



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

June 2021
Volume 5, Issue 6

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

Executive meeting Monday 12th. July 2021 at 1700

AGM NLWA Saturday 21st. August 2021 at 1000

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

HMAS Perth (III)
Photo courtesy RAN

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



Navy League of Australia Western Australia Division News update



Sadly, Covid still remains a part of many people's lives and as such restrictions have remained in place in one form or another throughout much of the country. WA has now reached Phase 5 and the withdrawal of all restrictions, hopefully this trend continues and soon becomes the norm for the rest of the country.

Winter has finally hit a normally warm and sunny WA, bringing with it bitterly cold mornings and nights, rain and blustery winds. As is usually the case, it wasn't that long ago we were complaining about the heat and humidity of summer. As is often said, you can't please everyone and given how quickly time seems to go these days, in the blink of an eye we will be back complaining about the summer heat.

I'd like to draw your attention to our newly purchased flag which flies from the mast on occasions when we are utilising the facility. A photo is included in the newsletter. It is hoped that the flag will provide recognition of the League for people passing by and hopefully garnish further interest in joining the organisation.

My second point of attention is to our advertising page which now boasts several businesses who support us and who, in many instances, have carried out work at our personal homes. Whilst we cannot guarantee any discounts, we can however provide a surety that in dealing with these companies you will be dealing with professionals in their field and will receive the best possible service. Understandably, we can't be experts in everything and as such we have to take the word of the contractor undertaking the work but in dealing with the businesses listed you can take away the unknown and be safe in the knowledge that you won't be charged for hidden extras. Our advertising page is growing and we will very soon be able to point our members, families and friends in the right direction for electrical, plumbing, air conditioning, accounting, taxation and maritime training in addition to those businesses already listed. Our offer still stands, if you are in business or can recommend a good business please don't hesitate to get in contact with Jim so he can list you on the page.

Our new windows are scheduled to be installed within the next two weeks, just in time for the ordered shutters and eaves replacement. Dare I say it, but there endeth the repairs, replacement and renovation to this area. I must make special mention and offer our sincere thanks to CO HMAS STIRLING CAPT Gary Lawton RAN for organising a team of Midshipmen to visit our facility during the week and undertake some painting and cleaning, they did an outstanding job and even looked like they enjoyed themselves along the way. This shows the level of support we currently enjoy from the RAN and for that we cannot be more thankful or impressed. Hopefully we see some of these fine young people at some of our yearly activities.

Now is a pertinent time to inform you of our 2021 AGM, happening on Saturday 21 August from 10am. Please mark this in your diary or calendar as we would love to see as many of our members that can make it, present on the day. I'd also encourage everyone to stay behind on conclusion and get to know those of us you haven't had many dealings with. I will mention the AGM in the next newsletter as well, again in the hope of seeing as many members as possible.

Until next month,

Regards

Brad

NLWA Monthly Roundup.

NLWA congratulates the appointment of SBLT Jarad Haslehurst ANC as the Commanding Officer of TS Perth Australian Navy Cadets. A younger generation to take the next phase of the ANC into the future. Bravo Zulu.

Maintenance and refurbishment of the facility continues and the league was very grateful with the offer from the Commanding Officer of HMAS Stirling CAPT Gary Lawton RAN providing four very able and capable young Midshipmen and one RAAF Officer Cadet to carry out a painting detail. The calibre of these young people and enthusiasm to work without supervision is a credit to the RAN in particular HMAS Stirling. MIDN Charlie Jemkinson, OFFCDT Emersyn Haddleton RAAF, MIDN Madeline Clegg, MIDN Caelin Currie and MIDN Rian Klinger unfortunately no photos are available.

NLWA has now received its own house flag which will be flown on occasions when the league is active.



Trevor Vincent, Darryl Dunlop and Brad Barrett



Considerable refurbishments continue at the facility and new windows, shutters, painting, enclosed eaves have now been completed. Further the old boatshed and surrounds have now been demolished to make way for a new purpose built boatshed and extensions to the memorial. The old structure which contained asbestos and corroded trusses and beams and was condemned and required replacing as it no longer served the purpose of the ANC to store their craft or seamanship equipment. The cost to the league was \$9800 as a large proportion of the building was the safe removal of the asbestos.





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

HMAS Perth (I) Foundation update

The HMAS Perth (I) project is continuing to grow in momentum as we edge towards commencing construction. A number of new members have joined the Foundation together with some donations. In conjunction with the Forts Museum in Albany we have provided banners on loan until the end of October to exhibit the full story of HMAS Perth (I) "The Heroes of the Sunda Strait".

Plans and specifications have been submitted to the East Fremantle Council to go through the approval process. Hopefully we will hear some positive news shortly. The old condemned boatshed has been removed and water and gas pipes will be re-aligned shortly. Consideration is being monitored as to whether the outside of the building will be rendered or cladding attached to meet our modern requirements. Windows and shutters are currently being installed and this should complete the final phase at the river end of the facility.

The executive committee is working through processes to apply for further funding by way of grants and corporate funding to achieve the further \$630,000.



HMAS PERTH (I) D29

HMS Bristol: Decommissioned Vessel Goes Up For Sale For Recycling

The Royal Navy's recently decommissioned Type 82 Destroyer was designed to defend a class of aircraft carriers that were never built.

8th July 2021 at 11:02am



A former [Royal Navy](#) Type 82 Destroyer has been put up for sale by the Defence Equipment Sales Authority (DESA) – but only for recycling. HMS Bristol lowered its White Ensign for the final time at a [decommissioning ceremony in Portsmouth last year](#), bringing to a close 47 years of service.

Britain's sole Type 82 Destroyer, she was designed originally to defend a class of aircraft carriers that were never built. She notably saw action in the Falklands during 1982, leading a group of two destroyers, five frigates and one RFA supply ship arriving as reinforcements. After nearly two decades at sea, HMS Bristol was re-commissioned and converted into a harbour training ship in 1993 at Whale Island, Portsmouth, where she remained for the rest of her career.

25th May 2021



HMS Bristol's decommissioning service last year (Picture: MOD).

USS Bonhomme Richard fire emails raise questions about criminal charges

While no one has been charged in connection with the fire, emails indicate a navy prosecutor's involvement.

Municipal firefighters joined sailors from across the waterfront in battling the blaze.

Lt. Cmdr. Arlo Abrahamson, a Navy spokesman, confirmed this week that the trial counsel reference in the XO email referred to a Navy prosecutor.

Abrahamson declined further comment on the email, citing the ongoing investigation.

While several probes of the fire remain underway, a command investigation is expected to be completed and released this summer, according to U.S. Pacific Fleet officials.

Whether the email mentioning trial counsel was sent from Bonhomme Richard's XO, or another executive officer, remains unclear.

Citing an anonymous senior defense official, the Associated Press reported on Aug. 26, 2020, that [arson was a suspected cause of the fire](#), and that a sailor was being questioned.

A week before that AP report, on Aug. 19, an official whose name is redacted in the released emails cancelled a meeting with fire department personnel due to "new developments in the BHR criminal investigation."

It remains unclear what those new developments might have been.

Technically, the term "trial counsel" comes into effect when someone is charged and a court is convened. The naming of a trial counsel would be included in a convening order for that case, according to [Lawrence Brennan](#), a retired Navy captain and attorney who now teaches at Fordham University's School of Law.

Brennan added that the only other reason he could see for there being trial counsel involved was "if an accused was placed in pre-trial confinement and a hearing before a military magistrate required the presence of counsel for both the government and defense."

Arson suspected in Bonhomme Richard fire, defense official says

Arson is suspected as the cause of a July 12 fire that left extensive damage to the USS Bonhomme Richard docked off San Diego, and a U.S. Navy sailor was being questioned as a potential suspect, a senior defense official said Wednesday.

Julie Watson, The Associated Press and Lolita C. Baldor, The Associated Press

But to date, Navy officials say no one has been charged in connection to the fire.

If the Navy does decide to charge anyone from here on out, the case will be made more difficult due to the fact that the ship has since departed for a Gulf of Mexico scrapheap, and any defense team would have the right to inspect the burnt hull, Brennan said.

"The evidence is disappearing because the ship is being scrapped, and there was a lot of public interest and pressure to get this resolved," he said. "It's a multi-billion dollar loss." **A rash of ship fires in San Diego**

The emails also reveal that the San Diego-based surface fleet suffered at least three ship fires in the roughly 15 months leading up to the Bonhomme Richard blaze.

On March 2, 2019, a fire broke out aboard the amphibious assault ship [Boxer](#) in the ship's forward starboard mooring station, causing structural and electrical damage, while it was dockside at [Naval Base San Diego](#), according to the [Naval Safety Center](#) and emails from Navy investigators to the San Diego fire department.

That fire was classified as a "[Class B](#)" mishap, which involves damage ranging from \$600,000 to \$2.5 million.

Later that year, on Nov. 29, 2019, a "[Class A](#)" fire caused extensive damage to the main machinery room aboard the mine countermeasures ship [Champion](#) as it sat dockside aboard Naval Base San Diego.

Class A mishaps are the most severe mishap classification and involve at least \$2.5 million in damage.

And on March 28, 2020, a "Class B" fire aboard the dock landing ship [Harpers Ferry](#) caused "substantial damage to the (commanding officer's) cabin and associated equipment" while the ship was in the yard there, according to the Safety Center.

Navy investigators brought up those fires in emails, asking whether San Diego fire crews had responded to any of them.

Navy has yet to explain cause of Bonhomme Richard fire, nearly a year later

A command investigation is expected to be completed later this summer, officials said.

Geoff Ziezulewicz

The emails reveal that the Navy and the city had no mutual aid agreement in place for such fires at the time of the Bonhomme Richard blaze.

San Diego fire department spokeswoman Mónica Muñoz said in an email to Navy Times this week that while the mutual aid agreement was expired at the time, that did not prevent municipal firefighters from assisting, and that a new agreement is being negotiated. At least 18 city firefighters filed workers compensation claims following the blaze, with eight filing for concussions, four for orthopedic issues and the rest for dehydration or smoke inhalation, according to one fire department email sent to Navy investigators.





On 30th May the Cabinet Office formally announced that a new National Flagship would be built. In this article, we can exclusively provide more depth and detail about the project.

The concept

The decision to invest in a Flagship vessel has been greeted with considerable controversy and scepticism in some quarters. Much of the complaint arises from a misunderstanding of the vessel's purpose. This is not a decorative bauble or a yacht for the Royal Family but will be a platform to promote Britain abroad. The vessel will showcase UK design and engineering while hosting conferences, trade fairs, political summits and diplomatic talks. Far from being the "*expensive gimmick*" that its critics claim, the project has the potential to go well beyond just paying for itself by securing trade deals, but also create jobs and a legacy of opportunities in British shipbuilding. This concept has been in development by National Flagship Project Board for more than a year and has the full backing of the cabinet and interest from UK industry.

The 2010 SDSR was a low point but subsequently, there has been a revived understanding across government of the importance of the RN, the maritime industries and the nation's dependence on the sea. There is still a very long way to go but the National Shipbuilding Strategy (next iteration to be published soon) is evidence of this improvement and the Flagship is completely in line with its objectives. Other nations may not have an equivalent but the project is entirely appropriate to the UK's history and future as a maritime trading nation.

Royal Navy onboard

From the Royal Navy's perspective, the concern about this concept has always been that it might come at the expense of its own budget and create additional crewing pressures. Although she will be commissioned into the RN and managed by the MoD, the ship and her running costs will be funded completely separately. The vessel will take full advantage of modern automation and have a very low core crew requirement. The navy itself is now supportive of the plan and recognises the unique experiences serving on board will offer a select number of sailors. On occasions, the QEC aircraft carriers will continue to be used to host visitors in their defence diplomacy 'soft power' role but this is very much a secondary priority to naval operations. Their large hangars make for an impressive conference venue but these are warships and not purpose-built with the facilities and level of comfort that the National Flagship will possess.



There have been several private sector attempts to design and fund a new Royal Yacht or national flagship since HMY Britannia was decommissioned in 1997. Until now, lacking government backing all floundered through lack of support and finance. Superyacht designer, Andrew Winch proposed this grand design in 2016. Accepting the need for a ‘slimmed down’ monarchy, the Royal Family has not been pressing for a new yacht or had involvement in the new National Flagship project. They may host occasional events on board but the vessel is not intended for their use.

It had been rumoured that the flagship would be named “*HMS Prince Philip*”. Making this official was felt to be too soon after the Duke’s passing and perhaps would add to the false perception of the vessel being a Royal yacht. A decision on the name may not be taken for some time. HMY Britannia was not publicly named until the day of her launch and it’s possible the same protocol could be followed again. This is somewhat ironic when the RN has already announced the names of ships and submarines that will not be in service until the mid-late 2030s.

Design

The main image above provides an approximate guide to how the vessel will appear but it will be refined further in the detailed design phase. The outline specification had been agreed, she will displace around 7,500 tonnes and be about 125m in length. A spacious flight deck will accommodate helicopters and provide a large open space, although there will be no hangar. She will be built to commercial, not warship standards, essentially a small cruise ship with some bespoke enhancements specific to her role.

The Flagship will have diesel-electric propulsion and every effort will be made to minimise emissions and be as efficient and environmentally friendly as possible. She is intended to showcase the best in green marine engineering and could be retro-fitted with LNG, hydrogen or biofuel propulsion as these technologies mature.

The ship will be designed from the keel up to provide the best possible experience for delegates and visitors. She will be equipped with a conference centre, press briefing room, VIP suites and a reception room for up to 200 people. There will be plenty of living accommodation for staff, guests and VIPs along with appropriate food preparation, and storage arrangements. To make arrival and departure as easy as possible, careful consideration will be given to access, using best practice from the cruise ship industry with airport-style security arrangements.

Security and protection for such a high-profile vessel is a concern. Back in the days when the RN had a much larger surface fleet, HMY Britannia was often accompanied by a guard ship but the new Flagship will not always have this luxury. However, the RN has considerable expertise in force protection, especially important when entering and in harbour. Demountable light weapons are likely to be used for self-defence purposes and a small team of Royal Marines may sometimes be embarked. While based on commercial ship standards, the flagship will be enhanced with an NBCD citadel and other classified and defensive and security equipment. Although an attractive terrorist target, a ship can arguably be made more secure than a government building, hotel or country retreat typically used to host high profile events.



The perception that the Royal Yacht was just a burden on the taxpayer for use by a tiny elite minority is rather invalidated by the income she helped generate. Between 1991-95 alone she hosted a series of ‘trade days’ on board. These attracted business leaders from also over the world and are estimated to have helped to win £3 billion worth of business for the UK. Official photo showing HMY Britannia leaving Portsmouth shortly before she was decommissioned.

Fund, build and deliver

The £200M budget for the project has been approved by Cabinet but it has not been decided whether this will be by direct grant from the Treasury or shared across Whitehall. The Foreign Commonwealth and Development Office, The Department for International Trade, The Department for Business, Energy & Industrial Strategy and the MoD all share interests in the project. The procurement process will be managed by DE&S and is intended to be rapid. An initial design competition will be started soon with the winner decided by September. A competition to build the ship will select the winning yard/s by the end of 2021, the first steel cut in 2022 with the ship in service by 2025. By recent UK naval standards, this is an exceptionally aggressive time schedule but is normal in the cruise ship industry. The ship will be built in the UK and utilise as much domestically manufactured content as possible, although the supply chain will inevitably involve some foreign components. There is construction capacity currently available in shipyards but virtually no experience of building cruise ships in living memory. One of the objectives of the project is to revive this capability in the UK, if necessary seconding expertise to contribute best practice from overseas yards. Despite the ravages of the pandemic, the demand for small cruise ships is likely to grow in the next decade and this project would help with upskilling, potentially making British shipbuilding more competitive in this market again.

The UK does have relevant strengths it can draw upon in a thriving small-medium size yacht building sector as well as many talented naval architects, interior designers and artists. The competition will decide which yard builds the vessel but Cammell Laird in Birkenhead would be the most obvious candidate, having recently completed a complex government-funded vessel, the RRS Sir David Attenborough.

Critics will posit an array of alternative priorities for spending £200M of public money, depending on their areas of concern, health, education, social care, transport etc. But in the grand scheme of things, the cost is modest, the equivalent of 0.03% of the defence budget or enough to keep the NHS going for 12 hours. The National Flagship should create new jobs, promote Britain aboard and more than repay the return on investment by acting as a catalyst for international trade and exports.



HMAS PERTH (III) back in its natural environment after a five year stint on the hard stand at Henderson and extensive modernization of its electronics.









Navantia Australia installs Through Life Support Facility at Garden Island
Navantia Australia installs Through Life Support Facility at Garden Island
29 JUNE 2021

By: Reporter

Navantia Australia has confirmed that the prime has installed a new Through Life Support Facility at Sydney's Garden Island for improved upkeep of Royal Australian Navy vessels.

Navantia Australia has installed a new Through Life Support Facility at Sydney's Garden Island, using an open architecture system to assess ships' IPMS hardware and software. The system that has been employed by the prime mimics the current IPMS suite onboard the Canberra Class LHD.

It is hoped that the new system will support the ongoing maintenance of ships via improved information retention and evaluation. Israel Lozano Barragan, managing director of Navantia Australia has outlined that the facility at Garden Island is a crucial leap for Australia's sovereign defence capabilities. "The ability to maintain design integrity, configuration control, upgrades and modernisation of all Navantia designed ships and supplied systems and equipment, including the IPMS, in Australia is a key capability developed in Navantia Australia to support CASG and the Royal Australian Navy's fleet," Lozano said.

According to a statement by the company, Navantia Australia has been able to utilise its expertise with the Integrated Platform Management Systems onboard Navantia ships to support the ongoing maintenance of Royal Australian Navy vessels. The program confirmation has coincided with the arrival of the Auxiliary Oiler Replenisher NUSHIP *Stalwart* in Western Australia's Fleet Base West. The NUSHIP *Stalwart* recently completed a 30-day voyage.

"The arrival of NUSHIP *Stalwart* and commissioning earlier this year of HMAS *Supply*, marks a significant milestone for Navantia Australia. Supporting the Supply Class AORs represents our first opportunity to Prime through life support services for Navantia designed vessels in service with the Royal Australian Navy," Lozano continued. "This program provides Navantia Australia with the opportunity to demonstrate its commitment to helping develop the Australian sovereign shipbuilding and sustainment industry." This announcement also comes following the agreement between Navantia Australia and Rheinmetall Defence Australia at Land Forces earlier in June for the LAND 8710 program, where the two companies entered into a memorandum of understanding (MoU) for the development of a new amphibious vehicle for the Australian Army.

"We are excited to collaborate with Rheinmetall on the LAND 8710 Phase 1 CE2 program," Alfonso García-Valdés, former acting director of Navantia Australia, said. "Rheinmetall's successful track record in manufacturing specialist military vehicles for the Australian Defence Force and globally made the partnership a natural one for Navantia Australia. When we were considering partners for the LAND 8710 program, Rheinmetall was the obvious choice. "Their land-based expertise married with our in-depth maritime experience, will bring the best of Australia's engineers together to develop this new capability for Australia."



NU Ship Stalwart has arrived at its new homeport Fleet Base West where it will now be commissioned as a fleet unit and is destined to replace HMAS Sirius.



WESTERN PORT OBERON ASSOCIATION: MEDIA RELEASE – 9/07/2021

SUBMARINE LAUNCHED BY HRH PRINCESS ANNE - AND PART OF WORLD-CLASS TOURISM ATTRACTION - GIVEN EVICTION NOTICE.

The Western port Oberon Association (WPOA) was formed during 1998 to acquire the ex RAN submarine Otama. The WPOA's bid was successful and Otama was towed from the Freemantle Naval base to Western Port Bay. Otama arrived on the 30th April 2002 and is still lying at her moorings after 19 years.

Due to recent storm damage, the submarine is listing at about 40 degrees and it is imperative that it be moved ashore. Before the submarine arrived at Western Port, plans and environmental studies had been prepared to bring Otama ashore and create a world class tourist attraction. Another feasibility study estimated the complex would achieve 50,000 visitations per year and generate \$4.9 million of revenue per year – of which \$1.3 million would be injected into the local community. This would have made the project one of the most significant state and national tourist attractions.

The main points are:

- Greg Hunt, the local member for Hastings at the time (and still is) and also now the Federal Health Minister, stated in a newspaper article in 2003: "The Submarine Project is critical for Hastings".
 - Through Minister Hunt, approximately \$500,000 of taxpayer's funds have been spent on the project. (see newspaper clipping Circa 2003). This considerable taxpayer's investment in local tourism will be thrown away if the submarine is scrapped.
 - Again in 2005, Minister Hunt addressed the Federal House of Representatives asking why, after 5 years, the submarine project has been stymied. Now, over 15 years after that, the WPOA still has no answer! (see Hunt Canberra document)
 - The Otama was launched in 1978 by the WPOA's patron HRH The Princess Royal, Princess Anne.
 - Both Brendan Nelson and Peter Reith have been supporters of the submarine's future tourism role during the last 19 years.
 - The WPOA believe it is ludicrous not to bring the submarine out of the water and give the organisation an opportunity to restore this majestic vessel and open it to the public.
 - The WPOA believes Otama will be a fitting display of remembrance for all the young people who trained at HMAS Cerberus in Crib Point. Also to remember the veterans who served on Submarines who can help to restore her through Soldier On Projects.
 - Otama was only one of two Australian Oberon class submarines that operated extensively during the cold war era. It witnessed the tragic deaths of crew members Hugh Markcrow and Damien Humphreys who died when Otama dived while they were still in the conning tower during an exercise off the coast of Sydney. Their bodies were never recovered. Damian was a local young man from Rosebud, Victoria.
 - It seems none of these points are enough to warrant any government department that originally promised to assist the WPOA to make good on their promises.
 - The WPOA believes it is time that the public of Victoria and Australia become aware of the reasons the submarine is at risk of being cut up for scrap. (See document - Parks Victoria - remove the vessel from the waters and dispose).
- LATEST 5th July 2021: After a meeting with all key stakeholders held today, the WPOA has come under renewed pressure by Parks Victoria to have the Otama docked inside a submersible ship operated by the RAN and towed away to be cut up for scrap. The land set aside by the Port Authority to make a permanent home for the submarine is still on offer. The only task necessary to have a resolution of the entire matter to occur is to remove the Otama from the water and place her on land.

The WPOA is a not for profit organization and the profit of the organization goes directly back into the community, via many other local projects, to primarily assist the youth of Hasting and the surrounding region.

Community Benefits

An independent report on the project about 12 years ago said:

§ The Maritime Centre is expected to be a major tourist attraction for the region with direct jobs for around 40 people.

§ An estimated 50,000 visitors to the submarine per annum.

§ Revenue for the attraction estimated at more than \$4.9M with around \$1.3M benefiting the local community.

§ A further 160 casual jobs.

§ On-the-job traineeships for the tourism industry.

NOTE: Due to the elapsed time since this report, the revenue would be considerably higher.

The WPOA is seeking your help in getting answers to why this project so critical for Hastings - as MP Greg Hunt stated- has been thwarted over so many years. And why is such an important piece of Victoria and Australia's naval history going to end up as scrap.

The link below is to the WPOA's YouTube channel and a 20 minute video that documents the WPOA's history from day one to basically today. The video is very informative and the WPOA urges you to view a very disturbing story.

https://www.youtube.com/watch?v=Y7DIR_8q5e8...

Wayne Gibbs

Media consultant

accompanying documents can be sent to by emailing me at waynegibbs01@hotmail.com

For more information contact

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Victorian Maritime Centre

Emergency direction: Keep your distance from listing submarine ex-HMAS Otama

Mariners are advised that the Ex-HMAS OTAMA (Oberon class submarine) approximately 800 metres north of Crib Point refinery jetty in Western Port has listed significantly and has the risk of capsizing or possibly sinking imminently. An exclusion zone has been established for the waters around the Ex-HMAS OTAMA currently at approximate position 38° 20.477' S, 145° 13.445' E.

The Director Maritime Safety (as Delegate of the Director, Transport Safety) considers that this is an emergency, and that because of this emergency, persons who are not authorised should not enter or remain in the exclusion zone.

Emergency direction

Persons, other than those authorised by Parks Victoria, the Director, Transport Safety (or delegate) or the Victorian Regional Channels Authority, must not enter or remain on the waters within 200 metres of the Ex-HMAS OTAMA where she rests, from the time of publication of this notice until further notice.

Mariners are directed not to enter or remain in the waters in the Exclusion Zone. This direction applies to waters in the Exclusion Zone.

This direction is published within temporary [Notice to Mariners](#) 202 of 2021

Update: 25 June

Buoys have been added to mark the exclusion zone - temporary [Notice to Mariners](#) 205 of 2021.

Enquiries related to this matter are currently being managed by [Parks Victoria](#) as the lead Victorian Government agency.



Sub 'ideal' project – Hunt

THE submarine project is critical for Hastings, Flinders MP Greg Hunt, has told Federal Parliament.

During the adjournment debate, Mr Hunt said the independent assessment prepared for the Mornington Peninsula Shire by MacroPlan estimated a gross annual benefit to the town of Hastings of about \$4 million.

"It is in fact an ideal modern tourism project. It has no impact on the environment and it provides icon status to the town of Hastings, which has been through hard times but which is making tremendous strides forward."

Mr Hunt said the submarine was "twinned with proposals for marine education, the Coleman statue and a plan to use the

waterfront at Hastings in a way which benefits the people of this beautiful area".

The submarine is currently moored off Crib Point and "is awaiting a series of development approvals before it can be placed adjacent to the foreshore".

"I believe that the recent appointment of Kevin Shea to the Oberon Association, is a defining point in the progress of the entire submarine project."

Mr Shea has experience as a former managing director of the Port of Melbourne Authority, very good links with the state government and who has admirable corporate as well as maritime experience, Mr Hunt said.

"This project is critical for Hastings. The submarine, I think, would be an iconic

form of identity for the town of Hastings. In addition to that, it would provide an area of pride and excitement for the primary school kids and people throughout the region."

Mr Hunt told the House there was a small minority of people who consistently oppose the project. "That is disappointing because it is both economically and environmentally sustainable, it grows from the community and it has overwhelming community support."

"I would respectfully ask those people to look at the benefits which it would bring to the community and not place their views in front of the overwhelming support of the community."

Mr Hunt said the next steps under the chairmanship of Mr

Shea were to bring together the state, the council, the marina, the yacht club, the fishing club and any other interested parties to work on a common understanding and plan for the foreshore area in Hastings and the way in which the submarine can be involved.

"Secondly, we must bring together funding. There has already been \$500,000 in Commonwealth funding. We look to the state for planning approval but also funding approval."

"In addition to that, we look for any private contribution on a philanthropic basis. Thirdly, under Kevin Shea, if we can pull together all of the people who have been involved then this project can come to fruition," he concluded.



VESSEL REVIEW | SOUTH AFRICAN-BUILT ESCORT AND PATROL VESSEL FOR GULF OF GUINEA ANTI-PIRACY MISSIONS

By [Baird Maritime](#) - June 11, 2021



Nautic Africa, a subsidiary of South African shipbuilder Paramount Maritime Holdings, recently completed the construction and delivery of a new multi-purpose vessel optimised for maritime security missions.

Classed by Bureau Veritas, the aluminium-hulled, semi-displacement vessel will be utilised by an undisclosed Nigerian operator for crew and cargo transfer and other international oil company (IOC)-related assignments in addition to providing escort for larger commercial vessels in the Gulf of Guinea, which has become a piracy hotspot.

The vessel has an LOA of 35 metres, an overall beam of 7.5 metres, a draught of 1.85 metres, and a maximum displacement of 200 tonnes.



Power is provided by three Caterpillar C32 main engines that each produce 1,193 kW. The engines drive three Teignbridge fixed-pitch propellers via ZF 3050 gearboxes to deliver a maximum speed of 28 knots and a range of 1,150 nautical miles at a cruising speed of 20 knots. Two 35kW DTG Propulsion GT-370 electric-powered bow thrusters have also been installed.

The vessel features liveaboard accommodations that will enable the eight crewmembers and 10 other personnel to operate far from shore for up to 30 days before requiring refueling and resupply. The accommodations include single-person cabins for the captain and the chief engineer on the main deck as well as two four-person cabins and four-person cabins below deck. A galley, a saloon, and a medical bay are all located on the main deck.

A ducted, chilled water air conditioning system provides some comfort when operating in the warm waters of the Gulf of Guinea. Two 107kVA generators supply power for the air conditioning and the vessel's array of electronics, which include two X-band radars, GPS, a satellite compass, two GMDSS A2 VHF radios, and an MF/HF transceiver.



Due to the security situation in its area of operations in the waters off West Africa, the vessel boasts high levels of ballistic protection. The composite wheelhouse is certified to withstand 7.62x39mm armour-piercing incendiary projectiles while the deckhouse was built to be near-impervious to 7.62x51mm NATO ball ammunition. Even the wheelhouse windows feature ballistic protection, being designed to withstand 7.62mm full-metal jacketed rounds.

Nautic said these features will ensure that the crew, the security personnel, and everyone else on board are protected from impacts by bullets of typical assault rifle calibres. The vessel is also equipped with an external FiFi0.5 system, which includes a monitor with a reach of 120 metres and a pump with a flow rate of 1,200 cubic metres per hour. There is onboard space for a 6.5-metre tender capable of accommodating six people. The tender is launched and recovered using an A-frame-mounted davit supplied by Palfinger.



FUTURE NIGERIAN NAVY LANDING SHIP FLOATED OUT

By [Baird Maritime](#) - June 11, 2021



Photo-

to: Nigerian Navy

Damen Shipyards Sharjah in the UAE launched a new Nigerian Navy landing ship tank (LST) into the water on Monday, June 7. Once completed, the vessel will have a length of 100 metres, space for 32 crewmembers and up to 450 other personnel, and two Caterpillar 3516 engines. The LST will also be used for the secondary roles of humanitarian assistance and disaster relief (HADR) and protection of maritime assets. It will replace two older landing ships in Nigerian Navy service.

FREMANTLE SHIPPING NEWS



Freo Today. 6 July 2021. Look what's tied up in Fishing Boat Harbour, off Capo D'Orlando Drive just now. A glorious sight. RV Whale Song is a 28m steel hull, ice rated research vessel purposely designed by Trinity Yachts and built to conduct specialised whale research around the world. We gather she's here for the Perth Canyon Pygmy Blue Whale Season 2021.

VESSEL REVIEW | PIEDRABUENA – FRENCH-BUILT OPV FOR ARGENTINE NAVY

By [Baird Maritime](#) - June 11, 2021



Photo: Anglo Belgian Corporation/Marc Ottini

The Argentine Navy recently took delivery of a new steel-hulled offshore patrol vessel (OPV) from the Kership joint venture formed by French shipbuilders Naval Group and Piriou. Commissioned into service as ARA *Piedrabuena* shortly after its formal hand-over, the vessel is the first newbuild Kership-class OPV in Argentine service. The 2011-built Kership-class lead ship ARA *Bouchard*, which was commissioned into the Argentine Navy in 2019, had originally served with the French Navy under the name *L'Adroit*.

Named in honour of famed nineteenth century Patagonian naval officer Luis Piedrabuena, the vessel belongs to the Kership-class, which was originally a variant of the Gowind-class corvettes developed by Naval Group. Unlike the standard Gowind-class vessels, the Kership-class OPVs are lightly armoured and lack guided missile armament – being primarily intended for home security, customs, and fisheries enforcement patrols rather than ship-to-ship combat, long-range precision strikes, convoy escort, and other more demanding surface warfare missions – while retaining the same overall design and dimensions of the original class.

Piedrabuena has a length of 87 metres, a beam of 11 metres, and a draught of 3.3 metres. A combined diesel and diesel (CODAD) arrangement consisting of two Anglo Belgian Corporation 16DZC diesel engines that each produce 5,600 kW at 1,000 rpm propels the ship to speeds of up to 21 knots. A cruising speed of 12 knots will enable the ship to sail for up to 14,800 kilometres in between refuelings, or spend up to 30 days out at sea.



The OPV is fitted with an active stabilisation system, a bow thruster, a bridge that offers 360-degree visibility, a flight deck with hangar that can accommodate a five-tonne helicopter or an unmanned aerial vehicle (UAV) of equal or lower displacement, and twin stern ramps for launching and recovering two nine-metre rigid hull inflatable boats (RHIBs) laden with special operations troops.

The vessel's electronics suite includes a Naval Group tactical data link system, a Thales ESM/communications intelligence system, two Terma search radars, a Sagem electro-optical multi-sensor system, and a LINKSrechts LED system that provides a visual aid for helicopter pilots when landing aboard the ship's aft flight deck at night or in bad weather.

Naval Group placed the radars and other sensors on the ship's prominent central mast to ensure a full coverage of 360 degrees. This will result in an improvement in its capability to detect potential threats. The vessel has accommodations for 40 crewmembers and up to 20 other personnel. Armament includes a Leonardo 30-millimetre naval gun and two 12.7-millimetre machine guns. For additional protection, the vessel features a decoy launching system from Lacroix Defense and Security. The OPV is also ice-capable, making it suitable for operation in Antarctic waters as well. Naval Group said the final two Kership-class OPVs for Argentina, the future *ARA Almirante Storni* and *ARA Bartolome Cordero*, will be delivered by 2022 at a rate of one ship every six months.





[Home](#) [Sea](#) British Carrier Strike Group passes through Suez Canal

HMS Queen Elizabeth and her Carrier Strike Group have passed through the Suez Canal.

[The Royal Navy say here](#) that the passage through the world famous waterway marked the end of a six-week phase of exercises and operations in the Eastern Atlantic, Mediterranean and Black Seas.

“The nine ships of the Carrier Strike Group between them visited eleven different European countries, drawing together presidents, prime ministers, diplomats and military leaders, as well as holding a series of events designed to support British trade and exports.

But the central purpose of the opening phase of this seven-and-a-half month deployment was to promote solidarity and cooperation with the United Kingdom’s NATO partners. Highlights included exercises with the French aircraft carrier Charles De Gaulle, with the Italian air force and navy, and with the combined might of Western maritime forces for Steadfast Defender, NATO’s flagship exercise for 2021.”

What is the UK Carrier Strike Group doing?

HMS Queen Elizabeth is the deployed flag ship for Carrier Strike Group 21 (CSG21), a deployment that will see the ship and her escorts sail to the Asia-Pacific and back.

The Carrier Strike Group includes ships from the United States Navy, the Dutch Navy, and Marines from the US Marine Corps as well as air assets from 617 Sqn, 820 NAS, 815 NAS and 845 NAS.



The Carrier Strike Group.

Not pictured above is an Astute class submarine. The Carrier Strike Group was joined in the opening phase of the deployment by HMS Artful (which returned to Gibraltar after completing the opening phase), now another Astute class submarine (HMS Astute or HMS Ambush) has joined the group as pointed out by [NavyLookout on Twitter](#).

CSG21 will see the carrier along with her Strike Group work with over 40 countries from around the world. The Strike Group will operate and exercise with other countries Navies and Air Forces during the 7 month deployment.

Recently, the Strike Group joined coalition operations in the Eastern Mediterranean; an historic milestone as British and American F-35B strike fighters flew the first operational missions from a Queen Elizabeth-class carrier, as they stood ready to strike at Daesh.

Commodore Steve Moorhouse, Commander United Kingdom Carrier Strike Group, said:

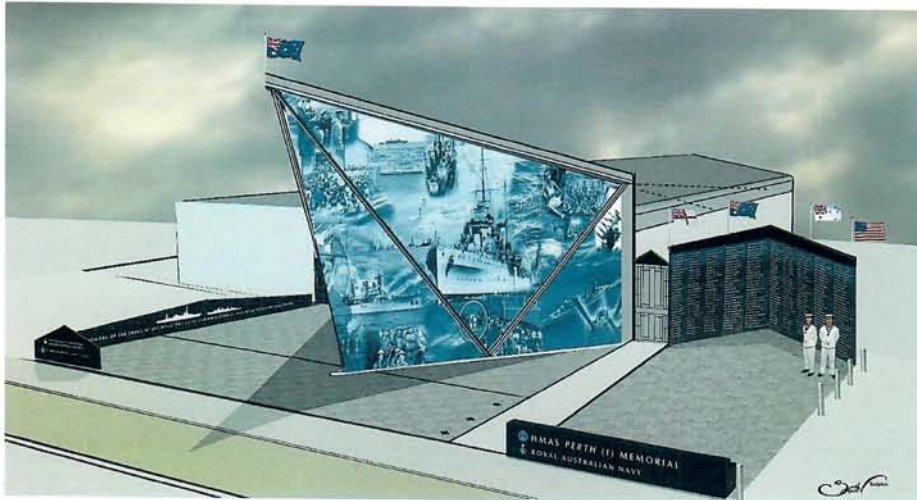
“The Carrier Strike Group’s period working with our NATO partners in the Atlantic, Mediterranean and Black Seas offers unmistakable proof that the United Kingdom’s most important overseas defence commitment remains the security of the Euro-Atlantic region. While HMS Queen Elizabeth launched counter-Daesh missions over Iraq and Syria from the Eastern Mediterranean, HMS Defender and HNLMS Evertsen were conducting concurrent operations 1600 miles away in the Black Sea – true strategic reach.

Meanwhile, our programme of defence engagement involved a huge amount of work in support of British Embassies and High Commissions, but from Alicante to Alexandria and Bar to Batumi, the message was the same: Britain’s friends and allies are delighted to see the Royal Navy back in town. Now we head east, towards the rising economies of the Indo-Pacific. From the Strait of Gibraltar to the Strait of Malacca, CSG21 offers unprecedented influence and engagement in support of Global Britain.”

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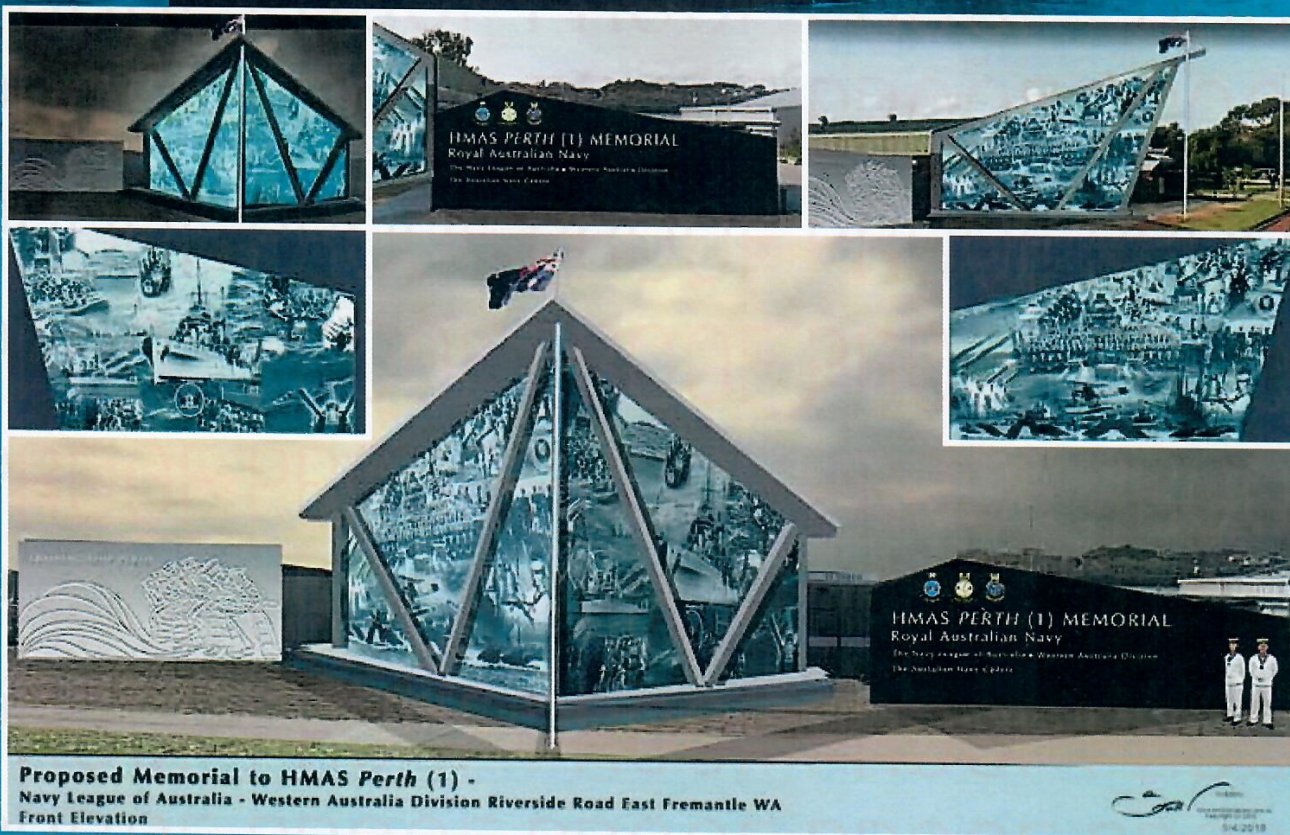
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