



NAVY LEAGUE OF AUSTRALIA  
WESTERN AUSTRALIA

July 2020  
Volume 4, Issue 7

# DOWN THE VOICEPIPE *do you hear there!*

## COMING UP

NLWA AGM Saturday 29th. August 2020 at 1100

Executive meeting Monday 10th. August 2020 at 1700

Executive meeting Monday 07th. September 2020 at 1700

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

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

HMAS PERTH (I) MEMORIAL

## Rear Admiral Andrew Robertson remembered

 Published on 11 July 2020 LCDR Alistair Tomlinson (author)

Topic(s): [Naval Heritage and History](#)



*Rear Admiral Andrew Robertson, May 1980.*

[Rear Admiral Andrew John Robertson, AO DSC RAN](#) - Navy's most accomplished Gunnery Officer - has died at age 95 in north west New South Wales.

During more than 40 years of service to Navy, Rear Admiral Robertson's career was full of extraordinary achievements, the highlight of which was receiving the Distinguished Service Cross for his frequent displays of gunnery skill during active service in the Korean War. Long before this conflict, just before the outbreak of World War II in 1939, Andrew joined the Australian Navy as a 13-year-old Cadet Midshipman and despite his young age, excelled in every aspect of training. He received numerous awards for academic achievement, seamanship and sport, culminating with the prestigious [King's Medal](#) as the Cadet Midshipmen who displayed the most exemplary conduct, performance of duty and leadership among peers.

After graduating in 1942, at the age of 17, Andrew served in [HMAS Australia \(II\)](#) and [HMAS Warramunga \(I\)](#), conducting patrols and convoy escort duties in the Coral Sea, around New Guinea and off the east coast of Australia. In 1944, then Midshipman Robertson went to England for his Sub Lieutenant's course where, true to form, he received seven first-class certificates in seamanship, navigation, gunnery, torpedoes, signals, air operations and anti-submarine warfare. The Royal Navy - wanting to use Andrew's natural maritime skills - posted him to HMS *Kimberley* in the Aegean Sea, where the destroyer played a leading role in enforcing the surrender of German forces in the Dodecanese Islands in May 1945.



Returning to Australia later that year, Lieutenant Robertson joined the destroyer [HMAS Bataan](#) which was later deployed to Japan as part of the British Commonwealth Occupation Force. During this time he walked over the nuclear bomb site at Hiroshima, shortly after the bomb was dropped.

In August 1947, Andrew joined [HMAS Swan \(II\)](#) which was leading the 20th Mine-sweeping Flotilla and conducting mine clearance operations in Australia and New Guinea. Minesweeping was long, arduous and dangerous work as demonstrated by the loss of [HMAS Warrnambool \(I\)](#) with four men killed in September 1947. The following year, Lieutenant Robertson undertook the long gunnery course at HMS Excellent Whale Island in England and once again, graduated top of his class. Not surprisingly, on return to Australia, Andrew was posted to [HMAS Cerberus](#) in Victoria as an instructor at the Gunnery School. However, he was not to remain there for long as his unique skills were needed on the newly commissioned destroyer [HMAS Anzac \(II\)](#), which only three months later, would form part of the United Nations response to the invasion of South Korea. Immediately on arrival in the waters off South Korea in August 1951, *Anzac* was put to work and saw active service while conducting aircraft carrier escort duties and fired 1000 rounds of 4.5-inch ammunition at North Korean targets ashore.

*Anzac* returned to Australia for a refit in October that year, but was back in action in Korea the following year, where the ship again saw active service in providing naval gunfire support. Among numerous engagements with enemy forces, the most legendary fight occurred on 16 November 1952. *Anzac* was at anchor protecting the garrison on Cho Do when fired on by four 76mm guns hidden in caves over 10 kilometres away. According to naval historian Vice Admiral Peter Jones, soon rounds from the mountain guns were falling around *Anzac*. "In this perilous situation *Anzac* quickly slipped her cable leaving a buoy marking the anchor. Due to the nearby shoals *Anzac* was prevented from making a quick seaward escape," Vice Admiral Jones said. "Fortunately, in a spirited fight *Anzac's* guns found the caves' entrances and the smoke and dust partly obscured the destroyer from the artillery. A running duel ensued for 23 minutes with *Anzac* firing 174 rounds with 50 from the enemy falling near the ship."

As *Anzac's* Gunnery Officer, Lieutenant Robertson was an indispensable part of the ship's many engagements with enemy forces, and for his service, was awarded the Distinguished Service Cross. According to the citation for his DSC, written in a typically understated style: *"His calmness and disregard of personal danger when most effectively controlling the armament in a relatively prolonged action against an enemy coastal battery of four guns which hotly and accurately engaged HMAS Anzac on 16 November 1952 was most notable"*.

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Andrew's final promotion, to Rear Admiral, occurred in 1980 when he became Head Australian Defence Staff in the Australian High Commission in London, followed by Flag Officer Naval Support Command in Sydney. Naval Support Command was an extensive responsibility that oversaw the command and management of the majority of the RAN's training and support bases, the Navy Supply Centre at Zetland, Sydney and the maintenance and upgrade program of all ships, submarines, aircraft and armaments. It was during this time that he was made a Freeman of the City of Sydney for enhancing the bond between Navy and the City.

Rear Admiral Robertson was made an Officer in the Order of Australia in the Queen's Birthday Honours List 1980 for service to the Royal Australian Navy and the Defence Force, particularly as Head Australian Defence Staff London. Andrew retired from the RAN in early 1982 after 43 years of service. Maintaining a devotion to public service, he became Vice President of the Navy League of Australia, Councillor Order of Australia Association and Chairman of Old Sydney Town Pty Ltd amongst other activities.

Rear Admiral Robertson was also the driving force behind the conception and creation of the Australian National Maritime Museum and was named the Inaugural Honorary Fellow in 2016. Andrew was also awarded the Centenary Medal in 2001 for distinguished service to business and commerce. At age 91, Andrew was the key instigator behind the Windjammer Sailors statue in Darling Harbour and at the time of his death, was a member of 18 organisations or associations, including as Patron of the HMAS *Sydney* Association and Training Ship Sydney for naval cadets. Chief of Navy Australia Vice Admiral Michael Noonan AO RAN, described Rear Admiral Robertson as a role model for what Navy officers can achieve in the most demanding of circumstances.

"Rear Admiral Robertson always sought to fight through obstacles, and rose to all challenges both in war and peace," Vice Admiral Noonan said "One of our most admired leaders, his courage under pressure and calm demeanour in the face of adversity has set the benchmark for our Navy leaders now, and for generations to come." Rear Admiral Andrew Robertson is survived by his wife Patricia (Pat) and children Angus, Jane, Julia and Bruce.

	Email: <a href="mailto:bangjoneill.1@bigpond.com">bangjoneill.1@bigpond.com</a> Telephone: 0413 688 447
05th. August 2020	

Dear Member

The 68<sup>th</sup>.Annual General Meeting of the Western Australia Division will be held on Saturday 29<sup>th</sup>. August 2020 in the HMAS Perth (I) Memorial Facility Riverside Road East Fremantle. Commencing at 1100.

### **Business**

To confirm the Minutes of the 2019 AGM held on Wednesday 28<sup>th</sup>. August 2019.

To receive the President's report

To receive the balance sheet and accounts for the financial year ending 30<sup>th</sup>. June 2019/2020

Receive nominations and to elect the Executive Committee for the financial year 2020/2021

Guest speaker for the morning to be notified

The Unit Committee TS Perth ANC will serve light refreshments and morning tea

For catering purposes, please complete the form below and return to the Hon Secretary **NO LATER THAN 20<sup>TH</sup>. AUGUST 2020.** (By email if possible)

Name:

Number of guests

**WILL / WILL NOT BE ATTENDING**

Yours Aye

*Jim*

Jim O'Neill CMDR ANC RTD

Hon Secretary

The Navy league of Australia was established in Australia in 1900 its aims today as it was in 1900, is to create an interest in the sea and to keep before the Australian people the fact that we are a maritime nation and that a strong navy and a sound maritime industry are indispensable elements to our national well-being and vital to the freedom of Australia The Navy League of Australia invites you to join us in this important national task

[www.navyleague.org.au](http://www.navyleague.org.au) Facebook: Navy League of Australia WA Division

## NOMINATION FORM

I wish to nominate ..... , a member of the W.A. Division of the Navy League of Australia for a position on the Executive Committee.

Proposer ..... Secondor .....

PLEASE NOTE Proposer, Secondor and the person nominated, must all be financial members of the W.A. Division of the Navy League of Australia.

Completed **NOMINATION FORMS** to be returned to the Hon.  
Secretary no later than 20<sup>TH</sup>. AUGUST 2020  
[Email: bandjoneill.1@bigpond.com](mailto:bandjoneill.1@bigpond.com)

Dutch heavy-lift ship MV *Tern* carrying four *Avenger-class* mine countermeasures ships, USS *Sentry* (MCM-3), USS *Devastator* (MCM-6), USS *Pioneer* (MCM-9) and USS *Warrior* (MCM-10), arriving at Manama, Bahrain, coming from Los Angeles on 20 July 2012.



Access fast-tracked for Aussie SMEs looking to join BAE global supply chain



## MARITIME AND UNDERSEA WARFARE

05 AUGUST 2020

By: **Stephen Kuper**

**[BAE Systems](#)' Global Access Program (GAP) has unveiled its new Industry Capability Network (ICN) portal for Australian SMEs, which now offers further training opportunities and masterclasses.**

The portal will increase digital connectivity for small and medium-sized enterprises directly with members of the Global Access Program team, expediting pre-qualification processes to ascertain readiness to engage across BAE Systems' global supply chain.

The GAP will also be providing additional awareness training in the areas of security, export controls and supplier quality assurance. This training is designed to provide SMEs with an increased knowledge of how to be successful in supplying to BAE Systems Australia and its global supply eco-system.



This also applies to existing BAE Systems supply chain partners and those seeking to offer products or services in the future.

GAP manager Tony Martin said, "There are significant opportunities for Australian industry in the BAE Systems global supply chain."

#### **PROMOTED CONTENT**

Around 150 people representing Australian SMEs have already completed the estimating and pricing fundamentals training. This course provided key insights into how businesses can increase competitiveness in their bids by challenging an existing cost base and adding robustness to bids to ensure they stand up to investigation – all designed to achieve an increased probability of winning.

"Now more than ever, it is important that we look for ways to increase economic growth and prosperity and we can do this through exporting Australian made products and technologies," Martin added.

Off the back of its success, a two-day masterclass course is also available, which delves deeper into detailed risk and opportunity concepts, greater awareness and practical application of variation on price techniques as well as methodologies across various contracting models and further explores evaluation of supplier quotations.

BAE Systems Australia has been a member of the global supply chain program since 2012, and has facilitated more than \$65 million worth of contracts for Australian industry.

Suppliers across Australia are encouraged to use this [BAESystemsGAP.icn.org.au](https://BAESystemsGAP.icn.org.au) to register their interest in participating in defence projects and to highlight their unique capabilities, credibility and export ambitions.

In June 2018, the Commonwealth government announced BAE Systems Australia as the successful tenderer for the \$35 billion SEA 5000 Future Frigate program.

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.



## ROYAL NAVY'S HMS TRENT COMMISSIONED, DEPARTS ON FIRST DEPLOYMENT ON SAME DAY

By [Baird Maritime](#) - August 4, 2020



The Royal Navy commissioned HMS *Trent*, the service's seventh River-class offshore patrol vessel (OPV), in a ceremony at Portsmouth Naval Base on Monday, August 3. *Trent* was delivered to the navy in December 2019. It is the third of the Batch Two River-class vessels built by BAE Systems.

Compared to earlier River-class OPVs, the Batch Two ships are faster, more heavily armed, can accommodate more personnel, and can conduct helicopter operations with aircraft up to the size of the 10-tonne Merlin operated by the Royal Navy and other NATO allies. Within hours of its commissioning, *Trent* sailed on its maiden deployment as part of Operation Sea Guardian, a NATO maritime security operation aimed at deterring international crime and terrorism in the Mediterranean.





## CARNIVAL CORPORATION DELIVERS TWO RETIRED VESSELS TO TURKEY FOR RECYCLING

By [Baird Maritime](#) - August 4, 2020



*Carnival Fantasy (Photo: Carnival Corporation)*

Carnival Corporation has entered into agreements with Turkish maritime reclamation and recycling specialists Ege Çelik and Simsekler General Ship Chandlers and Ship Repair to responsibly dismantle and recycle the retired vessels *Carnival Fantasy* (pictured) and *Carnival Inspiration*.

The recycling companies will formulate a ship recycle plan for each vessel that goes beyond what is required by consulting with Carnival Corporation's advisor, Netherlands-based Sea2Cradle, to ensure optimal compliance with key national and international environmental standards.

Each plan will include a complete inventory of hazardous and regulated materials and the procedures planned for safely removing and processing the materials in an environmentally friendly way. Once these materials are safely removed and processed, the companies will begin dismantling each ship.

The vessels will be stripped of machinery, electronic equipment, glass, wood, and other materials that can be directly upcycled for reuse in new ships, used in ship repair, or repurposed for other applications. Steel and metal scraps will be salvaged and recycled for direct use or be sent to the mill for producing other products and goods. Working on behalf of Carnival Corporation and as an added assurance, Sea2Cradle will supervise ship dismantling and recycling at the demolition yards throughout the entire process to ensure the highest health, safety, and environmental standards are maintained.





## PATROL SHIP HARRY DEWOLF DELIVERED TO ROYAL CANADIAN NAVY

By [Baird Maritime](#) - August 4, 2020



*HMCS Harry DeWolf*

The future HMCS *Harry DeWolf*, the first vessel in a new class of Arctic Offshore and Patrol Ships (AOPS), was handed over to the Royal Canadian Navy on Friday, July 31.

Built by Irving Shipbuilding, the future *Harry DeWolf* is the largest naval vessel to be completed in Canada in over 50 years. It is scheduled to be commissioned into service in 2021.

The AOPS has a length of 103.6 metres, a beam of 19 metres, a speed of 17 knots, a range of 6,800 nautical miles at 14 knots, a helicopter deck with hangar, and space for 65 crew plus 20 other personnel.

**US must increase shipbuilding to keep up with competitors: US senator**



## **MARITIME AND UNDERSEA WARFARE**

04 AUGUST 2020

By: **Stephen Kuper**

**As great power competition continues to evolve between the US and China, many within America's political and policy leadership have recognised that the US will need to expand its shipbuilding operations to keep pace with competitors and secure the global maritime commons.**

Naval power has always played a critical role in the way great powers interact – competitions to design the most powerful warships often characterising the great power competitions of the past.

The decades leading up to the outbreak of the First World War saw an unprecedented competition between the UK and German Empire, with much of the emphasis placed on Dreadnought battleships echoing a similar, albeit smaller, naval arms race gathering steam between the US and China.

Further challenging the previously unrivalled dominance of the global maritime commons by the US is the resurgence of an increasingly modernised Russian Navy and the proliferation of advanced, increasingly capable weapons systems, once previously only the domain of global powers.

These factors, combined with a period of sequestration during the Obama administration and rising funding challenges, have given rise to growing concerns about the US Navy developing a 'hollow force', one that has a large fleet, with little to no manpower to support the tactical and strategic requirements of America's national security doctrines.

Despite President Donald Trump's commitment to achieving a 355-ship fleet, capable of guaranteeing global maritime security, freedom of navigation and stability in the face of increased peer and near-peer competitors – the funding question remains an important one for consideration.

Indeed recently, Defense Secretary Mark Esper explained the importance of balancing readiness with force and platform modernisation to the Senate Armed Services Committee: "This need to balance current readiness with modernisation is the department's central challenge and will require strong leadership, open and continuous dialogue with others, and the courage to make tough decisions."

In spite of these factors, the President has sought to capitalise on a surging US economy to pass yet another increase for the US defence budget – expected to see the Pentagon receiving US\$738 billion for FY2020-21.

While the figure is less than the US\$750 billion President Trump called for earlier this year, the US\$738 billion figure will still see a major ramp up in the modernisation, recapitalisation and expansion of the US military at a time of increasing great power rivalry.

Echoing calls for an increase to the US shipbuilding enterprise in response to the rapidly evolving geo-political reality, US Republican senator for Georgia David Perdue jnr has [recognised](#) that the US can and should be doing more to keep pace with its rivals.

"Right now, the world is more dangerous than any time in my lifetime. The United States faces five major threats: China, Russia, Iran, North Korea and terrorism. We face those threats across five domains: air, land, sea, cyber space and space," Senator Perdue explains.

"The US Navy is one of the most effective tools we as a country have to maintain peace and stability around the world. Today, however, the Navy is in danger of being surpassed in capability by our near-peer competitors. On top of that, our competitors are becoming even more brazen in their attempts to challenge our Navy every day."

### **Political consistency in funding and goal a key challenge**

There is an old saying that politics is the same no matter where you travel, and it appears that the challenges that have long plagued Australia's own naval shipbuilding endeavours have had an equally dramatic impact on the US Navy's attempts to modernise and recapitalise having a dramatic impact upon the capability of the force today.

Senator Perdue said, "To address this, the 2018 *National Defense Authorization Act* called for a 355-ship Navy to be built as soon as possible. This effort is extremely expensive: \$31 billion per year for 30 years. This can't be funded by new debt. We must re-allocate resources to fund this priority.

"It is unclear at this time whether we will be able to achieve this goal, however, because Washington politicians have failed to provide consistent funding to our shipbuilding enterprise over the years.

"The last two Democratic presidents reduced military spending by 25 per cent. Presidents Bill Clinton and Barack Obama did it. Also, since 1975, Congress has only funded the government on time on four occasions due to our broken budget process. As a result, Congress forces the military in most years to operate under continuing resolutions, which further restricts the Navy's efforts to rebuild."

This echoes concerns regarding the potential for a 'hollow force', Secretary Esper speaking to [DefenseNews](#) articulated his commitment and ambitions to getting the US Navy to a 355-ship fleet by 2030, with an aim to achieve a much higher number in response to the mounting global challenges.

"To me that's where we need to push. We need to push much more aggressively. That would allow us to get our numbers up quickly, and I believe that we can get to 355, if not higher, by 2030," Secretary Esper said.

This statement echoes the statements made by acting US Navy Secretary Thomas Modly, who stated, "It was also the President's goal during the election. We have a goal of 355, we don't have a plan for 355. We need to have a plan, and if it's not 355, what's it going to be and what's it going to look like?"



Discussing the composition of this future force, Secretary Esper posited some interesting ideas for consideration, leveraging advances in unmanned and autonomous/semi-autonomous ships to ensure the US Navy meets its force structure obligations.

"What we have to tease out is, what does that future fleet look like? I think one of the ways you get there quickly is moving toward lightly manned [ships], which over time can be unmanned," Secretary Esper added.

"We can go with lightly manned ships, get them out there. You can build them so they're optionally manned and then, depending on the scenario or the technology, at some point in time they can go unmanned."

### **Inconsistency has harmed the industrial base, which in turn has harmed strategic capability**

For Senator Perdue, this policy and budgetary inconsistency has had a dramatic impact on the US defence industrial base and its capacity to support the ambitious modernisation and recapitalisation efforts outlined as part of the 355-ship fleet plan.

Senator Perdue added, "According to a 2018 report from the Pentagon, the entire Department of Defense lost over 20,000 US-based industrial suppliers from 2000 to 2018.

"This means that, today, many shipbuilding components have just one US-based supplier, and others are entirely outsourced to other countries. This is one of the reasons why it is doubtful that we can reach 355 ships unless major changes are made immediately. If we don't strengthen our industrial supplier base, there is simply no way to scale up ship production and maintenance capabilities to meet the requirements of a 355-ship fleet.

"The Department of Defense has not yet released this year's 30-year shipbuilding plan as required by law, and time is running out to reach the Navy's most recent projection of a 355-ship fleet by 2034.

"However, even if the Department of Defense has a solid, achievable plan to only reach 355 ships, I am skeptical that it will be enough. I am skeptical because America's biggest long-term challenge, China, is already running laps around us on shipbuilding."

Despite a record level of investment in the US Armed Forces, the US Navy's shipbuilding budget is dominated by expensive, big-ticket acquisition

programs, namely the new Gerald R Ford Class aircraft carriers, the Columbia Class ballistic missile submarines and Virginia Class attack submarines.

Indeed, the FY2020-21 budget request seeks US\$19.9 billion (\$29.6 billion) for shipbuilding, approximately US\$4.1 billion (\$6.1 billion) more than the levels enacted for the FY2019-20 budget request.

As part of the Navy's budget request, the service asked for two Arleigh Burke Class destroyers, a single Columbia Class ballistic missile submarine and Virginia Class attack submarine, one FFG(X) future frigate, a single LPD-17 amphibious transport dock and two towing and salvage ships.

The US\$4.1 billion (\$6.1 billion) reduction saw a cut to both the Virginia and FFG(X) programs, each of which were expected to see two ships funded in the FY2020-21 budget – moving forward, the longer-term budget cuts will also see the US Navy cut five Flight III Arleigh Burke variants.

Additionally, the US Navy's budget requests US\$2.5 billion (\$3.7 billion) for aircraft acquisition over the 2020 decade, requesting 'just' US\$17.2 billion (\$25.6 billion) – which would deliver 24 Boeing F/A-18E/F Super Hornets, 21 F-35Cs (split between the Navy and Marine Corps) and four E-2D Hawkeye aircraft.

Despite this investment, Senator Perdue highlights some major challenges in light of Beijing's own rapidly evolving shipbuilding capabilities, stating, "The Chinese Navy has 350 ships today, compared to our 300. By 2034, China is projected to have more than 425 ships. Even if we reached 355 ships, we would still have a 70-ship disadvantage, at the least.

"On top of that, because of the range restrictions in the Intermediate-Range Nuclear Forces Treaty, which just ended in 2019, China has surpassed, or 'out-sticked', us in some missile capabilities as well.

"There are several steps we can take to respond to these developments. For starters, we need to place greater emphasis on funding our shipbuilding enterprise. Also, we need to rebuild our industrial supply chains through consistent, robust funding and by eliminating continuing resolutions."

## **Your thoughts**

As an island nation, Australia is defined by its relationship with the ocean. Maritime power projection and sea control play a pivotal role in securing Australia's economic and strategic security as a result of the intrinsic connection between the nation and Indo-Pacific Asia's strategic sea-lines-of-communication in the 21st century.

Further compounding Australia's precarious position is an acceptance that 'Pax Americana', or the post-Second World War 'American Peace', is over.

In response, Australia will require a uniquely Australian approach and recognition that the nation is now solely responsible for the security of its national interests, with key alliances serving a secondary, complementary role to the broader debate.

Australia cannot simply rely on the US, or Japan, or the UK, or France to guarantee the economic, political and strategic interests of the nation. China is already actively undermining the regional order through its provocative actions in the South China Sea and its rapid military build-up.

To assume that Australia will remain immune to any hostilities that break out in the region is naive at best and criminally negligent at worst.

As a nation, Australia cannot turn a blind eye to its own geopolitical, economic and strategic backyard, both at a traditional and asymmetric level, lest we see a repeat of Imperial Japan or the Iranian Revolution arrive on our doorstep.

It is clear from history that appeasement does not work, so it is time to avoid repeating the mistakes of our past and be fully prepared to meet any challenge.

There is an old Latin adage that perfectly describes Australia's predicament and should serve as sage advice: "*Si vis pacem, para bellum*" – "If you want peace, prepare for war".

July 31, 2020 [admin](#)



July 29, 2020 – Damen Schelde Naval Shipbuilding signed a contract with Rohde & Schwarz for the delivery and installation of internal and external communication systems for the Royal Netherlands Navy's Combat Support Ship, Den Helder.

The Royal Netherlands Navy's (RNLN) new Combat Support Ship (CSS), Den Helder, to be built by Damen Schelde Naval Shipbuilding (DSNS), will strengthen the navy's replenishment capacity at sea. Delivery of the ship is scheduled for the second quarter of 2024.

DSNS signed a contract with Rohde & Schwarz Benelux B.V. for the delivery and installation of a state-of-the-art integrated communications system for the RNLN's CSS, Den Helder.

With this contract, RNLN will receive a system based on proven technology and standardized to provide commonality across the Dutch naval fleet. For more than 20 years, RNLN has been using Rohde & Schwarz communications systems on their vessels with high level reliability and performance during daily operations. This commonality offers not only crew familiarity, but also optimizes training, maintenance and many other processes.



Arjan Risseuw, Project Director of the CSS at DSNS states: “Rohde & Schwarz have a good track record in delivering their equipment to RNLN vessels. We have collaborated with them before, on the Joint Support Ship HNLMS Karel Doorman, for which the Defence Materiel Organisation acted as intermediary for the Rohde & Schwarz equipment it purchased. I am looking forward to working directly with Rohde & Schwarz on this project in order to provide the CSS with a good communication suite.”

Mischa van Santen, Sales Manager at Rohde & Schwarz Benelux continues: “Rohde & Schwarz Benelux will act as the communications system integrator for DSNS. Our local engineering team in Utrecht will make sure that we deliver according to schedule and budget, as well as that the system is supported through life by our Dutch personnel. Rohde & Schwarz Benelux currently also executes work together with Damen Shipyards in Den Helder for the current refit programs of the RNLN support ship, HNLMS Pelikaan, and the Hydrographic vessels, HNLMS Snellius and HNLMS Luymes.”

For CSS, Rohde & Schwarz will supply a fully integrated communications system, including R&S M3SR software defined radios (R&S Series4100 HF and R&S Series4400 VHF/UHF).

## **‘Cut me some slack’**

**‘Cut me some slack’ is an expression that has been used for many years, and was an instruction given when a ship was docking.**

**Tying a ship to a pier was always a difficult task and required two teams of men equipped with mooring ropes.**

**To ‘cut me some slack’ meant to loosen the rope. As one rope was pulled to haul the ship closer, the other line was released or given slack, which would continue until the ship was properly aligned and docked.**

**Nowadays, it means to make allowances for a person’s behaviour, or to be less strict with someone.**



## Commander-in-Chief of the Russian Navy Working Visit to Severodvinsk

July 29, 2020 admin



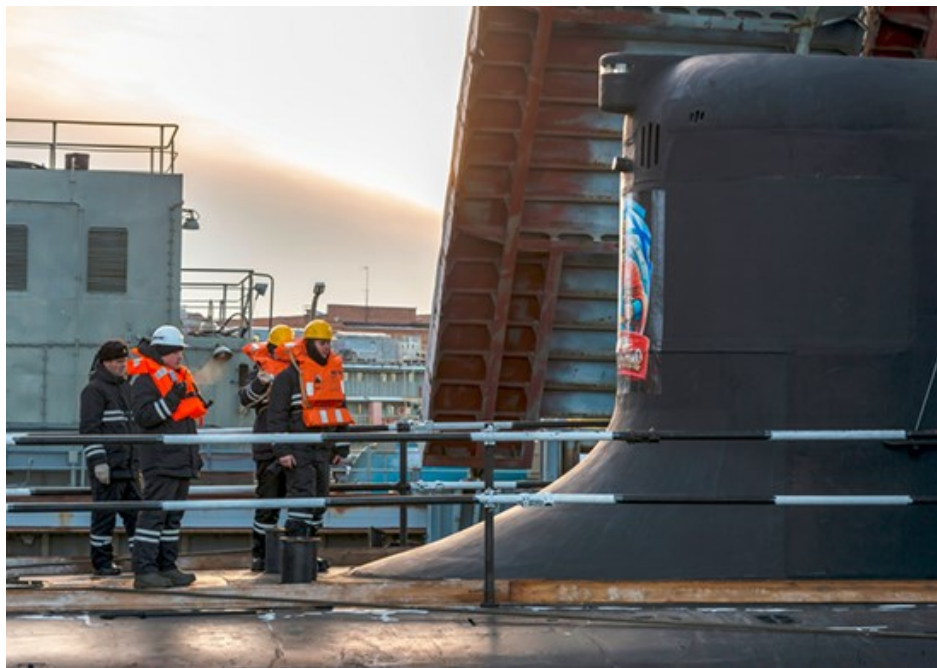
July 27, 2020 (Google Translation) – Commander-in-Chief of the Russian Navy, Admiral Nikolai Yevmenov, made a planned working trip to Severodvinsk.



During his working trip, the commander-in-chief checked the progress of construction and testing of nuclear submarines at the Sevmash enterprise.

Also at Sevmash, Admiral Nikolay Evmenov held a working meeting on nuclear submarine building. The meeting was attended by representatives of the management of the United Shipbuilding Corporation, the plant, design organizations.

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“In the most important segment of nuclear submarine construction, a high level of interaction between the customer and the manufacturers has been established. This applies to both the design and construction process, as well as testing of multipurpose and strategic nuclear submarines, ”said Admiral Nikolai Evmenov following the meeting.





## First New Cape Class Keel Laid

July 24, 2020 [admin](#)



July 22, 2020 – Austal Limited is pleased to announce that Australia’s Defence Industry Minister, the Honle Melissa Price MP, officially ‘cut metal’ on the second of six new Cape-class patrol boats to be constructed by Austal Australia for the Royal Australian Navy (RAN).

The plate cutting of the second vessel follows the award of the A\$324 million contract for six Cape-class Patrol Boats, announced on 1 May 2020 by the Australian Minister for Defence, Senator the Hon Linda Reynolds CSC and Defence Industry Minister, Melissa Price MP.

Austal Chief Executive Officer David Singleton said the plate cutting of the second new Cape for the RAN was completed less than 12 weeks after the contract announcement.

“With a hot production line, already constructing two Capes for the Trinidad and Tobago Coast Guard, our shipbuilders have quickly progressed to cutting metal on the second of six Capes for the Navy,” Singleton said.

“It’s a fantastic example of the efficiencies that can be achieved by a skilled and experienced local workforce supported by our proven Australian supply chain.



Australia's Defence Industry Minister The Hon Melissa Price MP (center) Assistant Secretary Ships, Capability Acquisition and Sustainment Group, Sheryl Lutz (right) for the Cape-class plate cutting hosted by Austal CEO David Singleton and COO Patrick Gregg (rear). (Image: Austal)

"These new Capes for the RAN are helping to boost Australian sovereign shipbuilding capability, through the continued engagement of more than 700 Austal employees here in Western Australia and more than 1,000 suppliers, Australia wide."

Based on Austal's proven 58 meter aluminum monohull patrol boat design, the new RAN Capes include a number of enhancements that further extend the capability of the vessel and the fleet. Crew accommodation has been increased by 10 people, to now total 32 and 'quality-of-life' provisions have been enhanced, ensuring those who operate the new Capes have WIFI connectivity to the outside world regardless of the operating environment.

Delivery of the first of six Capes, Hull 811, is scheduled in September 2021 with subsequent deliveries of remaining vessels through to mid-2023.

Austal is also delivering 21 Guardian-class Patrol Boats for 12 Pacific Island nations and Timor Leste under the SEA3036-1 Pacific Patrol Boat Replacement Project, with six patrol boats delivered since 2018. Austal provides in-service support to both the Cape and Guardian-class Patrol Boat fleets through service centers located in Henderson, Western Australia; Cairns, Queensland; and Darwin, Northern Territory.





COMPANY ANNOUNCEMENT  
1 MAY 2020

**AUSTAL AUSTRALIA AWARDED A\$324 MILLION CONTRACT  
TO BUILD SIX CAPE-CLASS PATROL BOATS.  
BIGGEST CONTRACT FOR AUSTRALIAN VESSELS IN AUS-  
TAL'S HISTORY.**

Austal Limited (ASX:ASB) is pleased to announce that Austal Australia has been awarded a A\$324 million contract to design and construct six evolved Cape-class Patrol Boats (CCPBs) for the Royal Australian Navy.

It is the largest contract for an Australian vessel construction program ever awarded to Austal in the Company's 30 year history

The six new vessels, to be constructed at Austal's Henderson shipyard in Western Australia, will add to the Royal Australian Navy's (RAN) existing fleet of two CCPB's delivered in 2017 and further extends Austal's Cape-class Patrol Boat program to a total of 18 vessels. This includes eight patrol boats operated by the Australian Border Force and two currently under construction for the Trinidad and Tobago Coast Guard.

Austal Chief Executive Officer David Singleton said the new contract both reaffirmed the Capeclass as Australia's pre-eminent patrol boat platform and represented a clear commitment by the Australian Government to strengthen Australia's sovereign shipbuilding industry during a challenging global environment, brought on by the Coronavirus pandemic.

“Since its introduction by the Australian Border Force (ABF) in 2013, the Cape-class has proven to be a high-performing, reliable and effective maritime asset, utilised for a wide variety of constabulary and naval missions, playing a critical role in Australia’s national security,” Mr Singleton said. “With ten Capes currently in operation with the ABF and RAN, it is a smart, logical step to build upon the existing fleet with additional vessels that will enhance the nation’s ability to protect and secure our maritime borders.

“These new, evolved Capes add even greater national security at this critical time during the COVID-19 pandemic, by ensuring at least 700 jobs are maintained at Austal and supply chain opportunities continue for Australia’s shipbuilding industry.”

The proposal to replace the existing fleet of 13 Armidale-class patrol boats (designed and manufactured by Austal) with new, evolved Capes was first proposed by Robert Jackson, Head of Business Development – Sustainment at Austal.

“The Defence department is always seeking smart cost saving ideas and I knew that jobs in the industry was a critical issue for everyone, so I proposed replacing older Armidales with newer, larger, more efficient Capes. That concept was supported at Austal and I’m thrilled to see that as a result of this proposal, jobs are being created at a critical time while also supporting the Royal Australian Navy with enhanced capability and lower operating costs,” Mr Jackson said.

“This new contract will ensure Austal continues to engage the thousands of suppliers that are contributing to the success of the current Cape-class program, the SEA3036-1 Pacific Patrol Boat Replacement Project (Guardian-class Patrol Boat program) and the multiple commercial ferry projects being delivered by Austal Australia.

“In total, we’re talking about more than a thousand jobs across Australia that will be maintained, and continue to develop; building our nation’s sovereign shipbuilding capability.” Based on Austal’s proven 58 metre aluminium monohull design, the new RAN evolved Capes will include a number of enhancements that further extend the capability of the vessel and the fleet. These evolved Cape-class patrol boats include modifications determined through the extensive in-service experience of the RAN and ABF Capes currently operating throughout Northern Australia.

Crew capacity has been increased by 10 people, to now total 32 and quality-of-life provisions have been enhanced, ensuring those who operate the new Capes have connectivity to the outside world regardless of the operating environment. Further improvements have been incorporated into the new RAN Cape design, developed during the design and construction of two Cape-class patrol boats for the Trinidad and Tobago Coast Guard; an export contract awarded on 16th August 2019 and won with the strong support of the Australian Government and Export Finance Australia.

The Trinidad and Tobago Coast Guard Capes (Hulls 398 and 399) are currently in an advanced state of construction and are scheduled for delivery later in 2020.

Construction of the six Capes for the RAN will commence immediately at Austal Australia’s Henderson, Western Australia, shipyard with deliveries scheduled from September 2021, then successively through to mid-2023.

Austal has designed, constructed and sustained the Commonwealth of Australia’s entire fleet of patrol boats since 1998; including the Bay, Armidale and Cape-class operated by the Royal Australian Navy and Australian Border Force, comprising 32 vessels.

Austal is also delivering 21 Guardian-class Patrol Boats for 12 Pacific Island nations and Timor Leste under the SEA3036-1 Pacific Patrol Boat Replacement Project, with six patrol boats delivered since 2018.

Austal provides in-service support to both the Cape and Guardian-class Patrol Boat fleets through service centres located in Henderson, Western Australia; Cairns, Queensland; and Darwin, Northern Territory.



*The six new Cape-class patrol boats will extend the fleet of ten ships currently operated by the Australian Border Force and Royal Australian Navy around Australia  
(Image: ADV Cape Inscription operating with the RAN)*





This ASX announcement has been approved and authorised for release by David Singleton, Austal Limited's Chief Executive Officer..







**HMAS SUPPLY**



Ex-USS *John Young* (DD 973) after being struck by a single Mk 48 Mod 6 warshot torpedo, fired by USS *Pasadena* (SSN 752), April 13, 2004.

## Geraldton local brings submarine home for a visit

 Published on 31 July 2020 LEUT Gary McHugh and Ms Harriet Pointon Mather (author)

Location(s): Geraldton, WA

Topic(s): [HMAS Farncomb \(S74\)](#)



*Commander Michael Power, Commanding Officer of HMAS Farncomb.*

One of the Royal Australian Navy's [Collins Class submarines](#) visited the Western Australian city of Geraldton in July, with one of the city's natives at the helm. Commander Michael Power guided the 78-metre submarine [HMAS Farncomb](#) into his home port for a four-day logistics visit.

Commander Power, first moved to Geraldton with his family in 2000, finishing Years 6 and 7 at the local primary school then undertaking his high school studies at Geraldton Secondary College. He joined the Navy from Geraldton in 2007.

“I enjoyed sports and the local Geraldton sports competitions were always a highly competitive environment,” Commander Power said. Commander Power said it was a privilege to visit his home town and he was confident his crew would make the most of their time in Geraldton. “It’s a great honour for me to bring *Farncomb* into Geraldton and to show off my home town to my crew,” he said. “Despite my Navy career taking me to many far off places, Geraldton still holds a special place in my life and it’s great to be able to catch up with family and friends again.” In fact there was a very special and unexpected catch up that took place when Commander Power’s parents, June and Tom, happened to be in Geraldton coincidentally at the same time as their son. June said how incredibly proud and excited she was to see her son, especially under such surprising circumstances.

“We were just passing through Geraldton when we heard the submarine was in port and headed straight down there,” June said.

“We are very proud of Michael and so happy to have been there for his very special visit home in *Farncomb*.” Geraldton is a coastal city in the mid-west region of Western Australia, 424 kilometres north of the state capital, Perth. The city is regularly visited by Navy ships, but to see a submarine pulling into port is a little less common, and it provided the perfect opportunity for locals to see one of Navy’s most advanced vessels. *Farncomb*, along with Navy’s five other Collins Class submarines, is home-ported at Fleet Base West on Garden Island, which is south of Perth near the City of Rockingham.



*Commanding Officer of HMAS Farncomb, Commander Michael Power with his parents Tom and June at the port of Geraldton, Western Australia - Commander Power’s hometown.*



***INTERESTED IN AUSTRALIA'S FUTURE?  
THE NAVY LEAGUE OF AUSTRALIA IS.***

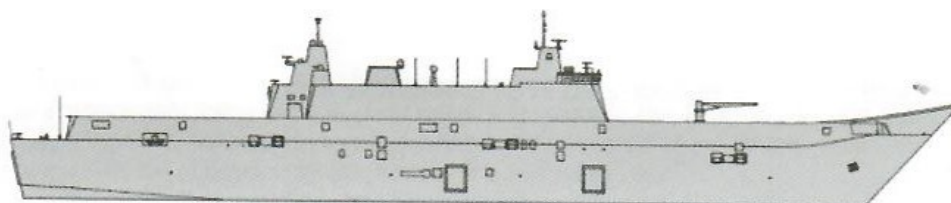


## **THE NAVY LEAGUE OF AUSTRALIA**

**The Navy League of Australia** was established in Australia in 1900, and in 1950 became an autonomous national organisation with a Federal Council and Divisions covering all States and Territories. Its aim today, as it was in 1900, is to create an interest in the sea and to keep before the Australian people the fact that we are a maritime nation and that a strong Navy and a sound maritime industry are indispensable elements to our national well-being and vital to the freedom of Australia.

***The Navy League of Australia invites you to join us in this important national task.***

For more information visit [www.navyleague.org.au](http://www.navyleague.org.au)





## Joining the League

To become a Member of The League, you do not need to have had any previous maritime experience. You merely need an interest in maritime affairs. Simply complete the Application Form below, and post it, together with your first annual subscription of \$35.00 (which includes the four quarterly editions of The Navy), to the Hon Secretary of the Division of the Navy League in the State in which you reside, the address of which are as follows:

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**Victoria Division:** PO Box 146, Warrandyte, Vic 3113.  
**Queensland Division:** PO Box 2495, Chermside Centre, QLD 4032.  
**South Australia Division:** PO Box 3008, Unley, SA 5061.  
**Western Australia Division:** 11 Georgetown Drive, Malibu WA 6169.

*If you live in Tasmania, please post the form to the Hon Secretary of the Victoria Division. If you live in the Australian Capital Territory or the Northern Territory, please post the form to the Hon Secretary of the New South Wales or South Australia Division respectively.*

Subscriptions are due on 1 July in each year, and your membership will be current to 30 June immediately following the date on which you join the League, except that if your first subscription is received during the period 1 April to 30 June in any year, your initial membership will be extended to 30 June in the following year.

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To: The Hon. Secretary  
The Navy League of Australia

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Check out our website at [www.cadetnet.gov.au/anc](http://www.cadetnet.gov.au/anc), find a Navy Cadet Unit near you and set sail on the voyage of a lifetime.

### **For information on how to join the ANC, email**

[ANCrecruiting@cadetnet.gov.au](mailto:ANCrecruiting@cadetnet.gov.au)

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