



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

July 2022
Volume 6, Issue 7

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

NLWA Executive meeting 03rd. October 2022

HMAS PERTH (I) Executive meeting Saturday 13th. August 2022 at 1000

Facility open each Wednesday morning 0900-1200

AGM of NLWA and HMAS PERTH (I) Memorial Foundation Inc. will be held on Saturday 20th. August 2022 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

Independence Class



Navy League of Australia Western Australia Division News update



Our travelling group have been out and about again, firstly to the Northam RSL for the annual Christmas in July function which, as ever was a lot of fun. All attendees were treated to some Highland dancing displays in between lunch courses. I have no doubt some of us could have pulled off these same moves but it would have been much later in the night and would have involved something much stronger than soft drink. Most of the group decided to stay for the weekend and take in some of the sights and sounds of the region, including a fun filled night at the trots, yours truly only placed two bets for the night and not only got his money back but came away about fifty bucks up. Luck was with us over the weekend with many of our group winning raffle prizes at the RSL. A few photos are included in this edition.

As advised last newsletter, our AGM is being held on Saturday 20 August from 10am. We promise to not make it too boring or onerous to sit through. A light lunch will be provided on conclusion. Also advised last month was membership renewals and our new way of processing them. I'm very happy to report that the whole process has gone off without a hitch.

The usual group of suspects is hitting the road again very soon to take in what has become our annual wildflower adventure. After several years of heading north out of Perth, we have elected to head east and into an area we haven't seen previously. A little more on this to come in due course.

Work continues on the facility at a good rate of knots and we look to be completely on track with our projected timeframes. Some photos of the latest achievements are also included in this edition.

As previously mentioned, I look forward to seeing as many of you as possible at our AGM next month.

Until next month

Brad





NLWA Members trip to Northam and the RSL Xmas in July Dinner





HMAS PERTH (I) MEMORIAL UPDATE

Incorporating NLWA and the HMAS PERTH (I) Memorial Foundation Incorporated



This last week the new lighting and retic to the memorial wall has been switched on and a photo has been attached. The night shot is brilliant and will allow us to fly some of our flags twenty four seven. As you will also see the graphics are now in place and the new purpose built boatshed is now in place. As some of the piping and soak wells go back many years little known location of them was known which required radar scanning of the area which has now taken place and was necessary before installation of the shed. Fortunately there was few surprises and after a hick up it allowed the shed to be installed., and we now know where our tanks and piping lay under the parade ground.

As you will all be aware the AGM for NLWA and the Foundation will run concurrently on Saturday 20th. August at 1000 followed by a presentation of our grant from Lottery west and a guest speaker followed by a light lunch and ample time to wander around and inspect our new and refurbished additions.

It would be wonderful to have new members join either the Foundation or NLWA or both to enjoy the benefits and naval news as it happens. Also there are spots on the executive team for those who have special talents and want to contribute to the management of these two great organisations. All our gas and water piping has been replaced at the cost of several thousand dollars which has been updated and will last for many more years the cost of this was born by NLWA at several thousand dollars.

The Town of East Fremantle continue to play a major part in our project and will be supplying some plants to go along the base of the memorial wall and also repair the tarmac around the boatshed which has been taken up installing new soak wells and adjoined works.

We are deeply in discussions preparing the budget for stage two and the final concept for completion. Engineering drawings are proceeding for the ceramic glass and then of the steel work involved. A street sign (St Georges Terrace) has just been presented to us by navy which was on HMAS PERTH (II) and located in the main passage of the ship.

Jim O'Neill
CMDR ANC RTD
Project Manager
HMAS PERTH (I) Memorial Project.





Mr Dan Caddy MLC, Jim O'Neill, Mike Bailey, Lisa O'Malley MLA



Fleet of nuclear submarines will be sent by Britain to Australia as a warning to China

Defence Editor For The Daily Mail - 22 July

Britain is to send a fleet of nuclear submarines to the Pacific in a decisive move to thwart Chinese aggression in the region.

The dramatic decision could see UK subs based in Australia until 2040, operating within striking distance of [China](#).

Admiral Sir Tony Radakin, the head of the Armed Forces, will agree the arrangement at a naval conference in [Sydney](#) next week. Assigning submarines to patrol the South China Sea will be Britain's most assertive move yet against [Beijing](#).

According to reports in Australia, Royal Navy submarines would be based at [Perth](#) on the country's western coast and Australian submariners would be incorporated into British crews to improve their skills.



© Provided by Daily Mail British nuclear-powered attack submarine HMS Astute at HMAS Stirling Royal Australian Navy base in Perth, Western Australia, Australia, 29 October 2021. Britain is to send a fleet of nuclear submarines to the Pacific in a decisive move to thwart Chinese aggression in the region. Basing the Royal Navy boats thousands of miles from UK shores is part of the AUKUS (Australia, United Kingdom and United States) security alliance.

AUKUS was set up last year primarily to confront Chinese military expansionism in the Indo-Pacific. Australia has become embroiled in a trade war and diplomatic stand-off with China. The deepening of defence ties with the UK is likely to cause further outrage with the Communist regime, which is vehemently opposed to AUKUS.

The Royal Navy declined to say last night how many of its submarines could be relocated to Australia, as all operational details surrounding Britain's sub-surface fleet are classified.

The 'Pacific tilt' was signalled last year as part of the MoD's Integrated Review. The review set the target for the UK to become 'the European partner with the broadest and most integrated presence in the Indo-Pacific'. But given that China possesses the world's biggest navy, some questioned the merits of such a deployment, arguing Britain's boats would be massively outnumbered and outgunned.

Last night the MoD said: 'It is UK policy that we do not comment on matters relating to submarine activity or operations.'



AAP

UK admiral seeks to quell AUKUS concerns

Dominic Giannini - 1h ago

A British admiral has moved to quell concerns about the sharing of nuclear technology with Australia, as Canberra looks to procure a new fleet of submarines fuelled by atomic energy.



© Richard Wainwright/AAP PHOTO The AUKUS alliance supports "the shared goals of a free and open Indo-Pacific", a UK admiral says.

Admiral Tony Radakin said the AUKUS alliance between the US, UK and Australia should be seen as one of "reassurance" in the Indo-Pacific, when asked about concerns over how the procurement fits into the region's non-proliferation obligations.

"It's very, very responsible countries coming together. Three countries that respect the world order, that seek to enhance stability, security and prosperity," the professional head of Britain's armed forces told the ABC.

"We see with AUKUS an additional capability and additional contribution to what we want to achieve in the region. "This should be one of reassurance - three responsible nations investing together to take the benefit of high-end capabilities to support the shared goals of a free and open Indo-Pacific."

Indonesia this week raised concerns about the exploitation and safety risks of highly enriched uranium for nuclear naval propulsion in a working paper submitted to the Review Conference of the Parties to the Treaty on the Non-Proliferation of Nuclear Weapons, which begins next week.

"The uranium enriched to fuel naval propulsion reactors is above levels used in civilian power reactors, near-weapons-grade levels, and even weapons-grade, which poses a growing risk to achieving the non-proliferation goals of the treaty," the working paper says.

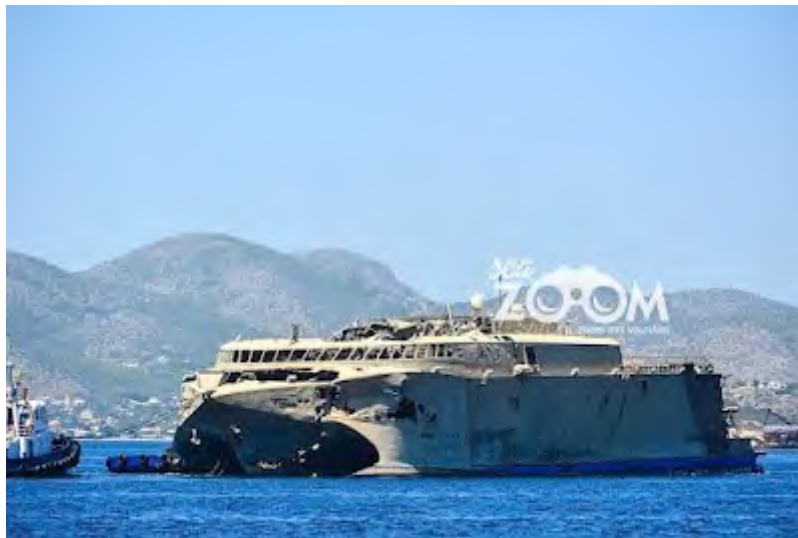
Navy Matters

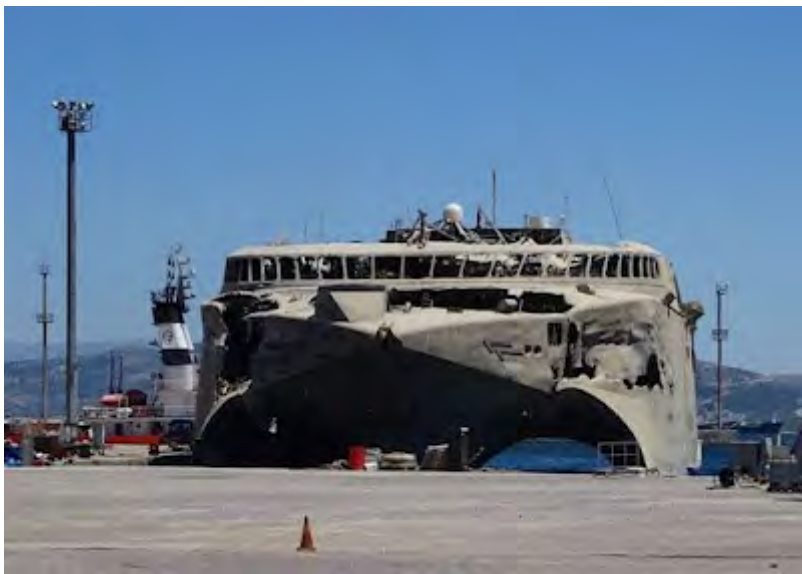
Monday, July 25, 2022

Lessons From The HSV-2 Swift Attack

The former US Navy high speed vessel (HSV) Swift (HSV-2) was returned to the manufacturer, Incat, in July 2013 and then subsequently wound up in UAE service. The ship was attacked by Houthi rebels off Yemen on 1-Oct-2016. Reports vary as to what weapon struck the ship with some citing four RPGs and some citing a single C-802 anti-ship cruise missile which seems more likely.

Examine the following damage photos and then we'll discuss them.





Damage Analysis

I am not a combat damage, photo interpretation expert but I'll offer a few observations about the damage that seem fairly apparent. The weapon, whatever it was, appears to have struck the starboard bow as evidenced by the inward bent holes. The port side bow holes seem to mainly be bent outward, suggesting damage from an internal explosion (the missile warhead, presumably).

There is also a large, outwardly bent hole on the underside of the bow, presumably due to the internal explosion of the weapon, which suggests that the weapon did not penetrate to any significant degree before exploding.

A large section of the upper bow surface is missing. Whether that is from the weapon explosion or the subsequent fire, I'm unsure. My novice interpretation is that a weapon struck the starboard bow, resulting in an immediate explosion (contact fused?) just inside the bow and producing exit holes downward and to port. Other photos show the entire forward section engulfed in flames after the attack and fire accounts for the damage to the superstructure and damage aft of the bow.

Lessons

Unmanned Vessels – The Navy is planning on having small, unmanned vessels make up a significant portion of the fleet. Presumably, these unmanned vessels will be lightly constructed of thin aluminum. The Navy is unlikely to spend money on thick steel for small unmanned vessels. The Swift is a good model for an unmanned vessel in terms of combat damage resistance (none) and susceptibility to damaging fire (total). The obvious conclusion is that lightly built, unmanned vessels will be totally destroyed by single, relatively light hits. If the vessels are cheap enough, this may be an acceptable situation. What this tells us is that cost control for small unmanned vessels is paramount as attrition rates will be high. We cannot afford to allow small vessels to assume large costs, as the Navy is prone to do.

Damage Control – Ships will get hit and the ship and crew's survival depends on damage control. As history has shown, repeatedly, the number one factor in successful damage control is large numbers of crew. There's no getting around it, damage control is physically brutal work and the more live bodies that are available, the better the chance of success. This also argues strenuously against women on ships. Women simply haven't got the physical strength or endurance to conduct effective damage control.

Aluminum – Swift's damage once again demonstrates the foolishness of using aluminum in the construction of WARships. Recall that the Independence variant of the LCS is all aluminum construction and the Freedom variant has a steel hull with aluminum superstructure.

Armor – The damage pattern shown on the Swift indicates that the initial hit occurred at the forward end of the bow (nearly missing!). The subsequent damage pattern shows that there was no containment or mitigation of the explosive effects. Armor would have reduced the 'spread', extent, and severity of the damage.

Conclusion

The Navy is being presented with multiple, actual, highly relevant, combat damage examples from which to draw lessons (Port Royal, McCain, Fitzgerald, Norwegian Helge, Guardian, Bonhomme Richard, Miami, ex-Swift, Russian Slava class, and others). Bafflingly, the Navy seems determined to ignore the lessons. The Navy continues to design ships that are poorly designed for combat and damage resilience and they continue to embrace minimal manning which all but ensures the loss of billion dollar ships to minor damage.

Eventually, somehow, some way, we've got to embrace the combat damage lessons that are piling up and begging to be applied. We've got to stop designing peacetime cruise ships and start designing WARships. Unfortunately, the Ford class and the new Constellation do not appear to be WARships and the Navy's obsession with unmanned vessels certainly does not embrace any combat lessons.



Graphics on windows of memorial HMAS PERTH (I) Crew scenes

MARITIME SECURITY VESSEL NEWS ROUNDUP | AUGUST 3 – US AND UK NAVAL VESSEL DELIVERIES, CUSTOMS PATROL BOAT FOR TAIWAN AND MORE

By **Baird Maritime** - August 3, 2022



Vessel deliveries have been completed to the navies of the US and the UK as well as Taiwan's main customs enforcement organisation. A construction schedule has been outlined for new warships for the Philippines. Lastly, a US Navy fast transport ship due to be delivered before the end of the year is undergoing autonomous navigation trials.

US Navy commissions amphibious transport ship Fort Lauderdale



Photo: US Navy

The US Navy commissioned its [newest amphibious transport dock](#) (LPD) in a ceremony on Saturday, July 30. USS *Fort Lauderdale* is the 12th San Antonio-class LPD to be built for the US Navy. It was constructed by Huntington Ingalls Industries' (HII) Ingalls Shipbuilding Division in Pascagoula, Mississippi. The LPD is the first naval ship to honor the city of Fort Lauderdale, Florida.

Like its San Antonio-class sisters, *Fort Lauderdale* is designed to support embarking, transporting, and landing US Marines and their equipment by conventional landing craft (LCU) or air-cushioned landing craft (LCAC). The well deck can accommodate either one LCU or two LCACs, and the ship's capabilities are further enhanced by its flight deck and hangar, enabling the ship to operate a variety of helicopters and the MV-22 Osprey tilt-rotor aircraft.

Taiwan Customs Administration christens new 100-tonne patrol boat



Photo: CSBC Corporation

The Taiwan Customs Administration has formally named its newest 100-tonne aluminium patrol boat. Built by Taiwan International Shipbuilding, *Haiying Ting* (“Seahawk”) is the second in a planned series of four boats ordered by the customs administration. Delivery is scheduled for late October 2022.

Once completed, *Haiying Ting* will have an LOA of 32 metres, a beam of seven metres, and a displacement of 174.8 tonnes at full load. When sea conditions are below Beaufort Force three, the boat will be able to sail at a speed of 30 knots.

Royal Navy receives modified crewboat for testing use



Photo: Damen

The Royal Navy’s NavyX technology unit has taken delivery of a modified fast crewboat from the Damen Shipyards Group of the Netherlands. Named XV *Patrick Blackett* after a famed British naval officer and scientist, the 42-metre vessel will have a crew of five and will be used as a trials ship. The vessel will be used as a platform for the assessment of a wide variety of equipment. Its 140 square metres of deck space will provide a large, unobstructed area for unmanned aerial vehicles (UAVs), autonomous underwater vehicles (AUVs), and other systems. The extensive internal area that would normally have seating for up to 100 personnel is being converted into an operations centre and a meeting room. Four Caterpillar engines will give it a top speed of more than 20 knots.

Construction of Philippine Navy's newest corvettes to commence in Q4 2022

The Philippine Department of National Defense (DND) recently confirmed that construction of the Philippine Navy's newest corvettes will commence with the cutting of the ships' first steel in the fourth quarter of 2022.

Two corvettes will be built by South Korea's Hyundai Heavy Industries (HHI). The ships will be capable of anti-surface, anti-submarine, and anti-air warfare.

HHI had also supplied the Philippine Navy with two guided missile frigates. The DND said the selection of HHI for the corvettes' construction will help ensure commonality and interoperability.

US Navy fast transport *Apalachicola* undergoes autonomous trial sailings



A US Navy

Spearhead-class expeditionary fast transport (Photo: Austal)

The future US Navy Spearhead-class expeditionary fast transport (EPF) USNS *Apalachicola* is performing a series of planned test events assessing autonomous capabilities integrated into the shipboard configuration, demonstrating that a large ship can become a self-driving platform.

Known as Unmanned Logistics Prototype trials, each test event increases the perception capabilities and complexity of behaviours demonstrated by the autonomous systems. Test evolutions to date include point-to-point autonomous navigation, vessel handling, and transfer of vessel control between manned and unmanned modes.

Future test events will add levels of difficulty and include night navigation, and differing weather and sea states.

The future *Apalachicola* is scheduled for delivery to the navy later this year. The ship was built by Austal USA of Mobile, Alabama.



Australia's Pacific Support Vessel: What to make of ADV Reliant

By Benjamin Felton | Canberra | 4 August 2022

ADV *Reliant* has attracted controversy, setting that aside, *ADM* takes a deep dive into the ship and what it offers Australia and our region.

Months after Defence [revealed](#) that the Pacific Support Vessel had been purchased, Australian Defence Vessel (ADV) *Reliant* arrived home in Australia on 6 July, after a voyage across the Pacific. With the vessel now in Australia, and awaiting formal commissioning into the Royal Australian Navy (RAN), it's worth examining what capabilities it offers and how the RAN might employ it. Then Defence Minister Christopher Pyne committed to building a "large hulled" humanitarian aid and disaster relief (HADR) vessel ahead of the 2019 election. The Pacific Support Vessel, he told reporters, would support the Morrison Government's Pacific-Step up by providing a sustainable presence in the region.

"It could be assisting with preparations for natural disasters, resilience support, or it could respond to natural disasters as they occur," he said. Importantly, the Morrison Government explicitly promised that the vessel would be built domestically in Australia. An in-service date of June 2021 was also floated. In June 2021, under questioning from Labor senators, Rear Admiral Mike Noonan told Senate Estimates that to expedite the timeline a decision had been made to purchase a second vessel from overseas. *ADM* understands that, before a second-hand vessel was selected, Defence had been in unsuccessful negotiations with Damen to build a vessel similar to MV *Sycamore* in Vietnam.

Nevertheless, in April this year, it emerged during a further Estimates hearing that Defence had purchased the Norwegian-built offshore support vessel (OSV) *Horizon Star* for \$93.4 million. Renamed ADV *Reliant*, after months of checks and maintenance in the Canary Islands, ADV *Reliant* set sail for Australia in May. On her way through the Pacific, the ship supported Navy to Navy talks with Fiji and helped patrol the Exclusive Economic Zones (EEZ) of Samoa and the Cook Islands.

Defence told *ADM* that the transit across the Pacific will "inform" future deployments. "Defence was pleased to have the opportunity to support regional states and conduct a port visit in Suva during the inaugural transit of ADV *Reliant* to Australia. These engagements will be considered for informing the ship's future activities in partnership with regional countries once the vessel is introduced into operational service," the spokesperson said.

A Different Kind of Ship

ADV *Reliant* is 103 metres long, 20 metres wide and displaces around 5,600 tonnes. Most of her deck space is taken up by an expansive (1060 sq m) cargo deck equipped with a crane, while the towering forward section hosts crew quarters, a bridge and a helipad.

Unlike either of the Canberra-class landing helicopter docks (LHDs), *ADV Reliant* doesn't have any of the necessary facilities to support an embarked helicopter, as it lacks aviation fuel storage, a hangar or direct access between the cargo deck and helipad. The vessel cannot support independent operations by shallow bottomed landing craft. Both capabilities are widely seen as crucial for successful HADR operations, as they enable infrastructure independent transport. During Operation Tonga Assist 2022, helicopters and shallow-bottomed landing craft were critical, as they enabled supplies to be brought ashore before the port of Nuku'alofa and Fua'amotu International Airport had been cleared of debris.

The Minister's View

Minister for Defence Industry and Minister for International Development and the Pacific Pat Conroy told *ADM* that the ship's design allows it to be flexible in responding to Pacific needs and priorities.

"The primary intended role for *ADV Reliant* is as a Humanitarian Aid and Disaster Relief (HADR) platform, although the vessel was designed as an offshore supply ship and so offers great flexibility due to its wide-ranging capabilities and endurance. Australia intends to work with Pacific partners to enable *ADV Reliant* to respond to their immediate needs and requests. For instance, it can provide maritime surveillance at the request of Pacific states in concert with their sovereign vessels and PMSP-organised activities," he said.

The Minister also flagged that the vessel may be used to transport spare parts and cargo for the Pacific Maritime Security Program (PMSP), which is providing 22 Guardian class patrol boats to 12 Pacific nations and Timor Leste. "*ADV Reliant* is not a capability that comes under the PMSP, but will complement its objectives and may provide a means to move high-priority spares around the region or provide a platform for regional training or maintenance activities," Minister Conroy added.

Maintenance and Operations

The vessel is expected to spend 250-300 days a year operating in the South West Pacific. While in Australia, the vessel will be primarily based out of Brisbane, due to the city's relative proximity to the Pacific and the presence of DFAT's humanitarian aid stockpile.

Minister Conroy told *ADM* that Teekay Shipping, which currently maintains a variety of RAN auxiliary vessels including *MV Sycamore* and *ADV Ocean Protector*, will be the ship's maintenance provider. Defence also confirmed that there are no plans to repaint the ship, which is currently blue and white. Defence declined to answer specific questions about how *ADV Reliant* will be crewed and maintained while deployed for long periods. It's not clear, for example, if the ship's crew will rotate while deployed or the role that contractors will play in maintaining the ship while it's in the Pacific.

Project Sea 3033-2

Minister Conroy told *ADM* that Project Sea 3033-2 is "progressing with scoping and design activities for future modifications [of *ADV Reliant*]". While the Minister didn't expand on what those modifications might be, or the timeline for the project, they will likely work to address some of the ship's perceived shortcomings.

One drawback which has received a lot of attention is the vessel's inability to deploy or carry embarked landing craft. Extensive experience has shown that, second to only helicopters, landing craft are critical to delivering supplies and personnel in the wake of disasters. It's possible that the ship's deck-mounted crane, which is quoted as being able to lift 150 tonnes, may be certified to deploy Army landing craft such as an LCM8.

The vessel may also be outfitted with a desalination plant so that it can provide fresh water to vulnerable communities experiencing drought or contamination of their water supply. This would help *ADV Reliant* to perform different types of HADR operations, and make it a truly multipurpose vessel.

Given that *ADV Reliant* will also be expected to occasionally perform the maritime law enforcement mission, it might also be fitted out with crew-operated small calibre weapons as part of Sea 3033-2. Another possible area for modification is around the helipad, enabling it to support a variety of ADF helicopters.

PASSENGER VESSEL NEWS ROUNDUP | AUGUST 4 – CRUISE SHIP DELIVERY TO US OPERATOR, NORWEGIAN AND SOUTH KOREAN FERRY ORDERS AND MORE

By **Baird Maritime** - August 4, 2022



An Italian yard delivers the first in a new series of six cruise ships to a US-based operator as the second ship in the same series hits the water. A recently delivered expedition ship sails on its maiden voyage, covering destinations in the higher latitudes. Ferry orders have been placed in Norway and South Korea. A new passenger service will be trialed by a Danish shipping line between Ireland and continental Europe. Lastly, Russia starts considering the commencement of sightseeing tours in a popular inland waterway in Siberia.

Norwegian Cruise Line welcomes first Prima-class vessel to fleet, second ship floated out



Photo: Fincantieri

Norwegian Cruise Line (NCL) took delivery of the first in a new series of six cruise ships on Friday, July 29. Built by Italian shipyard Fincantieri, *Norwegian Prima* measures more than 300 metres long and has accommodations for 3,215 guests.

The remaining five ships in NCL's Prima-class will be delivered by 2027. Just three days after *Norwegian Prima*'s delivery, Fincantieri floated out the second Prima-class ship, *Norwegian Viva*, at its Marghera facilities in Venice.

Seabourn Cruise Line's first expedition ship sails on maiden voyage



Photo: Seabourn Cruise Line

Ultra-luxury ocean and expedition cruise line Seabourn has confirmed that its first ship, *Seabourn Venture*, has departed Tromsø, Norway, on its maiden voyage.

The ship is currently sailing on 12-day Northern Isles expedition in the Arctic and Norway's Svalbard Archipelago. In October 2022, the ship will relocate to the southern hemisphere. It will then serve itineraries in the Caribbean, Central America, Colombia, Ecuador, Peru, and Chile on a series of 10- to 14-day voyages.

Between November 2022 and February 2023, *Seabourn Venture* will cruise along Chile then sail to Antarctica before crossing back to explore South Georgia and the Falkland Islands. In March and April 2023, it will embark on a series of seven- to 12-day expedition voyages in Brazil and the Amazon.

Norled orders electric ferry pair from local yard



Photo: Brødrene Aa

Norwegian operator Norled has awarded local shipbuilder Brødrene Aa a contract for the construction of two electric high-speed vessels in a series.

The vessels will each have a length of 40.6 metres and capacity for 130 passengers plus cargo. One 4MWh battery pack will deliver a maximum speed of 30 knots and a range of 60 nautical miles at a cruising speed of 28 knots. Construction of the ferries will commence later this year. Deliveries are scheduled for January 2024.

South Korea's PanStar to acquire international luxury cruise ferry



Photo: PanStar Group

South Korean shipowner the PanStar Group has confirmed its plans to acquire a new luxury cruise ferry, the first vessel of its kind to be built and operated in the country. Once completed, the vessel will have a length of 170 metres, a displacement of 22,000 tonnes, and capacity for 353 passengers. It will also have a secondary freight transport role with deck space for up to 250 TEUs. Amenities will include dining areas, cafes, fitness rooms, a swimming pool, and a jogging track. The ferry will be built by Daesun Shipbuilding and Engineering. It is scheduled to commence operational sailings between Busan and the Japanese city of Osaka in 2025.

DFDS to trial Rosslare-Dunkirk passenger service



Photo: DFDS

A new passenger service between Ireland and France will be launched later this week by Danish ferry operator DFDS. Passenger travel will be introduced on a trial basis, as an addition to the existing freight service between the two ports.

For the first time, DFDS will offer tourists a direct link between South-East Ireland and Northern France. The new service will be focused on car and motorhome traffic at launch, with limited capacity to complement the company's freight traffic.

Crossings on the route will take 23 hours and 45 minutes and will commence on Friday, August 5.

Russian officials to deliberate on sightseeing tours in Lake Baikal

The Russian government's Commission for the Protection of Lake Baikal and other local agencies have begun considering the possibility of opening Lake Baikal in southern Siberia as a possible location for maritime tourism sailings. The committee members have also commenced discussions on the construction of new berths, bunkering facilities, and equipment of collecting and disposing of waste from vessels. The project is part of a broader initiative of developing and promoting the greater Baikal territory as a tourism destination.

AUSTRALIAN NAVY CADETS ROUNDUP IN PHOTOGRAPHS OF TS PERTH INSPECTION AND CADETS VISITING HMAS STALWART IN GERALDTON





AUKUS – Australia, the UK, the US ... and New Zealand? Also an eco-friendly option for defence?



01 AUGUST 2022

By: **Natasha Poole**

Opinion: The AUKUS trilateral security arrangement provides a unique opportunity to establish a broader defence security ecosystem and address Australia's energy trilemma, writes Natasha Poole.

Nuclear submarines have been a game changer in defence since the Cold War. They are the only form of naval vessel which can travel undetected by radar and can remain submerged and unnoticed at sea for extended periods of time. In contrast to diesel submarines, which are more easily detected due to the larger amount of noise they produce and the fact that they require regular surfacing for refuelling, nuclear submarines are able to spend months at a time submerged, due to the fact that they are powered by nuclear reactors. Their time spent at sea simply depends on the endurance and experience of the crew and, above all else, the amount of food they are able to carry on them.

Australia, as one might expect, has a comparatively small defence budget relative to the US and to China, the two countries with the largest defence budgets in the world. Nevertheless, Australia is also one of the largest countries in its nearby geographical vicinity, both in Australasia and in the South Pacific. The vast amount of ocean which surrounds its shores naturally lends itself to nuclear submarine technology over additional diesel technology. Diesel submarines simply cannot travel the distances required to cover the country in the shorter periods of time that nuclear submarines can.

Nuclear submarines seem to me to be a wise choice for the Australian Defence Force and why would the ADF not outsource the acquisition of them as part of the AUKUS agreement to the experts in nuclear energy, nuclear technology and defence in the UK and the US, as part of the opportunity which AUKUS presents?

Two per cent of Australia's GDP is currently spent on defence, in comparison to the US', of which 3.5 per cent is spent on defence. The latter also includes the funding which the US provides to other western countries' defence alliances and organisations, such as NATO, and resultingly, the US' annual defence budget is approximately US\$700 billion.

New Zealand is a nuclear free country, geographically exposed and out on a limb. The country has spent equal to or less than 1.5 per cent of its GDP on defence over the past 10 years. The New Zealand government would most likely expect the US military to intervene should a military confrontation occur in the Pacific during the next 50-100 years.

Consequently, New Zealand perhaps ought to consider consolidating its defence relations with the US, UK and Australia's defence forces. This could be achieved by New Zealand offering a contribution to AUKUS in return for the New Zealand defence force participating in mixed crewing opportunities with Australian Forces, similar to those recently presented in the deployment of a fleet of UK submarines to Australia.



New mast for HMAS Stuart

2 August 2022

HMAS Stuart now has a new mast as part of the Anzac class frigate's mid-life capability upgrade (AMCAP).

The mast incorporates technologies designed to provide improved detection, classification and identification of air contacts with a greater level of overall management, support and reliability. The replacement mast is taller and wider than the old mast so that it can accommodate the new CEA L-Band radar system, while retaining the Anti-Ship Missile Defence radar capability.

Weighing 31 tonnes, the mast was lifted by a team of crane operators, riggers, fitters, superintendents, and a mechanical supervisor, with the operation taking less than a day to complete. It will now take around a month to complete the installation.

HMAS Stuart docked at BAE Systems Henderson facility in April 2021 for her upgrade.

BAE Systems has around four hundred people supporting AMCAP through the WAMA and around 250 Australian suppliers are currently supporting the program.

"The design, manufacture and integration of the mast on HMAS Stuart demonstrates another successful milestone delivered under the AMCAP program, and the continued development of sustainment capability to support the Royal Australian Navy," BAE Systems Australia Luke Simmons said.

World one step from nuclear annihilation, UN chief warns

Antonio Guterres cited the war in Ukraine and the threat of nuclear weapons in conflicts in the Middle East and Asia.

2nd August 2022 at 10:19am



Vanguard-class submarine HMS Vengeance, which carries the UK's nuclear deterrent (Picture: MOD). The United Nations chief has warned the world that "humanity is just one misunderstanding, one miscalculation, away from nuclear annihilation". Secretary-general Antonio Guterres gave the dire warning at the opening of the long-delayed high-level meeting to review the landmark 50-year-old treaty aimed at preventing the spread of nuclear weapons and eventually achieving a nuclear-free world.

He cited especially the war in Ukraine and the threat of nuclear weapons in conflicts in the Middle East and Asia, two regions "edging towards catastrophe".

[UK would run out of ammunition 'in two weeks' in a war against Russia](#)
[Abandon 'arrogant' troop cuts in light of Ukraine war, MOD told](#)
[Defence needs more money because the threat has gone up, Defence Secretary says](#)

Mr Guterres told ministers, officials and diplomats attending the month-long conference to review the Nuclear Non-Proliferation Treaty that the meeting is taking place "at a critical juncture for our collective peace and security" and "at a time of nuclear danger not seen since the height of the Cold War". The conference is "an opportunity to hammer out the measures that will help avoid certain disaster, and to put humanity on a new path towards a world free of nuclear weapons", he said.

But Mr Guterres warned that "geopolitical weapons are reaching new highs", almost 13,000 nuclear weapons are in arsenals around the world, and countries seeking "false security" are spending hundreds of billions of dollars on "doomsday weapons".

"All this at a time when the risks of proliferation are growing and guardrails to prevent escalation are weakening," he said, "And when crises – with nuclear undertones – are festering from the Middle East and the Korean peninsula to Russia's invasion of Ukraine."

He called on conference participants to urgently reinforce and reaffirm "the 77-year-old norm against the use of nuclear weapons", work relentlessly towards the elimination of nuclear weapons with new commitments to reduce arsenals, address "the simmering tensions in the Middle East and Asia", and promote the peaceful use of nuclear technology.

"Future generations are counting on your commitment to step back from the abyss," he told the ministers and diplomats. "This is our moment to meet this fundamental test and lift the cloud of nuclear annihilation once and for all." In force since 1970, the Non-Proliferation Treaty, known as the NPT, has the widest adherence of any arms control agreement, with 191 countries as members. The meeting, which ends on 26 August, aims to generate a consensus on next steps, but expectations are low for a substantial agreement.



HMAS PERTH (1) MEMORIAL FOUNDATION INC.

Hon Secretary

HMAS Perth (1) Memorial Foundation Inc

PO Box 735, Fremantle WA 6959

Email: Secretary@hmasperth1memorial.com.au

Date: June 20, 2022

NOTICE OF 3rd ANNUAL GENERAL MEETING

Dear Member

The third Annual General Meeting of the HMAS Perth (1) Memorial Foundation Inc will be held on Saturday August 20, 2022 at HMAS Perth (1) Memorial Facility, Riverside Road, East Fremantle, following the AGM of The Navy League WA Division, which will commence at 10 am.

Business:

1. To receive the President's report
2. To receive the balance sheet and accounts for the financial year ending June 30, 2021/22
3. To declare all Executive positions vacant and elect the Executive Committee for the financial year 2022 / 23. Nomination forms are attached.

A light morning tea will be provided.

For catering purposes please complete the form below and return it to the Hon Secretary

NO LATER THAN August 07,2022

Name

WILL / WILL NOT BE ATTENDING

Number of Guests:

Yours Aye

Zenda

Zenda Gardiner

Hon Secretary;

HMAS PERTH (1) MEMORIAL FOUNDATION INC.



NOMINATION FORM

--

I wish to nominate

a member of HMAS Perth (1) Memorial Foundation Inc, for the position of:
on the Executive Committee.

Proposer

Secunder

NOMINATION FORM

I wish to nominate

a member of HMAS Perth (1) Memorial Foundation Inc for the position of
on the Executive Committee.

Proposer

Secunder

PLEASE NOTE Proposer, Secunder and the person nominated, must all be financial members of the HMAS Perth (1) Memorial Foundation Inc.

Completed NOMINATION FORMS to be returned to the

Hon. Secretary no later than August 7th 2022

Email: secretary@hmasperth1memorial.com.au or PO Box 735 Fremantle WA 6959



Dear Member

The 70th.Annual General Meeting of the Western Australia Division will be held on Saturday 20th. August 2022 in the HMAS Perth (I) Memorial Facility Riverside Road East Fremantle. Commencing at 1000 sharp. Followed by the HMAS PERTH (I) Memorial Foundation AGM

Business

To present the Annual Report of NLWA for the period 2021/2022

To receive the President's report

To receive the Secretary's Report

To receive the Treasurer's report

To receive the balance sheet and accounts for the financial year ending 30th. June 2021/2022

Receive nominations and to elect the Executive Committee for the financial year 2022/2023

Presentation of Grant from Lottery West by Paul Papalia MLA

HMAS PERTH (I) Memorial Foundation AGM

Guest speaker for the morning to be notified

Light Lunch will be provided at the end of the AGM

For catering purposes, please complete the form below and return to the Hon Secretary
NO LATER THAN 14TH. AUGUST 2022. (By email if possible)

Name:

Number of guests

WILL / WILL NOT BE ATTENDING

Yours Aye

Jim

Jim O'Neill CMDR ANC RTD

Hon Secretary

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

www.navyleague.org.au Facebook: Navy League of Australia WA Division

Non Members are welcome to attend to learn more about NWA and the Foundation complete the details to

[register](#)



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA DIVISION



NAVY LEAGUE OF AUSTRALIA – WESTERN AUSTRALIA DIVISION

NOMINATION FORM

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

Proposer Secondor

PLEASE NOTE Proposer, Secondor and the person nominated, must all be financial members of
the W.A. Division of the Navy League of Australia. and served at least two years as an ordinary
member

Completed NOMINATION FORMS to be returned to the Hon. Secretary no later than
14th. AUGUST 2022

Email: bandjoneill.1@bigpond.com



HMAS PERTH (I) MEMORIAL FOUNDATION INCORPORATED

MEMBERSHIP / DONATION APPLICATION (*cross out which is not applicable*)

Name First Surname

Address

Suburb State P/C

Email Phone

Reply to: secretary@hmasperth1memorial.com.au (*Preferred*)

OR

Hon Secretary
HMAS Perth (I) Memorial Foundation Incorporated
PO Box 735 Fremantle
Western Australia 6959

Membership Fee

\$35.00

Banking Details: Bank West
BSB: 302-162 A/C: 1499868

Where possible please email applications / donations with a bank receipt

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

DONATION (Please complete this section if donating)

I wish to donate the following amount to THE HMAS PERTH (I) Memorial Building Fund

My details have been included in the above portion of the form

DONATION

\$

PO Box 735
Fremantle WA 6957
T: 0413 688 447
E: bandjoneill.1@bigpond.com

Patron Hon Kim Beazley AC
Governor of Western Australia

NAVY LEAGUE OF AUSTRALIA
Western Australia Division



Interested in Australia's Future?

Join 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 and 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 wellbeing and vital to the freedom of Australia.

So why don't you join us!

You do not need to have had a previous maritime history. Merely the basic requirements you need is to have an interest in maritime affairs.

Your membership will include a regular UpToDate news on maritime affairs, a monthly newsletter, and include a quarterly copy of the Navy League's magazine 'The Navy'. Together with outings and mateship.

Subscriptions are due on 1st. July in each year, and your membership will be current to 30th. June immediately following the date on which you join the league, except that if your first subscription is received during the period 01st. April to 30th. June in any year, your initial membership will be extended to 30th. June in the following year.inc

Subscription \$35.00 (including \$3.18 GST) Bank details: National Australia Bank

BSB: 086918 A/C: 293707180

Navy League of Australia WA Division

The Navy League of Australia Western Australia Division – *Membership Application*

I wish to be come a member of the Navy League of Australia, the objects I support.

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

Street:

Suburb: P/Code

Phone: Mobile:

Email:

Signature: Date:

Please email or post your application to the above address.

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

