



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

August 2021
Volume 5, Issue 8

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

Executive meeting Monday 01st. November
2021 at 1700

HMAS PERTH (I) Memorial Foundation INC
Executive meeting Saturday 11th. September
2021 1000

AGM HMAS Perth (I) Memorial Foundation
Inc. Saturday 25th. September 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



Navy League of Australia Western Australia Division News update



Welcome to the August Newsletter and a wrap up of another busy month.

Our first activity for the month started on the 8th with an invitation to TS MARMION's Annual Inspection. Myself, Trevor and Tom were in attendance on a cold, rainy and gloomy day. Despite all of these factors the cadets and unit staff put on a great show and entertained around 50 or so guests. Morning tea was provided courtesy of the Unit Support Committee who did an outstanding job of feeding everyone. Truth be told they could have easily fed a group twice the size and then some. Our thanks and best wishes go to everyone at TS MARMION.

Almost a fortnight later, on the 21st, we held our WA Division AGM which was a great success and had around 40 in attendance. Special thanks must go to CAPT Gary Lawton RAN, CO HMAS STIRLING for what can only be described as a brilliant presentation on the modern day Navy. Gary was also kind enough to stay behind and not only mingle with, but field questions from some of the many intrigued members present. LCDR Bob Hughes ANC gave an overview since taking on the position of Flotilla Commander for WA. Morning tea was provided courtesy of the TS PERTH Unit Support Committee and as usual, we have been inundated with comments praising the committee for their outstanding food efforts on the day. In keeping with USC traditions, the TS PERTH USC could have fed a much larger group also.

Just under a week after the AGM, 16 of us headed to the north east Wheatbelt of WA on a trek to discover wildflowers and again take in the sights and sounds of regional WA. Setting off on Friday morning the 27th, our first stop was at a local bakery in Bindoon where we met up to grab something to eat and drink and set off on our journey, traveling in a convoy as we always do. A good hour later we arrived at the Wongan Hills pub for lunch followed by a short trip to the caravan park where we all stayed. Dinner than night was a sumptuous barbecue and drinks with non-stop fun and laughter being the order of the day. Saturday saw us travel from Wongan Hills to Dalwallinu where we were lucky enough to be able to check into our accommodation early before heading 50km north to Buntine Rock and the first of our sightseeing opportunities in the area. From Buntine we headed south to Wubin, taking in fields of canola and wildflowers along the way. Whilst in Wubin we visited the Wheatbin Museum, which details the history of grain farming in the state and has a huge display of vintage cars, trucks, motorbikes, tractors and the list goes on. We arrived at the museum with just 15 minutes until closing time but in true country hospitality ways, the people manning the museum kept it open for us and gave us a very in-depth talk on grain, farming and some of the townsfolk of yesteryear. From Wubin it was back to Dalwallinu and another country pub for dinner. Sunday morning, we were up and going again, taking in the Xantippe Water Tank and Petrudor Rocks before heading east to the Rabbit Proof Fence which we followed a considerable distance before cutting through to Dowerin and lunch in the town park.

Saturday the 28th had some of our other Executive Committee members attend the Freedom of Entry for HMAS PERTH III and after seeing countless photos and video snippets, I can see it was a highly entertaining and professional affair. Our congratulations go out to the Ships Company and in particular, the Commanding Officer, CMDR Tony Nagle RAN who not only led a great show but extended an invite for the Navy cadets to be a part of such a monumental day.

Until next month,

Regards

Brad

NLWA Monthly Roundup.

Brad and his entourage visiting our wild flowers in the Wongan Hills area of Western Australia



AGM DAY of Navy League of Australia Western Australia Division



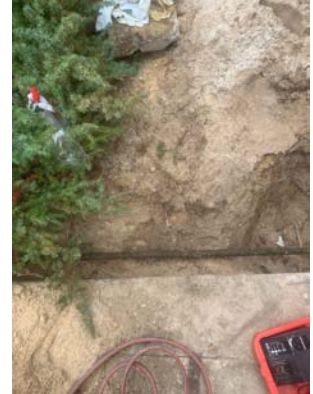
Our Guest speaker was CAPT Gary Lawton RAN
Commanding Officer HMAS Stirling

LCDR Bob Hughes ANC presented Brad with his
long service medal for services to the Australian
Navy Cadets and in particular as the Commanding
Officer TS Perth



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

We are slowly progressing with the project presently waiting for approval to commence memorial through state and local authorities. Slight alterations have been made to the main structure which will reduce the peak of the bow being reduced by 1.7 metres to bring it further back from the road reserve. We are awaiting the results of current grant applications we have lodged. Gas and water pipes have been realigned so that the existing boundary wall can be removed.



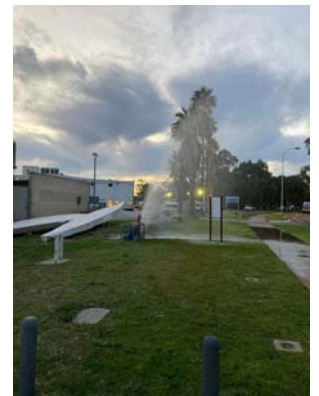
Quotes have been received for the exterior cladding of the existing memorial and facility \$8000, resurfacing the memorial floor \$10000 and establishing a purpose built boatshed \$18000 these projects will be undertaken in the future when funding becomes available through NLWA.

Mike and myself attended Government house recently and met with Hon Kim Beasley AC Governor of Western Australia who fully supports the project. Members of the executive have undertaken writing to major business operations seeking their support financially or in kind.

NLWA have contributed labour and finance to refurbish the existing memorial and facility and the Navy cadets now have an up-to-date interior training and classroom area.

The Foundation is still eager to obtain a propellor to be sited on top of the compass rose, itwhen one is obtained it will be melted down and reformed into the exact pattern of HMAS Perth (I).

Fire Hydrant has sprung a leak once again twice in twelve months free car wash for anyone going past



Photos courtesy LEUT David Nicolson RAN RTD

HMAS PERTH (III) exercises its right of freedom of entry in the City Of Perth.





OPINION | EUROPE AND THE SOUTH CHINA SEA

By [Loro Horta](#) - September 2, 2021



The Royal Navy aircraft carrier HMS Queen Elizabeth and the Royal Netherlands Navy frigate HNLMS Evertsen receive supplies from the Royal Fleet Auxiliary tanker RFA Tidespring while underway in the South China Sea in July 2021. (Photo: Royal Navy)

In the 16th century the Portuguese were the first Europeans to navigate the South China Sea and lay eyes upon the thousands of islands and reefs that lay in these waters. Long years have passed since the days in which European navies played a major role in the seas of Asia. However, in recent years Europe's warships have become more visible in the region again. As China grows more assertive in the South China Sea with its sweeping "nine dash line" claim, building artificial islands and harassing its neighbours, European capitals have reconsidered their strategy.

Europe, at least the continental countries, had for the most part adopted a neutral stance towards the South China Sea dispute, siding with neither China nor the claimants of Southeast Asia. In April this year, the 27 European Union member states issued a statement declaring tensions in the South China Sea "endanger peace and stability in the region".

Europe's attitude shift on the South China Sea underscores a change, which, although not sudden, is nonetheless remarkable when compared with a less-distant past of barely a decade ago. The result of Beijing's aggressive behaviour is leading to its growing isolation in the region and well beyond. While China is growing more powerful militarily and economically, it is growing weaker diplomatically and politically. The EU statement went on to warn against "any unilateral actions that could undermine regional stability and the international rules-based order" and called for "all parties" to abide by the 2016 ruling by the Permanent Court of Arbitration that dismissed most of China's claims. Beijing, notably, has not recognised the ruling.

“European nations are aware that only the United States can ensure freedom of navigation in the South China Sea and the Indo-Pacific region at large.”

Also in April, the Council of the European Union, which convenes the foreign ministers of the organisation, approved an EU Strategy for Cooperation in the Indo-Pacific. The document echoed most of the concerns expressed by the United States and its regional allies, such as Australia and Japan, in opposing China’s assertive claims. The shift was significant. The EU is the largest foreign investor in the Association of Southeast Asian Nations members, with stocks amounting in 2019 to more than €313.6 billion (US\$371.3 billion). Critically, ASEAN members are collectively the third largest trading partner for the EU – €189 billion (US\$223.7 billion) in 2020 – and most of this trade is carried by sea.

European nations fear that China’s growing naval power and assertiveness may eventually compromise freedom of navigation in the South China Sea. This will not only endanger trade and investments in Southeast Asia, but also in other lucrative markets, such as Japan and South Korea. The Europeans are also watching closely for signs of a possible American disengagement from the region --- a fear exacerbated during the Trump administration when Washington raised the prospect of withdrawing troops from South Korea and Japan.

European nations are aware that only the United States can ensure freedom of navigation in the South China Sea and the Indo-Pacific region at large. In order to encourage the US and its regional allies to preserve this right European nations are increasingly willing to go beyond statements.

Britain, outside the EU, had been an early actor. Despite warnings from China, the British aircraft carrier HMS *Queen Elizabeth* and its escort vessels recently sailed the South China Sea. London also announced that it would permanently deploy two warships in Asia.

“The biggest ally Washington has in any strategy of containment is China itself.”

France, an Indo-Pacific resident power due to its Indian Ocean and Pacific Ocean territories, has been boosting its presence in the region. In February, a French nuclear attack submarine and support vessel passed through the Straits of Malacca and visited Vietnam, a rival claimant of China in the South China Sea. This was followed in May by the passage of two more warships, a helicopter carrier and a frigate, and joint exercises involving Japan, the United States and Australia. Germany has also sailed a warship to the region for the first time in two decades.

This growing involvement by the navies of Europe in the South China Sea could, ironically, help energise trans-Atlantic ties with the United States. But it could also tempt China to seek to send a message by provoking a European warship, which may be more vulnerable militarily and politically. How would the United States react were a confrontation between European and Chinese vessels to turn deadly?

While the presence of a handful of Europe’s ships may not prove decisive, they do send a message that China’s behaviour is of growing, and global, concern.

China has often accused the United States and its allies of seeking to contain and isolate the country – and there may be some truth to such claims. However, the biggest ally Washington has in any strategy of containment is China itself. Beijing’s actions have led to its growing isolation. Even the long past powers of history are returning to far seas to take a stand.

BUILDER'S TRIALS COMPLETED FOR US NAVY DESTROYER FRANK E. PETERSEN JR.
By [Baird Maritime](#) - September 1, 2021



The US Navy Arleigh Burke-class guided missile destroyer USS Frank E. Petersen Jr. while undergoing builder's trials in the Gulf of Mexico (Photo: HII/Lance Davis)

Huntington Ingalls Industries' (HII) Ingalls Shipbuilding division has successfully completed the builder's trials for the future US Navy guided missile destroyer USS *Frank E. Petersen Jr.* The Arleigh Burke-class destroyer spent three days in the Gulf of Mexico undergoing testing of its combat system. These tests included the firing of a missile. John Fillmore, Ingalls' Arleigh Burke-class program manager, said the successful completion of the builder's trials will then be followed by a final trial prior to delivery of the ship to the navy. The ship honours the late Lieutenant General Frank E. Petersen Jr., who was the US Marine Corps' first African-American aviator and general officer.

Russian Geographical Society Begins Second Survey of Second World War Wrecks

August 27, 2021 admin

August 21, 2021 – The hydrographic vessel "Romuald Muklevich" made the transition from the Kara moraines to the area of the port of Dikson. During the passage of the Kara Sea, hydrographs of the Northern Fleet carried out route measurements of little-studied sea areas. It is planned that in the Dikson port area, as part of the next stage of the complex expedition of the Northern Fleet and the Russian Geographical Society "Remember the War", the research group "Romuald Muklevich" will continue work on the icebreaking steamer "Vaigach" discovered in 2020. Earlier, "Romuald Muklevich" carried out a number of oceanographic studies in the Barents Sea, as well as in the Novaya Zemlya area in the Belushya Bay and in the Yugorsky Shar Strait. A German wartime bottom mine was found in Belushya Bay. The research group confirmed the coordinates of the previously discovered by the search and rescue forces of the large hunter "BO-224" and the submarine D-3 "Krasnogradets", the German submarines U-307 and U-387. The complex expedition of the Northern Fleet and the Russian Geographical Society last year identified one of the objects that sank in the Kara Sea as the icebreaker Vaigach. In 2020, inspections of the sunken object by specialists from the Northern Fleet were carried out in two stages. At the first stage, using the side-scan sonar "C-MAX" and the magnetometer "MINIMAG-M", the primary search was carried out by the method of examining a given water area for the presence of an object. At the second stage, a remote-controlled unmanned underwater vehicle "Marlin – 350" was used for additional examination of the object. By indirect indications, the stone sunk near Cape Efremov can be classified as the icebreaker Vaigach, which stumbled upon an underwater reef in September 1918 during the passage from Arkhangelsk to the mouth of the Yenisei River.

HMS Severn Officially Starts Second Life In Royal Navy Fleet

HMS Severn has been fully operational since July last year but has now been officially welcomed back into the Navy fleet.

Patrol ship [HMS Severn](#) has been officially welcomed back into the [Royal Navy](#) fleet with a re-commissioning ceremony. The service in the shadow of Tower Bridge on the River Thames, London, marked Severn's official return but the ship has been fully operational since July last year following a refit.

The Offshore Patrol Vessel was [re-commissioned last summer](#), becoming the first Royal Navy vessel to have been brought back to life since the Falklands conflict in 1982. The primary role of HMS Severn in her second life is a combination of navigational training, protection of UK waters and fishery protection. She was decommissioned in October 2017 after 14 years' service, chiefly patrolling UK fishing grounds to ensure trawlers were sticking to regulations.



6th May 2021

However, 12 months later she was deemed too important to UK defence to be disposed of and it was announced she would return to the fleet. The vessel also now has a [new lick of paint with a Second World War-era 'Western Approaches' scheme](#).

Commander Philip Harper, Commanding Officer HMS Severn, said: "Bringing Severn back from the dead has been an amazing experience and commissioning here alongside Belfast, with both of us in our World War II camouflage, is the culmination of 18 months of hard work and dedication." The re-commissioning service in the capital on Saturday was attended by friends, families, affiliates and senior naval officers.

With a crew of about 45 sailors, the ship regularly rotates one-third of her crew, allowing her to be available for operations up to 320 days of the year.





HMS Severn arriving in the Pool of London ahead of recommissioning (Picture: RN.)



HMS Severn arrives in the Pool of London (Picture: Royal Navy).



Fleet ship HMS Severn is welcomed back into Royal Navy, with London's Tower Bridge in the background (Picture: Royal Navy).

COLUMN | INDIA'S NAVAL POWER AND INFLUENCE CONTINUE TO GROW [NAVAL GAZING]

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



The future Indian Navy aircraft carrier INS Vikrant (Photo: Official Facebook page of Indian Prime Minister Narendra Modi)

The Indian Navy (IN) is responsible for the promotion and safeguarding of New Delhi's maritime interests over a vast swathe of sea, incorporating the Arabian Sea, the Bay of Bengal, the Andaman Sea, the Gulf of Oman, the Gulf of Aden, the Red Sea, and the Southwest Indian Ocean. A particular concern is the possible encirclement by China's ever-expanding maritime forces, probably acting in concert with Pakistan, a nation that New Delhi regards, from a strategic viewpoint, as being a virtual fiefdom of Beijing.

Vast resources have, therefore, over the past two decades, been allocated to expanding, and upgrading, with the use of both western and Russian technology, the IN, which currently numbers some 150 vessels. Tasking for IN surface vessels includes supporting, in conjunction with the also-expanding Indian Coast Guard, maritime sovereignty and security in offshore and coastal waters, and defence diplomacy, as well providing multi-layered defence for IN carrier-led task groups. The service's submarine force enables sustained and discreet long-range ocean surveillance, and also provides New Delhi with a nuclear deterrent capability.

Of particular significance is the current deployment of an IN task group to the South China Sea.

In furtherance of its naval ambitions, India has established a complex network of operational agreements, including regular exercises with other naval powers including Japan, Australia, and the USA. Also, Indian warships often visit distant naval ports, most recently in UK and Norway. The IN has, furthermore, established offshore naval bases in the Andaman and Nicobar islands, and is discreetly building a major base including a large airfield, on the Mauritian island of Agalega.

Vikrant, Asia's second post-World War II, indigenously-built dedicated fixed-wing aircraft carrier, (China's *Shandong* was the first.) put to sea for trials in August. It joins *Vikramaditya*, the former Russian carrier *Baku*, in the IN order of battle.

Built at Cochin Shipyard, *Vikrant* displaces 45,000 tonnes and has a length of 262 metres. Four gas turbines enable a speed of 30 knots, and the ship is fitted with a ski jump take-off aid and arrestor wires. It will operate an aviation group of MiG-29K fighter-bombers as well as Ka-27, Sea King, and MH-60 anti-submarine helicopters, and later, a navalised version of India's Light Combat Aircraft, which is currently under development.

Defensive armament consists of Barak 8 air defence missiles, AK-630 close-in weapon systems, and four 76mm guns. ELTA multi-function and SELEX air surveillance radars are fitted. When funds allow, India intends to build another carrier, possibly based on UK's Queen Elizabeth-class.

The IN's powerful sub-surface force is headed by the 6,000-tonne, nuclear-powered indigenously-built submarine *Arihant*, based on a Russian design and armed with K-4 (750-kilometre range) or K-15 (3,540-kilometre range) ballistic missiles, which can both be fitted with nuclear warheads. A sister boat is due to join the fleet shortly, and two more such vessels are planned.

There are fifteen diesel-electric-powered boats, with three more of the French-designed Scorpene class in build, and New Delhi recently gave the green light for the construction of six more diesel-electric submarines to a new design.



INS Karanj, India's third Kalvari-class submarine, during its commissioning ceremony on March 10, 2021 (Photo: Indian Navy)

Prominent in the IN inventory of destroyers are the three 8,200-tonne vessels of the indigenously-constructed Kolkata-class, commissioned from 2014 onwards, on strength. The armament of these 30-knot, gas-turbine-powered warships includes Barak 8 air defence missiles and Brahmos anti-shiping cruise missiles (ASCM). Sensors include Israeli-designed and -built multi-function radar. Also on strength are three Delhi-class and two surviving examples of the Russian-built Rajput class.



The Indian Navy destroyer INS Kolkata alongside the guided-missile destroyer USS Sterett during Exercise Malabar, November 2020 (Photo: US Pacific Fleet)

In the pipeline are seven Nigiri-class frigates to be built in India, with technical assistance from Fincantieri of Italy. These 4,000-tonne vessels will feature Barak 8 and Brahmos missiles. The most modern frigates currently in the IN inventory are the three indigenously-built Shivalik-class ships. There are also six Russian-built Talwar-class frigates with three more in build – two in Russia and one in India.

There are also three Brahamaputra-class frigates, which are locally-built, highly-developed variants of UK's Leander-class.

Four modern Indian-designed and -built corvettes of the Kamorta-class are optimised for middle water anti-submarine operations. They are armed with rockets and torpedoes and operate a Ka-28 helicopter. There are some twenty other corvettes, some derivatives of Russian designs, armed with Russian air defence missiles and ASCMs.

A large and comprehensive inventory of patrol vessels includes OPVs, Israeli-built Dvora fast attack craft and many small coastal and inshore craft, while a four-strong flotilla of replenishment oilers includes two modern Italian-built ships.

A call for tenders to build four landing platform dock (LPDs) to augment the IN's current amphibious warfare force of 17 vessels was recently issued, while an interesting recent addition to the IN's support craft fleet was the signals intelligence (SIGINT) vessel *Dhruv*.

With its large and potent surface and underwater forces, backed up an aviation component of modern fighter-bombers, maritime patrol aircraft and helicopters, the IN is certainly making its presence felt in regional seaways and beyond.



Final opportunity to serve and provide

02/09/2021 Mike Hughes 390 Views 0 Comments

CAPTION: *Friends and family of HMAS Sirius's Ship's Company watch as she departs Fleet Base West, Western Australia, for her final deployment. Photo by Chief Petty Officer Damian Pawlenko.*

Navy replenishment vessel HMAS *Sirius* is living up to her motto of "serve and provide" one last time before decommissioning in December.

HMAS Sirius prepares to depart Fleet Base West, Western Australia, for her final deployment. Photo by Leading Seaman Richard Cordell.

After 15 years of service, the ship has commenced her final deployment, which will take her to South-East Asia and the south-west Pacific.

Commanding Officer *Sirius* Commander Chris Doherty said the ship's crew would conduct her final replenishment at sea before her support function to the fleet is taken over by the two new Supply-class replenishment ships.

"*Sirius* has been an enabler to the fleet and our regional partners for over 15 years, so a final deployment serving Australian and allied warships is a fitting end to her," Commander Doherty said.

Sirius entered service in the RAN on September 16, 2006. The former commercial tanker was purchased by the Australian Government in 2004 and underwent extensive modifications, including the addition of a flight deck, before being commissioned.

Sirius has the capability to replenish ships at sea by day and night, and replenish two ships at a time while also conducting simultaneous vertical replenishments via helicopter. She has transfer points for fuel, water and stores.

Sirius has served with distinction as the fleet replenishment vessel, conducting more than 740 replenishments at sea with Australian ships and a variety of foreign warships, including US aircraft carriers.

Decommissioning will be a bittersweet experience for two members of the ship's company – Leading Seaman Esler Cartledge and Leading Seaman Terance Wilson-Mitchell – both of whom joined *Sirius* as part of her commissioning crew in 2006.

Leading Seaman Cartledge, fondly recalling when *Sirius* first sailed on her maiden voyage, said returning to home port for the last time would be touching.

"Seeing my family welcoming me back from deployment this time will hold even more special memories and I look forward to the last hurrah as I march down the gangway for the last time," she said.

Leading Seaman Wilson-Mitchell has enjoyed three postings to *Sirius* and was looking forward to one last sail on the 'Fat Kid', but echoed the mixed feelings of his shipmates.

"Watching the white ensign being lowered for the last time will be sad," Leading Seaman Wilson-Mitchell said.

On completion of the operational phase of her current deployment, *Sirius* will hand over responsibility for replenishment and logistical support to HMAS *Supply* and Nuship *Stalwart*, which is due to enter service later this year.



CAPTION: *Leading Seaman Jamie Martin is farewelled by wife Teaghan and son Sterling as HMAS Sirius prepares to depart Fleet Base West, Western Australia, for her final deployment. Photo by Leading Seaman Richard Cordell.*





Hard work pays off after a year of construction, the Armament Wharf Extension at Fleet Base West is complete. The extended facility significantly enhances the RAN's ability in Western Australia to support ships and submarines, including Landing Helicopter ships.



Australia to host French icebreaker on Antarctic resupply mission

30 August 2021

Australia will host a French polar patrol ship on its annual summer resupply mission to support research in the Antarctic.

French Antarctic resupply ship *L'Astrolabe* will visit Fremantle, Western Australia from August 30 to late October to conduct essential maintenance at Henderson before continuing on its journey to the Southern Ocean and Antarctic waters.

L'Astrolabe, which is crewed by French Naval personnel for this deployment, will then head to Tasmania, where she will be based out of Hobart over summer while conducting her resupply operations.

The polar patrol vessel has been coming to Australia to conduct her Antarctic resupply missions since 2017.

Australia will ensure all Covid-19 safety measures are met during the visit.

WA health authorities have approved the COVID Management Plan for *L'Astrolabe*'s arrival into Australia and quarantine at HMAS Stirling.

Chief of Navy, Vice Admiral Michael Noonan, said the Royal Australian Navy values its strong partnership with French Navy, Marine Nationale.

"We are always pleased to welcome back *L'Astrolabe* on her annual summer resupply mission," Vice Admiral Michael Noonan said.

"MV *L'Astrolabe* and her French Navy crew were instrumental in assisting the Australian Antarctic Division with the resupply mission to Macquarie Island during the 2019-20 Australian summer period."



HMAS Waller to return to service following electrical trouble

By Julian Kerr | Sydney | 26 August 2021

[Comments](#) [0 Comments](#)

The Collins-class submarine HMAS Waller will return to service in September, five months after being damaged by an onboard electrical fire while alongside at HMAS Stirling.

Responding on notice to questions raised in Senate Estimates by Labor senator Kimberley Kitching, Defence disclosed the fire occurred on 8 April in an auxiliary machine space. Although the blaze was successfully extinguished it reignited approximately four hours later and was again extinguished. The cause was attributed to a flash-over of an electrical motor. At the time HMAS Waller was preparing to conduct an operational workup and unit readiness evaluation, Defence said. The Defence response did not mention a flooding incident on 22 March in which water flowed into HMAS Waller through the conning tower hatch while the submarine was surfaced in a heavy swell off the West Australian coast. "All procedures and safety systems operated correctly. However, this water ingress caused numerous electric failures which required the submarine to return to Fleet Base West for repairs," Defence subsequently explained.

In February 2014 a fire broke out in a starting resistor cabinet for Waller's main propulsion motor in the aft compartment of the 3,407 tonne submarine while surfaced off the West Australian coast.

The fire was smothered by an emergency fire suppression system but four crew were evacuated by helicopter after inhaling halon gas from the suppression system.

Repairs were carried out in conjunction with a scheduled major docking which was advanced by several months, and the submarine was out of service for about two years.



Air Force pilots have always wondered why Navy planes need tail hooks. Well, here's the answer. After a tough day of flying on an aircraft carrier, the planes are always washed, and they use the hooks to hang the planes over the side to dry.

Now you know...

USS Abraham Lincoln MH-60S Crashes in SOCAL OPAREA

September 1, 2021 admin



An MH-60S helicopter embarked aboard USS Abraham Lincoln (CVN 72) crashed into the sea while conducting routine flight operations approximately 60 nautical miles off the coast of San Diego at 4:30 p.m. PST, Aug. 31.

Currently, one crewmember has been rescued and search efforts continue for the other crewmembers of an MH-60S helicopter embarked aboard USS Abraham Lincoln (CVN 72) that crashed into the sea while conducting routine flight operations approximately 60 nautical miles off the coast of San Diego at 4:30 p.m. PST, Aug. 31.

Search and rescue operations are ongoing with multiple Coast Guard and Navy air and surface assets.

Abraham Lincoln is homeported in San Diego.

The Sailor who was rescued from the aircraft was transported ashore and is in stable condition. The aircraft, from Helicopter Sea Combat Squadron (HSC) 8, was operating on deck before crashing into the sea.

Five additional Sailors aboard Abraham Lincoln suffered injuries in the incident and are in stable condition. Two of the five Abraham Lincoln Sailors were transported ashore for treatment, while three of the five Abraham Lincoln Sailors had minimal injuries and remain aboard the ship.



WA firms tapped to upgrade HMAS Stirling Oxley Wharf

| 02 SEPTEMBER 2021

By: **Charbel Kadib**

Two Perth-based firms have secured a multimillion-dollar contract to modernise naval infrastructure.

A joint venture between engineering firms Duratec and Ertech has secured a \$52 million contract to spearhead a project to overhaul HMAS Stirling Oxley Wharf.

Modifications include the design and construction of the 138-metre wharf extension, with a 25-metre-wide wharf deck supported by tubular steel piles.

The redevelopment is expected to support the provision of services to the Royal Australian Navy's growing fleet, which includes facilitating the mooring and berthing of the forthcoming Hunter Class frigates, Arafura Class offshore patrol vessels. It is anticipated that the project will help stimulate the local economy, with 93 per cent of sub-contracted work to be sourced from within 50 kilometres of the naval base, generating approximately 75 jobs.

Minister for Defence Industry Melissa Price said the Oxley Wharf project forms part of a \$2.1 billion program to deliver maritime and landside facilities for Defence's new naval assets.

"It is a significant win for local businesses and shows the vast array of opportunities stemming from our government's investments in shipbuilding in WA," Minister Price added.

"There will also be employment opportunities through the supply chain and off-site manufacturing."

The Duratec-Ertech joint venture has set an Indigenous workforce target of at least 4 per cent and an Indigenous-owned enterprise sub-contractor target of at least 4 per cent.

Designs for the HMAS Stirling Oxley Wharf upgrade are expected to be finalised in early 2022, followed by on-site consultation with stakeholders.





Australia's new icebreaker begins journey home

2 September 2021

Australia's new icebreaker, RSV *Nuyina*, yesterday begun its voyage to its new home port of Hobart after completing the final stages of testing in the North Sea.

Rupert Soames, CEO of Serco Group - which managed the overall ship design and build process for RSV *Nuyina* - had the opportunity to tour the vessel, providing his stamp of approval before the new icebreaker left the dock yards in Vlissingen, Netherlands.

Serco Asia Pacific CEO, Peter Welling, said he is immensely proud of Serco's vital role in supporting Australia's Antarctic Program. "Commencing the delivery voyage to Hobart is a momentous occasion and it has been an incredible journey to get to this point," Welling said.

"We are thrilled to see *Nuyina* now under the operation of Serco's crew, and we are looking forward to its arrival in Hobart next month, where we will operate and maintain the vessel for up to 30 years."

Master of the ship, Captain Gerry O'Doherty, said he is excited to bring *Nuyina* home. "It's a monumental occasion to take delivery of a brand-new icebreaker that's been custom designed and built for the Australian Antarctic Program," Captain O'Doherty said. "The people of Hobart will be blown away when they see the size of the ship. It's just very imposing and very impressive."

Once it arrives, *Nuyina* will undertake an intensive period of testing, commissioning and certification of various systems and capabilities, including ice trials in Antarctica.

SEA TRIALS BEGIN FOR US NAVY'S FINAL ZUMWALT-CLASS STEALTH DESTROYER

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



Photo: Bath Iron Works

General Dynamics Bath Iron Works (BIW) began conducting sea trials of the US Navy's third and final Zumwalt-class stealth destroyer on Friday, August 27. The trials for the future USS *Lyndon B. Johnson*, named in honour of the 36th President of the United States, are being carried out in the Gulf of Maine. Following its delivery to the navy, the future *Lyndon B. Johnson* will be homeported in San Diego, California. The eventual departure of the final Zumwalt-class ship will mean BIW will once again focus on building additional Arleigh Burke-class destroyers for the navy.



FOUR CONSORTIA SECURE CONTRACTS TO BID FOR FUTURE ROYAL NAVY SUPPORT SHIPS

By [Baird Maritime](#) - September 2, 2021



Photo: Royal Navy

The UK Ministry of Defence (MOD) has awarded contracts to four contending consortia to develop their respective bid vessels under the Fleet Solid Support (FSS) programme.

The contracts, each valued at £5 million (US\$6.9 million), were awarded by the MOD as part of the program's Competitive Procurement Phase (CPP). The final manufacture contract will be awarded to the UK company acting either solely or as part of a group following this phase.

The MOD said the contracts will allow the contenders to develop their design proposals and the next stage will seek details of how they would fulfil the wider delivery needs of the programme. Once this phase is complete, a preferred contender will be selected and a manufacturer contract will be awarded.

The four consortia that have been awarded CPP contracts are as follows (in alphabetical order):

Larsen and Toubro, which includes UK company Leidos Innovations
Serco/Damen, which includes UK company Serco
Team Resolute, which includes UK companies Harland and Wolff and BMT
Team UK, which includes UK companies Babcock and BAE Systems

The FSS ships will be built for the Royal Fleet Auxiliary and will be designed to keep the Queen Elizabeth-class aircraft carriers and amphibious task groups supplied with everything from ammunition to food as they sail on operations around the world.

REPAIRS NEARLY COMPLETE ON PHILIPPINE NAVY SHIP DAMAGED IN 2018 SPRATLYS GROUNDING

By [Baird Maritime](#) - September 2, 2021




The Philippine Navy patrol ship BRP Gregorio Del Pilar in 2016 (Photo: Philippine Navy)

An official of the Philippine Navy has confirmed that the service expects repairs to be completed within this month on one of its ships that suffered significant damage after it [ran aground](#) on a reef in the Spratly Islands three years prior.

Navy spokesperson Commander Benjo Negranza told local media earlier this week that the patrol ship BRP *Gregorio Del Pilar* is still in drydock but will be refloated in the coming weeks following the installation of critical machinery.

Other repairs on the ship will be carried out after it is once again afloat, added Negranza. Senior navy officials had originally [expected](#) the repairs to be completed in late 2020. However, the Covid-19 pandemic and difficulties in procuring replacement parts have caused the completion to be moved to the second half of 2021.

Gregorio Del Pilar, the former US Coast Guard high-endurance cutter *Hamilton*, suffered damage to its starboard propeller and rudder after it struck a shallow portion of Half Moon Shoal in the Eastern Spratlys on August 29, 2018. The ship was removed from the shoal after five days and then towed to Subic Bay for drydocking.




‘Under the weather’

This everyday idiom can be traced back to the 1830s. It's believed that phrase is a shortened form of the nautical phrase 'under the weather bow', which is a reference to the windward side of the ship's bow - the side of the ship which takes the brunt of high seas.

Originally, it referred to being seasick. During storms or high seas, when passengers and crew were feeling unwell, they would go below deck away from the bad weather to recover where the motion of the boat was less.

Nowadays, it generally means to feel ill or unwell.



DEBUNKERING TO COMMENCE ON WOOD CHIP CARRIER CRIMSON POLARIS

By [Baird Maritime](#) - August 31, 2021



Photo:

to: Japan Coast Guard

Nippon Yusen Kabushiki Kaisha (NYK) has confirmed that the removal of oil from the fuel tanks of the damaged wood chip carrier *Crimson Polaris* will begin in the coming days after its bow has been towed to a port not far from where the vessel [ran aground and split in two](#) earlier this month.

The bow part of the ship's fragmented hull was towed into Hachinohe Port in Aomori prefecture by a salvage company arranged by shipowner MI-DAS Line, and moored there on Friday, August 27.

NYK expects that, due to the weather and sea conditions, the work to remove the oil from the bow will take longer than anticipated. In order to make the work smoother and safer, the shipowner and ship-management company towed and moored the vessel in Hachinohe Port with the understanding and cooperation of the local government, related organisations, fishermen, and other concerned parties.

The contracted salvage company will remove the remaining oil from the bow of the ship and unload the cargo. NYK said that depending on weather and sea conditions, the removal of the remaining oil will be completed in mid-September, and the unloading of cargo will be completed at the end of the month.

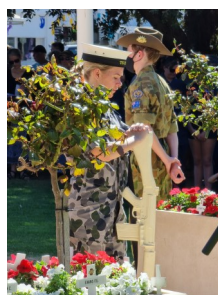
Crimson Polaris, a Panamanian-flagged wood chip carrier, was at anchor off Hachinohe when strong winds caused it to drift until it ended up on a shallow area four kilometres off the coast on August 11. The hull suffered a breach that eventually worsened, and the ship split into two pieces the following morning. The fragmentation of the hull also caused the ship's oil and some of its cargo to spill into the sea. The clean-up of oil and debris in the surrounding waters is still ongoing.

All 21 of the ship's crew were safely rescued in the hours following the grounding.

TS Marmion Australian Navy Cadets Annual Inspection



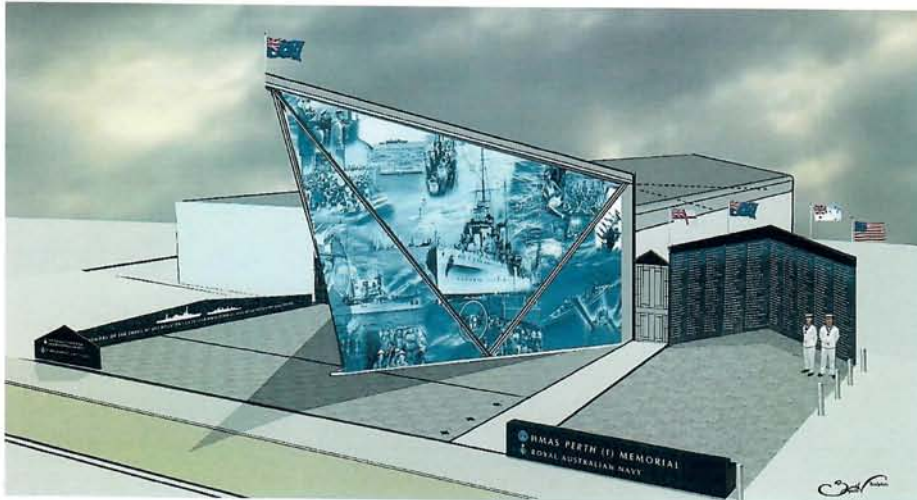
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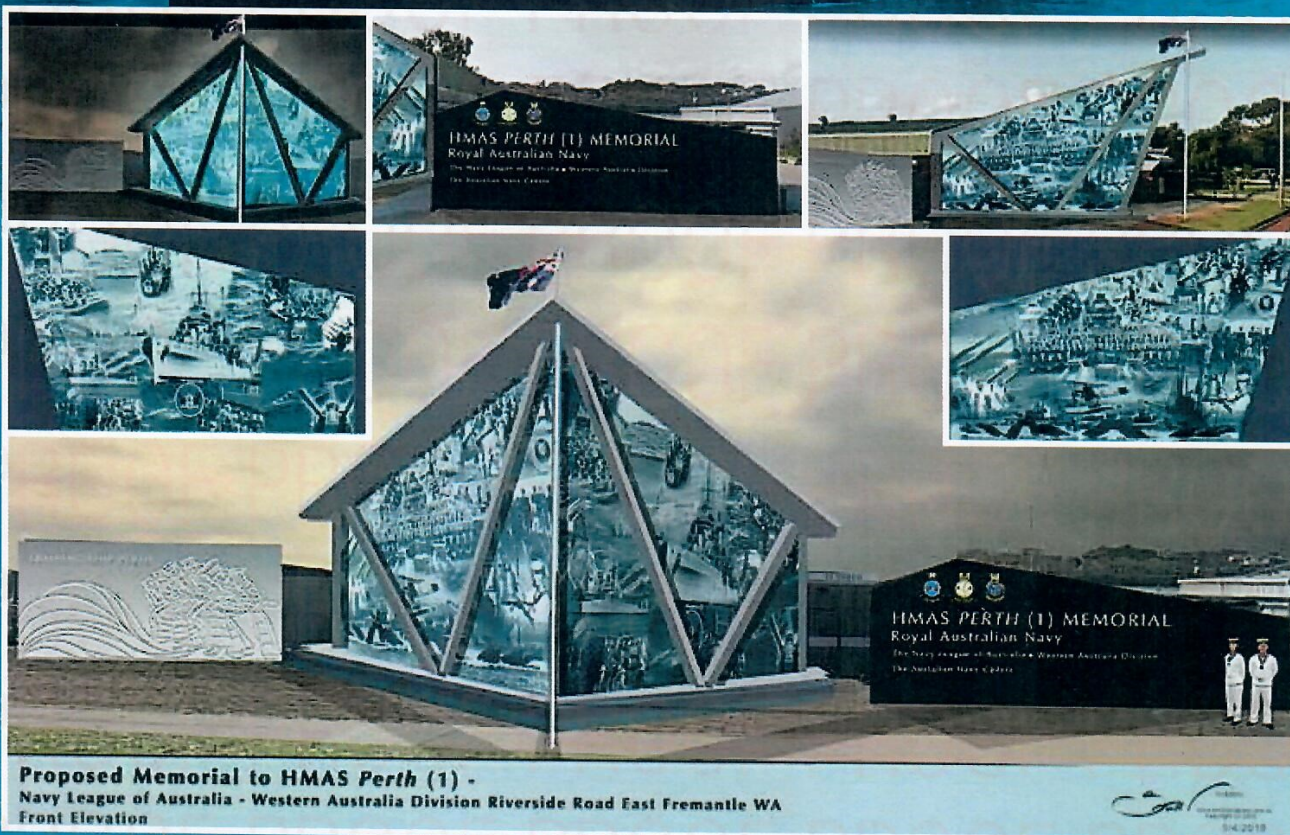
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