



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

August 2022
Volume 6, Issue 8

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

NLWA Executive meeting 03rd. October
2022

HMAS PERTH (I) Executive meeting Satur-
day 24th. September 2022 at 1000

Facility open each Wednesday morning
0900-1200

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

HMAS HOBART



Navy League of Australia Western Australia Division News update



We recently held our AGM and for the first time it was run in concurrence with the HMAS PERTH Memorial Foundation AGM. Both meetings were concise and well received by the 50 or so people in attendance. As per usual, we had a guest presenter, this time round it was Luke Simmons from BAE Systems who gave an overview of all three PERTH's but with an emphasis on the recently completed AMCAP upgrade to HMAS PERTH III. Pleasingly, we had many members and guests stay back to ask questions and meet with the other members, ask a few questions, have a coffee and a bite to eat. I once again sincerely thank the members of the Executive Committee for their sustained efforts throughout the year and in thanking the past Executive, it is only fair to welcome the incoming Executive Committee for the coming twelve months and thank the members, new and returning.

Our travelling group have just returned from another interesting but exceptionally cold weekend away. We met up as per the norm and travelled in convoy to Bruce Rock, home of the Vietnam Veterans Back to the Bush reunion. No sooner had we got into town when we were met by four likely lads, all Vietnam Vets who welcomed us into their "Bunker" to show us their memorabilia. In true country ethos, after looking through the Bunker, these men had organised half the town to be opened for us and we enjoyed the various museums and local Men's Shed over a few hours. Due to Bruce Rock not having enough accommodation for a group of our size we travelled forty or so minutes further up the road and checked into the Merredin Tourist Park as we have done many times before. After the obligatory bbq dinner and drinks we settled into one of the cabins for some banter and stories, tall and other. No visit to Merredin is complete without a trip to the Military Museum, more so this time to see their new acquisition, a Fleet Utility Boat off of former Destroyer Escort HMAS TORRENS (DE53). We are now looking to put a work party together to help repair the boat to its former glory. I'm sure Rob, a long-time mate of mine and the man behind the museum keeps purchasing items to get us to come back, not that we ever really need a reason. Anyway, he is now looking at receiving a Catalina in the not too distant future. No doubt we'll all be back to check it out.

By the time you read this, section one of the memorial should just about be completed and if you haven't yet, I'd encourage you to drop past and look it over, it truly is something to see. It is hoped section two will commence shortly and we will endeavour to keep you updated on a regular basis. We knew we would generate some interest with our ever-changing facility but I don't think we ever dreamt just how much interest we would create.

In closing, I hope you are all well.

Until next month

Brad





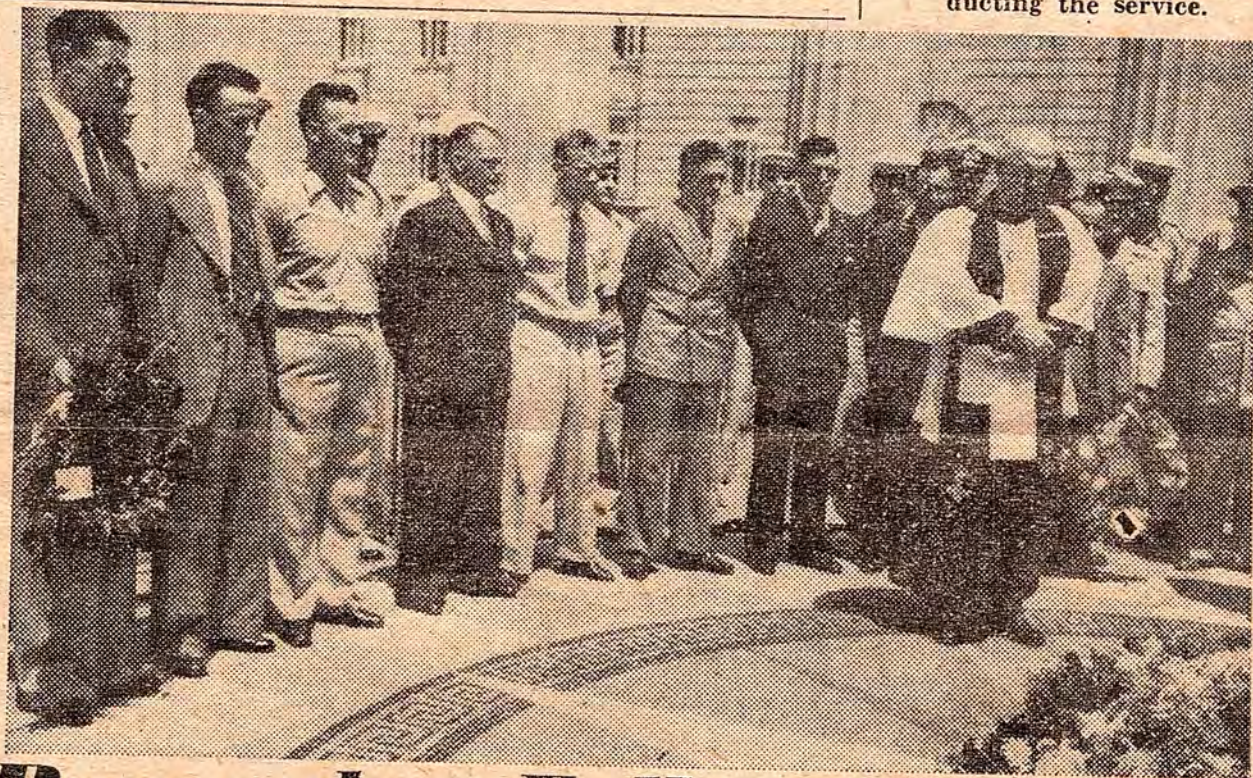
HMAS PERTH (I) MEMORIAL UPDATE Incorporating NLWA and the HMAS PERTH (I) Memorial Foundation Incorporated



1948

Tribute

Survivors of the H.M.A.S. Perth, sunk six years ago today, group around the Shrine of Remembrance at the memorial service. Archdeacon Birch, naval chaplain, is conducting the service.



Remember Fallen Comrades

Nine survivors and more than 100 relatives of those who lost their lives on the H.M.A.S. Perth, attended a memorial service at the Shrine of Remembrance today.

The service, simple but solemn, lasted less than 15 minutes.

When the Last Post was sounded mothers who had lost their sons when the Perth was

sunk six years ago today, wept silently.

Although the attendance was small and all ex-servicemen's organisations were not represented, hundreds watched from Government offices on either side of the Shrine.

Wreaths were placed at the foot of the Eternal Flame after the service, which was conducted by Archdeacon Birch, chaplain of the Moreton.

All survivors expressed disappointment because there

were no official representatives.

Archdeacon Birch said he thought that one day should be put aside to remember all naval disasters.

The survivors in attendance were: Able Seaman N. Laughner and Messrs. J. Houghton, of Manly; S. Foote, of Indooroopilly; E. Tovey, of Toowong; C. Wray, of Coorparoo; E. Elliot, of Fairfield; R. Farrington, of Redcliffe; N. Carter, of Annerley; T. Thompson, of Corinda.

1948



L-R Lady Martin, William, Sandy and Anna

HMAS PERTH (I) Executive Officer CMDR William Harold Martin (lost 1/3/1942) was married to Isla and they had a single child David James Martin—Later Rear Admiral Sir David Martin KCMG, AO,RAN Governor of NSW . Sir David died in 1990 from service related injuries

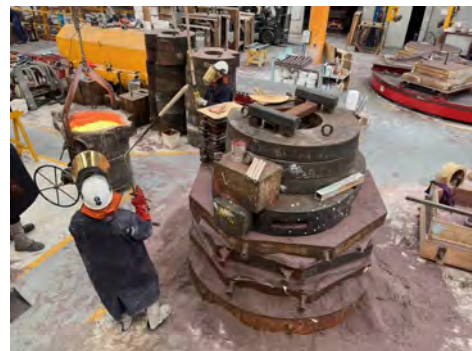


L-R Sam Harrington, Amanda Beaumont, Tom Beaumont, Helen Martin, CAPT Will Martin RAN RTD, Lady Martin, Anna Beaumont, Sandy Di Pietro, Flavia Di Pietro, Edwina Harrington and CDRE Vince Di Pietro AM,CSC,RAN RTD

Four direct generations of the Executive Officer of HMAS PERTH (I) came together recently to view the newly erected Wall of honour to the memory of the ships company of HMAS PERTH (I)



Combined AGM NLWA and HMAS Perth Foundation 20th. August 2022



Casting of the propeller for the first stage of the memorial in the process of being cast.



**Presentation and acknowledgement of
Lottery West Grant**

UK's biggest warship breaks down off south coast shortly after setting sail for US

Deborah Haynes, security and defence editor

The UK's biggest warship has broken down off the south coast shortly after setting sail on what had been billed as a "landmark mission" to the United States.



HMS Prince of Wales set sail from Portsmouth on Saturday. Pic: Royal Navy© Other
HMS Prince of Wales, the second of the Royal Navy's two aircraft carriers, was experiencing an "emerging mechanical issue", a spokesperson said. The problem is being investigated.



The vessel suffered an 'emerging mechanical issue'. Pic: Royal Navy© Other
The £3bn carrier, which became fully operational only last year, is reportedly anchored south east of the Isle of Wight while the investigation is carried out.

"HMS Prince of Wales remains in the South Coast Exercise Area while conducting investigations into an emerging mechanical issue," the Royal Navy spokesperson said.

The problem was first reported by UK Defence Journal, an online news site focused on defence issues, which cited unconfirmed reports about damage to the starboard propeller shaft.

A second specialist news site, Navy Lookout, said the 65,000-tonne warship had suffered a "significant technical fault".

"Should the issue prove to be serious it goes without saying that this is extremely unfortunate and not a good look for the RN [Royal Navy]," it reported.

The warship had departed from nearby Portsmouth on Saturday on what was described by the Royal Navy as a mission to "shape the future of stealth jet and drone operations off the coast of North America and in the Caribbean".

The trip - provided it goes ahead - is set to see the carrier visit New York, Halifax in Canada and the Caribbean, operating fifth generation F-35 fast jets off the deck as well as drones.

Commanding Officer, Captain Richard Hewitt, said in a statement to mark the departure - and prior to the mechanical glitch: "Taking the HMS Prince of Wales task group across the Atlantic for the rest of this year will not only push the boundaries of UK carrier operations, but will reinforce our close working relationship with our closest ally.

"From operating the F35 Lightnings and drones to hosting the Atlantic Future Forum, none of this would be possible without the efforts of the amazing sailors on board, many of which are on their first deployment with the Royal Navy."

HMS Prince of Wales, which heads a carrier task group, deployed with a frigate, tanker and an air group of helicopters and drones.

The F-35 warplanes are set to join the ship in the US.



The Navy's "ghost fleet" is growing

Nicholas Slayton

This past week the Navy christened a new ship in the fleet: the unmanned surface vessel the Mariner. The ceremony at the U.S. Naval Academy marked another milestone in the Navy's attempt to test and expand its autonomous capacity.



The Ranger, one of the Overlord USVs used by the U.S. Navy. The Mariner is the latest to be christened. (U.S. Navy photo by Mass Communication Specialist 3rd Class Demetrius J. Williams)© Provided by Task & Purpose
It is the latest so-called "ghost ship" to join the Navy at sea. The Mariner is one of four Overlord USVs the Navy ordered, although only the third fielded as the last one is still under construction. The Mariner's two sister ships, the Nomad and Ranger, participated this summer in the [Rim of the Pacific](#) international training exercise. It was one of the biggest deployments of an uncrewed ship yet.

The Navy recently [released the 2022 edition of the Chief of Naval Operations Navigation Plan](#), its roadmap and vision for how the Navy will look in 2035. The plan calls for expanding the overall force from approximately 300 combat ships to 523. Of that fleet, 150 ships are intended to be uncrewed. The "ghost fleet" portion would work hand-in-hand with the rest of the combat ships, just without a large crew needed, which might help the Navy given the ongoing recruitment and morale issues.

That's where ships like the Mariner factor in. They're early research and development ships. They'll serve at sea, but the idea for now is to test how the software functions and how these vessels can be improved on to meet that 2035 goal. As for how these kinds of ships will be used, the Navy has said they'll serve multiple purposes, but the autonomous nature of the vessels means they can also allow the Navy to carry out operations without diverting sailors from bigger tasks.

"We can take two of our USVs and go out and do multi-vessel ops ... and not necessarily have to take [a destroyer] off of actual fleet operations to go do that," Rear Adm. Casey Moton, who works on unmanned programs, said during a tour of the ship this week, [Breaking Defense reported](#).

Although the Mariner and other Overlord USVs are technically uncrewed and run on software, it's not exactly designed to exclude sailors. The Overlord USVs have crews of six, with most features though being automated. [Breaking Defense](#) reported that the ship even has a big red button that can turn off the software control and let the ship's captain take over operations, should a need arise. Think of it as where many "self-driving" cars are currently at, where there is a manual control option.

The USV Mariner is currently set to wrap up testing and then join other ships in California in the next fiscal year.

NAVY CADETS GROWING IN TIMARU

The newest Navy Cadet cohort in New Zealand is going from strength to strength, thanks to word of mouth, supportive parents and the efforts of their leader, Sub Lieutenant Simon Liddy.



When *Navy Today* first covered the emerging naval cadets in Timaru in 2017, SLT Liddy was an Acting Ensign and the cadets came under the sponsorship of No. 15 (City of Timaru) Squadron Air Training Corps.

The relationship has gone a step further with SLT Liddy recently taking command of No. 15 Squadron, after the incumbent requested a break from the role.

The number of cadets has risen from six in 2017 to a roll of 12, notably with seven recruits taking the oath in May. To become a Navy Cadet unit in their own right requires a roll of 20 cadets.

In the meantime SLT Liddy is welcoming the chance to gain command experience as his cadets increase to unit strength.

"We are widely known in the community and have a good core of parents who appreciate what Cadet Forces can offer," he says. "The Cadet culture in South Canterbury is deeply rooted thanks to No. 15 Squadron ATC who have been around since 1941. They were instrumental in establishing the Timaru Army Cadet Unit some years ago and now they are at it again by supporting Navy Cadets. The mentoring of Navy NCO's by Air has its pros and cons but it isn't too difficult to ensure things are done Navy!"



The cadets started with no boats, but now have a 1962 RNZN-built cutter, thanks to the national body SCANZ (Sea Cadets Association of New Zealand), and a support/coaching RHIB thanks to the unit's relationship with Navy Cadet Unit TS GODLEY in Christchurch. "This moral support and interactions we have had with GODLEY's Officers and Cadets has been wonderful and they are as keen to see us established as we are."

As well as the 20-cadet threshold, the unit needs officers and support staff. "We want to be around for many decades to come, and with the strong parent base we currently have and the commitment of the current Officers and Cadets we are well on the way to making that a reality by 2023."

MARITIME SECURITY VESSEL NEWS ROUNDUP | SEPTEMBER 8 – INDIA’S NEWEST AIRCRAFT CARRIER, AN ATTACK SUBMARINE FOR THE UK, AND CANADIAN, FRENCH, AND PHILIPPINE PATROL VESSELS

By **Baird Maritime** - September 8, 2022



India commissions its first locally-built aircraft carrier as Britain welcomes its newest submarine into service. Deliveries include two patrol vessels for the Philippines and one for Canada. Lastly, the French government places an order for a new class of coastal enforcement boats for police use.

Indian Navy commissions indigenous aircraft carrier



The future Indian Navy aircraft carrier INS Vikrant during sea trials, July 16, 2022. (Photo: Indian Ministry of Defence)

The Indian Navy commissioned the indigenously built aircraft carrier INS *Vikrant* into service in a ceremony on Friday, September 2.

Built by Cochin Shipyard, the ship measures 262 metres long and will have an embarked air wing consisting of 26 MiG-29K multi-role fighter aircraft and 10 helicopters for utility, anti-submarine warfare, and airborne early warning and control duties. Armament includes surface-to-air missiles, 76-millimetre naval guns, and 30-millimetre close-in weapon systems.

Royal Navy's fifth Astute-class submarine enters service



Photo: Royal Navy

The Royal Navy recently commissioned its fifth Astute-class nuclear-powered attack submarine into service.

HMS *Anson* was built by BAE Systems to be capable of missions ranging from task force protection to long-range strikes and intelligence gathering.

The submarine's armament will include up to 38 Spearfish torpedoes and Tomahawk cruise missiles. Facilities are also available for launching and recovering small raiding and reconnaissance teams of Royal Marines.

Philippine Navy takes delivery of two new Israeli-built fast attack craft



Photo: Armed Forces of the Philippines

The Philippine Navy formally took delivery of two new missile-capable fast attack interdiction craft (FAIC) from Israel Shipyards in a ceremony in Manila on Tuesday, September 6.

The 32-metre vessels have been christened BRP *Nestor Acero* and BRP *Lolinato To-ong* after two Philippine Marine Corps personnel who were posthumously awarded the Medal for Valor, the Philippine armed forces' highest combat decoration.

The Philippine Navy FAICs are variants of the Shaldag Mark V patrol vessels being built by Israel Shipyards for the Israeli Navy and other customers.

A total of nine FAICs will be supplied to the Philippines beginning in the third quarter of this year for operation in littoral and EEZ waters. This number also includes four vessels that will be built at the Philippine Navy's own shipyard facilities in Cavite City just outside Manila.

Third Harry DeWolf-class patrol ship delivered to Royal Canadian Navy



Photo: Irving Shipbuilding

Irving Shipbuilding of Nova Scotia has handed over the third Harry DeWolf-class Arctic and Offshore Patrol Ship (AOPS) ordered by the Royal Canadian Navy.

The future HMCS *Max Bernays* will also be the first ship in its class to operate primarily off the west coast of Canada.

The 103-metre vessel was designed in compliance to IACS Polar Class 5. A diesel-electric propulsion system consists of four 3.6MW diesel engines that supply electrical power to two 4.5MW motors to deliver speeds of 17 knots in open water and three knots for icebreaking.

French consortium to supply new patrol boats to Maritime Gendarmerie



Photo: DGA/Socarenam

The Direction Generale de l'Armement (DGA), the French government's defence procurement agency, has placed an order for a new class of coastal patrol boats to be operated by the Maritime Gendarmerie police force.

Each vessel will have a length of 46 metres, a displacement of 350 tonnes, and armament consisting of 7.62mm and 12.7mm machine guns.

The patrol boats will be built by a consortium formed by local shipbuilders Socarenam and CNN MCO. The contract covers a maximum of six vessels with deliveries scheduled to commence in the second half of 2024.

What have the AUKUS partners spent the last year doing?

By [Megan Eckstein](#)

Wednesday, Sep 7



Under Secretary of the U.S. Navy Erik Raven waves his hand

as he answers a question from the audience at the Defense News Conference on Sept. 7, 2022. (Colin Demarest/Staff)

WASHINGTON — The United States, the United Kingdom and Australia have spent the last year discussing in detail the capabilities that each partner of [the so-called AUKUS agreement](#) will bring to the table for a future Australian nuclear-powered attack submarine, according to the undersecretary of the U.S. Navy.

Speaking at the Defense News Conference on Wednesday, Erik Raven said he doesn't have submarine design announcements yet, but could say the three nations are focused on "how to get there in the smartest way to make sure this partnership pays dividends well into the future."

It's been nearly one year since the allies signed the security pact under which the U.S. and U.K. would share nuclear-powered submarine technology with Australia. The three nations agreed to an 18-month consultation period to work through what would be involved in a multinational nuclear submarine development effort.

"Some time in the future, journalists and historians are going to look back at this moment and look at how much work has been done over the past 12 months of this consultation period and ask: 'Why can't [the Defense Department] react as quickly to a major program and establish requirements and a process to meeting those strategic goals as quickly as we have been doing?'" Raven said.

"We don't have solutions ready for prime time, but what we have been doing over the last 12 months is really spending it engaging with our partners, understanding what capabilities we all have to bring to the table, what capabilities are needed, and start aligning those against how are we going to perform to plan," he added.

Top of mind shortly after the AUKUS announcement was choosing the class of submarine the Royal Australian Navy may use — the U.S. Navy's Virginia-class submarine, the British Royal Navy's Astute-class submarine or something new. But the conversation later turned toward [whose industrial base has the capacity to handle additional construction work](#).

Rear Adm. Scott Pappano, the program executive officer for strategic submarines, has closely tracked industrial base issues related to his top-priority Columbia-class ballistic missile submarine, as well as what capacity remains to build and maintain the Virginia attack subs.

Although he's not directly involved in AUKUS conversations, he said last month that, "if we are going to add additional submarine construction to our industrial base, that would be detrimental to us right now without significant investment to provide additional capacity and capability to go do that." He added the U.K. submarine-industrial base faces similar constraints.

Despite the challenges, Chief of Naval Operations Adm. Mike Gilday has called the arrangement "a strategic stroke of brilliance ... for all three countries."



“That puts all three countries working in lockstep with advanced capabilities to put us in a position where we’re not just interoperable, but we’re interchangeable,” he said.

Raven noted that the National Defense Strategy focuses the U.S. military on China and that AUKUS is a prime example of how to approach that. Not only does the collaboration create a new high-end platform to deter or counter China, but it also launches a discussion about basing and forward presence that could help U.S. naval forces spend [more time forward in the Pacific](#), he explained.

Another issue gaining early attention is training. Given the length of time it takes to grow enlisted and officer leadership who understand nuclear propulsion, the U.S. and U.K. are looking at training opportunities now.

Legislation introduced in the U.S. Congress in June [would establish a training program in the United States](#). The program would induct at least two Australian officers each year to receive training at the Navy’s nuclear propulsion school, enroll in the Submarine Officer Basic Course and then be assigned to duty on an operational U.S. submarine at sea.

During [a recent commissioning ceremony for a new Astute-class sub](#), the U.K. announced Royal Australian Navy personnel are already participating in specialized nuclear training courses conducted by both the U.K. and U.S.

Several American leaders have noted the importance of starting this training this early, given it takes years to prepare an officer to take command of a nuclear-powered sub. In fact, it takes so long that women first began serving on American submarines in 2011, and more than a decade later, no woman has commanded a sub yet. Last month, however, a female senior enlisted sailor was selected to serve as chief of a sub.

About [Megan Eckstein](#)

Megan Eckstein is the naval warfare reporter at Defense News. She has covered military news since 2009, with a focus on U.S. Navy and Marine Corps operations, acquisition programs and budgets. She has reported from four geographic fleets and is happiest when she’s filing stories from a ship. Megan is a University of Maryland alumna.



HMS Queen Elizabeth sails past broken-down sister ship HMS Prince of Wales to take over role in US training exercises from £3billion aircraft carrier The Royal Navy flagship HMS Queen Elizabeth has embarked on a voyage to the US for training exercises Scores of well wishers lined Portsmouth Harbour and waved Union flags as they watched the ship set sail The 65,000-tonne ship will stop at New York, Halifax in Nova Scotia, and the Caribbean along its journey HMS Queen Elizabeth takes the place of HMS Prince of Wales, which broke down prematurely on Isle of Wight By STEWART CARR FOR MAILONLINE PUBLISHED: 21:10 AEST, 7 September 2022 | UPDATED: 22:09 AEST, 7 September 2022

Posted by [Currin Family](#) September 9, 2022 Posted in [All Posts](#) Tags: [IFTTT](#), [JC's Naval](#), [Maritime and Military News](#)

The Royal Navy flagship HMS Queen Elizabeth has embarked on a voyage to the US for training exercises in place of her sister ship, which broke down off the Isle of Wight.

HMS Prince of Wales was forced to make a premature return to Portsmouth Naval Base on Saturday after a coupling on its starboard propeller shaft broke shortly after setting sail.

The £3 billion aircraft carrier will now need to go into dry dock, probably at Rosyth in Scotland, to undergo repairs. This morning, families of crew members and well-wishers lined the walls of Portsmouth Harbour and waved Union flags to see HMS Queen Elizabeth off.

The crew were notified last week that they would be sailing to the US, altering previous plans for deployments to the Baltic and Mediterranean this autumn.

The Navy has not detailed which of HMS Prince of Wales's diplomatic engagements and military exercises will be carried out by HMS Queen Elizabeth.



Royal Navy flagship HMS Queen Elizabeth was pictured leaving Portsmouth Harbour this morning as it headed to the US training exercises



Scores of well wishers lined Portsmouth Harbour and waved Union flags as they watched the ship set sail



Royal Navy aircraft carrier HMS Prince of Wales returns to Portsmouth Naval Base on Saturday after breaking down off the coast of Wight



HMS Prince of Wales pictured being moved to Stokes Bay near Gosport in Hampshire last week after breaking down near of Wight

HMS Prince of Wales: The numbers behind Navy's newest aircraft carrier

Cost: £3.3 billion. Originally £3billion, various faults and repairs drove up the cost.

Weight: 65,000

Crew: 1,600 when fully functional.

Dimensions: More than 900ft long and 230ft wide, with four-acre decks about the size of three football pitches.

Speed: Top speed of 28 mph. Capable of travelling 500 miles a day.

Fighter jets: Capacity for 36 F35-B Lightning II fighter jets. The jets can be lifted from the below-deck hangar to the deck in just 60 seconds.

Weapons: Weapon system capable of firing 3,000 rounds per minute.

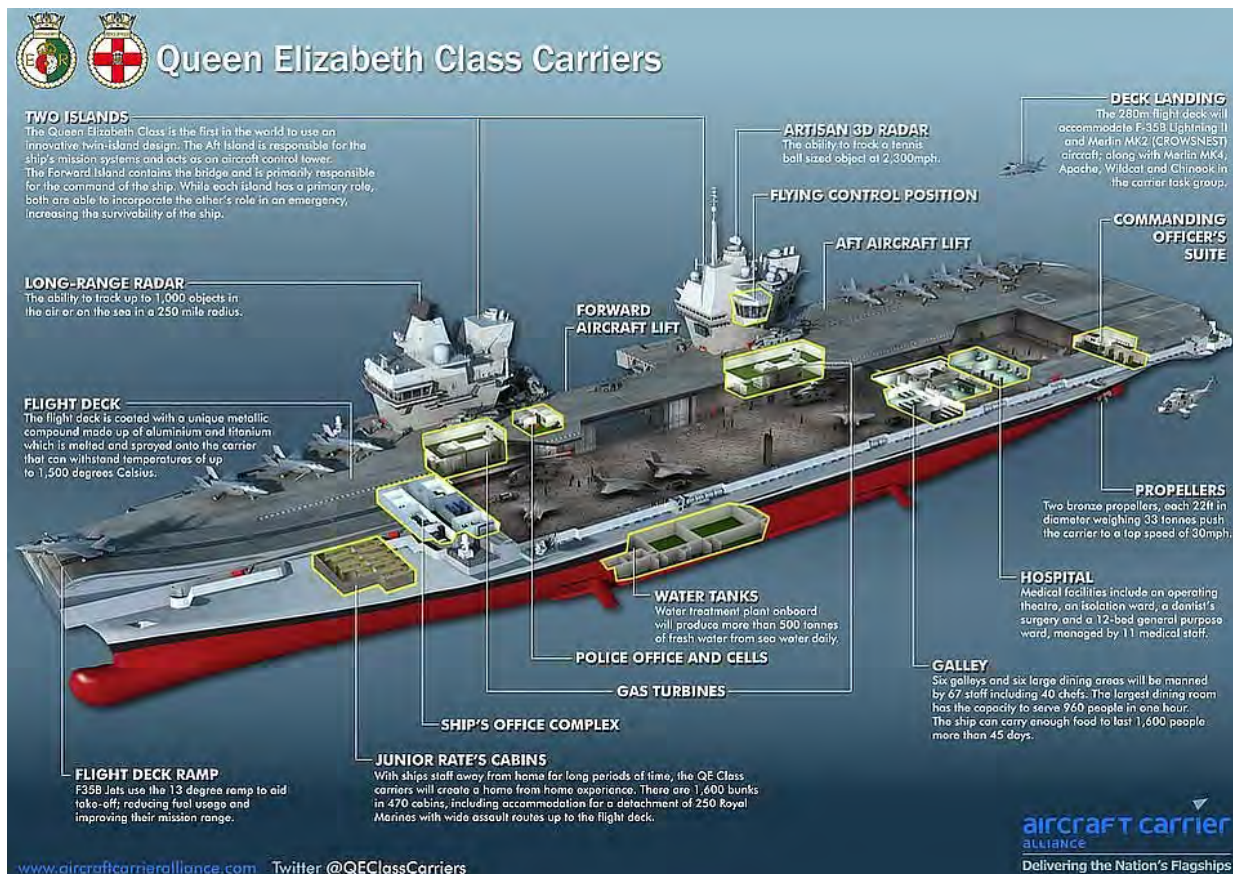
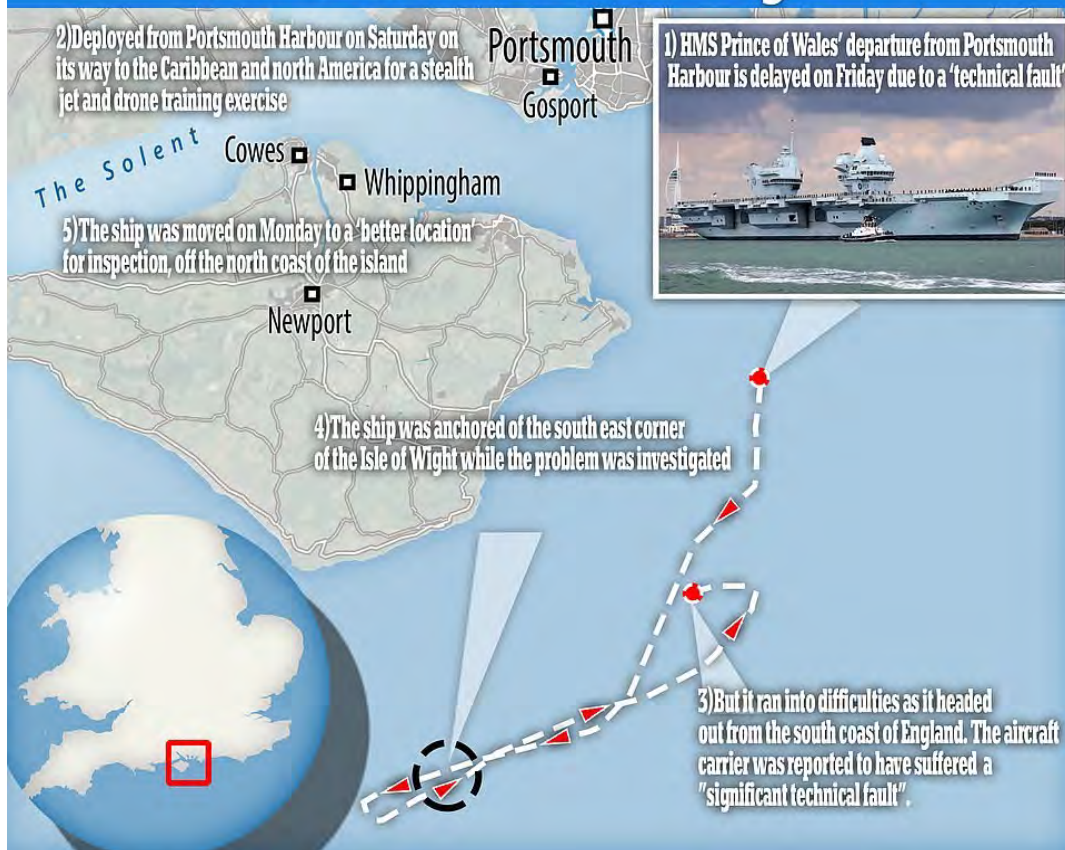
Radars: Long-range radars can track up to 1,000 aerial targets from up to 250 nautical miles away.

Type 997 Artisan 3D medium range radars can track a target the size of a ball from a distance of 12 miles. The programme included flight trials with F-35B Lightning jets, the Atlantic Future Forum and port stops in New York, Halifax in Canada, and the Caribbean. But the Royal Navy has confirmed it will be in New York to host the Atlantic Future Forum – a defence conference aimed at strengthening UK and US bonds. After the US commitments, HMS Queen Elizabeth will return to Europe to take part in operations in the Baltic and Mediterranean with Nato partners.

A Royal Navy spokesman said: 'In the coming months, HMS Queen Elizabeth will be at the heart of a powerful task group made up of thousands of sailors, up to 10 ships, F-35B Lightning jets, helicopter squadrons and Royal Marines Commandos which will operate across Europe this autumn. 'The Royal Navy task force will work closely with allies and partners across Europe – from the Baltic all the way south to the Balkans and Black Sea region – over the coming months. 'The operations are part of galvanised NATO efforts in the face of Russia's unprovoked invasion of Ukraine to safeguard security, stability and prosperity across Europe.'

HMS Queen Elizabeth's commanding officer, Captain Ian Feasey, said: 'After a period of maintenance it is fantastic for the Fleet Flagship to be under way again to conduct operational activity with allies and partners.' AB warfare specialist Callum Rotherforth, serving his first deployment aboard HMS Richmond, said: 'I've never been to the USA so I'm really looking forward to going to New York. 'I want a picture on top of the Empire State Building. It is so cool to be part of a task group sailing across the Atlantic.'

How Britain's largest naval ship ended up anchored off the Isle of Wight



A graphic shows how the Queen Elizabeth class of carriers – which includes two vessels; the HMS Queen Elizabeth and HMS Prince of Wales – can produce 500 tonnes of fresh water from sea water daily

British Navy commissions fifth Astute-class submarine HMS Anson The sixth and seventh submarine, Agamemnon and Agincourt, are under different construction stages.

Posted by [Currin Family](#) [September 6, 2022](#) Posted in [All Posts](#) Tags: [IFTTT](#), [JC's Naval](#), [Maritime and Military News](#)



HMS Anson joins the Royal Navy's fleet in a ceremony in Barrow, UK. Credit: UK Royal Navy
The UK Royal Navy (RN) has [commissioned](#) its fifth of seven Astute-class nuclear attack submarines, HMS Anson, at [BAE Systems'](#) shipyard in Cumbria, England. The event was attended by British Prime Minister Boris Johnson, Defence Secretary Ben Wallace, Australian Deputy Prime Minister Richard Marles and submarine's sponsor Julie Weale.

The submarine will remain in Barrow for some more weeks to undergo final assessments. After completing the tests and receiving required tweaks in its systems, HMS Anson will depart to its homeport, HM Naval Base Clyde, in Faslane to prepare for sea trials.

[Christened in 2020](#), Anson has been built with an investment of £1.3bn. It took more than 11 years for building the vessel and involvement of around 10,000 people from 400 firms across the country. It is powered by a [Rolls-Royce](#) nuclear reactor, which will allow submarine to remain operational for 25 years without refuelling.

At the commissioning event, Johnson and Wallace also revealed that the Royal Australian Navy's (RAN) crews will receive training aboard this RN's newly commissioned [Astute-class submarine](#). This training is part of the AUKUS trilateral security pact, formed between governments of Australia, the UK and the US.

Johnson said: "From the Pacific Ocean to the Baltic Sea, our submarine service is protecting UK and our allies 24 hours a day, seven days a week, and deployment of Australian submariners alongside our British crews epitomises strength of AUKUS partnership."

The effort is intended to strengthen defence ties and promote stability in the Indo-Pacific region.

Marles said: "Today's announcement of Australian submariners training aboard HMS Anson says everything about our future plans of building the AUKUS partnership. "The technology, capability and lethality on show is truly impressive and Australia looks forward to progressing our talks through AUKUS partnership."

VESSEL REVIEW | SEKHUKHUNE – SOUTH AFRICAN NAVY TO USE LOCALLY-BUILT VESSEL FOR INSHORE PATROLS

By **Baird Maritime** - September 6, 2022



Photo: Damen

Damen Shipyards Cape Town (DSCT) in South Africa has handed over the first in a new class of three multi-mission inshore patrol vessels (MMIPVs) ordered by the South African Navy.

Named SAS *Sekhukhune* in honour of a 19th century king who ruled over the Pedi Empire in what is now the north-eastern portion of South Africa, the MMIPV was designed by Netherlands-based the Damen Shipyards Group to provide the navy with a rapid response capability for primary missions such as anti-illegal trafficking, anti-illegal fishing, counter-piracy, and mine countermeasures (MCM) as well as secondary missions including dive support, search and rescue (SAR), humanitarian assistance, and crew training.

Sekhukhune has a steel hull, a steel and aluminium superstructure, a length of 62.2 metres, a beam of 11.5 metres, a draught of four metres, and space for 60 crewmembers. A propulsion system that includes four engines, Reintjes gearboxes, and fixed-pitch propellers delivers a maximum speed of 30 knots, a cruising speed of 20 knots, and a range of 4,000 nautical miles. Two 120kW bow thrusters are also fitted.

The vessel features Damen's patented bow design that ensures low resistance, high sustained speed in waves, and enhanced seakeeping characteristics. This then guarantees significantly reduced vertical acceleration, leading to increased crew and vessel safety. A hydraulically driven fin system provides added stability.



Photo: Damen

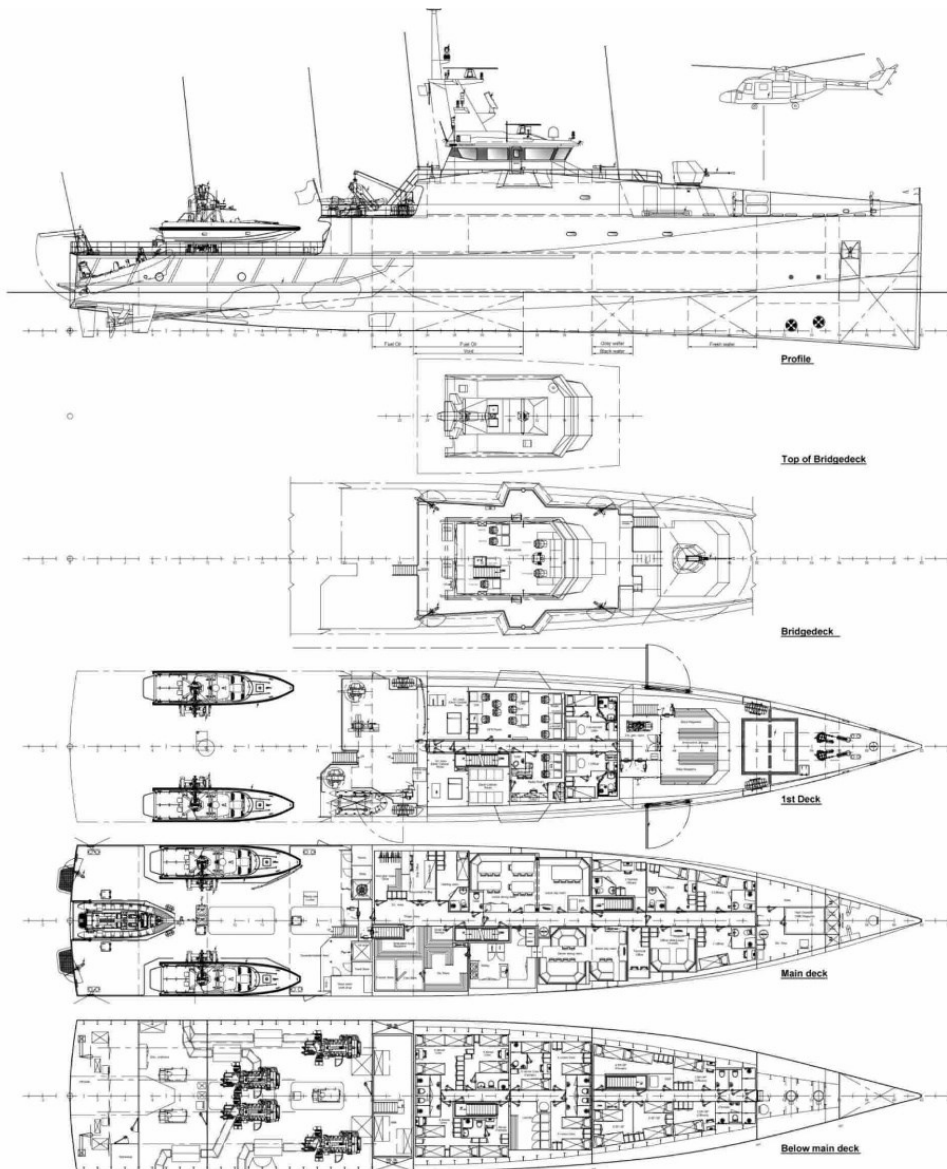
Armament consists of a Denel Land Systems 20mm autocannon mounted on a Reutech Rogue remote weapons station. There is also onboard space for containerised mission-specific modules. Damen said such modules can be incorporated even on short notice, allowing the vessel and its crew to provide an adequate rapid response to a range of mission types.

The navigation and communications suite consists of X-band and S-band radars, an area A2 GMDSS, GPS, AIS, an echosounder, an ECDIS, and compasses. An array of CCTV cameras and two searchlights are also installed. Power for all these is supplied by three 150ekW generators. A 33ekW generator is also available for emergency use.

The MMIPV's accommodation spaces are all air-conditioned and located on three decks. These spaces include crew cabins, a radio room, an office, a galley, a mess, and a stores area. The engine room has two ventilation fans and a fixed fire suppression system while handheld extinguishers are available all throughout the vessel.

The second and third MMIPVs are under various stages of construction at DSCT. These are scheduled to be delivered to the navy in 2023 and 2024, respectively. The three Damen-built MMIPVs will constitute the navy's Warrior-class patrol vessels.

Design work on the South African MMIPVs was done in compliance to Bureau Veritas class rules.



| | |
|---------------------------------------|---|
| | |
| Type of vessel: | Inshore patrol vessel |
| Classification: | Bureau Veritas |
| Flag: | South Africa |
| Owner: | South African Navy |
| Designer: | Damen Shipyards Group, Netherlands |
| Builder: | Damen Shipyards Cape Town, South Africa |
| Hull construction material: | Steel |
| Superstructure construction material: | Steel; aluminium |
| Length overall: | 62.2 metres |
| Beam: | 11.5 metres |
| Draught: | 4.0 metres |
| Main engines: | 4 |
| Gearboxes: | 4 x Reintjes |
| Propulsion: | 4 x fixed-pitch propellers |
| Side thrusters: | 2 x 120 kW |
| Maximum speed: | 30 knots |
| Cruising speed: | 20 knots |
| Range: | 4,000 nautical miles |
| Radars: | X-band; S-band |
| GMDSS: | Area A2 |
| Armaments: | Denel Land Systems autocannon |
| Searchlights: | 2 |
| Accommodation: | Crew cabins; office; galley; mess |
| Crew: | 60 |

INDIAN NAVY AIRCRAFT CARRIER SUFFERS THIRD ONBOARD FIRE

By **Baird Maritime** - July 21, 2022



The Indian Navy aircraft carrier INS Vikramaditya in 2014 (Photo: Indian Navy)

The Indian Navy has confirmed that a fire ignited on board the aircraft carrier INS *Vikramaditya* while it was undergoing sea trials on Wednesday, July 20.

The ship recently completed a refit and was underway off the coast of Karnataka state when the incident occurred on the evening (local time) of Tuesday. The crew were able to extinguish the blaze. No casualties have been reported.

The navy said that a board of inquiry has already begun investigating the events that led to the incident, which is the third to occur on board the carrier following its acquisition from Russia. The first fire incident occurred on April 26, 2019, while the ship was underway. One of the crew died of smoke inhalation while seven others suffered injuries while attempting to extinguish the blaze.

The [second incident](#) was on May 8, 2021, while the carrier was at berth in Karnataka's Karwar Harbour. The navy said the crew had ample early warning and were able to successfully extinguish the blaze, which ignited in one of the accommodation spaces.

No injuries or major damage were reported from the May 2021 fire incident.

OVER 200 EVACUATED FOLLOWING FERRY GROUNDING IN NORTHERN INDONESIA

By **Baird Maritime** - August 25, 2022



Photo: Indonesian Navy

A ferry with over 200 passengers and crew ran aground after it encountered bad weather in northern Indonesia on Tuesday, August 23.

The hull of the 1,000GT inter-island ferry *Glory Mary* made bottom contact on a reef as it was approaching its final destination of Beo in the Talaud Islands region at around 04:00 local time on Tuesday.

The vessel has remained on an even keel following the grounding, allowing the passengers and crew to be safely transferred to small boats for evacuation to shore.

An official of the Indonesian Navy said all 202 passengers and 17 crewmembers were safely evacuated with no reports of serious injury. The ferry suffered no significant hull damage, and preparations are being made for an eventual refloating upon the onset of high tide on Friday, August 26.

Reports state that the area where *Glory Mary* ran aground was experiencing rain and fog at the time of the incident.

An investigation has been launched to determine whether the grounding was the result of crew negligence.



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PRODUCED BY THE NAVY LEAGUE OF AUSTRALIA WESTERN AUSTRALIA DIVISION

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