



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

November 2020
Volume 4, Issue 11

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

Executive meeting Monday 04th..
January 2021 at 1700

HMAS Perth Memorial Foundation Inc
Executive meeting November 14th. 2020 at
1000.

HMAS PERTH (I) Memorial Service St Johns
Church Fremantle 28th. February 2021 at
1200pm

TS Canning Presentation parade 4th. Decem-
ber 2020 at their unit HQ. at 1830

ALL ARTICLES PUBLISHED IN THIS
NEWSLETTER ARE PRINTED IN GOOD FAITH

HMAS Ballarat



Navy League of Australia Western Australia Division News update

Well, here we are in November and as we look back all we can ask is “Where did the time go”

At the end of last month Windy, Jim, Jake and myself attended the Navy League Federal Conference via a Zoom meeting which was a great opportunity to put a few faces to the names that keep coming up. Unfortunately, as can be the case when using this type of platform a few technical difficulties were experienced, but in general they didn't put an end to the meeting and at least afforded us the opportunity to be seen and heard. Outside of a face to face meeting Zoom is about the best means currently available to us. I have since touched base with a few members from other States and the beginning of some great relationships has been forged.

November is best summed up as, another month, another activity or three. November saw some of us head 100 km or so eastwards from Perth, this time to Northam and a very well-run and presented Military Display and Swap Meet, a photo is included of us with the 10th Light Horse display. Just three days later the group headed back to Northam, this time for Remembrance Day and at the risk of repeating myself, another well executed, professional service. This year makes 10 years the WA Division has been traveling to Northam for Remembrance Day and I highly suggest anyone who wants to experience Remembrance Day in a relaxed but meaningful way make their way to Northam next year. A photo is likewise included from the service.

Another three days later a few of us attended the 245th Birthday Celebrations of the US Marine Corps and it's fair to say that no one hosts an event like these guys. Everyone thoroughly enjoyed the night and it was a pleasure to help the Marines of WA celebrate their monumental achievement. Photos attached.

November also saw the first of our Charity Sporting Events, this one being a golf day. I was exceptionally pleased with the turn out on the day and with everyone giving a gold coin donation or more to our chosen beneficiary we had a nice little sum come in for the Merredin Military Museum. The golf day can only be described as entertaining; some members can play whilst others tried their level best, only being hamstrung by their lack of sporting prowess, unusual stance and erratic shots and comments. It was a good workout nonetheless and although some of the members are getting older it was pleasing to see their reflexes are as good as anyone's, particularly when there is an errant golf ball speeding towards them, sometimes from two fairways over. Equally entertained were those who attended to watch the proceedings. My thanks to Jake for his assistance in planning the golf day and for organising the picnic lunch on completion which was a major hit and was thoroughly enjoyed by all. As much fun as it was, suffice to say none of us are going to make our fortune playing the game, we could however eke out a reasonable income if we ventured into the protective clothing and headwear industry. No photos from golf, it was far too dangerous to get close to some of the players.

Planning is currently underway for our next getaway, the last of this year as well as the first of our workshops. More information to follow on both.

Work continues on the facility and we have now finished the Wardroom/Conference room and passage way. Not only does the area look the part, it is fit for purpose and is ready and waiting anytime we need to use it. A lot of work has gone into finishing this first project and thanks to everyone who came to assist. Onto the next project now, that of the Galley and what has become a dedicated wall for HMAS PERTH II and III memorabilia. Following completion of these works we will embark on our next wall, this one dedicated to TS PERTH, the ANC and the ADF in general.

On completion of these walls we will be close to half way through renovating the entire inside of the building. Work continues to the outside of the building at the same time and I'm certain those who haven't seen our headquarters for some time will be somewhat surprised next time they do.

Regards

Brad







HMAS PERTH (I) MEMORIAL FOUNDATION INCORPORATED

At time of print the Foundation is still awaiting approval of our DGR application which is lodged with the Federal Government. For those not aware the Navy League of Australia Western Australia is continuing to upgrade the present memorial and has also donated \$15000 to the memorial project, also, The Federal arm of the Navy League of Australia has also donated \$5000 towards the memorial.

At time of print certificates of membership are in the mail to all Foundation members. A number of members have now collected their polo shirts which will publicize the project further.

The executive are searching for a suitable person with experience to co-ordinate corporate fund raising and grants, so if you know of a person that would suit this role please let us know.

A limited number of posters featuring Perth (I) and Houston are now available to members and donors on application and to others are available at \$10 each plus postage. The posters have been printed courtesy of Lisa O'Malley MLA member for Bicton

CMDR Jim O'Neill ANC RTD

Project Manager

Map Labels:
Sumatra, Java, Sunda Strait, The Japanese Fleet, Battle of Sunda Strait 1st of March 1942, Perth(I) sunk, Houston sunk, HMAS Perth(I) and USS Houston sail to Tanjong Priok after the Battle of the Java Sea.

Maps, courtesy of Google Maps

HMAS Perth(I) Memorial Foundation Inc.

Tribute to HMAS Perth(I) and USS Houston
lost on the 1st of March 1942 in the Battle of Sunda Strait

HMAS Perth(I) D29
(Ex HMS Amphion)
Launched July 1934
Lost March 1942
Displacement 6830 tons
Length 555 feet.
Main armament 8 x 6 inch guns
Complement 681
Killed in action 353
Died after reaching shore 4
Died as POWs 106
Returned home 218

HMAS Perth(I) D29
Battle honours: Atlantic 1939 Malta
Convoys 1941 Matapan 1941 Greece
1941 Crete 1941 Mediterranean 1941
Pacific 1941-42 Sunda Strait 1942

USS Houston
Launched September 1929
Lost March 1942
Displacement 9200 tons
Length 600 feet.
Main armament 9 x 8 inch guns
Complement 1061
Killed in action 693
Died as POWs 77
Returned home 291

Models built by Gerry Westenberg
Model photos by David Nicolson

Proposed Memorial to the loss of the Perth(I) and Houston
Designed by Smiths Sculptures and Artists



RENOVATIONS

Special thanks to the following for your
extra effort

Trevor Vincent
Jim O'Neill
Zenda Gardiner
Windy Gale
Pam Gale
Brad Barrett
James O'Connor
Jarad Haselhurst
Jake Needham
Graham Hopcroft
Peter Jarvis



Patrol Boat crew commemorates HMAS Armidale (I) sinking ahead of investiture



Published on 01 December 2020 LEUT Gordon Carr-Gregg (author), POIS Yuri Ramsey (photographer)

Topic(s): [HMAS Armidale \(P83\)](#), [HMAS Armidale \(I\)](#), [Commemoration](#)



The crew of HMAS Armidale (II) take part in a service to commemorate the loss of HMAS Armidale (I), which was sunk by Japanese aircraft during WWII. Ahead of today's investiture ceremony for [Ordinary Seaman Edward 'Teddy' Sheean VC](#), the crew of [HMAS Armidale \(II\)](#) conducted a commemoration ceremony for [HMAS Armidale \(I\)](#) over the site of its wreck off the coast of Timor-Leste.

The crew honoured the 100 servicemen who lost their lives when Japanese aircraft sunk the then Royal Australian Navy corvette on 1 December 1942, during World War Two.

The ceremony was particularly special because of the posthumous award of the Victoria Cross to Ordinary Seaman 'Teddy' Sheean, according to the Commanding Officer of *Armidale* (II), Lieutenant Commander Patrick Bernard-Chandler.

"*Armidale* (II) is very proud of its linkage to *Armidale* (I)," Lieutenant Commander Bernard-Chandler said

"We proudly display a copy of the iconic painting from the Australian War Memorial in our main passageway of 'Teddy' Sheean's gallant act, and we often hold ourselves to what we believe his principles were: mateship, loyalty and looking after each other.

"It's important for the Navy to remember this act as it shows courage under fire and also humility in looking after each other. It also reminds us of the tragedy of war."

Shortly before 2pm on 1 December 1942, *Armidale* was attacked by no less than thirteen Japanese aircraft.

At 3:15pm a torpedo struck her port side and another hit the engineering spaces. Finally, a bomb struck aft. As the vessel listed heavily to port, the order was given to abandon ship.

The survivors leapt into the sea and were machine-gunned by the Japanese aircraft. Once he had helped to free a life raft, Sheean scrambled back to his gun on the sinking ship.

Although wounded in the chest and back, the 18-year-old sailor shot down one bomber and kept other aircraft away from his comrades in the water.

He was seen still firing his gun as *Armidale* slipped below the waves. Only 49 of the 149 men who had been on board survived the sinking and the ensuing days in life rafts.

Able Seaman Boatswains Mate Tammy Vaughn of *Armidale* (II) participated in the ceremony. She said she was proud that ‘Teddy’ Sheean was awarded the Victoria Cross because he displayed courageous acts of valour that inspires all sailors in the Navy to this day.

“Remembering the sacrifices he made for our country and how brave and courageous he was when he went down with the ship, strapped to his gun, inspires me to strive to be as good,” Able Seaman Vaughn said.

“It is important that Navy continues to mark these occasions as a way to pay our respects to our fallen heroes. It is a big part of Navy’s history that should not be forgotten.

“Looking at everyone’s faces during the service, you could tell that everyone was so proud to be a part of it.”

Ordinary Seaman ‘Teddy’ Sheean is the first member of the Royal Australian Navy to be awarded Australia's highest honour for valour.

His Excellency General the Honourable David Hurley AC DSC (Ret’d) [Governor-General of the Commonwealth of Australia](#) will present the VC to ‘Teddy’ Sheean’s family at about 11:30am (AEDST) today.





NAVY WILL SCRAP FIRE RAVAGED USS BONHOMME RICHARD

Details on where the ship will be decommissioned and scrapped are pending, he added.

The ignominious loss of one of the Navy's mightiest symbols of sea power came after Bonhomme Richard had already been in the shipyard for 18 months, undergoing \$250 million worth of upgrades to accommodate the F-35B joint strike fighter. "It was a pretty substantial investment," Ver Hage said of those upgrades. "Clearly a loss."

The Navy is conducting four separate investigations into the fire, including a criminal probe into whether the inferno was caused by arson. Ver Hage declined to comment Monday on the status of those investigations.

The ship will likely be stripped of all usable parts in San Diego before it is eventually towed to the Gulf Coast for decommissioning, he said. Bonhomme Richard's crew, which fought the blaze for days, will be notified today of the ship's final fate, Ver Hage said, and Naval Surface Forces will decide where each sailor is sent next.



The Bonhomme Richard fire deals a blow to the Navy's designs in the Indo-Pacific

The fire aboard an F-35B-capable ship will impact the deployment of the aircraft in the region for years to come, experts said.

David B. Larter

Part Marine Corps transporter, part light carrier, the Bonhomme Richard's end is not surprising given the damage and repair costs, retired Navy officers told Navy Times Monday.

"It's doubly unfortunate because the ship had just completed an extensive modernization," Bradley Martin, a retired surface warfare officer and senior policy researcher at the Rand Corp., said in an email. "The Navy will likely manage the operational impact by tasking other ships, and this is exactly the dynamic that leads to long-term readiness problems."



Photos circulating online showed the damaged interior of the amphibious assault ship Bonhomme Richard, which burned or more than four days in July. A Navy official verified the photos' authenticity. (Twitter)

"I'll just say this is a very bad outcome," he added.

The Navy faced an insurmountable task in trying to get Bonhomme Richard mission capable once again, according to Larry Brennan, a retired captain who teaches admiralty and maritime law at Fordham Law School.

“The flight deck and hangar deck were heat damaged and probably damaged beyond proper repair or the ability to withstand combat damage,” Brennan told Navy Times in an email Monday. “The magazines and areas for stowage of munitions and fuel may not have been properly repairable. Also, the damage caused by the firefighting may have had long term adverse impact.”

Because the Naval Criminal Investigative Service’s investigation into the fire reportedly involves potential arson, Brennan said the need to preserve evidence would delay repairs or cleaning the hull for reconstruction work.

“The defense would be entitled to examine and have its expert witnesses view the wreck,” he added. “The government is precluded, under the doctrine of spoliation of evidence, from destruction or alteration of the evidence.”

NCIS declined comment Monday.



Sailors combat a fire aboard the amphibious assault ship Bonhomme Richard on July 13, 2020, in San Diego. (Navy)

Bonhomme Richard was one of four large-deck amphibs to have received the F-35B upgrade and its loss will likely muck up a deployment model that involves having four such ships at various stages of readiness.

The amphib Boxer is also slated to receive the F-35 upgrades, the Navy announced earlier this year.

“Only half of (the Navy’s 10 amphib)s are able to carry F-35B and the Marines are looking to reduce their land-based squadrons,” Bryan Clark, a retired submarine officer and senior fellow at the Hudson Institute, [told Defense News](#) this summer. “So the loss of Bonhomme Richard will impact the Navy’s ability to provide combatant commanders sea-based F-35s not subject to host-nation approval.”



The USS Bonhomme Richard (LHD-6), a Wasp-class amphibious assault ship, was commissioned in 1998. (MC3 Christian Senyk/Navy)



DFDS, PARTNERS TO DEVELOP HYDROGEN-POWERED FERRY

By **Baird Maritime** - November 27, 2020



A group of companies have partnered up in order to develop a 100 per cent hydrogen-powered Ro-Pax ferry for DFDS' Oslo-Frederikshavn-Copenhagen route. The ferry will be powered by electricity from a hydrogen fuel cell system that emits only water and can produce up to 23 MW. The hydrogen will be produced locally in Greater Copenhagen based on offshore wind, and the project will investigate how to optimally integrate with the local energy system. The vessel will have capacity for 1,800 passengers and 380 cars or 120 lorries. It is expected to help reduce CO2 emissions by as much as 64,000 tonnes per year. DFDS' partners on the project are ABB, Ballard Power Systems Europe, Hexagon Purus, Lloyd's Register, Knud E. Hansen, Ørsted, and Danish Ship Finance.

Maintenance Work in progress HMAS Perth (I) Memorial Facility



NOVEMBER 26, 2020

AUSTAL AUSTRALIA CUTS METAL ON THIRD OF SIX CAPE CLASS PATROL BOATS FOR ROYAL AUSTRALIAN NAVY



MEDIA RELEASE

27 NOVEMBER 2020

Austal Limited (ASX:ASB) is pleased to announce that Austal Australia has ‘cut metal’ on the third of six new Cape-class patrol boats to be constructed for the Royal Australian Navy (RAN).

The plate-cutting marks the start of construction of Hull 813, part of a A\$324 million, six vessel contract announced on 1 May 2020 by the Australian Minister for Defence, Senator the Hon Linda Reynolds CSC and Defence Industry Minister, The Honourable Melissa Price MP.

Austal Chief Executive Officer David Singleton said the Henderson, Western Australia shipyard now had five Cape-class Patrol Boats in various stages of production, for export and local customers.

“This third Cape for the Royal Australian Navy adds to the two already under construction by our experienced team of shipbuilders. Lined up prior to those, we have two more Capes for the Trinidad and Tobago Coast Guard, which are on track for delivery in the first half of 2021,” Mr Singleton said.

“It’s great to see the shipyard bustling with work, on both local and export defence contracts that are helping to build Australia’s sovereign shipbuilding capability.

“We’re very proud of the demonstrated capability and productivity of our Australian operations to manage multiple projects – supported on every vessel by our proven Australian supply chain.”

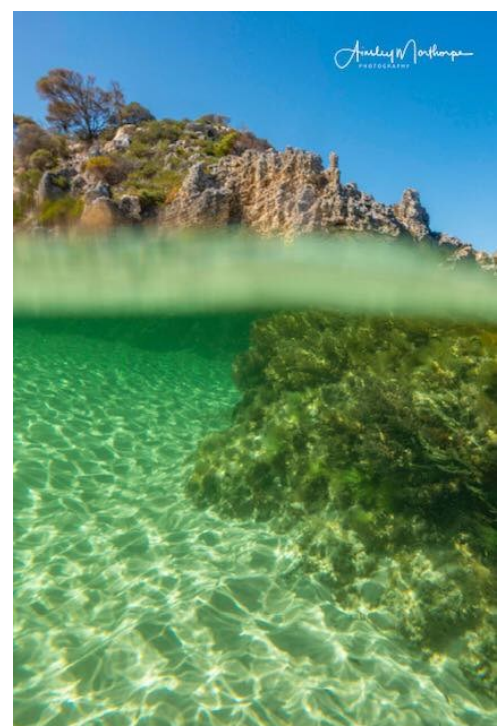
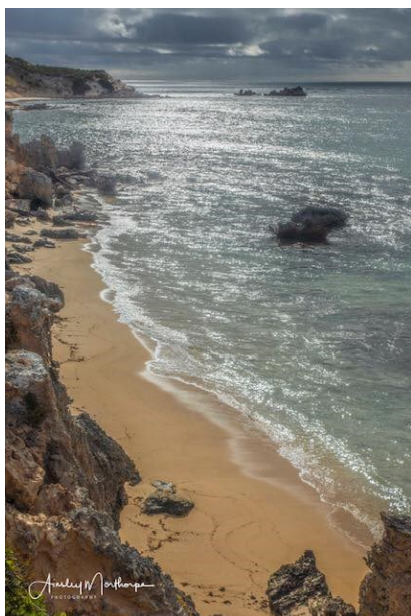
Based on Austal’s proven 58 metre aluminium monohull patrol boat design, the new RAN Capes include a number of enhancements that further extend the capability of the vessel and the fleet. Crew accommodation has been increased by 10 people, to now total 32 and ‘quality-of-life’ provisions have been enhanced, 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 eight patrol boats delivered since 2018. Austal provides in-service support to both the Cape and Guardian-class Patrol Boat fleets through an expanding service centre network including Henderson, Western Australia, Cairns, Queensland and Darwin, Northern Territory.



Round up of photographs of HMAS Stirling
By Captain Ainsley Morthorpe RAN Commanding Officer HMAS Stirling



Defence Minister responds to WA government push for Collins Class FCD push



MARITIME AND UNDERSEA WARFARE

26 NOVEMBER 2020 By: **Stephen Kuper**

Defence Minister Linda Reynolds has reaffirmed the Commonwealth government's commitment to naval shipbuilding and the development of a leading-edge naval shipbuilding capability in Western Australia, but has stopped short of announcing the location for Full Cycle Docking (FCD) for the Royal Australian Navy's Collins Class submarines.

The Minister for Defence Linda Reynolds has issued a fiercely worded reminder to industry and the media, while also setting a very pointed challenge at the feet of the West Australian government following comments made recently by Premier Mark McGowan and Defence Issues Minister Paul Papalia regarding the government's decision time frame for the Collins Class Full Cycle Docking (FCD) intentions.

"Our submarine capability is one of the most strategically important and complex capabilities in our Defence Force. To preserve our hard won submarine availability that is above international benchmarks, the government is carefully considering the needs of managing the entirety of our submarine program," Minister Reynolds said.

"A decision on Full Cycle Docking for the Collins Class submarine will be made in the national interest following a deliberative process of government consideration."

A consistent focal point for the Commonwealth government has been the capacity of the workforce in Western Australia to meet the exacting standards required to keep contemporary combat submarines updated and in the water, with Minister Reynolds detailing: "The considerations include the need to preserve and grow our expert skills sets and knowledge in the Collins Class workforce, the best long term maintenance outcome, achieving steady growth across the enterprise, the continued need to deliver operational outcomes, and above all, what is in the national interest."

"Whatever the decision, it is not a binary outcome. The government's consideration on submarine sustainment will be made in the context of the entirety of our national naval shipbuilding plan."

Premier McGowan made comments earlier in November, stating, "Western Australia has always said the decision must be made in the national interest. It would be deeply concerning to think the timing of a federal election would have any influence on when government and industry are notified of the future of this critical project."

"The Henderson Maritime Precinct, a state government facility, has been transformed into a hub of more than 100 companies servicing Defence's need. But there is still much work to do to bring it up to world standard, including higher levels of automation, efficiency and flexibility – scalable to meet the future demands of a burgeoning industry, larger and more complex naval vessels, and for our allies and partners."

"The WA government must now deliver on its long discussed, but not yet actioned, master plan and start much needed upgrades at Henderson. With the inclusion of new build programs in the 2020 Force Structure Plan, the WA government needs to build the pathway for industry confidence and investment."

Queen Elizabeth-Class Aircraft Carriers Key In 'Age Of Persistent Competition'

The report's author suggests HMS Queen Elizabeth and HMS Prince of Wales must be used for shorter and sharper attacks than in the past. Rosie Laydon 26th November 2020 at 1:04pm The Royal Navy's *Queen Elizabeth-class aircraft carriers* could be key to coping with an increasingly unstable future operational environment, a new report

The study, carried out by the Royal United Services Institute (RUSI), says the UK must adapt to using the carriers against more powerful enemies than those seen during conflicts in the 1990s and 2000s. It concludes that while HMS Queen Elizabeth and HMS Prince of Wales are "high evolvable" platforms, their flexibility must be exploited in order to "secure UK interests in an age of persistent competition". Report author, Dr Sidharth Kaushal said the carriers are ideal for a new operational environment but must be used for shorter and sharper attacks than in the past.



SEA VESSELS **HMS Queen Elizabeth And HMS Prince Of Wales: 12 Key Facts On Britain's Aircraft Carriers**

5th October 2020

"Instead of effectively operating for multiple weeks on end, air wings and their crews perform higher intensity operations with more sorties in a given time frame," he said. "But for a shorter overall time, essentially delivering pulses of force against discretely defined targets." With potential enemies, such as China, growing their naval capacity, western powers are no longer able to assume dominance of the seas they may have relied on previously.



The

£3.2bn carrier is the largest and most powerful vessel ever constructed by the Royal Navy.

Admiral Lord West, First Sea Lord from 2002 to 2006, said such adversaries far exceed the capabilities of terrorist groups or minor states and "immediately raises the level of threat to your force quite dramatically". However, he also said the report outlined the "amazing flexibility of the carrier". "You've got this four-and-a-half acres of British airfield that can move 500 miles a day, in any direction without let or hindrance," he said. "The weapons system in a carrier is its air group, now the air group could be 200 drones, little drones, or 50 huge drones, or the F-35 air group or just helicopters.

"The flexibility is immense."

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Rosie Laydon

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SEA VESSELS

[HMS Queen Elizabeth And HMS Prince Of Wales: 12 Key Facts On Britain's Aircraft Carriers](#)

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What Makes Up A Carrier Strike Group?

15th October 2020

In October, **HMS Queen Elizabeth** formed a UK Carrier Strike Group **for the first time** during NATO's Exercise Joint Warrior in the North Sea. While recently **confirming an extra £16.5 billion for defence** over the next four years, the Prime Minister highlighted the Queen Elizabeth-class aircraft carriers as part of **his future vision for the Royal Navy**.

"Once both of our carriers are operational in 2023, the UK will have a carrier strike group permanently available, routinely deployed globally, and always ready to fight alongside NATO and other allies," Boris Johnson said.

"Next year, Queen Elizabeth will lead a British and allied task group on our most ambitious deployment for two decades, encompassing the Mediterranean, the Indian ocean, and East Asia," he added.

Australian Naval Institute



Hunter class schedule under pressure



By Marcus Hellyer*

The Hunter class's schedule is under pressure. Granted, the government and Defence are confident they will achieve the milestone of prototyping on schedule by the end of 2020, so pretty much right now. Since that's purely an exercise in checking that the shipyard's systems work, it doesn't really say anything about maturity of the Hunter class itself, particularly since the prototyping will start by building blocks of the UK's Type 26 version of the frigate, not ours.

Defence put the Hunter on its list of projects of interest (that is, not exhibiting symptoms bad enough to make it a project of concern but sending up some red flags requiring high-level attention) [earlier this year](#) 'due to delays in finalising the design documents and weight increases to the Type 26 Frigate design'.

That doesn't mean the project will miss the key milestone of starting actual construction by the end of 2022, but it may well mean that construction will begin with a design that is less mature than is desirable. As the Naval Shipbuilding Advisory Board noted in last month's Senate estimates hearings, all shipbuilding projects start construction with an incomplete design. Defence [says](#) the Hunter's final critical design review is planned for mid-2024, around a year and a half after construction starts. It all comes down to where you're willing to accept risk. But as bitter experience has shown—for example, with the Collins-class submarines and air warfare destroyers—when a project starts with unresolved risks, redesign and rework increase both the cost and the timeline.

Considering the government picked the most immature of the three participants in the frigate project's competitive evaluation process and then agreed to five major modifications to the original design, it's not surprising that schedule risks are mounting. No doubt the pandemic isn't helping. We also learned at estimates that the government is considering options to manage the emerging schedule risks, but based on its reiterated commitment to start construction by the end of 2022, moving that date doesn't appear to be one of them.

Defence has now disclosed the date of a key milestone at the other end of the Hunter schedule ([document 26](#)). Considering the government stated in its July defence strategic update that we can no longer rely on 10 years of warning time ahead of a major conflict, it's cold comfort to know that initial operating capability (the first ship being available for operations) is still 11 years away.

Upgrades and crew numbers will keep the Anzacs afloat

In light of the Hunter class schedule and the two-year delivery drumbeat, it's vital to keep the Anzacs a relevant capability for another 20 years. So it's good that the upgrades being performed under the Anzac midlife capability assurance program (AMCAP) appear to be going well, including the new long-range air-search radar.

There's been some news for those following the long saga of HMAS *Perth*'s efforts to get back into the water after it was taken out of service in late 2017 because the navy couldn't crew it. Originally it was due to return to service before January (ANAO audit report, [page 39](#)). That's now shifted to late 2021 after the navy decided to put the ship through the AMCAP since it was already out of the water ([page 20](#)). The good news is that the navy is now confident it will have enough personnel to crew all of its Anzacs as well as the Collins-class submarines, which is quite a turnaround from where it was only a few years ago.

It's a salutary reminder that it doesn't matter how much you spend on ships if you don't have the people to operate them. How many personnel the navy thinks it will need for its much more substantial future fleet is one of the pieces of this complex puzzle that is still unresolved. The 2020 force structure plan says the government will consider Defence's long-term personnel requirements next year. With the navy acquiring a larger fleet of much larger ships, that could require a substantial increase.

***Marcus Hellyer** is ASPI's senior analyst for defence economics and capability.

First published by the Australian Strategic Policy Institute <https://www.aspistrategist.org.au>



US challenges Russian claim to bay



US challenges Russian claim

The [Navy](#) on Tuesday sent another warship to challenge maritime claims in the Western Pacific, this time in an area claimed by Russia, according to a 7th Fleet spokesman.

The [guided-missile destroyer](#) USS John S. McCain, based at Yokosuka, "asserted navigational rights and freedoms in the vicinity of Peter the Great Bay in the Sea of Japan," with a freedom of navigation operation aimed at challenging Russia's "excessive maritime claims," Lt. Joe Keiley said in the statement. Named for Czar Peter the Great, who ruled Russia from 1682 to 1725, the bay is the largest in the Sea of Japan and comprises about 377,600 square miles. The Soviet Union in 1984 claimed the bay as its internal waters, drawing a 106-nautical-mile line from its adjacent coasts to enclose the bay. After the Soviet Union's fall, Russia continued the claim, which the Navy said is "inconsistent with the rules of international law as reflected in the Law of the Sea Convention to enclose the waters of a bay," Keiley said.

"By drawing this closing line, the U.S.S.R. attempted to claim more internal waters — and territorial sea farther from shore — than it is entitled to claim under international law," he said in the statement. "By conducting this operation, the United States demonstrated that these waters are not Russia's territorial sea and that the United States does not acquiesce in Russia's claim that Peter the Great is a 'historic bay' under international law," Keiley added. The Russian Defense Ministry said that when the McCain crossed about 1.2 miles into the bay, its anti-submarine destroyer Admiral Vinogradov threatened the ship via an international communication channel that it would "force (the McCain) out of the country's territorial waters in a ramming maneuver" if they did not leave, according to the state-owned TASS news website.

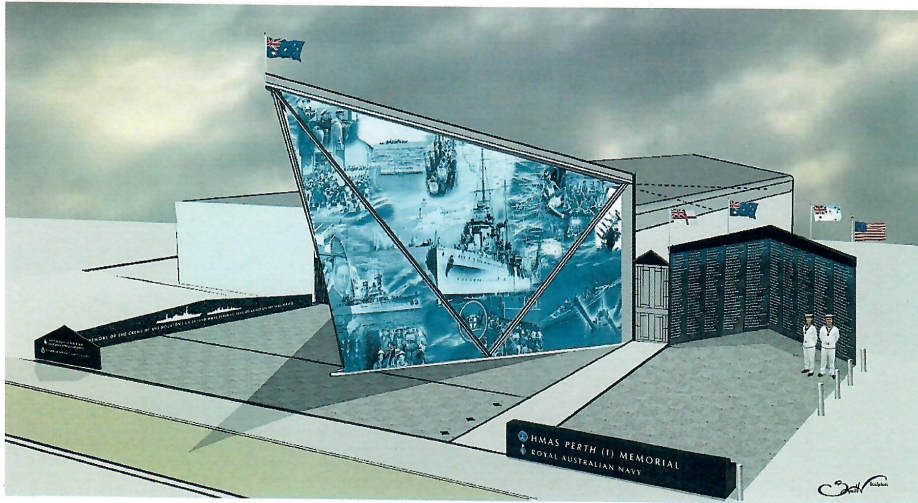
"After the warning was issued and the Admiral Vinogradov changed its course, the USS John S. McCain destroyer returned to international waters," the ministry said in a statement, according to TASS. Keiley called Russia's allegation "false," adding that "USS John S. McCain was not 'expelled' from any nation's territory." "McCain conducted this FONOP in accordance with international law and continued to conduct normal operations in international waters," Keiley said. "The United States will never bow in intimidation or be coerced into accepting illegitimate maritime claims, such as those made by the Russian Federation."

Freedom-of-navigation operations are intended to refute territorial claims and demonstrate a right to open navigation, according to the Navy. Since 2017, the 7th Fleet has steadily increased its freedom-of-navigation operations, which typically target Chinese maritime claims in the South and East China seas. This year, the Navy has sent at least six vessels near contested islands in both seas to challenge Beijing's claims there. Tuesday's was the first U.S. operation challenging Russian claims to Peter the Great Bay since December 2018, according to the Navy. "As long as some countries continue to assert maritime claims that are inconsistent with international law as reflected in the 1982 Law of the Sea Convention and that purport to restrict unlawfully the rights and freedoms enjoyed by all states, the United States will continue to defend the rights and freedoms of the sea guaranteed to all," Keiley said in the statement.

HMAS PERTH (I) MEMORIAL



DONATION



Proposed Memorial to HMAS Perth (1) Navy League of Australia - Western Australia Division Riverside Road East Fremantle WA

I WISH TO Donate to THE HMAS PERTH (1) MEMORIAL

Name _____

Address _____

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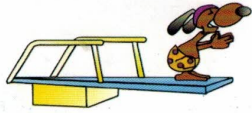
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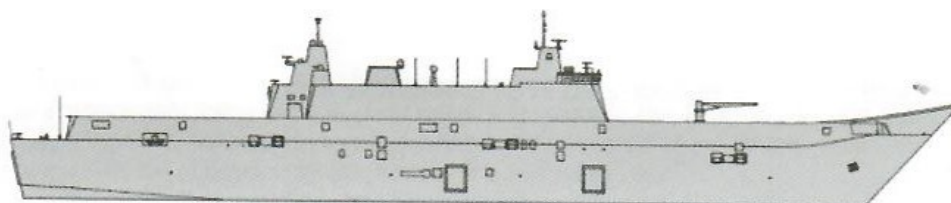


THE NAVY LEAGUE OF AUSTRALIA

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.

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Western Australia Division: 11 Georgetown Drive, Malibu WA 6169.

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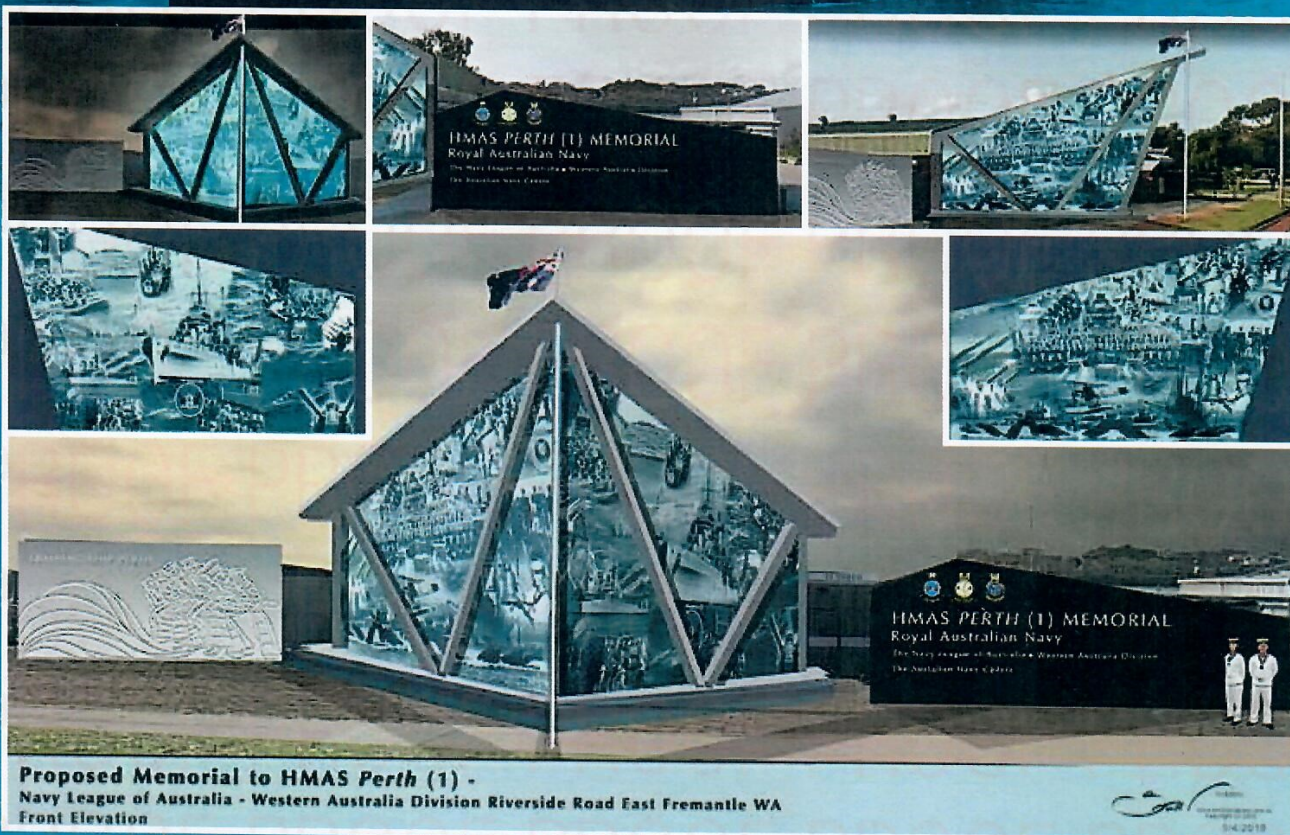
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All enquiries regarding The Navy magazine, subscriptions and editorial matters should be sent to:

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