memorial services were cancelled in Kings Park due to the restrictions imposed through the covid-19 epidemic the American veterans of foreign wars held their modified annual service ceremony in the HMAS Perth (I) Memorial facility this year which was also attended by the American Counsel General. The veterans were extremely impressed with the facility and are likely to continue their annual services at the facility.





FEDERAL PRESIDENT'S REPORT

In only a short time much has happened to impact Defence planning and strategic thinking vital for the national wellbeing and freedom of Australia. Only recently we were reflecting on the effects of the bushfires that had ravaged Australia, the commendable role of the ADF and the Navy in particular. The congratulations afforded to the efforts of the ADF in that regard were well warranted, and the human impacts of the fires and rebuilding must not be lost as we focus on managing the current pandemic. As we reflected earlier in the year, though, it is important to ensure that the use of Navy in response to such operations does not diminish its prime operational capabilities nor distract from its core Defence role – to deter those who would do us harm.

The swift and drastic action taken by the Commonwealth and States (predominantly working well together) has limited the health impacts of COVID-19 in Australia. The rapid and widespread impacts of the pandemic across the world has had a devastating human and economic toll.

Significantly, there have been heightened international tensions, in the relationship between China and the USA most obviously, but also, and of concern for Australian strategic thinkers, regionally. The strategic situation and the economic impact of the fallout of COVID-19 globally as well as on our near neighbours has the potential to adjust the strategic make-up of the region, with the possibility of increased regional instability as a result. This is concerning, with an ever more urgent requirement to balance the economic friendship we have with China against its rivalry with the USA and take account of any changes of the international influences in our region, especially in the South China Sea.

One issue we must be sure to keep before government, and I encourage you to keep it at the fore with your Federal Member of Parliament, is that our national wellbeing will be jeopardised should COVID-19 be used as an excuse to reduce or defer Defence expenditure.

While the Navy League encourages the ongoing bipartisan Australian political position on defence and strategic dealings and commends recent cooperation, now is not the time to let slide the commitment to national defence and Australian defence industries.

The Navy League has long supported the government commitment to increasing defence expenditure to 2% of GDP and recommending that this target should increase to 3%. While we do not wish to downplay the severity of the financial

landscape that confronts the nation, we must ensure that our decision-makers do not let that negatively impact on the Defence budget and our national security spend.

If anything, this current situation has made more desperately urgent the need to maintain a strong navy and a capable maritime industry. While we do not discount the massive operational impact that COVID-19 will be having on the Navy, our strategic environment is facing pressures that only months ago were difficult to foresee.

These changed circumstances combine to encourage a re-think as to the wisdom in our plans to produce locally built submarines and surface ships at a time when effective naval operational capabilities will be of increased importance. Furthermore, ensuring that small to medium enterprises crucial to the shipbuilding supply chain are not only able to continue to operate, but are supported to ensure they thrive in this challenging local environment is essential to bolstering the Australian maritime industry.

In all, the COVID-19 pandemic should remind us that while things can change very rapidly, it is our long-term strategic wellbeing that must guide our military leaders and strategic decision makers.

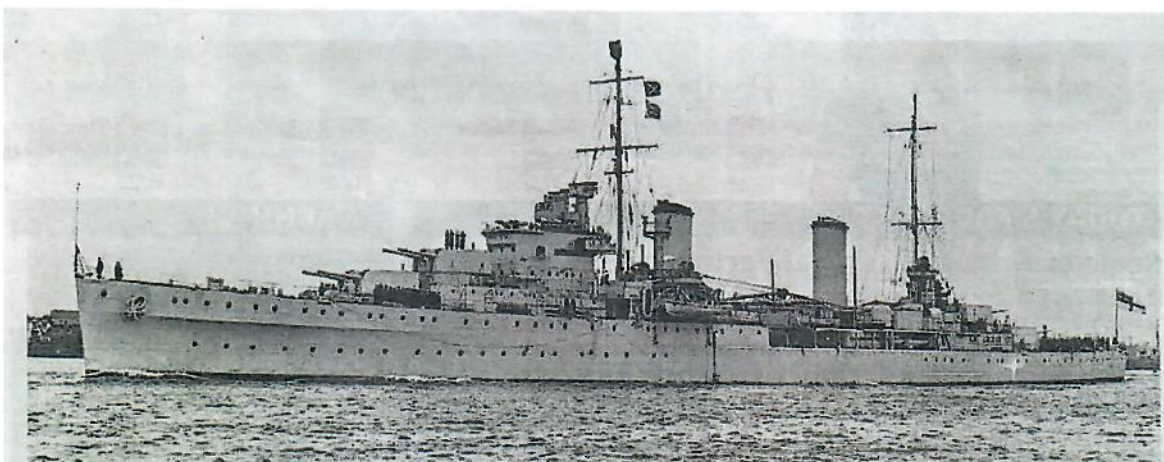


HMAS PERTH (I) MEMORIAL FOUNDATION INCORPORATED

Over the past two months the executive together with Navy League have been working very closely together. After an article published in the Westralian Newspaper in the column "can you help" we have increased our membership by five, which include the East Fremantle Lions Club, Lawyer, Manager of the AMC Complex and a councillor from the City of Melville. As we worked towards building the final extension of the memorial we are engaging with many people government and organisations, This week we have applied for a \$150000 grant through DVA and the MLA of Bicton has also forwarded an application for finance through the State Government.

We are very privileged and appreciative to have the services of the Town of East Fremantle the Mayor Jim O'Neill and Andrew Malone Executive Manager of Regulatory Services. Their advice and liaison with the DBCA have helped us forward towards our goal.

The next meeting will be held on the 18th. July 2020 at 1100. The AGM will be held on the 8th. August 2020 at 1100



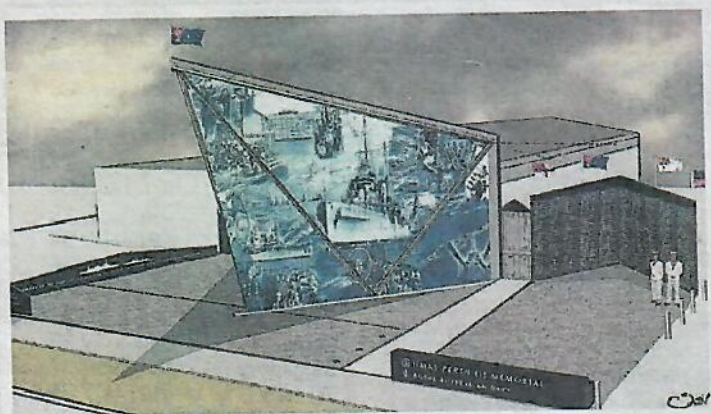
HMAS Perth (I) Memorial Foundation invites members of the navy, ex-navy, business leaders and the public to join them in their vision to erect a memorial to the loss of HMAS Perth (I) and her gallant crew in the Battle of Sunda Strait in World War II. See main column. Picture: Royal Australian Navy

HMAS PERTH (I)

MEMORIAL PROJECT: HMAS Perth (I) Memorial Foundation is keen to attract anyone with an interest in the navy or naval history, experience in fundraising, contract management and legal expertise. All positions are of a voluntary nature. Participants would be joining an exceptional enthusiastic voluntary crew to turn this important project into a reality. This is a most worthy project and will provide a significant attraction for those with naval connections and the general public alike.

"The memorial will commemorate the loss of HMAS Perth (I), dedicated to the lost crew, the survivors who were imprisoned; enslaved in prisoner of war camps and

those who finally returned to Australia bearing the scars of their suffering for the duration of their lives." In addition, it will acknowledge the USS Houston which was also lost in the Battle of Sunda Strait. The purpose of the foundation is to source funding via grants and donations and then to oversee the construction of the memorial to be located on Riverside Road, East Fremantle, next to the Swan Yacht Club. The proposed memorial has been designed by Smith Sculptures, the same company that created the iconic HMAS Sydney II site in Geraldton. Please respond for further information. Contact: David Nicolson, publicity officer, HMAS Perth (I) Memorial Foundation, 16 Eucalypt Court, Duncraig 6023. Tel. 9448 4987 or 0402 821 042. Email & Website: info@hmasperthmemorial.com.au. www.hmasperth1memorial.com.au.



Artist's impression of the proposed memorial. Seeking expressions of interest from volunteers to join a project to help bring the memorial to fruition. See main column (HMAS Perth I).

Picture: Courtesy Smith Sculptures



NEW YACHTS FOR THE AUSTRALIAN NAVY CADETS

The Royal Australian Navy has started issuing new yachts to the ANC which will eventually take the place of the vintage corsairs that were issued to the ANC many years ago and have now reached the end of their service life.

The new Omega yachts can accommodate up to seven cadets and are fully kitted out and come with a trailer and smaller trailer for easy moveability at unit level.

The first two to arrive in Western Australia have been issued to

TS Perth



COR TAKES DELIVERY OF 20-METRE WORKBOAT

By **Baird Maritime** - June 30, 2020



Inkanyamba

The Armaments Corporation of South Africa (ARMSCOR) has taken delivery of a new 20-metre aluminium monohull workboat from local builder Veecraft Marine. Designed by Incat Crowther in accordance with BV requirements and in compliance with flag state rules as defined by South African Maritime Authority (SAMSA) for Category C vessels, *Inkanyamba* ("Tornado") will be tasked by the South African National Defence Force (SANDF) with the transportation of personnel and equipment and also with supporting training activities in coastal waters up to 16 kilometres off the coast under inclement weather conditions often experienced in the area. The vessel has a 25-square-metre aft deck, a five-tonne crane, a foldable dive platform, two 7.5-cubic-metre cargo holds, a galley, mess areas, and overnight accommodations for up to 12 personnel. Two MAN D2862 LE431 588kW engines give *Inkanyamba* a speed of 15 knots at a deadweight load of 20 tonnes.

DAMEN BEGINS BUILDING PATROL VESSEL TRIO FOR SOUTH AFRICA

By **Baird Maritime** - March 4, 2019



Damen Shipyards Cape Town has begun construction on the first of three Multi-Mission Inshore Patrol Vessels (MMIPVs) for the South African Navy. Nosiviwe Mapisa-Nqakula, South Africa's Minister of Defence and Military Veterans, has stated that the vessels will perform a variety of missions including strike, mine countermeasures, torpedo recovery, anti-piracy, and anti-illegal fishing. The 62-metre, 20-knot MMIPVs are scheduled to be delivered to the navy at a rate of one per year beginning in 2021.

COLUMN | IMPROVING FERRY SAFETY IN SOUTH EAST ASIA [THE WET DETECTIVE]

By [Mike Wall](#) - June 30, 2020



Princess of the Stars. Photo: US Navy

Southeast Asia has many islands, with Indonesia having the most at around 17,000. The Republic of the Philippines has 7,641 islands with only 2,000 being inhabited, most not yet named and many without sealed roads. Whilst a beautiful place, the Philippines suffers from its location in the Pacific Ocean, which is subject to several severe typhoons each year. Being on the Pacific Rim it has also suffered several severe volcanic eruptions.

Both being developing countries, the majority of inter-island travel is by ferry. There are many ferry companies operating within SE Asia with over 3,139 ferries running per week between the Indonesian islands. Thirty Filipino ferry companies operate 150 ferries in Philippine waters. The largest ferry company in the Philippines is 2GO which took over SuperFerry, SuperCat and Cebu Ferries in 2013 which operate more than 30 routes around the islands

"I noticed that the sideshell plating had been welded but
4 not closed up"

Statistics show that 98 per cent of Philippines ferries operate domestically, with 99 per cent of fatalities occurring on them. Safety comes low down on the list of priorities for owners, with financial implications taking priority. Some ferry operators have a "captive audience", and often a monopoly, so there is no incentive to improve their facilities and operations. If there is competition on routes, the deciding factors for the passengers are usually the schedule and passenger facilities, not safety. There is a misconception that ferries do not need similar life-saving and fire-fighting appliances as those on ocean-going vessels, but the fatalities from ferry disasters speak for themselves.

Ferries do not come under the Paris or Tokyo MOUs as they do not trade internationally. This means that most of them do not undergo Port State Control Inspections so that they not appear on the *Equasis* web site, meaning there is little incentive to improve. Whilst they are subject to annual flag state inspections, these are really a joke. The surveyors/inspectors get paid US\$500 to carry out a full condition survey so that are not going to do a fully comprehensive inspection.

In the mid-1990s your author carried out P&I condition surveys on the various ferries and cargo vessels around the Philippines, including for WG&A and Cebu Ferries. Every year a list of defects as long as your arm was issued. The following year the list of defects would be the same with several more added. It was clear that owners were doing nothing to address the defects. The P&I Clubs continued their cover so that they had no incentive to improve. One of them had a significant fire despite such risks being identified during several inspections.

I remember joining one of the Cebu Ferries vessels for an inspection during an overnight trip. I walked down the car deck and found a 0.6-metre-high by 10cm gap in the side shell around midships just above the main deck and the waterline. I noticed that the sideshell plating had been welded but not closed up. Various vehicles were also unsecured on the vehicle deck. Had this deck flooded there would have a similar disaster to that of the *Herald of Free Enterprise*, which capsized moments after leaving the Belgian port of Zeebrugge on the night of March 6, 1987, killing 193 passengers and crew. The captain joined the vessel just before sailing and off we sailed. An hour after leaving port I took him down to the car deck and showed him the gap which nobody had noticed. Thankfully, the weather was kind and they had something to block it up! Despite reporting this, there were no consequences.

Introducing a star rating

There have been some attempts to improve the ferry tonnage by introducing younger vessels. The Philippines Fast Ferry Corporation (PFFC) introduced 13 newer fast

catamarans in various locations around the islands. They eventually shed most of their vessels as the passengers could not afford their higher fares and were not in that much of a hurry.

The question needs to be asked: how has this state of affairs been allowed to exist? It is clear that weak enforcement of maritime safety regulations is a clear contributor. So, how are ferry safety standards in SE Asia going to be improved?

There is clearly a need to establish a system similar to that for bulk carriers and tankers similar to RightShip, where vessels are scored on their condition. Such a system would operate closely with the governments of maritime nations, Classification Societies and P&I Clubs. There would clearly need to be a core of appropriately trained and experienced inspectors, a reporting system and database.

The RightShip star rating system is the way to go with one star the lowest rating and five stars the highest. The general public would more easily understand this because of hotels, restaurants, etc, being graded that way. Unlike bulkers and tankers, any ferry rating system would depend considerably on public acceptance and pressure. Public relations would be an important factor with a lot of "naming and shaming" required at the start of the process.

It is suggested that the star rating of countries, companies and individual ferries would permit passengers to know in advance whether they are boarding a ferry operated by a prudent owner.

Having a highly visible "seal of approval" and score would be a move in the right direction. Such a seal could be a big green tick over the profile of a blue or red ferry and a number representing their star rating. Further PR would be required to highlight the dangers of sailing on a non-rated vessel and advantages of sailing on a star-rated vessel.

It is likely that such a scheme would be a combination of RightShip, Equasis and TripAdvisor, where all relevant information is freely available to stakeholders, the key input being the feedback from passengers on the ferry company's performance.



HMAS Sirius at HMAS Stirling

HMAS ANZAC



Written by Baird Maritime on June 18, 2020. Posted in Dry Cargo World, Salvage Operations.



Stellar Banner during refloating operations off Brazil (Photo: Brazilian Navy)

The Marshall Islands-flagged very large ore carrier (VLOC) Stellar Banner has been scuttled in the Atlantic Ocean following recently completed cargo removal, debunkering, and refloating operations.

Authorities, class inspectors, and South Korean shipowner Polaris Shipping had deemed scuttling to be the most practical option after an assessment of the hull revealed excessive damage that had been caused by a deliberate grounding intended to prevent the 340-metre vessel from sinking.

Class inspectors said the damage from the grounding had rendered the vessel a total constructive loss.

The scuttling was carried out some 150 kilometres off the coast of the state of Maranhão. The Brazilian Navy assured reporters that whatever cargo that remains in the holds is minimal and would not have any adverse effect on the surrounding marine environment.

Stellar Banner's bow had struck a shallow area shortly after the vessel's departure from northern Brazil's Ponta da Madeira Maritime Terminal on February 24. The captain then deliberately grounded the VLOC to prevent it from sinking further into the waters off the terminal.

The vessel's entire crew were safely evacuated shortly after the grounding.

Written by Baird Maritime on June 18, 2020. Posted in Dry Cargo World, Salvage Operations.

Written by Baird Maritime on June 18, 2020. Posted in Boxship World, Ro-Pax World, Unmanned Craft (Non-Naval).



Sunflower Shiretoko (Photo: [MarineTraffic.com/Daisuke](https://www.marinetraffic.com/Daisuke) NIMURA)

A consortium of Japanese companies led by Mitsui OSK Lines (MOL) has applied for grant funding from The Nippon Foundation for demonstration voyages to test underlying technologies for autonomous sailing. In cooperation with Mitsui E&S Shipbuilding and Furuno Electric, MOL Group has been developing technologies for autonomous sailing and is planning to conduct demonstration voyages of its autonomous sailing operation system, from unberthing to berthing.

The demonstration tests are expected to start in 2020 and will be conducted using the MOL Ferry-owned/operated coastal Ro-Pax ferry Sunflower Shiretoko (pictured) and the coastal containership Mikage owned by Imoto Corporation and operated by Imoto Lines.

The two vessels will be fitted with surrounding cognitive technology based on Furuno Electric-developed and owned sensors and Mitsui E&S-developed/owned ship handling systems for avoidance and auto berthing/unberthing.

Prior to the tests, MOL Marine will conduct testing of autonomous functions using a simulator.

MOL will oversee the entire program and conduct risk assessments. Following these demonstrations, the company will move ahead with further demonstration voyages of a 749-tonne containership and a car ferry with capacity for over 10,000 vehicles.

Written by Baird Maritime on June 18, 2020. Posted in Boxship World, Ro-Pax World, Unmanned Craft (Non-Naval).

Navy's frigate upgrade program continues to deliver



HMAS Arunta coming alongside to berth next to HMAS Anzac at Fleet Base West in Western Australia (Source: Dept of Defence)

Maritime and Undersea Warfare | 10 June 2020 | Stephen Kuper

The Royal Australian Navy's frigate HMAS Anzac has joined HMAS Arunta as the second of the fleet's Anzac Class frigates to undergo the Anzac Midlife Capability Assurance Program (AMCAP) upgrade.

HMAS Anzac recently sailed to her homeport of Fleet Base West, Garden Island, Western Australia, where she was joined by her sister ship HMAS Arunta, which completed the program, known as AMCAP, in 2019.

Frigate Group Capability Manager's Representative, Captain Dugald Clelland, said AMCAP represented a major milestone in the operational life of Navy's Anzac Class frigates.

CAPT Clelland explained, "AMCAP consists of three major elements, the most striking is the new air search radar that visually differentiates a post-AMCAP ship from its pre-upgrade counterparts.

"The Project SEA 1448 Phase 4B component of the upgrade improves the Anzac Class Air Search capability by replacing the ageing AN/SPS-49 long range air search radar with a new digital phased array radar developed by Australian company CEA Technologies."

SEA1448 Phase 4B is replacing the SPS-49(V)8 Air Search Radar on the 8 Anzac class frigates with a modern phased array radar.

This project showcases Australian design and integration capability with the new Phased Array Radar technology designed by CEA Technologies in Canberra in conjunction with upgrades to combat systems performed by Saab Systems in South Australia and platform integration design by BAE Systems in Victoria.

Installation of this capability will coincide with the AMCAP. The aim of AMCAP is to upgrade and update the capability of the Anzac Class frigates to maintain relevance, and to ensure the class remains effective until the introduction of the Hunter Class frigates.

"The aim of AMCAP is to ensure our frigates remain at the forefront of regional surface combatant capability until the new Hunter Class frigate is introduced into service later this decade," CAPT Clelland said.

The PSR will see the upgrade of systems such as propulsion control, fridges, waste management and water production.

Anzac's Commanding Officer, Commander Brendan Horn said after an 81-week maintenance and upgrade period, he and his ship's company were happy to be back at Fleet Base West.

"Anzac is really well placed to complete sea trials and return to the fleet as an operational ship. I'm extremely proud of the crew and I know everyone is enthusiastic about getting back to sea," CMDR Horn said.

CAPT Clelland said the AMCAP, which comes after the Anzac Class frigates underwent the Anti-Ship Missile Defence program, was a complex task that required close co-operation between Navy and its key partners. "The successful completion of the second AMCAP is a significant achievement for Navy, Capability Acquisition and Sustainment Group, and industry, and will ensure this class of ship remains lethal for years to come," CAPT Clelland explained.

Navy's frigate upgrade program continues to deliver

The WAMA partnership was launched in 2016 to support the Anzacs and includes BAE Systems Australia, Saab Australia, Naval Ship Management and the Commonwealth of Australia. It's worth more than \$2 billion over eight years. The Henderson-based Australian Marine Complex (AMC) is integral to Australia's frontline defence and is an important asset in maintaining the RAN fleet. The Common User Facility (CUF) has facilitated major works and repair programs for RAN's Collins Class submarines, Anzac Class frigates and supply tankers.

The AMC-CUF is home to the world's most technically advanced floating dock, which can lift vessels of up to 12,000 tonnes out of the water for service. Its four wharves can accommodate vessels of up to 300 metres in length and provide adequate berthing space for major works, including ship conversions, refits and repairs.

The AMC-CUF is also home to ASC West, which provides a purpose-built submarine repair facility and the WA headquarters of ASC, an Australian-owned prime defence contractor and builder of the Collins Class submarine and Hobart Class air warfare destroyer.

ASC's through-life support contract will see the Collins Class submarines maintained at the CUF over the next 25 years. Warfare systems developer Raytheon Australia and other defence contractors, including BAE Systems, also reside within the AMC's precincts.

Navy's frigate upgrade program continues to eliver

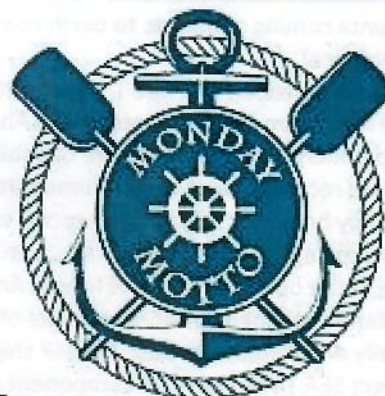
To be 'hard up'

'Hard up' is a frequently used expression to describe when you are short of money or something else of value. The first recorded use of this phrase in its current context was in 1821.

Originally, 'hard up' was a nautical term, and was used in reference to steering.

In deteriorating weather conditions, when a ship needed to be turned away from the wind, the crew would be ordered to tighten the sails and the blocks would be 'hard up' and hauled together as closely as possible.

The phrase has evolved over time to describe when a person finds themselves in a difficult situation (particularly in relation to finances).



01 JULY 2020

By: **Stephen Kuper**

Defence Minister Linda Reynolds and Defence Industry Minister Melissa Price have announced \$75 billion investment over the next decade into the Royal Australian Navy as part of the Commonwealth's record \$270 billion defence investment.

This significant investment builds on the government's 2017 Naval Shipbuilding Plan, and will enhance Australia's warfighting capabilities across its operations.

Following today's announcement of additional acquisition and upgrade plans in the [2020 Force Structure Plan](#), the Naval Shipbuilding Plan now encompasses over 70 vessels to be built here in Australia, with more opportunities in the future.

Defence Minister Linda Reynolds explained that as the future geo-strategic environment evolves, so must Defence's plans to grow, update and evolve its naval force.

"For our Navy, the five cornerstones of contemporary naval power – strategic deterrence, sea control, decisive lethality, projection of power ashore and naval presence – remain central to our force design," Minister Reynolds said.

Consistent with this government's Naval Shipbuilding Plan, Defence will continue with the build of:

- 12 Attack Class submarines;
- Nine Hunter Class frigates;
- 12 Arafura offshore patrol vessel; and
- 21 Guardian Class Pacific patrol boats.

Through the Force Structure Plan, the Morrison government will be investing in the following additional shipbuilding programs:

- Six new Cape Class patrol boats built in Western Australia;

- Up to eight new mine countermeasure and hydrographic survey vessels built here in Australia, with consideration for the vessels to be based on Navy's Arafura design;
- Two new Australian-built multi-role sea-lift and replenishment ships;
- A replacement for the Young Endeavour youth scheme sail training vessel, built in Australia;
- Replacements for the Navy landing craft, carried by the LHD;
- A new vessel to support the Pacific Step-Up, built in Australia;
- The replacement for ADV Ocean Protector;
- A large salvage and repair vessel; and
- Construction of Army landing craft and riverine patrol vessels.

Minister Reynolds added, "Through our Naval Shipbuilding Plan we are delivering the ADF with a truly world-class maritime capability to protect maritime trade and the region's security and prosperity. With 15,000 new Australian jobs set to be created under the 2017 Naval Shipbuilding Plan, this number will now grow even more with new opportunities being created for Australian defence industry to benefit from."

Since the release of the Naval Shipbuilding Plan, the government has already begun the construction of nine new vessels at Henderson and Osborne, and has delivered six Guardian Class patrol boats to six different Pacific island countries.

The government will also continue to invest in: new upgrades to the Hobart Class destroyers, Anzac Class frigates and Navy's amphibious ships; the design of the future destroyer; as well as upgrades and life extension to the Collins Class submarines.

In support of Defence's undersea combat and surveillance capability, next-generation systems including large un-crewed submersibles and undersea surveillance vessels are proposed.

To support a larger and expanded fleet, up to \$12 billion will be invested in developing the infrastructure necessary to support the capabilities of our naval fleet during construction, operation and sustainment.

This includes expanded undersea warfare facilities, a new Army watercraft base and upgrades to key port and docking facilities.

To sustain our sovereign naval capabilities, the future of maritime sustainment in Australia is set to change, with a new plan to maximise Australian industry capability in defence industry's national supply chain.

Defence Industry Minister Melissa Price said, "Building on our earlier commitments, these new naval vessels to be built right here in Australia will further strengthen our shipbuilding capability."

Navy's recently announced Plan Galileo will further lay the foundations for an integrated, consistent approach to maritime sustainment by leveraging the opportunities made available through the government's Naval Shipbuilding Plan.

"We're talking about a generation of Australian jobs, and a substantial level of Australian industry involvement in these major acquisitions. We're investing not only in the safety and security of Australia, but also in an Australian shipbuilding capability which represents thousands of opportunities for businesses right across the country," Minister Price added.

Through government funded initiatives such as the Naval Shipbuilding College, Defence will identify, recruit and build a pipeline of experienced workers around Australia which will support our national sovereign maritime sustainment capability.

Further detail on opportunities for Australia's shipbuilding industry will be included in an update to the government's Naval Shipbuilding Plan to be released later this year.

EX HMAS Darwin being dismantled at Henderson Western Australia when things go wrong





The illfated Indonesian navy ship KRI Klewang Indonesian stealth catamaran Patrol missile boat has been destroyed by fire due to a electrical short circuit.



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Japanese Izumo carrier modification progresses well



Japanese Navy JS Izumo DDH 183 undergoing modification to become aircraft carrier class ship, at the Japan Marine United shipyard in Yokohama. (Picture source Twitter account tokyoincident)

Japan's unprecedented wave of military modernisation is at a critical juncture as the first of the Izumo Class 'helicopter carriers' marks a critical milestone in its transformation into the nation's first true aircraft carrier since the Second World War, adding further fuel to the simmering regional arms race. Japan has closely followed the modernisation of the Chinese armed forces and raised concerns about the nation's defence capabilities, this has seen growing concerns about missile defence, rapid response power projection forces and strategic deterrence capabilities.

Accordingly, Prime Minister Abe Shinzo's government has responded with a period of unprecedented defence budgets as the pre-war power seeks to shake off the chains of the pacifist constitution enforced upon it by the US, UK, Australia and other allies following the end of the war in the Pacific.

Growing Chinese assertiveness in the South China Sea and modernisation efforts resulting in the fielding of key power projection capabilities, including aircraft carriers and supporting strike groups, fifth-generation combat aircraft, modernised land forces, area-access denial and strategic nuclear forces, combined with growing political and financial influence throughout the region, is serving to shake Japan's confidence.

Accordingly, Prime Minister Abe has repeatedly earmarked increased funding for the nation's defence budget, expanding the capabilities of the Japan Self-Defense Forces (JSDF) with plans to repeal the post-Second World War constitutional limitations and reinstate a power projection focused force structure and doctrine to be supported by Japan's industrial capability to modernise and equip itself in the face of growing regional instability and tensions.

As key effectors for the renewed Japanese defence capability, each of the branches of the JSDF have integrated and specialised roles to play in the shifting focus of the Japanese government and its ambitions in the region – in particular the repeal of Article 9 will see both forces shift from a purely 'defensive' focused force towards a nation with an indigenous power projection capability.

While the shadow of doubt has been cast over the largely defensive, strategic deterrence focused Aegis ashore system in favour of developing what can be best described as "pre-emptive strike capabilities against enemy rocket launchers as a less-costly alternative to the Aegis Ashore missile shield".

As part of the plans under consideration, the Japanese government is investigating a number of potential options to provide strategic security and comprehensive missile defence to the otherwise exposed island

nation – these include costly expansions of the existing Aegis-equipped destroyer fleet and developing offshore structures to accommodate Aegis systems offshore.

However, by far the most interesting development is the continuation and expansion of the decision by the Japanese government in 2017 to pursue and field long-range cruise missiles, which could be deployed on Japan's fighter aircraft force.

This is particularly relevant as adversaries offensive missile systems become increasingly capable and hard to intercept, particularly as hypersonics continue to proliferate and become increasingly capable, something the Japanese government has anticipated and uses as a justification for withdrawing from the Aegis ashore program.

Nevertheless, one of the emerging capabilities that the Japanese government is focusing on is the modernisation of the Japan Maritime Self-Defense Force's (JMSDF) Izumo Class 'helicopter carriers' to be equipped with the fifth-generation F-35B short take-off, vertical landing (STOVL) Joint Strike Fighters.

A return of Japanese carrier capabilities

Japan's history of offensive operations during World War II has prevented the JMSDF from operating conventional, catapult assisted launching aircraft carriers or short take-off, vertical landing large deck, amphibious warfare ships as both are considered to be offensive weapons systems – capable of supporting power projection doctrines and 'hard power' policies.

As part of PM Abe's commitment toward shifting the paradigm following continued Chinese naval build up – particularly the growing capabilities of China's aircraft carrier and amphibious warfare ship fleets – Japan has initiated a range of modernisation and structural refits for the Izumo Class vessels to develop small aircraft carriers capable of supporting airwings of 28 rotary-wing aircraft, with capacity for approximately 10 'B' variants of the F-35 Lightning II Joint Strike Fighter, with both 27,000-tonne vessels capable of supporting 400 marines.

Following approval in December 2018 for the conversion of the Izumo Class into aircraft carriers, imagery has emerged of the JNS Izumo as it undergoes the major structural modification and conversion to enable the vessels to host the F-35 and V-22 Osprey's planned to support the burgeoning anti-submarine, amphibious and expeditionary capabilities Japan currently has in development.

The US\$28 million modifications underway at Yokohama will clear and reinforce Izumo's deck in order to transform the vessel from a helicopter carrier into a light aircraft carrier capable of supporting the F-35B STOVL fighter jets.

It is envisaged that the modernised and converted Izumo Class will provide tactical and strategic mobility for the JSDF and enable them to support the rapid response deployment of the Japan Ground Self-Defense Force's (JGSDF) 'Amphibious Rapid Deployment' brigade.

This specially developed amphibious unit is similar to US Marine Expeditionary Units designed to defend Japanese interests in the South China Sea, namely the Senkaku Islands, which have served as a flash point between China and Japan.

Developing complementary force structures

The Australia-Japan relationship is the nation's closest and most mature in Asia and is underpinned by the strategic, economic, political and legal interests of both countries. The countries work closely in strategic alliance with the US, and lead in critical regional partnerships with countries such as India and the Republic of Korea.

Australia and Japan regularly participate in joint defence exercises and frequently consult on regional security issues, such as the nuclear tests and ballistic missile launches undertaken by North Korea.

The Joint Declaration on Security Cooperation (JDSC) signed in 2007 provides a foundation for wide-ranging co-operation on security issues for both countries, including law enforcement, border security, counter terrorism, disarmament and counter-proliferation of weapons of mass destruction.

The JDSC also established the regular 2+2 talks between the respective foreign and defence ministers. Like Australia, Japan is dependent upon unrestricted access to critical sea lines-of-communication (SLOC), which require robust naval and air power capabilities – these developments and the strategic reorientation provides avenues for the two nations to develop similar, complementary force structures to ensure unhindered access to Indo-Pacific Asia's SLOC.

A triple threat: Success, fleet recognition for HMAS Parramatta



Maritime and Undersea Warfare | 08 June 2020 | Stephen Kuper

Commander of the Australian Fleet, Rear Admiral Jonathan Mead, has presented the Duke of Gloucester's Cup to HMAS Parramatta's current and previous Commanding Officers, Commander Anita Nemarich and Captain Troy Van Tienhoven, on behalf of Governor-General of the Commonwealth of Australia David Hurley, AC, DSC.

The Duke of Gloucester's Cup has been part of Royal Australian Navy tradition since 1946 and recognises the unit, squadron, clearance diving team or establishment that has displayed the highest overall level of skill in areas such as seamanship, training, administration, morale, maintenance and resourcefulness.

HMAS Parramatta has taken out a number of awards, including the coveted Duke of Gloucester's Cup for 2019, for her exemplary conduct in a year of deployments.

RADM Mead read a letter from the Governor-General to the ship's company, commending their achievement.

"By any measure HMAS Parramatta has had an outstanding year. Throughout 2019, Parramatta demonstrated a consistently high level of proficiency in all activities. This is directly attributable to the expert seamanship of the ship's company," the Governor-General said.

RADM Mead commended the ship's company's efforts as in keeping with Navy's highest order and in keeping with the highest traditions.

He added, "Setting the benchmark for all fleet units, Parramatta's conduct in exercises and operations has been outstanding. Parramatta has demonstrated astute planning, superior reliability and proven operational excellence in every assigned task, both on the Australian station and across the Asia-Pacific."

Parramatta was also awarded the Collins Trophy for the most proficient embarked helicopter flight – 816 Squadron's Flight 4 and MH-60R helicopter 'Medusa' – and the Spada Shield, which is presented to the surface unit that has excelled in all aspects of operations and warfare.

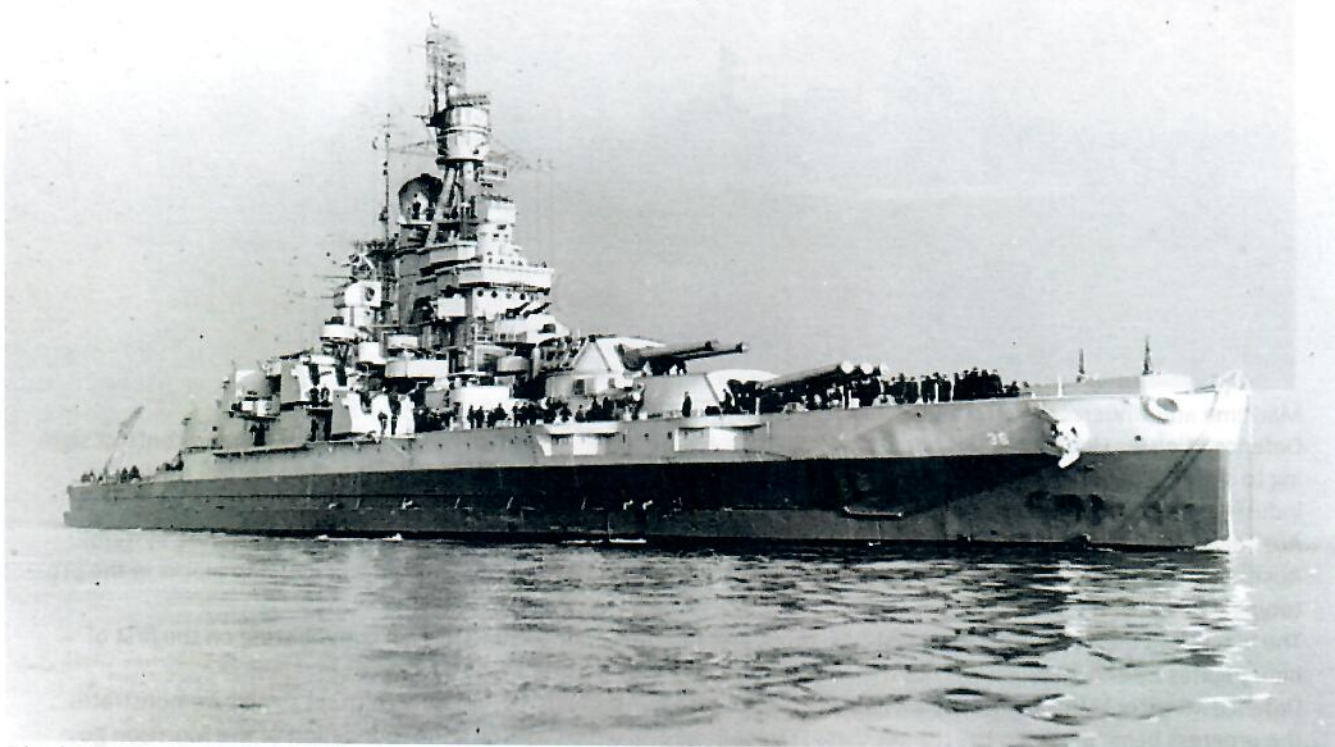
CMDR Nemarich said being awarded the Gloucester Cup reflected the significant efforts of Parramatta's people over the past year.

"It's a lot easier to lead when you've got outstanding people. I could only do what I did during our most recent deployment because of the ship's company I had supporting our efforts and our mission," CMDR Nemarich said.

Parramatta recently returned to her home port in Sydney following a three-month Asia deployment, sailing more than 24,000 nautical miles and working with partner navies in the region to strengthen interoperability. HMAS Parramatta (IV) is the fifth of eight Anzac Class frigates built for the Royal Australian Navy by Tenix Marine Systems, Williamstown, Victoria. The design is based on the German Meko 200 frigate.

Parramatta is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction. Anzac's combat capabilities have been significantly improved under the Anti-Ship Missile Defence upgrade program, a world-class program that provides an enhanced sensor and weapons systems capability.

The upgrade showcases Australian design and integration capability, with new phased array radar technology designed by CEA Technologies in Canberra, upgrades to combat systems performed by Saab Systems in South Australia, and platform integration design by BAE Systems in Victoria.



The battleship USS Nevada in 1943 following its return to service after being sunk in the Pearl Harbor attack (Photo: US Department of the Navy)

Underwater and terrestrial archaeology firm Search and marine robotics company Ocean Infinity recently discovered the wreck of USS Nevada, one of the US Navy's longest serving dreadnought battleships. Nevada was located 65 nautical miles southwest of Pearl Harbor at a depth of over 4,600 metres.

The mission was jointly co-ordinated between Search's operations centre and the Ocean Infinity vessel Pacific Constructor, which had an embarked assortment of robotic vehicles.

Pacific Constructor set sail for a range of commercial tasks in the Pacific in early 2020, ahead of the Covid-19 pandemic. As a result of the global health crisis, the ship has remained at sea on a range of taskings.

Completed in 1914 as the lead ship of its class, Nevada served in both world wars and even survived the Pearl Harbor attack on December 7, 1941, despite suffering the loss of 60 of its crew and sustaining bomb damage that resulted in its sinking in shallow waters. The battleship was eventually raised, repaired, and placed back in service in time for it to participate in the D-Day landings in Normandy in 1944 and the Iwo Jima and Okinawa invasions in the Pacific the following year.

After World War II, Nevada was assigned to be a target ship in the first Bikini Atoll atomic experiments in 1946, which it survived. Finally, in 1948 it was used as a gunnery practice target, finally going down in July of that year after having been hit by an aerial torpedo.

Future Frigate program a major win for critical Australian industry



Maritime and Undersea Warfare | 05 June 2020 | Stephen Kuper

Defence Minister Linda Reynolds and Defence Industry Minister Melissa Price have announced a major contract signing to support the prototyping of the Royal Australian Navy's Hunter Class future frigates and a critical Australian industry.

Australian company BlueScope Steel AIS has signed a contract with ASC Shipbuilding, a subsidiary of BAE Systems Australia, to deliver more than 1,500 tonnes of steel plate, which will be used to construct five ship blocks in the prototyping phase of the program.

The blocks will then test processes, systems, tools, and facilities prior to construction commencing on the first of nine frigates by end 2022.

Defence Minister Linda Reynolds welcomed the announcement, saying, "This latest contract signing demonstrates the progress being made on the Hunter Class Frigate Program, which will form the foundation of the Morrison government's \$90 billion National Naval Shipbuilding Program."

Under the \$2.6 million contract, BlueScope Steel AIS will deliver more than 1,500 tonnes of steel plate to ASC Shipbuilding.

This is the first of a number of contracts ASC Shipbuilding will award to Australian businesses in the lead up to the Hunter program's prototyping phase and realises the company's commitment to use Australian steel for the \$35 billion Hunter Class Frigate Program.

Minister Reynolds added, "Prototyping is an essential phase when building any complex warship, and will ensure employees at ASC Shipbuilding are thoroughly trained in using the state of the art digital equipment in one of the world's most advanced shipyards at Osborne South in Adelaide.

"This first phase is key to the Hunter Class program, which when complete will provide the Royal Australian Navy with a regionally superior anti-submarine warfare capability," Minister Reynolds said.

During prototyping, five representative ship 'blocks' will be built at the world-class Osborne Naval Shipyard in South Australia.

During this phase, the processes, systems, tools, facilities and workforce competencies will be extensively tested and refined before construction commences on the first frigate in 2022.

Defence Industry Minister Melissa Price expanded on this, saying, "This is all about Aussie jobs and creating a skilled Australian workforce to deliver nine frigates for our Navy.

"It is important, now more than ever, to back Australian businesses and create more Australian jobs, that's why we're building Australian ships with Australian steel by Australian workers."

ASC Shipbuilding managing director Craig Lockhart said, "Today's contract signing is the first of many contracts that we will award to Australian businesses in coming months, as we count down to prototyping cut steel in December.

"During the prototyping phase we expect to spend 90 per cent of the value of the work required to construct the test blocks, in Australia, and I hope today's contract signing is the start of a long-term relationship with BlueScope Steel AIS.

"The Hunter program is about more than just building warships; it is about building an enduring and uniquely Australian sovereign industrial capability that will support Australia's continuous naval shipbuilding strategy for generations to come."

BlueScope chief executive, Australian steel products, John Nowlan, welcomed the contract, saying, "BlueScope is very pleased to be chosen by ASC Shipbuilding, a subsidiary of BAE Systems Australia to supply steel into the prototyping phase of the Hunter Class Frigate Program.

"The company has a long and proud history of supplying steel into defence projects – in the 1990s we supplied more than 20,000 tonnes of steel into the original Anzac Class frigate fleet that the Hunter Class ships will replace.

"Manufacturing is a key part of Australia's history and today BlueScope is not only a world class manufacturer but we are also internationally competitive."

ASC Shipbuilding will design and build nine Hunter Class ships, which will be among the world's most advanced anti-submarine warfare frigates, for the Royal Australian Navy.

The steel contract comes as ASC Shipbuilding undertakes a range of initiatives to develop a sovereign industrial capability for Australia.

These collaborative programs with industry and academia will form the foundation of the digital shipbuilding framework that will be developed further during prototyping, increasing Australian industry's capability and capacity to contribute to complex naval shipbuilding programs, now and in the future.

The nine Hunter Class frigates will be based on the BAE Systems Type 26 Global Combat Ship currently under construction for the Royal Navy and will replace the eight Anzac Class frigates when they enter service beginning in the late 2020s.

The Hunter Class is billed as an anti-submarine warfare (ASW) centric vessel delivering an advanced ASW capability to the Royal Australian Navy at a time when 50 per cent of the world's submarines will be operating in the Indo-Pacific region.

BAE Systems Australia announced that it had selected Lockheed Martin Australia and Saab Australia as combat systems integration industry partners, responsible for delivering the Australian designed CEAFAAR 2 Active Phased Array Radar, Lockheed Martin designed Aegis combat management system and Saab Australia 9LV tactical interface.

The \$35 billion program sees ASC Shipbuilding become a subsidiary of BAE Systems throughout the build process beginning in 2020 at the Osborne Shipyard in South Australia, creating more than 4,000 jobs.

BAE Systems expects the Australian industry content (AIC) for the Hunter Class build will be 65-70 per cent, which will create and secure thousands of jobs for decades.

At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment. SEA 5000 is expected to support over 500 Australian businesses who have been pre-qualified to be part of the Hunter Class supply chain, with the Australian steel industry in particular, benefiting from the 48,000 tonnes of steel required to build the ships.



| 01 July 2020 | Stephen Kuper

Prime Minister Scott Morrison and Defence Minister Linda Reynolds have outlined a major step change in the nation's defence capability, force structure and posture renewing the nation's focus on the Indo-Pacific.

It has been awaited with bated breath, but it is finally here, the new Force Structure Plan and Defence Strategy Update has been released, marking a major step-change in the nation's approach to the Indo-Pacific.

Prime Minister Scott Morrison and Defence Minister Linda Reynolds have moved to outline a shift away from Australia's broader global focus, to reorientate and emphasise the nation's defence and national security focus on Australia's primary area of responsibility, the Indo-Pacific.

The Prime Minister opened by stating, "This investment goes beyond the government's long-term commitment to 2 per cent of GDP on defence spending, we need to prepare for a post-COVID world, that is poorer and more dangerous.

"Tensions over territorial claims across the Indo-Pacific are rising, regional militarisation and the risk of miscalculation are escalating, relations between the United States and China are fractious at best and it is important to acknowledge that they're not the only actors of consequence and it is important to identify that they alone will not guide the Indo-Pacific."

The Strategic Update sets out the challenges in Australia's strategic environment and their implications for Defence planning. It provides a new strategic policy framework to ensure Australia is able – and is understood as willing – to deploy military power to shape our environment, deter actions against our interests and, when required, respond with military force.

While the drivers of change identified in the 2016 Defence White Paper persist, they have accelerated faster than anticipated. Australia now faces an environment of increasing strategic competition; the introduction of more capable military systems enabled by technological change; and the increasingly aggressive use of diverse grey-zone tactics to coerce states under the threshold for a conventional military response.

Prime Minister Morrison identified the central pillar of the new Defence Strategy Update and Force Structure Plan, stating, "The first objective is to shape Australia's geo-strategic environment, that is Australia shaping the Indo-Pacific to ensure it is free of coercion and hegemony."

While the long-term impacts of the COVID-19 pandemic are not yet clear, it has deeply altered the economic trajectory of the region and the world with implications for Australia's prosperity and security.

The implementation of the 2016 Defence White Paper has seen substantial progress in building a more potent, capable and agile Australian Defence Force. Because of this, Defence is much better positioned to defend Australia and its interests.

However, important adjustments to defence policy are set out in the 2020 Defence Strategic Update to respond to the rapid changes in the strategic environment.

The Strategic Update replaces the Strategic Defence Framework set out in the 2016 Defence White Paper with three new strategic objectives:

To shape Australia's strategic environment;

To deter actions against Australia's interests; and

The Prime Minister said, "These capabilities must be able to hold threats to Australia at a greater distance – everything we're about doing is supporting and protecting Australia's sovereignty and resilience.

"We are again providing long-term budget certainty, enabling defence and defence industry to focus on delivering the capability.

"Australia will invest in longer-range strike, area denial and cyber capabilities, areas of traditional strength for Australia to counter emerging threats."

The Department of Defence states: "The 2020 Force Structure Plan details the government's intentions for new and adjusted Australian Defence Force capability investments to implement the new strategic objectives.

"The 2020 Defence Strategic Update and the 2020 Force Structure Plan will ensure that Defence can respond to new challenges as they emerge. This delivers on the government's commitment to protect Australia and its interests."

The Prime Minister said, "The defence of Australia is a team effort, it goes beyond those in uniform, it's the responsibility of all."



Lockheed Martin Australia provides Aegis upgrades amid COVID lockdown



Maritime and Undersea Warfare | 01 July 2020 | Stephen Kuper

Lockheed Martin Australia has provided extensive specialist support for the Royal Australian Navy and its Destroyer Enterprise, conducting a range of complex Aegis upgrades onboard HMA Ships Hobart and Brisbane at Garden Island, Sydney, during the challenging COVID-19 lockdown period. Working with the Royal Australian Navy and industry partners, Lockheed Martin Australia as part of a combat system enterprise approach performed specialist upgrades and deep maintenance on the Aegis Weapons System including SPY-1D(V) radar systems onboard the RAN Hobart Class destroyers during May and June.

This period has demonstrated Australian sovereign sustainment of the Aegis Weapon System in the absence of planned US onsite support due to COVID-19 restrictions.

This is the first time a Lockheed Martin international team has planned and executed an upgrade to an Aegis-equipped ship outside of the US.

As part of this work, the Aegis Computer Program, complex Aegis 'light off' activities and deep system maintenance was performed onboard HMA Ships Hobart and Brisbane, ultimately ensuring all

mission.

Lockheed Martin Australia and New Zealand chief executive Joe North said, "This effort demonstrates Australia's sustainable sovereign industrial capability in action at its best, with the global expertise performing the knowledge transfer to the local team during the program execution phase and thereby allowing sovereign talent to deliver the sustainment efforts on the ground in Australia."

Lockheed Martin Australia worked hand-in-glove with the Royal Australian Navy Fleet Support Unit, ship's crew, local and international government and industry partners over a three-week period to complete the installation of key Aegis systems upgrades to the Hobart Class destroyers in line with the RAN's capability requirements.

North added, "Delivering multiple Aegis Combat System upgrades, despite the global challenges of COVID-19, is a testament of genuine partnerships and teamwork at play and reaffirms our resolute commitment to delivering on the Royal Australian Navy's mission-critical priorities for the Hobart Class destroyers."

With more than 100 Aegis-equipped ships deployed worldwide across six navies including the US Navy, the Spanish Navy and the Republic of Korea Navy, the Royal Australian Navy is able to unite with the wider family of Aegis allied nations, ensuring greater global interoperability, increased maritime domain awareness and safeguards for our collective navies' missions.

"We also remain committed to supporting the Hunter Class frigate program and continuing to build innovative sovereign industrial capability in support of Australia's future defence technology needs," North added.

Australia's Hobart Class guided missile destroyers (DDG) are based on Navantia's F100 Alvaro De Bazan Class of frigates and incorporate the Lockheed Martin Aegis combat management system with Australian-specific equipment to ensure that the RAN is capable of defending Australia and its national interests well into the next two decades.

The Hobart Class' Spanish counterparts entered service with the Spanish Navy beginning in the early 2000s, working alongside key NATO and US maritime assets.

When deployed to the Persian Gulf, the F100s became the first foreign Aegis-equipped ships to fully integrate into a US Navy Carrier Strike Group, while the class has also successfully deployed as the flagship of NATO's Maritime Group Standing Reaction Force, highlighting the individual and interoperable capabilities of Navy's new destroyers.

The vessels will be capable across the full spectrum of joint maritime operations, from area air defence and escort duties, right through to peacetime national tasking and diplomatic missions.

The Hobart Class Combat System is built around the Aegis Weapon System, incorporating the state-of-the-art phased array radar, AN/SPY-1D(V), will provide an advanced air defence system capable of engaging enemy aircraft and missiles at ranges in excess of 150 kilometres.

HMAS Hobart carries a range of weapons systems, including a Mk41 Vertical Launch System containing SM-2 Standard Missiles and Evolved Sea Sparrow missiles, a Mk 45 five-inch main gun, Phalanx close-in weapons system, two 25mm Typhoon guns, and MU90 and Mk54 light-weight torpedoes for subsurface defence.

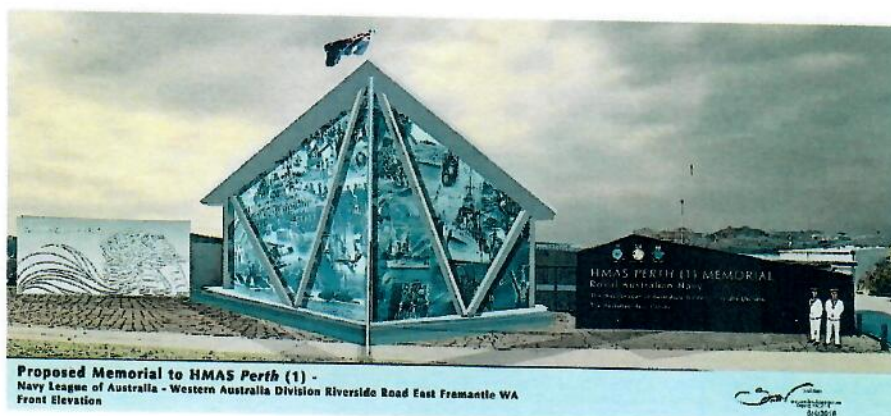
HMA Ships Hobart, Brisbane and Sydney are based at Garden Island in Sydney.

Headquartered in Canberra, Lockheed Martin Australia is a wholly owned subsidiary of Lockheed Martin Corporation. The company employs more than 1,000 people in Australia working on a wide range of major programs spanning the aerospace, defence and civil sectors.

Lockheed Martin Australia provides Aegis upgrades amid COVID lockdown

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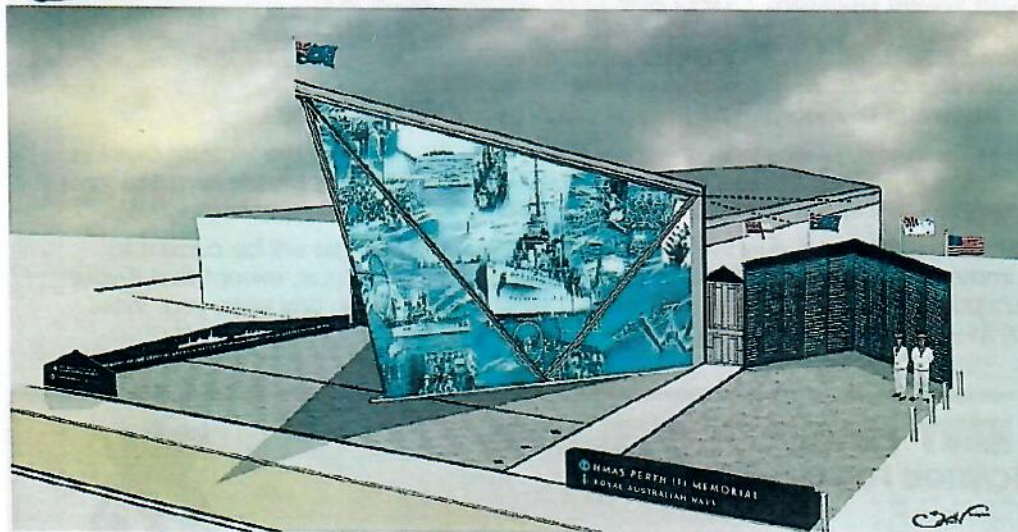
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