



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

March 2021
Volume 5, Issue 3

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

Executive meeting Monday 03rd. May 2021
at 1700

HMAS PERTH (I) Memorial Foundation INC
Executive meeting Saturday 17th. April 2021
at 1000

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)
1939—1942



Navy League of Australia Western Australia Division News update

The weekend of 6 and 7 March saw some 17 of us head an hour and a half east of the metro area to Cunderdin. As per usual, we met up in a roadhouse car park and travelled via convoy (the old safety in numbers scenario), reaching Meckering about an hour later. Meckering is the home of WA's infamous earthquake which occurred on the 14th of October 1968, a magnitude of 6.5. Lasting just over 40 seconds, the quake realised 2.2 million dollar's worth of damage and injured numbers in the high twenties. Despite the injuries and devastation no deaths occurred which is quite remarkable as when looking over the ruins and reading the information board it stated that had the wall collapsed inwards instead of outwards it would have crushed a baby in a cot. A lucky escape and one in which I'm certain the baby involved has been appreciative of their entire life. A fault line is still visible from the highway passing through town. Whilst in town we also visited the Big Camera Museum, home to hundreds of cameras and associated equipment from current models dating back to the early 1930's. We left Meckering with just enough time to reach Cunderdin and the Ettamogah Pub for lunch. You can't beat a country pub for its hospitality and very generous sized meals. After lunch we walked across the highway and paid a visit to the Cunderdin Museum, another fascinating country museum full of memorabilia from yesteryear and home to the Earthquake House. This house is a life scale replica of a typical lounge room from the era. The push of a button starts a narrative detailing the events of the day of the earthquake from people who lived through it. Just as you are getting into the narrative, the entire structure shakes, providing a sense of what being inside your average house was like during the quake. From the museum, we booked into our accommodation at the Cunderdin Tourist Park and parked the chairs in a circle to sit down, unwind and enjoy each other's company. Dinner was a barbeque, several types of salad, rolls and all the accompaniments to be expected. After dinner the group returned to sitting around chatting and from the amount of laughter heard there is no doubting everyone had a great time. Next morning it was time to check out and on doing that we travelled again to Meckering and viewed the building ruins from the earthquake. The decision was made to view the ruins on the return trip so people had more of an understanding of the earthquake, particularly those younger in age. Next on the list was the Collingully Cottage and Patchwork Barn, an American style barn full of patchwork quilts and just about everything fabric related. Most of the ladies purchased something and on behalf of NLWA we gave a small donation as the barn technically wasn't open due to the owner being in Perth for the day. A quick phone call had the owner rustle up her father to open the space for our group; he was pretty pleased to do so as it got him out of mowing the lawns and provided some fun and a few light-hearted moments. From here we drove to Bulgin Rock, a reasonable climb to the top provided some extraordinary views over the townsite and surrounding areas. An hour or so later and we were back on the road, making our final stop the Northam Roadhouse for lunch and a final unwind before finally heading home. This was yet another hugely successful adventure and my thanks go to all who attended for making it what it was. The time has come to plan the next getaway, most likely for May.

Sunday the 28th saw our postponed sundowner come to life. A great day was had by all, the weather was brilliant and in keeping with our traditions, the day was very well attended. Also in keeping with tradition, no one went home hungry or short on conversation. Another great aspect of our Sundowner was that several of our invited guests took membership forms on the day. We look forward to welcoming our new members and seeing them at our activities. In other news, we have had a bit more electrical work carried out to our facility and have a quote on shutters for the windows to finish off another module in our building revamp. A meeting was also held with the representative of the company providing a quote on the external cladding we want to put in place. It is expected the first sections of cladding will be in place in the coming week.

I would like to make mention that we've now had three getaways over the past five or so months and take the opportunity to remind all of our members that these getaways and activities are available for everyone, if you wish to come then we'd love to see you there. These trips away are a huge amount of fun, are reasonably priced, are not too taxing on participants and are the perfect opportunity to get out of the city for a while and unwind in some outstanding locations.

It is now just over six months from our AGM last year and I feel the time is right to offer a half yearly update on what we have achieved in these months, look out for it in this edition. The Half Yearly Update is in dot point form, provided as a general overview. Should anyone want further information about the completed or proposed capital works please don't hesitate to ask.

Regards
Brad

NLWA Half Year Update

In the six months post our 2020 AGM we have;

- Signed up 17 new members. 5 prospective members took application forms at our recent Sundowner

- Held a belated but very successful Sundowner

- Conducted 3 getaways – Kalgoorlie, Koorda and Cunderdin

- Conducted 1 charity golf day with the proceeds going to the Merredin Military Museum

- Purchased an Automatic External Defibrillator (AED) to provide members and guests medical assistance, if needed

- Had extensive capital works carried out to our facility totalling in excess of \$16,000. This is made up of the following;

 - repainting of the Wardroom, Passage way, Galley and cadet meeting/training room

 - replacement of the carpets in the Wardroom and Passage way

 - new carpet laid in the cadet meeting/training room

 - newly installed lighting, switches and power outlets in all of the above areas

 - the large sliding door which was rarely used replaced with brick, providing additional security

 - a brand new split system air conditioner installed in the Wardroom

- Proposed capital works over the coming months include;

 - new cladding to the exterior of the building

 - shutters on all river facing windows

 - a new gate to the alleyway which runs the length of the building on the yacht club side

 - non slip paint to be applied to the entire Main Deck floor

 - additional brick work at the Galley windows





HMAS Perth (I) Memorial Foundation Inc Round-up and events

Progress continues to grow on the project. Plans and specifications are being forwarded to the Town of East Fremantle as part of our application to proceed with the memorial. It is now down to the finer points of the design to ensure all avenues have been covered. Negotiations are on going with the Dept of Defence to have some infrastructure removed or relocated including the obsolete boatshed /bosun store. Further, negotiations are on going to acquire the Starboard bow anchor of HMAS Perth (II) which has been laying on the wharf area of the Port of Albany for twenty years. Research is also being undertaken to located one of Perth (II) propellers to be included in the compass rose design of the memorial wall section of the HMAS Perth (I) Memorial.



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

2021 NAVY LEAGUE OF AUSTRALIA WESTERN AUSTRALIA DIVISION ANNUAL SUNDOWNER



Service ends after voyage to moon and back

By Lieutenant Kristie Okely 31 March 2021



Commanding Officer HMAS Pirie Lieutenant Commander Sean Dalton leads the ship's company as they march off after the patrol boat's decommissioning at HMAS Coonawarra in Darwin. Photo: Leading Seaman Shane Cameron

HMAS *Pirie* (II) has completed her service to the nation and was decommissioned at her home port of Darwin on March 26.

Pirie, the first Armidale-class patrol boat to be decommissioned, has conducted a wide variety of border protection missions and tasks to combat illegal fishery over the past 15 years.

The 56.8m vessel has sailed more than 426,000 nautical miles – or 20 times around the circumference of the Earth, or to the moon and back – and completed port visits across the region as far east as Samoa, as far west as Cocos Keeling Island, as far south as the Bass Strait, and as far north as Qingdao, China.

She has also visited Vanuatu, Cook Islands, Tonga, the Philippines, Singapore, Timor Leste and West Papua.

In 2015, *Pirie* made headlines in Australia when, while on border protection duties, she responded to an urgent call for help from a fishing boat about 650km from Darwin where a man was stung by a highly venomous box jellyfish while recovering fishing nets.

The crew provided 16 hours of medical support as they rushed the casualty to hospital, ultimately saving his life.

Pirie also deployed on Operation Resolute, the ADF operation to protect Australia's borders and offshore maritime interests.

Pirie maintained a high tempo right to the end, and as recently as last month responded to a distress signal in the vicinity of Townsville, working with the Joint Rescue Coordination Centre and Queensland Police to locate and provide assistance to three stranded fishermen.





Commanding Officer HMAS *Pirie* Lieutenant Commander Sean Dalton salutes as Leading Seaman Michaela Rinaldi, left, and Seaman Georgia King-Johnson fold *Pirie*'s white ensign for the final time during the patrol boat's decommissioning. Photo: Leading Seaman Shane Cameron

Chief of Navy Vice Admiral Mike Noonan spoke during the decommissioning ceremony against the background of a tropical storm.

"At HMAS *Pirie*'s commissioning ceremony on Saturday July 23, 2006, HMAS *Pirie* (I) World War II veterans attended and celebrated the rebirth of *Pirie*," Vice Admiral Noonan said.

"This example highlights the bond between our sailors and their ships. "Our bonds run deep, and when we celebrate *Pirie*'s contribution to our Navy, we should also remember and thank all of those who have served on her over the last 15 years, celebrating each of their contributions to *Pirie*'s history and our story of operational excellence."

The 39th and final Commanding Officer of HMAS *Pirie*, Lieutenant Commander Sean Dalton, said lowering the ship's Australian white ensign for the final time was the beginning of a program to decommission a whole class of patrol boats.

"*Pirie* will be missed, but today is a final paragraph in a 15-year story of service," Lieutenant Commander Dalton said. "The crew and I are proud and excited to be involved in not only bidding *Pirie* farewell, but also in recognising that exceptional service.

"However, this sadness is countered by excitement for the new Arafura class (offshore patrol vessels) currently being built at Osborne Shipyard in South Australia, and Henderson in Western Australia." This was the first time Leading Seaman Michaela Rinaldi had been part of a decommissioning crew. "I feel very honoured to be a part of HMAS *Pirie*'s decommissioning," Leading Seaman Rinaldi said.

"During my time on board, I've had the opportunity to work with many talented sailors who have inspired me. "Leading up to *Pirie*'s decommissioning, the crew has worked tirelessly to ensure we were prepared to sail the east coast of Australia.

"I'm stoked to be a part of this chapter of Navy history and will never forget the memories made on board *Pirie*." *Pirie* will now make way for the first of the new Arafura-class vessels. The 12 ships of the Arafura class will replace the current fleet of Armidale-class patrol boats and Cape-class patrol boats from 2022 to 2030.

The Arafura-class offshore patrol vessels will provide a significant increase in capability over the patrol boats they will replace, enhancing Australia's capacity to patrol its maritime territory and near region.



USS Johnston: Sub reaches world's deepest shipwreck

April 2, 2021, by Naida Hakirevic

An expedition privately funded and executed by two former US Navy Officers has successfully re-located, surveyed, and filmed the USS Johnston (DD-557), the world's deepest known shipwreck that principally lies at a depth of 21,180ft (6,456m) in the Pacific Ocean.



Photo: Caladan Oceanic

Intrestingly, the wreck of the destroyer Johnston was located in water 62% deeper than where the RMS Titanic lay in the North Atlantic. The funder of the expedition, Victor Vescovo, is a former US Navy Commander (Ret.) who personally piloted his submersible DSV Limiting Factor down to the wreck during two separate, eight-hour dives. These constituted the deepest wreck dives, manned or unmanned, in history, according to Caladan Oceanic.

The USS Johnston (DD-557) was a US Navy Fletcher-class destroyer that sank in battle on 25th October 1944. The Johnston measured 376 ft (115m) long with a beam of 39ft. The ship was sunk during an intense battle against vastly superior Japanese forces off the coast of Samar Island during the Battle of Leyte Gulf, widely cited as the largest naval battle in history. The wreck, the deepest shipwreck ever located, was originally discovered in 2019 by the late Paul Allen's vessel R/V Petrel under the leadership of renowned ocean wreck explorer Robert Kraft. On that expedition, film of pieces of the vessel were taken by a remotely-operated vehicle (ROV), but the majority of the wreck including its upright, intact forward two-thirds including bow, bridge, and mid-section lay deeper than the ROV's rated depth limit of approximately 20,000ft (6,000m).

It has now been discovered that its hull number "557" is clearly visible on both sides of its bow and two full 5" gun turrets, twin torpedo racks, and multiple gun mounts are still in place and visible on the superstructure. No human remains or clothing were seen at any point during the dives and nothing was taken from the wreck.



Photo: Caladan Oceanic

Extensive research by naval historian and Annapolis alumnus LCDR Parks Stephenson, USN (Ret.) allowed the position of the wreck to be plotted as part of the development of a dive plan.

“We used data from both the US and the Japanese accounts and as is so often the case the research brings the history back to life. Reading the accounts of the Johnston’s last day are humbling and need to be preserved as upholding the highest traditions of the Navy. This was mortal combat against incredible odds.” Vescovo has held ongoing discussions with Navy Heritage and History Command (NHHC) about investigation of the wreck and the protocols for not only preserving it but respecting it as the final resting place for many of its crew.

All of the sonar data, imagery and field notes collected by the expedition is not to be made public but will, however, be provided to the US Navy for dissemination as it deems appropriate at its sole discretion. *“We have a strict ‘look, don’t touch’ policy but we collect a lot of material that is very useful to historians and naval archivists. I believe it is important work, which is why I fund it privately and we deliver the material to the Navy pro-bono,”* said Vescovo. *“The Naval History and Heritage Command greatly appreciates the efforts of Commander Vescovo and his expedition team in positively identifying the wreck of the destroyer USS Johnston (DD-557,) lost on 25th October 1944 in one of the most heroic actions in the entire history of the U.S. Navy,”* Rear Admiral **Samuel Cox**, Director of Naval History and Curator for the Navy said *“Commander Ernest Evans and his entire crew went above and beyond the call of duty engaging an overwhelming and vastly superior Japanese force to buy time for the escort carriers he was charged with protecting, to escape. The Johnston was awarded a Presidential Unit Citation — the highest award that can be given to a ship. Evans was awarded a posthumous Medal of Honor, the first Native American in the U.S. Navy and the only destroyer skipper in World War II to be so honored.”* Three other ships lost in the same battle have yet to be found.



DREADNOUGHT-CLASS SUBMARINES TO GET 'FLY-BY-WIRE' TECHNOLOGY

01 April 2021

'Fly-by-wire' technology in aircraft will be introduced to the Navy's next-generation submarines.

The same thinking behind digital cockpits in 21st Century aircraft and helicopters will control key aspects of the Dreadnought class of submarines beneath the waves including heading, pitch, depth and buoyancy.

Four of the boats are being built by BAE Systems to replace the existing quartet of nuclear deterrent submarines based at Faslane.

The Vanguard class are children of the 1980s, their movements controlled manually by 'planesmen' operating aircraft-like control sticks. It's a demanding job – particularly keeping a 16,000-tonne submarine level.

With decades of experience in flight controls, BAE believes it can adapt fly-by-wire technology – where computers replace the manual input from operators – to Dreadnought and her sisters.

The Active Vehicle Control Management system will oversee all major aspects of the Dreadnoughts' manoeuvring with added safety benefits.

More than 130 engineers, technicians and experts are already working on the system at BAE's Rochester site – the first major work for the Royal Navy conducted in the area since Chatham dockyard closed nearly 40 years ago.

"With over 50 years of avionics experience, we already have a great understanding of how to develop complex, control systems for hi-tech platforms," said Jon Tucker, Director for Maritime Controls at BAE Systems Controls and Avionics.

"However, taking our technology underwater brings exciting new challenges and we are proud to support the Dreadnought programme and play an important part in our national security effort."





The cutting-edge work on the control system is one strand of a national effort supporting the £31bn Dreadnought programme. BAE reckons the lengthy project to design, build and support the four submarines will support 30,000 jobs in around 1,500 companies large and small across the UK into the mid-2030s.

With two boats already under construction – Dreadnought (since 2016) and Valiant (since 2019) – £2.5bn has been spent with contractors and suppliers:

North West - £400m, including power systems and sensors, supporting 13,500 jobs;

Yorkshire and Humberside - £350m, including on gear boxes and steel, supporting 2,500 jobs;

South East - £235m on electrical systems, antenna systems and control panels, supporting 2,500 jobs;

Scotland – £215m, including periscopes, supporting 2,000 jobs.

Nearly half of the 30,000 jobs sustained are in the North West of England, perhaps understandable with the class being built in Barrow-in-Furness.

“Barrow may be the birthplace of the UK’s submarines, but the programme is truly a national endeavour that we, the suppliers who help deliver the programme and the whole country, should be proud of,” said Steve Timms, managing director of BAE Systems’ submarine arm.

“It will sustain thousands of jobs and generate billions of pounds of investment into the middle of the next decade, benefitting every region of the UK.”



24 MAR, the JMSDF held the Ship Commissioning ceremony of the submarine TORYU at Kobe Works, Kawasaki Heavy Industries, Ltd. JMSDF picture.

Japan Commissions Its 2nd Li-Ion Battery Submarine JS Tōryū「とうりゅう」

The Japan Maritime Self-Defense Force (JMSDF) today commissioned its 12th and final Soryu-class diesel-electric attack submarine (SSK) in Kobe in Hyogo Prefecture.

Xavier Vavasseur 24 Mar 2021

JS Tōryū (とうりゅう) SS-512 joins the JMSDF's 6th Submarine Division of the 2nd submarine flotilla based in Yokosuka. It is the second boat of the class to feature lithium-ion batteries.

JS *Tōryū* is the 12th and final Soryu-class submarine produced for the JMSDF (the 6th built by Kawasaki Heavy Industries, the other 6 having been built by Mitsubishi Heavy Industries). Tōryū (とうりゅう) means Fighting Dragon. The name of Tōryū is derived from the famous scenic dragon fighting in Kato City, Hyogo Prefecture, where the torrent of the Kako River flows between strangely shaped rocks.

SS-512's keel was laid in January 2017 and the submarine was launched by KHI in **November 2019**.



About Japan's Sōryū-class



Soryu-class SSK off Yokosu-

ka naval base in June 2019. Naval News picture

The keel for the first submarine in the class, Soryu (SS-501), was laid down in March 2005. It was launched in December 2007 and commissioned in March 2009. The latest Soryu class SSK to join the fleet is **SS-510 JS Shōryū** which was commissioned on March 18, 2019.

Twelve Soryu-class submarines are currently planned for the JMSDF. The design features improved underwater endurance thanks to lithium-ion batteries from the eleventh submarine in the class. Previous submarines use Lead-acid batteries. Designed by GS Yuasa, the high-performance Li-Ion batteries are said to store about double the power. The last two submarines of the class, fitted with the new battery technology, will probably serve as test-bed for the next generation of Japanese SSK. The Soryu-class is an improved version of the Oyashio-class submarine. Soryu-class submarines are the world's largest conventionally powered submarines. All submarines of the class are named after dragons: Soryū means Blue Dragon, Hakuryū (2nd in the class) White Dragon, Sekiryū (8th in the class) Red Dragon, Shoryu (10th in the class) means Soaring Dragon...

Main characteristics (as provided by Kawasaki Heavy Industries):

Length 84.0m

Width 9.1m

Depth 10.3m

Draft 8.4m

Displacement 2,950 Tons

Engine:

– Kawasaki 12V 25 / 25SB type diesel engine 2 groups

– Kawasaki Kokkamusu V4-275R Stirling engine four

Propulsion motor: 1

Number of propellers: 1

Speed 20 knots



BAE Systems Australia invests in **hypersonic weapons** capabilities

30 Mar 2021



BAE Systems Australia announced today that it will increase its investment in Australia to support the rapid development of a sovereign high speed weapons capability.

BAE Systems will also draw on the wide-ranging capabilities and expertise across Australian industry and academia to build an Australian high speed weapons eco-system with the aim of demonstrating a sovereign capability over the next four years.

The company's "Project Javelin" builds on more than three decades of world leading research by BAE Systems in the design and development of Australian weapons, autonomous and hypersonic technologies including the Evolved Sea Sparrow Missile, Nulka and the Advanced Short Range Air to Air Missile (ASRAAM).

BAE Systems has invested more than \$11 million in hypersonics and high speed weapon research in Australia in the past decade in collaborative programs with Defence, industry and academia.

Recognising the Australian Defence Force's requirement for this disruptive technology based capability, the company will spend \$5 million fast tracking technology development in 2021 with additional investments planned for the next four years.

"Project Javelin" complements the company's existing industrial capabilities in advanced manufacturing and prototyping, battlespace management systems and flight vehicle platform technologies.

The development of a sovereign high speed weapons capabilities will create new opportunities for Australian industry and academia, through the investment of new and complementary design, development and manufacturing capabilities and could lead to potential defence exports.

BAE Systems has been assembling weapons in Australia for the ADF and for export to the US and Canada for more than two decades.

As well as hypersonics weapons technologies and capabilities, BAE Systems is also developing technologies to support the nation's defence against high speed weapons.

Today's announcement follows the Australian Government's commitment to the development of long-range strike capabilities at the end of last year. The 2020 Force Structure Plan includes an investment of around \$30 billion for both high speed strike and defence capabilities, including hypersonics development, test and evaluation.

BAE Systems Australia Chief Technology Officer Brad Yelland said:

"That Australia has a solid foundation of research built over decades means that the rapid integration of newly developed weapons into the force structure is achievable.

"BAE Systems has a rich history of working closely with defence companies and defence customers around the world, particularly US Primes on weapons programs.

"Australia's future investment in high-speed weapons systems, including hypersonic long-range strike and hypersonic and ballistic missile defence, provides the opportunity for the nation to create an enduring sovereign capability and position the country as a major global contributor in this disruptive technology field.

"It's so important that the Intellectual Property of new weapons technologies resides with Australia so that as well as developing a sovereign capabilities, we can continue our work with Defence, academia and industry to evolve these technologies over time."

Whiskey Project to deliver new boat to Army



01 APRIL 2021

By: **Liam Garman**

The Whiskey Project, owner of Naiad and Yamba Welding & Engineering, is expected to deliver a new watercraft to Defence in the latter half of April.

Yamba Welding & Engineering (YWE) has completed the design and construction of a new Regional Support Craft (RSC) for the Australian Army's 51st Far North Queensland Regiment. The RSC is currently undergoing testing in Yamba, northern NSW, and is expected to be delivered to the Australian Defence Force in the latter half of April.

It is hoped that the new 12.5-metre Naiad watercraft will assist the Regional Force Surveillance Group's capabilities in far north Queensland, such as search and rescue, casualty evacuation and surveillance for the Regional Force Surveillance Units.

The Naiad was able to undergo intense product testing during the recent flooding in northern NSW and is closely related to the Naiad's employed by the Australian Border Force as part of Operation Sovereign Borders.

Darren Schuback, managing director of The Whiskey Project, which owns the Naiad and Yamba Welding & Engineering, outlined that Australia's northern defence relies on the Naiad.

"For over 20 years Australia and New Zealand's coast guard, rescue, patrol and Defence agencies have relied on Naiad's performance and handling in some of the world's most challenging maritime condition," Schuback said.

"As an Australian defence industry business we are proud to deliver a 100 per cent sovereign capability advantage to Army. We are delighted to demonstrate how all of Australia benefits when the solution is a superior-performing vessel, built from the ground up, right here in Australia. It benefits our regional Torres Strait neighbours and far north Queensland communities, it benefits the regiment, it benefits Operation Sovereign Borders.

PROMOTED CONTENT

"It benefits Australia's maritime industry, our manufacturing skills, training and employment. But most importantly, it benefits the end user who receives a fit-for-purpose vessel that will enhance their ability to safely undertake the variety of maritime missions they perform each day."

It is expected that the Naiad will be stationed on Thursday Island.

The Naiad is a diesel vessel, equipped with a COX CXO300 outboard motor.

Kevin Hogan, member for Page, welcomed the development and the creation of local industry.

"It is a testament to the capability of our region, that this vessel is made here in Yamba by skilled local professionals is to be used in a national capacity," Hogan said.

"In addition to national defence recognition, the production of the Regional Support Craft is a welcome boost to our community, creating jobs and bolstering the local economy."

Hello all

Its Easter Monday, a day to fill in, so thought I would send in a bit of trivia - its surprising where bits and pieces come from.

My aunt married a Dutch sailor (met in Perth during WW2). They lived in Dutch naval town of Den Helder. Their son Jan joined Dutch navy, now retired and has strong interest in Naval history.

I sent over a copy of "Red Lead" thinking Auntie would be interested, and also Jan, they are delighted, turns out the Thomson from HMAS Perth 1, was a hometown (Pemberton) friend of my Aunt and a mate of her brother.

Attached - Jan has just sent me a photo of a Dutch painting, of HNLMS de Ruyter and HMAS Perth 1.

Its during the battle of Java Seas, and apparently Adml Helfrich was escaping to Australia, while Karel Doorman was holding off the enemy with the allies. Doorman went down with his ship.

Zenda



Darwin, NT, circa 1945. A group of survivors of HMAS Perth arrive at Darwin on HMT Highland Chieftain. Pictured, left to right: Petty Officer (PO) Ernest Robinson of Sydney, NSW; Chief Petty Officer (CPO) Joseph Hughes of Sydney, NSW; Able Seaman (AB) Edmund Clark of WA; Stoker Alan Axton of VIC; PO Charles Thomson of WA; CPO Wilfred Barnes of Sydney, NSW; PO Edward Tyrrell of VIC; CPO Robert Bland of Sydney, NSW; AB Cyril Woodman of SA; AB Eric Hurst of WA; Stoker Clive Henry of VIC, and Stoker Herbert Mynard of VIC. (AWM 19407)

The Suez canal blockage captured the world's attention, but sea lanes are not as important as many claim

[John Quiggin](#)



As it turns out, the cost of disruption to world shipping is smaller than some coverage would suggest



'The canal has been closed for long periods in the past, giving us a fairly good idea of the likely cost of an extensive blockage.' Photograph: Mahmoud Khaled/Getty Images

Tue 30 Mar 2021 12.56 AEDT

T

he Ever Given container vessel is finally freed, but there has been extensive discus-

sion of the potential economic costs of disruption to world shipping arising from the closure of the [Suez canal](#). Much attention has been paid to the fact that 12% of total global trade flows through the canal.

By contrast, few observers have remarked on the fact that the canal has been closed for long periods in the past, giving us a fairly good idea of the likely cost of an extensive blockage. As it turns out, this cost is smaller than some coverage would suggest.

Conflicts in the Middle East have twice led to the closure of the Suez canal, in 1956 and again in 1967.

The 1956 closure began with the decision by the Egyptian government to nationalise the Suez canal, previously under British and French ownership. The British and French governments launched a military operation to regain control, which resulted in the sinking of most of the ships in the canal at the time. They eventually withdrew, and the canal was cleared and reopened after four months.

The 1967 crisis, which began with the six-day war, resulted in the closure of the canal for six years. This lengthy period provides useful evidence of the impact of such a closure. I [undertook an analysis of the issue a few years ago](#) drawing on [work by James Feyrer of Dartmouth College](#).

Feyrer began by working out the average increase in shipping distances between countries caused by the canal closure. For any given country, these increases can be weighted by trade flows to give an average effect. For a few countries, like India and Pakistan, the trade-weighted increased shipping distance was large (about 30%) and so, it turns out, was the impact on trade and economic activity. Mostly, however, the effect was smaller. For example, the increase for Britain was 3.3% and for France 1.5%.

The temporary closure of the Suez canal casts some light on a much more contentious issue: control of the South China Sea. Feyrer estimates that, in the long run, a given proportional increase in shipping distances – say, 10% – produces a reduction in trade of about half that proportion (in this case 5%). Further, he estimates, a reduction in trade produces a reduction in national income or GDP that is about 25% as large.

Combining these numbers with an estimate of the ratio of trade to GDP, I estimated that the loss to Britain from the closure of the canal while it lasted was around 0.06% of GDP. The corresponding number for France would be about 0.03%.

Advertisement

Feyrer doesn't give an estimate for Australia, but the distance saved using the Suez canal rather than the longer route around the Cape of Good Hope is not large in proportional terms, so it's unlikely the effects on our economy would be larger than those estimated for Britain. 0.06% of GDP is around \$100m a year, not negligible, but not remotely comparable to the disruption caused by the Covid pandemic.

The temporary closure of the Suez canal casts some light on a much more contentious issue: control of the South [China](#) Sea.

Would a crisis in the South China Sea, presumably caused by a Chinese attempt to claim control, have such a huge adverse effect? It is routinely pointed out that the volume of trade passing through the South China Sea (\$US3.4tn [according to one estimate](#)) is very large, amounting to 20% of world trade.

But the great majority of this trade is going to or from China. As I observed back in 2016, the Chinese government can control this trade in any way it chooses using domestic policies. As it turned out, the Chinese government has exercised this power against Australia in relation to a wide range of exports.

The remaining \$1tn or so of trade (about 1.5% of global GDP) might, in the event of a crisis, be forced to take more circuitous routes, as happened when the Suez canal was blocked. Some might even take routes through the Southern Ocean. This would undoubtedly be costly and inconvenient. But using the same method as was applied to Suez, it's easy to see that the total impact would be modest.

It's easy to make sea lanes sound more important than they actually are. Most of the time, if one route is closed, another will be found, and trade will go on much as before.

... we have a small favour to ask. Through these turbulent and challenging times, millions rely on the Guardian for independent journalism that stands for truth and integrity. Readers chose to support us financially more than 1.5 million times in 2020, joining existing supporters in 180 countries.

With your help, we will continue to provide high-impact reporting that can counter misinformation and offer an authoritative, trustworthy source of news for everyone. With no shareholders or billionaire owner, we set our own agenda and provide truth-seeking journalism that's free from commercial and political influence. When it's never mattered more, we can investigate and challenge without fear or favour.

Unlike many others, we have maintained our choice: to keep Guardian journalism open for all readers, regardless of where they live or what they can afford to pay. We do this because we believe in information equality, where everyone deserves to read accurate news and thoughtful analysis. Greater numbers of people are staying well-informed on world events, and being inspired to take meaningful action.

We aim to offer readers a comprehensive, international perspective on critical events shaping our world – from the Black Lives Matter movement, to the new American administration, Brexit, and the world's slow emergence from a global pandemic. We are committed to upholding our reputation for urgent, powerful reporting on the climate emergency, and made the decision to reject advertising from fossil fuel companies, divest from the oil and gas industries, and set a course to achieve net zero emissions by 2030.





HMS Prince of Wales back in May



HMS

Queen Elizabeth and HMS Prince of Wales, come together in their home port of Portsmouth for the first time. (RN photo)

Britain's newest aircraft carrier will be ready to return to operations "by May" of this year, a minister has confirmed, [Forces Net reports](#). The £3.1bn HMS Prince of Wales has been [undergoing repairs](#) worth [an estimated £3.3m](#) after a flood in an engine room. The flood, which happened in October last year, came only months after another [leak on board the ship](#). In a written answer to Parliament on Thursday, Armed Forces Minister James Heappey said: "I can confirm that HMS Prince of Wales will be ready for her planned return to operations by May 2021, when she will undertake activities in UK waters prior to her commencing NATO Command duties in 2022." Mr Heappey previously said in December that the ship "will return to sea in May 2021 to commence preparations for her next planned operational tasking".

HMS Prince of Wales was [commissioned into the Royal Navy fleet in December 2019](#). Her sister ship, Royal Navy flagship [HMS Queen Elizabeth](#), suffered a [major leak in July 2019](#), with more than 200 tonnes of water pouring into the vessel.

The [two Queen Elizabeth-class aircraft carriers](#) are the most powerful ships ever built for the Navy, together costing more than £6bn. Despite being relatively new vessels, it was revealed [the Navy spent £39m repairing and maintaining its aircraft carriers in 2020](#).

Big plans for Zumwalt class



By David Larter

The U.S. Navy is exploring a major ship alteration for its [three stealth destroyers](#) that would further drive up the cost of the platform but could deliver a radical new hypersonic capability in the ongoing naval [competition with China](#) in the western Pacific, [Defense News reports](#).

In a solicitation posted March 18, the Navy asked industry for ideas on how to reconfigure the Zumwalt class to host larger hypersonic missiles of a size that would not fit in the vertical launch system tubes currently installed on the ships. The service also wants that business to provide the missiles and supporting software and technology to support the missiles.

Specifically, the Navy is looking for ideas about installing an “advanced payload module” that can support the Navy’s conventional prompt strike missiles “in a three-pack configuration,” according to the notice.

Two sources familiar with discussions around the future of the Zumwalt class said it would be possible to replace the idle Advanced Gun System – the original *raison d’être* of the class designed to support Marine landings with gunfire support from well over the horizon – with the desired payload module supporting hypersonic missiles. Experts said that doing so would transform the DDG-1000s from ships in search of a mission into powerful conventional deterrent in the Indo-Pacific region.

Development issues with the Navy’s Advanced Gun System, destined to be one of the main armaments of DDG-1000, prompted the Navy to change Zumwalt into a ship killer, the Navy’s top requirements officers said.

Unlike with a submarine, having conventional prompt strike on a surface ship puts the capability on a platform that can be more easily tracked. The Chinese will know the U.S. has a threatening capability in theater, potentially complicating any hopes for a fast and painless victory, said Bryan Clark, a retired submarine officer who is now a senior fellow at the Hudson Institute.

“If we think of it kind of like a conventional [ballistic missile submarine], that model works,” Clark said.

The reason the idea works is that the Navy would have ships in theater that could fire missiles with a predetermined target list. Those missiles could be fired quickly and would have a high probability of hitting the targets inside Chinese territory. And while a submarine can also accomplish that, the fact that Zumwalt is a surface ship and more easily tracked makes it a more powerful conventional deterrent since a similarly equipped submarine is likely to be out of sight and out of mind, Clark said.

“It’s much lower on the escalation ladder – somewhere below where the SSBN would be – because it’s able to be tracked,” he said. “It’s got more transparency, so you can have that ability to signal that you wouldn’t have to the same degree with a [ballistic or guided missile submarine].”

"You might keep one in the Western Pacific to do various other operations and then if you want to signal you mean business, or you're trying to escalate things slightly, you send it to the South China Sea. Now it's actually a threat to deep inland targets on the Chinese mainland."

The Zumwalt was originally designed to creep up on an enemy shoreline, evading detection with its low radar cross-section design, and bombard the coast with a projectile that could fly more than 80 nautical miles to support a Marine landing.

But it became clear as the program went on that the intended mission was unlikely to materialize and the high cost of the platform ultimately pushed the Navy to truncate the purchase from 28 ships, to seven, and finally to three.

In 2016, the Navy canceled the AGS's Long Range Land-Attack Projectile because the reduced Zumwalt plan [pushed the cost per round up to more than \\$800,000](#).

And in 2018, the Navy said that even with the high cost of the round, the system was also failing to achieve the range the Navy was seeking, Vice Adm. Bill Merz, then the Navy's top requirements officer, told lawmakers.

"Even at the high cost, we still weren't really getting what we had asked for," he said. "So, what we've elected to do is to separate the gun effort from the ship effort because we really got to the point where now we're holding up the ship."

The idea then evolved into using Zumwalt as a surface ship killer, which has now evolved again into adding a module with conventional prompt strike hypersonic missiles to the hull. The after-market payload module is necessary because the conventional prompt strike missiles are at least 30 inches in diameter, and the current 80-cell VLS launcher on the DDG-1000 design, while larger than the standard Mark 41 VLS on the cruisers and destroyers, maxes out at missiles that are 28 inches in diameter.

'Something really special'

With three ships, the Navy could conceivably keep one on patrol, one working up for patrol, and one in maintenance at all times. That means the Navy could maintain a semi-permanent Zumwalt presence in the region.

Bryan McGrath, a retired destroyer skipper who runs the defense consultancy The FerryBridge Group, said the Navy needs to use the hulls to build a formidable conventional deterrent that is always on patrol in the South China Sea.

"We ought to spend the money and take the time to turn it into something really special," McGrath said.



The destroyer Michael Monsoor. (U.S. Navy photo courtesy of Bath Iron Works)

Calling his idea a “maritime dominance destroyer,” McGrath called for the Navy to strip the Zumwalt of the original combat system, replace it with the surface combatant fleet standard Aegis Combat System and turn it into the “mac daddy command and control ship for the South China Sea.”

In McGrath’s concept, the Zumwalts would be used not only to threaten targets deep inside Chinese territory, they would also function as a command and control hub for unmanned systems. On Monday, USNI News reported that a Zumwalt-class destroyer would be used [to control unmanned systems](#) in an upcoming exercise.

The ship should also operate with its own medium-altitude, long-endurance aerial drones for surveillance and targeting, McGrath said.

“Three of them forward-deployed in the Western Pacific, relieving each other on station, an embarked [admiral and] staff, organic medium-altitude, long endurance UAVs, conventional prompt strike and the Aegis Weapons System.

“That would be a serious a serious statement of intent that we are in the Western Pacific to stay and we are there to deter,” he said. “We will have this this platform that is as obvious or as stealthy as we wish it to be. And this, to me, is the future of the DDG-1000.”

The tradeoff, according to Clark, will be that the ship used this way will not and cannot be used like the current class of workhorse Arleigh Burke destroyers.

“You just have to buy into the fact that it’s not a Surface Warfare platform,” Clark said. “It can do a freedom-of-navigation operation, I guess, but it’s not going to be able to do anti-submarine warfare really. It’s not going to do [boardings and] maritime security.”

If the Navy has a comprehensive idea of how it wants to use the platform, Clark said, Congress will likely appropriate the extra money for the ship alterations.

“What Congress is looking for is a clear description of a mission that makes sense for the ship,” he said. “The original idea behind this ship sort of fell apart with the advent of anti-access, area denial technology and the Navy’s never had a really good story for how they intend to use it. So, what Congress wants now is: ‘Hey, give us a mission, give us a strong argument for what you would use this ship for.’”

With conventional prompt strike missiles, the Navy may just have found that argument.

Massive UK maritime force on its way



HMS Queen Elizabeth on Exercise Joint Warrior (Picture: Royal Navy).

The UK’s [Carrier Strike Group](#), spearheaded by aircraft carrier [HMS Queen Elizabeth](#), is nearing its maiden operational deployment, [Forces Net reports](#). It was [declared ready for operations](#) in January and will soon set sail, travelling more than 20,000 nautical miles from the North Atlantic, through to the Mediterranean, Indian Ocean and on to the Indo-Pacific. But what ships, aircraft and personnel are going to make up the group?

Nine ships are deploying, including HMS Queen Elizabeth, the Royal Navy’s fleet flagship, which will lead it. The £3.2bn, 65,000-tonne ship will sail alongside four [Royal Navy](#) ships – Type 45 destroyers HMS Defender and HMS Diamond, plus Type 23 frigates HMS Kent and HMS Richmond. HMS Defender recently [began intensive training ahead of the group’s spring deployment](#). Whilst the Carrier Strike Group has a British core, two [NATO](#) allies are supporting the deployment. American destroyer [USS The Sullivans](#) and Dutch ship [HNLMS Evertsen](#) also make up the group. The task group is supported by two ships from the [Royal Fleet Auxiliary](#). Tankers RFA Tidespring and RFA Fort Victoria will help replenish the other vessels with supplies, equipment, fuel and food. Aircraft from five squadrons will also help make up the Carrier Strike Group.

This includes 815 Naval Air Squadron, home to the Wildcat helicopters, the latest generation of multi-role helicopters, and 820 Naval Air Squadron, a dedicated helicopter squadron for HMS Queen Elizabeth. 845 Naval Air Squadron, part of the Commando Helicopter Force, is also deploying. The squadron supports 3 Commando Brigade Royal Marines, and as well as hoists, load-carrying and passenger capacity, can land almost anywhere and work from ships.

[F-35B Lightning jets](#), flown by the [RAF’s](#) 617 Squadron and the [US](#) Marine Corps’ VMFA-211 Squadron, will also deploy.

In total, 3,700 personnel will be a part of the Carrier Strike Group, including personnel from 42 Commando, [Royal Marines](#).



Freedom for Cadets in Tasmania

25/03/2021 Brian Hartigan 486 Views 0 Comments

Australian Navy Cadets and Australian Air Force Cadets in Tasmania were honoured last weekend by being granted Freedom of Entry to the City of Launceston – with Australian Army Cadets welcomed to the city.

CAPTION: *Australian Navy Cadets march through the streets of Launceston. Photo by Helen Patronis.*

Training for this momentous event was made possible by the easing of COVID-19 restrictions, allowing all three camouflage uniforms to parade together for the first time in more than a year. The following report was provided to CONTACT by cadets staff in Tasmania.

What a weekend for TS HOBART. In their first outing since both reopening in March last year and in the new normal COVID world, the Cadets and Adult members from TS HOBART travelled to Launceston to participate in the Freedom of Entry Parade for the Launceston based Navy and Air Force Cadet units. The local Army cadets received a welcome to the city. Saturday started with the cadets joining TS DERWENT on HMAS CANBERRA for a ship tour. HMAS CANBERRA's crew led the 2 units all over the ship pointing out the areas of interest as we went. From the Tank Deck to the Bridge the cadets were able to ask questions and pose with "non restricted" equipment for photos. Once we left the ship, we said our goodbyes to the TS DERWENT cadets and headed to Launceston. On arrival in Launceston, it was straight into parade practice. Cadets fell into a squad and marched laps of the parade ground to the beat of the drums from the Army Band Tasmania. Cadets were assigned roles on the parade and rehearsals went on and on, or so said a few cadets.

Following the parade practise, it was off to Patterson Barracks for a BBQ courtesy of the AAFC. Cadets met with their AAFC counterparts and compared stories. We then retired to our accommodation to prepare our uniforms. Rising early Sunday, we dressed ourselves in our Ceremonial Uniforms. For the cadets and some Adult members, this was the first time that they had worn the uniform. Departing the accommodation, we made our way to Princes Square for the Conferral Ceremony. On the way we stopped at McDonalds for breakfast courtesy of the Kingston Beach RSL.

The ceremony was great, with all 3 cadet forces formed up, colours flying in the breeze. The Launceston Mayor delivered a speech followed by a fitting welcome to country by Aunty Sharon. The National Commanders of the Air Force and Navy Cadets then followed with short speeches. Finally, at 1030, 508 Squadron AAFC and TS TAMAR received their Freedom of Entry to the City of Launceston and the Army cadets were welcomed to the City. Cadets, Adult members, and the Army Band Tasmania then moved to the main street to exercise their Freedom of entry. The cadets then proudly marched with Swords drawn, banners flying, and drums beating accepting the Police challenge on the way back to Patterson Barracks. Following another BBQ, this time thanks to the Launceston RSL, it was time to jump back in the cars and head back down to Hobart, ending a very busy weekend.



By **James Rogers** - April 1, 2021



The

Royal Navy aircraft carrier HMS Queen Elizabeth (Photo: Commander UK Carrier Strike Group)

"In the decade ahead, the UK will deepen our engagement in the Indo-Pacific, establishing a greater and more persistent presence than any other European country."

Those are the words of the British government's long-awaited integrated review, which establishes the vision and strategy for "global Britain" in the 2020s.

The outcome is in some ways eye-popping; in others, it is very sensible and conventional. It marks the culmination of a process that Prime Minister Boris Johnson promised, on initiation, would become the deepest and broadest British foreign, security, development and defence review since the end of the Cold War. On that, it delivers. The review is strategically innovative in many respects. It jettisons Britain's support for the post-Cold War "rules-based international system" and commits to generating an "open international order". It champions the pursuit of national sovereignty and power — predicated on a dynamic scientific and technological base — as the overriding UK strategic objective. It seeks to reposition the UK as a stronger custodian of collective security, and it backs that up by pledging to beef up Britain's nuclear stockpile and enhance its military presence by forward-deploying more assets, including warships, not least to the Indo-Pacific.

Although Britain upheld an Indo-Pacific presence throughout the 20th and early 21st centuries, the European continent continued to exert a greater gravitational pull. From holding back the German advance during the two world wars, Britain went on to help contain the Soviet Union. It then put out several fires in the western Balkans before leading the way with bolstering NATO's deterrence measures on the eastern flank of the alliance, providing the most troops to the most locations in the Enhanced Forward Presence initiative.

Neither Brexit nor the integrated review will change Britain's geography. The review is unequivocal in stating, "The precondition for Global Britain is the ... security of the Euro-Atlantic region, where the bulk of the UK's security focus will remain." It describes Russia as the most "acute and direct threat" to British security. In order to help underwrite the defence of Europe, the review commits to boosting Britain's nuclear weapons stockpile by some 40 per cent. **"The review states that Britain's goal is to be 'the European partner with the broadest and most integrated presence in the Indo-Pacific.'"**

But it is telling that the review contains only 15 references to the “Euro-Atlantic” compared with 32 to the “Indo-Pacific”. It is equally telling that the integrated review has a two-page spread on the Indo-Pacific to emphasise the UK’s need to adapt to new geopolitical and geoeconomic circumstances.

The review explains the strategic significance of the Indo-Pacific: “By 2030, it’s likely that the world will have moved further towards multipolarity, with the geopolitical and economic centre of gravity moving eastward towards the Indo-Pacific ... The significant impact of China’s military modernisation and growing international assertiveness within the Indo-Pacific region and beyond will pose an increasing risk to UK interests.

“For these reasons, the review commits the UK to uphold a more persistent presence in the Indo-Pacific region in the years to come. It foresees deeper relationships with countries such as Japan, India, Australia and the other nations of the Five Power Defence Arrangements. And it plans for the broadening of Britain’s geopolitical footprint—based on a ‘strategic array’ of military and logistics facilities—stretching from the Persian Gulf to Southeast Asia.”

Indeed, the review states that Britain’s goal is to be “the European partner with the broadest and most integrated presence in the Indo-Pacific—committed for the long term, with closer and deeper partnerships, bilaterally and multilaterally”. It declares that the UK will seek enhanced commercial relations with Australia, New Zealand and India, as well as with organisations such as ASEAN and the countries of the Comprehensive and Progressive Agreement for Trans-Pacific Partnership. And it emphasises Britain’s strategic wherewithal and the Royal Navy’s global reach, represented by the planned deployment of HMS *Queen Elizabeth* to the Indo-Pacific later this year. “The review sets Britain up with a new strategic lexicon for thinking about international affairs — one more suited to 21st-century realities.”

Are these ambitions realistic? Time will tell. Although no longer a superpower, the UK is not without capability, and a strong government now leads it with a large majority in the House of Commons. In a speech back in 2016, Mr Johnson also expressed his personal commitment to a broader British presence “east of Suez”. To support his aspirations for the country, he pushed for a £16.5 billion (US\$22.7 billion) increase in defence spending last year. Where the integrated review may fall short is on China; it treads too fine a line between engaging with and deterring the Chinese Communist Party. It nonetheless marks a significant change of tone: China is framed as a “systemic competitor”. In this sense, the review sets Britain up with a new strategic lexicon for thinking about international affairs — one more suited to 21st-century realities. And given the constantly increasing challenges in the Indo-Pacific, better intellectual tools are certainly needed.

Article reprinted with permission from the Australian Strategic Policy Institute’s analysis and commentary site [The Strategist](#).

FRENCH ARMED FORCES MINISTRY ORDERS TWO MORE FRIGATES FROM LOCAL BUILDER

By [Baird Maritime](#) - April 1, 2021



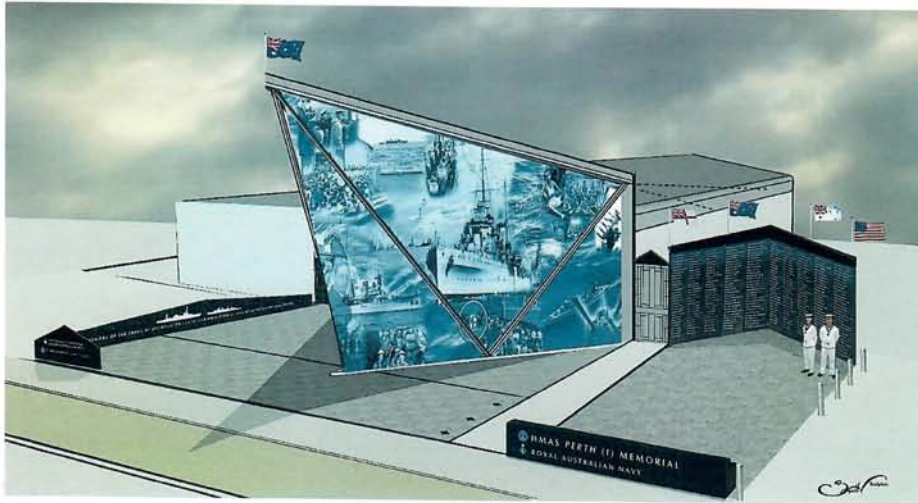
Photo: Naval Group

The French Ministry of Armed Forces, through its Defence Procurement Agency, has awarded local shipbuilder Naval Group a contract for the construction and delivery of two defence and intervention (Frégate de défense et d'intervention; FDI) frigates. The ships, which are scheduled for delivery in 2025, will be the second and third FDI frigates that Naval Group will build for the French Navy. The 121-metre, 4,200-tonne frigates will be capable of anti-air warfare, anti-surface warfare, anti-submarine warfare, and insertion and extraction of special operations forces.

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 _____

Email _____

Phone Number _____

The Treasurer

HMAS Perth (1) Memorial Foundation INC
PO Box 735 Fremantle WA 6959

Amount \$ _____

Bank West

HMAS Perth (I) Memorial Foundation INC.
BSB 302-162 A/C 1499868

By [Trevor Hollingsbee](#) - March 30, 2021



The US Coast Guard cutter USCGC Escanaba (WMEC 907), Brazilian Navy ship BNS Bosisio (F 48) and Argentinian navy ship ARA Almirante Brown (D-10) move into formation for a photo exercise during the Atlantic phase of UNITAS 52 on May 4, 2011. The formation included a total of ten ships from the US, Brazil, Mexico and Argentina. (Photo: US Navy/Mass Communication Specialist 1st Class Steve Smith)

Argentina's naval force, the Armada de la Republica Argentina (ARA) has a long and proud history. For many years the ARA vied with the navies of Brazil and Chile for supremacy in South American seas. The ARA order of battle eventually included an aircraft carrier, cruisers, and modern submarines. The service also wielded considerable domestic political clout. The recent history of the service has, though, been of sharp decline. **"Argentina's dire economic state and the desire of successive governments to ensure the armed forces remain incapable of staging a coup d'etat have kept the ARA starved of funds."**

Land-based ARA warplanes inflicted significant damage on the British Task Force during the Falklands (Malvinas) War in 1982, but its warships had little impact. The loss of the cruiser *General Belgrano*, torpedoed by the British nuclear-powered submarine HMS *Conqueror*, caused Buenos Aires to withdraw its Skyhawk fighter-bomber-equipped, potentially game-changing aircraft carrier ARA *Veinticinco del Mayo* from the conflict.

The ARA subsequently lost two patrol craft, a transport ship, and a submarine to British action, while a number of attacks by Argentine submarines on British warships failed.

Following the conflict, and the ejection of the ruling military junta from power, Argentina's dire economic state and, some say, the desire of successive governments to ensure the country's armed forces remain incapable of staging a coup d'etat have kept the ARA starved of funds.

Also, sensitivity to ongoing tensions between UK and Argentina over the Falklands have caused some nations to decline to supply military equipment to Argentina. The combined effect of these factors upon the ARA has been disastrous. The ARA continues, for the time being at least, to maintain some deep-sea presence, to take part in exercises with other navies, and to provide seagoing training for some officers of the landlocked Paraguayan and Bolivian navies. Its decline as a viable blue water naval force seems set to continue, though, with some analysts predicting it will eventually become a middle water force, with limited combat capability.

"This erosion of Argentine naval capabilities has impacted upon the regional balance of power." According to recent reports, many of the ARA's ships are incapable of putting to sea due to unserviceability. Numerous weapon systems are inoperative due to lack of spares and maintenance. One of the ARA's four 3,500-tonne, 1980s-vintage MEKO 360H2 Almirante Brown-class destroyers, ARA *Heroína*, is inoperative, and reportedly in such poor condition that it will be scrapped.

The Type 42 destroyer ARA *Santisima Trinidad* capsized and sank alongside a jetty in 2013.



The Argentine Navy's Espora-class corvette ARA Gomez Roca during Exercise Southern Seas 2010 (Photo: US Navy/Mass Communication Specialist 2nd Class Daniel Barker)

Of the service's six MEKO 140A16 Espora-class corvettes, two are reportedly inoperative, while only one of the three French-built Drummond-class corvettes is active. Argentina currently has no operational submarines. This is a major blow to the ARA's viability as a combat force. Two German-built TR1700 subs, ARA *Salta* and ARA *Santa Cruz*, are laid up, while sister boat ARA *San Juan* was lost at sea with all hands in 2017. There is an active proposal for the ARA to receive four surplus Tupi-class submarines from Brazil. Progress is awaited; the





Ranger Pool Products

For all your pool and spa needs

0483 800 426

- Commercial Pool Manager
- Equipment sales, service and repairs
- Unbiased free advice
- The right products at the right prices

www.rangerpoolproducts.com.au
info@rangerpoolproducts.com.au



YANGEBUP TYRE, BRAKE & MECHANICAL

9417 7322

Peter Sue

"For all your Mechanical Needs"

Unit 2 / 435 Yangebup Road, Cockburn Central WA 6164
Email: yangebuptyre@inet.net.au

COLLISION TOWING & RECOVERY

24 Hr Accident & Breakdown Assistance

 **Call Lindley** 

0456 68 9191

www.collisiantow.com.au



Fay Yujnovich

Principal
Certified Practising Conveyancer

Tel: (08) 9379 0288

Fax: (08) 9379 0255

Suite 10, 20 Old Perth Rd
Bassendean WA 6054

fay@classicconveyancing.com.au
www.classicconveyancing.com.au

Member of the Australian Institute
of Conveyancers - WA Division Inc.



NICK IERINO

Senior Design Consultant

257 Balcatta Road, Balcatta WA 6021
PO Box 772, Balcatta WA 6914

M 0458 079 861

T 6241 4888

E nick.ierino@blueprinthomes.com.au

blueprinthomes.com.au

Paint for Less

Premium Paint - Budget Price

Jerry Simpson

Unit 1, 15 Yampi Way WILLETTON, WA 6155

Ph: (08) 9259 4777 Fax: (08) 9259 4900 Mob: 0418 945 110

Email: sales@paintforless.com.au

www.paintforless.com.au



Navy League WA
Or
HMAS Perth (I) Memorial
Polo Shirts with or without
pocket
\$45 + Postage



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

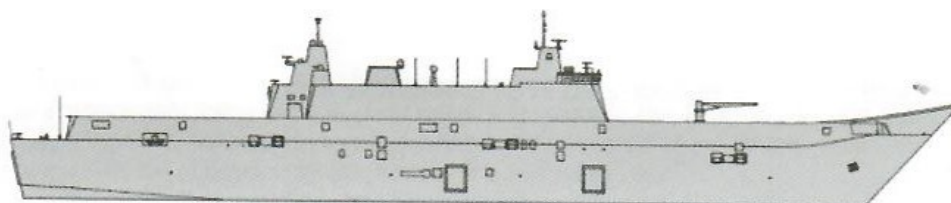


THE NAVY LEAGUE OF AUSTRALIA

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



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:

New South Wales Division: GPO Box 1719, Sydney, NSW 2001.
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.

THE NAVY LEAGUE OF AUSTRALIA APPLICATION FOR MEMBERSHIP



To: The Hon. Secretary
The Navy League of Australia

Division _____

I wish to join the Navy League of Australia, the objectives of which I support, and I enclose a remittance for \$35.00 (including \$3.18 GST) being my first annual subscription to 30 June next.

Name: [Mr] [Mrs] [Ms] [Rank] _____

PLEASE PRINT CLEARLY

Street _____

Suburb _____ State _____ P/code _____

Phone _____ Mobile _____

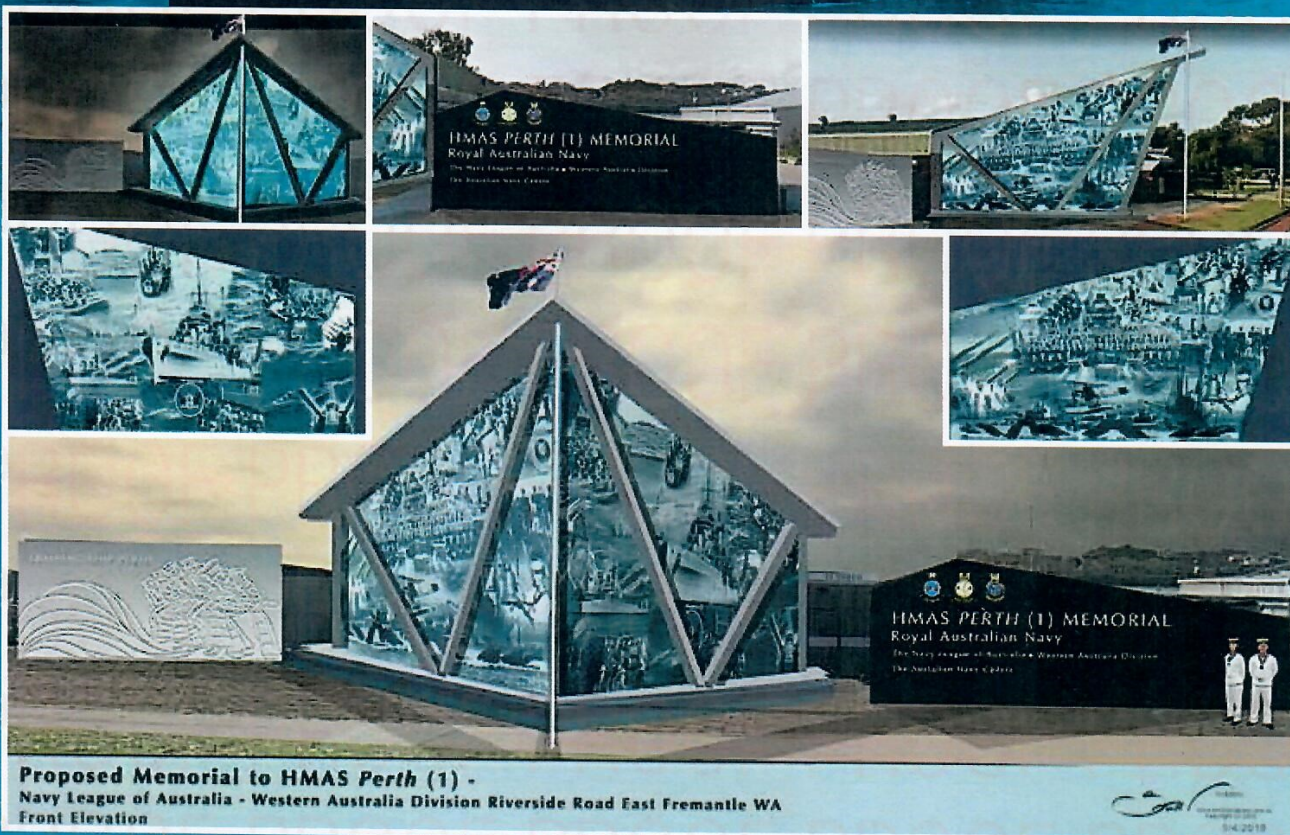
Email _____

Signature _____ Date _____

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.

Support the HMAS Perth (I) Memorial

Become a Member



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

I WISH TO BECOME A MEMBER OF THE HMAS PERTH (1) MEMORIAL FOUNDATION INC.

Name

Address

Email Phone Number

Reply to:

The Treasurer

HMAS Perth (1) Memorial Foundation Incorporated

PO Box 735 Fremantle WA 6959

Membership \$35.00

BSB: 302-162 A/C: 1499868

JOIN THE AUSTRALIAN NAVY CADETS

What cadets do

Get Out There! If you're into adventure, you'll get as much as you can handle as an Australian Navy Cadet. You'll get to go sailing, hiking, canoeing and camping. Plus you'll learn everything about seamanship. From navigational training to Naval signals and communication.

But it's not all fun and games. You'll have to study first aid and pass muster in parade training. But if you can take on the challenge the rewards are good.



To join you must:

- Be a person ordinarily resident in Australia.
- Be at least 12 years and 6 months old and under the age of 19 years.
- Produce a statement from your family or any medical practitioner as to your ability to participate in Cadet activities.

So if you're ready to get fully trained in adventure, get into the Australian Navy Cadets and get out there!

In 88 Units across Australia, sponsored by the Royal Australian Navy, over 2,500 staff and cadets learn about sailing and seamanship, develop leadership skills and learn how to communicate effectively. The ANC is a voluntary youth organisation which trains young adults to become better citizens for the community. This training involves nautical and maritime activities within a military environment.

They develop confidence, pride and self-discipline whilst having an ocean of fun and making loads of new friends along the way.

Check out our website at 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

**THE
NAVY**

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

The Hon. Secretary, NSW Division
NAVY LEAGUE OF AUSTRALIA, GPO Box 1719, Sydney NSW 2001



PRODUCED BY THE NAVY LEAGUE OF AUSTRALIA WESTERN AUSTRALIA DIVISION

Hon Secretary CMDR Jim O'Neill ANC RTD

PO Box 735 Fremantle WA 6959

Bandjoneill.1@bigpond.com

Catch us on Facebook and the web

Navy League of Australia Western Australia Division

Web: www.navyleaguewa.org.au

Facebook: Navy League of Australia WA Division @navyleaguewa

