



NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

August 2024
Volume 8, Issue 08

DOWN THE VOICEPIPE *do you hear there!*

COMING UP

NLWA Executive meeting
Monday 07th. October 2024

Facility open each Wednesday morning 0900-1200

The NLWA and HMAS PERTH (I) Memorial
Foundation will conduct their AGM's follow-
ing each other on the 25th. August 2024
commencing at 1000

HMS RICHMOND



Navy League of Australia Western Australia Division News update



We've made it through to the end of August and Spring is fast approaching though just of late I should have said, maybe approaching. The time is almost right to start getting outside and enjoying all life has to offer, without the prospect of being rained on, well hopefully not too much anyway.

This past month has seen us hold our AGM. This was reasonably well attended and we are confident we have given a clear and concise overview of the past twelve months as well as the coming twelve months. We are very excited to see the near completion to the exterior of the HMAS PERTH I Memorial structure that sits proudly out the front of our facility for all to enjoy.

The bow section, complete with its vast array of photos is really generating some publicity and rarely does a day pass without someone making comment on just how impressive it is. The past few days has seen the arrival of the starboard anchor from HMAS PERTH II. Obtaining the anchor was the result of many, many phone calls and emails, a lot of cursing on both sides and the generosity of Lions Club, who organised the transport from the Port of Albany to us in East Fremantle.

We cannot thank John and the Lions Club enough for their support. Not only was the transport organised but they were kind enough to arrange a crane to lift the anchor off of the truck and position it in its new home, just in front of the mast. For reference the anchor stands over six foot in height and weighs in at over 3.5 tonne. We previously had an anchor go missing but given the size and dimensions of this one we feel this might prove that little bit harder to make off with.

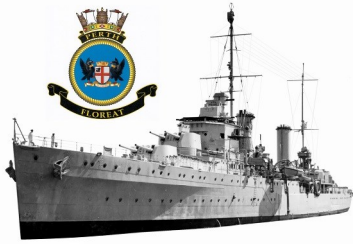
Early planning is underway for our travel group and more information will be forthcoming in due course. Suffice to say, we have more than a few exciting adventures ahead of us. Photos and a short summary will be posted into the newsletter once we get home from wherever we find ourselves. As they say, stand by to stand by.

I'm truly looking forward to seeing what the coming year brings.

Until next month

Brad





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



Jim O'Neill
 CMDR ANC RTD
 Project Manager

We continue to move forward with the project the glass featuring photos of the ship, and crew has now been installed the remainder of the exterior completion is due to be finished by the end of September. As with new projects we have had some delays , over-runs and other operations to comply with the building code which has left us in deficit of \$30000. It is hope that with future grant opportunities that the inside of the memorial will also be completed for the planned opening of the 1st. March 2025. Industry may be interested in sponsoring certain portions of the facility which will relieve the burden of finding the funds to overcome the present deficit..

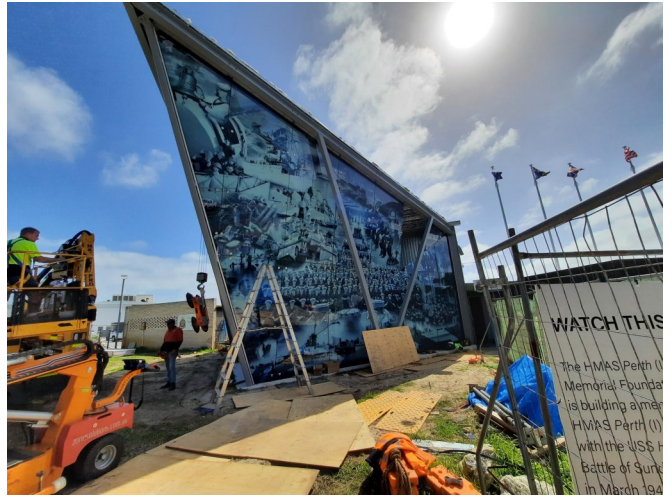
This month we held our annual general meeting with good attendance with the existing executive members carrying on from last year with the exception of our Secretary who has now retired. The new Secretary is Ken Wood and we welcome him to the position to carry on the good work of outgoing secretary Zenda Gardiner.

After many years of frustration and negotiation the Starboard anchor from HMAS PERTH (II) has been received from the Port of Albany having sat idol on the wharf for at least 28 years. It is now proudly displayed in front of the main mast at the memorial. Thanks go to Lions International who sponsored the transport of the anchor from Albany to Fremantle with the kind help of Joh Hack.

Maritime day will be held at the Fremantle Port in early November and we will participate with a joint NLWA / HMAS PERTH (I) display as in previous years.

Shortly I will be programming a maintenance period to complete minor works around the facility in time for the official opening of the Memorial. I hope you can all participate as many hands make light work particularly those users of the facility.







Salvors advise against towing of damaged tanker off Yemen



The tanker *Sounion* ablaze off Yemen, August 23, 2024 Yemen's Ansarallah Media Office

[Baird Maritime](#)

The European Union's Operation Aspides naval force reports that salvors have advised against towing a [disabled crude oil tanker](#) that had been targeted by [numerous attacks](#) by Yemen's Iran-aligned Houthi rebel group late last month.

The companies selected to undertake the salvage effort on the Greek-flagged and -operated tanker *Sounion* said that current conditions have made it challenging to tow the ship in a manner that would be deemed safe, Operation Aspides confirmed via a post on X (formerly Twitter) earlier this week.

The same statement said the same salvage companies are now exploring alternative solutions.

The US State Department had earlier remarked that the Houthis' continued attacks on *Sounion* threaten to spill a million barrels of oil into the Red Sea, an amount four times the size of the *Exxon Valdez* disaster.

Sounion [first came under attack](#) on August 21 while it was underway in the Red off the coast of Yemen. The Houthis again attacked the tanker the following day using an explosives-laden unmanned surface vehicle, which was successfully intercepted and destroyed by a French Navy warship that had diverted to the area.



Dutch defence ministry secures funding for ASW frigate purchase



An NH90 helicopter hovers near the stern of the Royal Netherlands Navy offshore patrol vessel HNLMS Groningen. Royal Netherlands Navy

The Dutch Ministry of Defence (MOD) has confirmed that it will receive additional funding for the procurement of ships and other new military equipment to address what it claims is the changing security environment in Europe.

In its 2024 Defence Memorandum published on Thursday, September 5, the MOD said it recognises the possibility of the Netherlands becoming "involved in an armed conflict," thus necessitating that the country's armed forces be urgently strengthened. Part of the €2.4 billion (US\$2.7 billion) to be allocated by the Dutch government for defence will be used for the procurement of two additional anti-submarine warfare (ASW) frigates. These two ships will be operated alongside two other ASW frigates in active Dutch service.

The MOD said the expansion of the Royal Netherlands Navy's ASW fleet will ensure greater coverage of Atlantic and Arctic waters in support of NATO objectives, though the ships may also be deployed to other regions such as the Indo-Pacific if needed.



President of NLWA and President of HMAS PERTH (l) Memorial welcoming members and guests to the combined AGMS

Austal launches US Navy's expeditionary fast transport USNS Point Loma

September 5, 2024, by Aida Čučuk Naval Today

Austal USA has launched the U.S. Navy's 15th expeditionary fast transport (EPF) USNS Point Loma at the company's ship-building facility in Mobile, Alabama.



Image credit:

Austal USA

According to Austal, during the launch process, self-propelled modular transporters (SPMT) lifted the ship almost three feet and moved it approximately 400 feet onto a deck barge moored adjacent to the final assembly bay. The barge then moved the ship downriver to Austal's West Campus repair yard where it was placed in a floating dry dock. The ship was submerged in the dry dock, enabling it to float for the first time, and was returned back upriver to Austal's new construction facility.

The EPF USNS Point Loma is now docked pier side for final outfitting and system activation in preparation for sea trials later in 2024.

Dave Growden, Austal USA's Vice President of New Construction Programs, said: *"The continued success of this launch process is a testament to the value of teamwork and applying lessons-learned to everything we do. Our test and activation, crane and rigging, and safety teams work methodically alongside our Navy partners and key vendors such as Berard Transportation and E.N. Bisso & Son tug services. These partnerships allow us to continually examine our process, identify opportunities for improvement, and more effectively achieve these major ship milestones."*

To remind, the ship, which is the second of the Spearhead-class EPF Flight II configurations and one of 16 EPFs the US Navy has contracted Austal to build, was christened at a ceremony in Mobile at the beginning of August 2024.

EPF Flight II provides a Role 2E (enhanced) medical capability which includes, among other capabilities, basic secondary health care built around primary surgery, intensive care unit, ward beds and limited x-ray, laboratory and dental support.

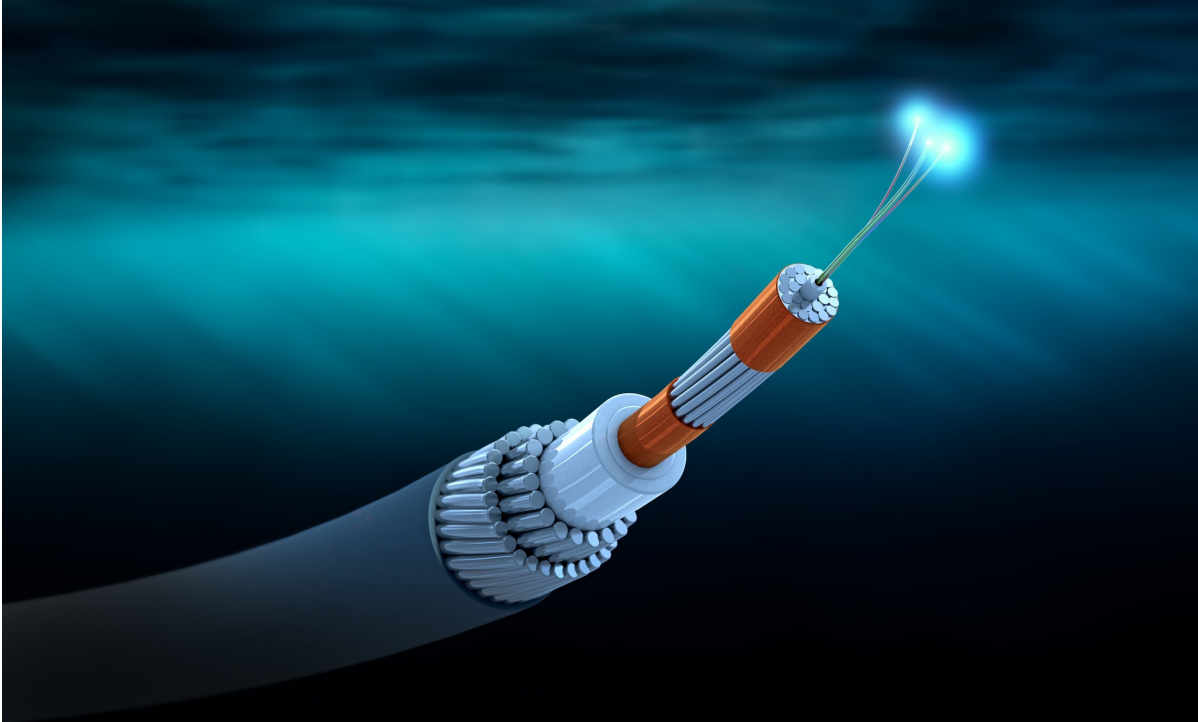


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Let's take a close look at how we protect our undersea cables

30 Aug 2024 | [Jessie Jacob](#) [The Sydney Dialogue series](#)



The number of subsea cables landing in Australia has more than doubled since the legislation to create protection zones for these vital pieces of infrastructure was passed in 2005.

We rely ever more heavily on the connectivity that cables provide and, with capacity-hungry 6G on the horizon, the need will only grow.

And yet, aside from some tinkering five years in—and that happened only because of a mandatory review—the legislation has not been updated in the nearly two decades that have passed since it came into effect. That needs to change, given the risks of sabotage or accident have only increased as more cables are connected, and our way of life becomes more reliant on these data pathways. We are well overdue for a proper review and update.

The changes in 2005 to the *Telecommunications Act 1997* established protection zones for submarine cables of national significance. The new Schedule 3A prohibited activities in these zones that would likely result in damage to the cables, such as fishing using gear that rests on or near the seabed, and also introduced criminal penalties for damaging cables.

Australia's framework has been considered a 'gold standard'—probably in part because it criminalised damage to cables, fulfilling an obligation under the UN Convention on the Law of the Sea.

There is some redundancy and resilience in the industry thanks to the number of subsea cables, with landing stations as far flung as the Sunshine Coast, Port Headland and Darwin—with more proposed. And of course, providers don't want their cables cut or damaged given it means unhappy customers and reputational harm to their business. Companies therefore tend to have business continuity plans in the event of a disruption.

Yet it is a telling indicator that no new protection zones have been established since the original three were declared in 2007, with two in Sydney and one in Perth. But that only covers about two thirds of Australia's cable landing sites, counting spurs and mainland connections to nearby islands – including Tasmania. It would be an obvious worry if providers don't feel the zones are worth the effort to register.

Under the 2005 law, the Australian Communications and Media Authority can declare zones of its own initiative or accept applications from a carrier for a new zone. An application comes with a price tag of \$161,251.

Considering the cost to repair a cable and the inevitable disruption to services, this a paltry sum. When Vocus’s Australian Singapore Cable in the Perth protection zone was cut in 2021—the only known cut to a cable in an Australian protection zone—the [cost to repair was \\$1.5 million](#).

It’s hard to explain why more applications have not been made. One suggestion from a cable company was the ‘free rider’ issue—whereby other companies can take advantage of a safety zone funded by competitors. But that doesn’t seem enough of a blocker.

Part of the problem is there are no metrics by which to judge the efficacy of the protection zones. There is no requirement for ACMA to report disruptions, nor for companies to report them to ACMA in the first place, though there are other organisations who track this, such as the International Cable Protection Committee.

To judge if the current regime is working, we need metrics such as the number of cables disrupted by human activity in a zone compared to the number outside zones. This way, there are numbers to crunch to determine if a zone is, say, 5 percent or 50 percent safer than unprotected areas.

These numbers would also help ACMA justify the creation of new zones. Cable owners have said that ACMA should be unilaterally declaring and funding these new zones as needed.

But ACMA also has to consider the impact of imposing new regulations in an area given it would encroach on members of the public’s activities. There needs to be a demonstrable benefit to justify legislative or regulatory change.

Additionally, Schedule 3A doesn’t cater for the monitoring of the zones. Penalties only act as a deterrent if there [is a perception that criminals will be caught and punished](#)—yet this hasn’t happened. The Australian Federal Police told the 2010 review of schedule 3A that their legislative requirements didn’t extend to monitoring the zones and that, at any rate, they were not equipped to do so.

Presumably, actual patrolling of the zones is conducted by Maritime Border Command, and threats to cables are one of the many types of threats to security within its remit. Otherwise, prevention measures in the zones include cable monitoring by industry and awareness-raising activities.

ACMA recommended in 2010 to determine if monitoring is necessary in the zones. This didn’t eventuate, but it should happen. Reviewing and updating the legislation would clarify who has responsibility for monitoring the zones and strengthen the deterrent effect of the penalties.

Finally, a review would offer a chance to clarify how the 3A regime identifies a cable as one of ‘national significance’. This is the term that determines whether or not a protection zone applies, but it is a vague definition. One way to bring clarity would be to align the definition with that in the *Security of Critical Infrastructure Act 2018*, and other relevant legislation. So, there is a clear case for a review. It could consider a scheme to capture metrics, determine the value and feasibility of a monitoring and enforcement regime, and look at aligning the 3A definitions and concepts to other critical infrastructure legislation.

Above all, this would make it clear to Australian carriers, international carriers contemplating an Australian landing—and indeed other countries looking to implement their own legislative regime—that Australia remains the ‘gold standard’ for cable regimes and that we are constantly looking at how best to keep undersea cables safe.

Author

Jessie Jacob is a senior analyst at ASPI.

Image shows illustration of the cross section of an undersea cable. Photo: Christoph Burgstedt/Getty Images.



Australia needs a coast guard to fight and win in the grey zone

30 Aug 2024 | [Nell Bennett](#)



Australia should establish a coast guard to counter China's use of grey zone tactics in expanding its territorial claims in the South China Sea. China is using its coast guard, along with civilian vessels and fishing boats, to impose its presence, so Australia and its regional partners should respond in kind.

A dedicated, militarised coast guard would be more effective than joint naval patrols in conducting a proportionate response to Chinese aggression and less likely than direct naval approaches to escalate tensions. An Australian coast guard could build on recent collaborations with the US Coast Guard to match China's tactics in the region.

Whether or not Australia needs a coast guard is a recurring question in national security circles. Experts point to the lack of resources within the Royal Australian Navy (RAN) to [defend Australia's coast](#), [support allies](#) and protect national interests abroad. A coast guard would reduce the navy's responsibilities by taking [the lead](#) on local constabulary and border protection operations, [freeing up the RAN](#) to focus on the business of warfighting.

Furthermore, a coast guard could support the RAN in facing unique threats at sea, namely China's use of [grey zone tactics](#) in its campaign to expand its territorial claims in the South China Sea. Grey zone tactics are designed to coerce other states without rising above the threshold for conventional retaliation.

As an island nation, Australia depends on open sea lines of communication (SLOCs) for the movement of goods and security forces, and China's territorial claims have the potential to constrict these important passages. Canberra has repeatedly emphasised the importance of free and open SLOCs in its defence policy, and its [commitment](#) to a free and open Indo-Pacific in its national security strategy. The [2017 Foreign Policy White Paper](#) said Australia relied on its SLOCs to connect with the world, and the [2020 Defence Strategic Update](#) stressed the importance of access through the Indo-Pacific for security and trade.

Despite the commitment of Australia and other countries to upholding international law and freedom of navigation, China is steadily [making gains](#) in the South China Sea, using its [coast guard and ostensibly civilian fishing boats](#) to engage in grey zone tactics.

These tactics put the United States and Australia in a difficult position. If they deploy their warships, China can accuse them of escalating the situation. So, to fight and win in the grey zone, they must also use grey zone tactics and send out civilian vessels—fishing boats and the coast guard ships.

The US Coast Guard has been [considering](#) this strategy since 2017 and recently [moved the homeport](#) of its cutter *Harriet Lane* to Pearl Harbour to help South Pacific partners police their exclusive economic zones. Indeed, Australian Border Force officers travelled on *Harriet Lane* in March as part of [Operation Blue Pacific Patrol](#).

This kind of constabulary cooperation could provide a model for proportionate response to China's tactics. The deployment of *Harriet Lane* was not directly aimed at China, but it provided scope for the US to respond to China's coast guard with corresponding force. China has already [protested](#) against the US Coast Guard's law enforcement activities in the South Pacific.

If Australia wants to counter Chinese aggression without escalation, it must develop its own constabulary maritime force. A forward-deployed coast guard could go head-to-head with China in the South China Sea, working in collaboration with the US (and possibly Malaysian, Indonesian, Vietnamese or Philippine police as sea riders). A dedicated constabulary force would permit a proportionate response, while preventing high tensions from inadvertently escalating into war.

An Australian coast guard would play a balanced role in countering China in the South China Sea. Joint patrols make for good press releases but don't deter Chinese aggression, while direct naval approaches risk escalating tensions. A constabulary force would lessen this risk and permit a proportionate response. A dedicated, militarised coast guard would allow Australia to set up the right configuration of forces to make an effective stand. It wouldn't be a quick fix, but it's what Australia needs to win in the grey zone.

Author

Nell Bennett is a 2024 Blue Security Fellow. This article is part of the Blue Security project led by La Trobe Asia, University of Western Australia Defence and Security Institute, Griffith Asia Institute, UNSW Canberra and the Asia-Pacific Development, Diplomacy and Defence Dialogue (AP4D). The views expressed are personal.

Image of US Coast Guard ship: [Australian Border Force](#)

Explosions kill five, injure 15 others on tanker off Bali, Indonesia



The product tanker Elisabeth Satu in the waters off Bali following the explosions, August 7, 2024 Police Office of Karangasem, Bali



[Baird Maritime](#)

Five people were killed while another 15 individuals suffered injuries as a result of two separate explosions on a commercial vessel off the eastern coast of Indonesia's Bali Island in the early morning (local time) of Wednesday, August 7.

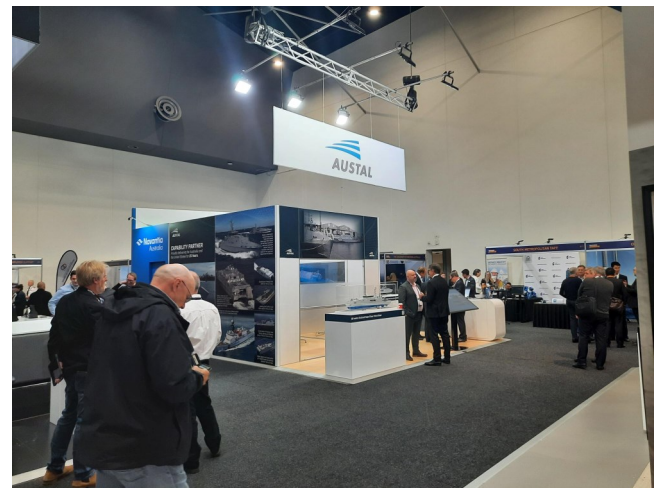
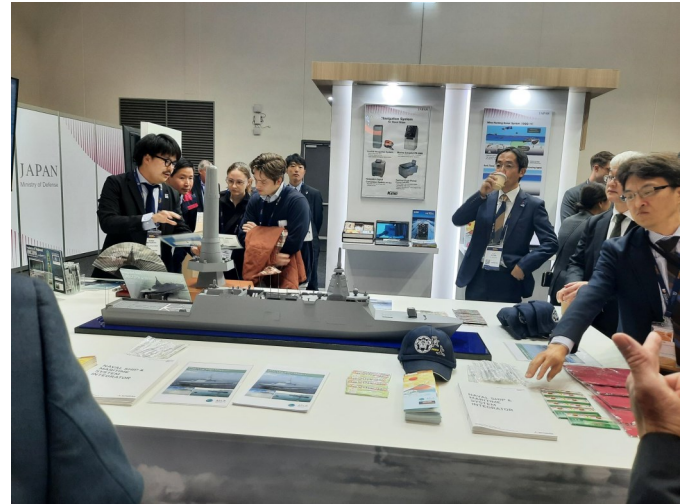
The locally-registered product tanker *Elisabet Satu* was underway some 10 kilometres off the town of Manggis at the time of the first explosion in the ship's mess at around 01:18 on Wednesday. Shortly afterwards, a second explosion ignited a fire in the engine room, resulting in power loss.

Five crewmembers were in the engine room at the time of the second explosion. Tragically, they were unable to escape after the blaze ignited and were burned to death.

The tanker's 16 other crewmembers have been rescued, though all but one of the survivors suffered injuries. Three sailors are in critical condition due to severe burns and respiratory problems and are being treated at Bali's Professor I.G.N.G. Ngoerah Hospital.

Due to the extreme heat caused by the fire, rescuers were not able to recover the bodies of the five deceased victims from the engine room until 12:30.

Local police are now investigating the incident.



Indian Ocean Defence & Security (IODS) 2024 has concluded, leaving a lasting impression as a pivotal event, which fostered timely discussion for the Indian Ocean region's key players.

At a critical time for Australian defence strategy and spending, the IODS 2024 theme "Where AUKUS Meets the Quad" resonated strongly, positioning the event as an important platform for engagement among the decision-makers shaping these initiatives.

The true highlight of IODS 2024 was the unprecedented gathering of the three AUKUS naval chiefs in Australia for the first time. This historic moment illustrated and reinforced the nations' commitment to the AUKUS relationship, demonstrating a united and strategic pathway forward. Their presence signified a shared vision and collaboration that is essential as Australia embarks on substantial funding, upskilling, and technological development for the SSN-AUKUS nuclear-powered submarine program.

The expanded and elevated industry exhibition buzzed with activity, showcasing cutting-edge technologies and fostering vital business connections. Over 135 organisations from 12 countries participated, highlighting the global interest and collaboration in Australia's defence initiatives.

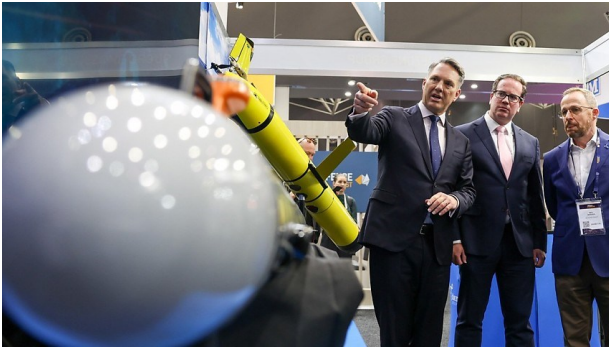
The final day was a highlight, featuring the Innovation Awards pitches and the Careers Day program. Secondary and tertiary students explored future career paths, engaging with industry leaders and gaining inspiration for potential roles in Australia's defence future.

Indian Ocean Defence & Security 2024 not only reinforced its status as a premier event for the defence industry but also set the stage for continued innovation and collaboration for years to come.

We look forward to welcoming you back to IODS in 2026 from 26-28 May.

Deputy PM backs 'heart of surface combatant fleet' Hunter Class despite price tag

01 August 2024 By: Robert Dougherty



Acting prime minister and Minister for Defence Richard Marles MP at the BlueZone Group stand at the Indian Ocean Defence Symposium at Perth Convention and Exhibition Centre, Western Australia. Photo: Andrew Green

Australian Deputy Prime Minister Richard Marles has defended the alleged \$4 billion price tag of each future Hunter Class frigate.

The Minister for Defence, speaking during a press conference at RAAF Base Tindal in the Northern Territory, declared the ships as the “heart of Australia’s surface combatant fleet” and “quietest frigate in the world”.

“The Hunter Class frigates are going to be as capable a frigate as exists in the world today. Hunter Class frigates will be the quietest frigate that exists in the world today. And we are very excited about what Hunter will add to our surface fleet,” he said during the press conference

“It will really be at the heart of our surface combatant fleet. Given, in a sense, what this announcement today is about is an acknowledgement of the vastness of our ocean approaches, of the areas that we need to surveil, of the task at hand for our Defence Force, in terms of surveilling and going after the assets of any adversary at sea, Hunter is right at the forefront of that as well. So, we are really looking forward to Hunter.

“And Hunter has had its issues, but it is very much back on track. And we are looking forward to the implementation of Hunter into our surface fleet.” Earlier this week, Greens spokesperson for Defence Senator David Shoebridge said the incoming Hunter Class frigates, at \$4 billion each, would be one of the most expensive ships ever built. “The Hunter frigate program is turning into a black hole for the Labor government to pour billions of dollars into,” he said.

“The Albanese Labor government has now had multiple opportunities to course correct but they have doubled down on failure. “If we look at countries like South Korea, they are manufacturing bigger and better-equipped ships for a fraction of the price.

“This is not about investing in defence, it’s about rewarding failure by politicians who repeatedly prove themselves incapable of holding Defence to account. “The Greens referred this program to the NACC because it showed clear signs of corruption, but this whole program also shows a complete disregard for the public interest, value for money and what is in the best interests of the defence of Australia.

“Over the next decade, the Albanese government has planned for nearly three-quarters of a trillion dollars to be spent on Defence. If that spending looks like the Hunter frigates program, we will blow endless billions of dollars and end the decade far less safe.”

A public statement from the Greens alleges that the federal government had handed over a further \$11 billion to build the steel hulls for three Hunter Class frigates.

The initial \$2.25 billion contract was for just the design and “productisation” of the Hunter Class frigate; however, it was amended without tender this month and jumped to nearly \$15 billion. It is understood that the additional \$11 billion provided by the government is just for the hulls of three ships, not including any weapons, radar or other essential equipment, according to the Greens.



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First Arafura-class OPV Starts Sea Trials Amidst Government Silence On Troubled Prog



NUSHIP Arafura on first sea trial August 26, 2024. Photo author Trevor Powell, shared with kind permission.

First Arafura-class OPV Starts Sea Trials Amidst Government Silence On Troubled Program

The first Australian Arafura-class OPV, NUSHIP Arafura, has commenced builder trials at builder Osborne in South Australia. The sea trials follow two year delay in commissioning the first of class OPV in a program Australia reduced from twelve to six hulls earlier this year.

[Alex Luck](#) 03 Sep 2024

NUSHIP *Arafura*, the first of class offshore patrol vessel (OPV), has commenced sea trials on Monday last week, August 26, 2024. Interestingly neither the Australian Department of Defence nor any other government agencies have issued official statements on the event. Personal imagery and comments by officials, industry representatives at builder Lürssen Australia and local shipspotters on various social media platforms exclusively make up all information on this notable step fNUSHIP *Arafura* maneuvering on sea trial.

The OPV originally launched in 2021 and has incurred a two year delay to service so far. Photo author Trevor Powell, shared with permission.

or a major, if troubled defence procurement.



NUSHIP (the designation until the Royal Australian Navy officially commissions a vessel) *Arafura* is the first of now six OPV under procurement. The overall program, dubbed SEA 1180 traces its roots back all the way to 2009. Australia's Defence White Paper released then formulated a common hull requirement for patrol, mine warfare and hydrographic survey tasking. SEA 1180 has since experienced a long and troubled development. This includes [making it onto the list of Defence "Projects Of Concern"](#) in 2023 over significant delays and integration issues.



NUSHIP *Eyre* on the Shiplift at Osborne Naval Shipyard. Photo via Luerssen Australia.

Builder Osborne Naval Shipyard launched the first of class *Arafura* on December 16, 2021 in South Australia. The Australian Liberal National government then in office intended to build twelve *Arafura*-class OPV covering patrol requirements. The Royal Australian Navy originally planned to commission *Arafura* herself in 2022.

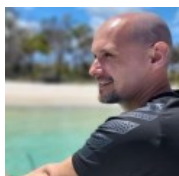
A delay of at least two years to service is not the only challenge for the program. The Navy has also failed in their effort integrating the favored main weapon system on the OPV. Australia originally selected the OTO Marlin 40 mm medium caliber cannon for *Arafura*. This weapon system was not part of the equipment suite already integrated on the Luerssen OPV 80-baseline design. OPV 80 as promoted by Luerssen includes a Bofors 57 mm gun, also used on Brunei's adaption of the design.

Arafura-class offshore patrol vessel on Luerssen stand at PACIFIC 2019. Note 40 mm main gun, one of the major setbacks for the program.

As a result NUSHIP *Arafura* on her trials now is carrying a 25 mm Bushmaster autocannon in a Rafael Typhoon mount carried over from the decommissioned Armidale-class patrol boats. The Royal Australian Navy has designated this armament an interim solution, although a final replacement has yet to emerge.

The Australian Labour-government elected in 2022 has cut SEA 1180 from twelve to six hulls in February 2024. The step was [part of their response](#) to the Surface Fleet Review in 2023. Canberra's aim now is growing RAN fleet numbers for a more numerous fleet of medium sized combat vessels. The move results in discarding smaller designs, including the [retirement without replacement of all mine warfare boats](#). As of August 2024 [one further hull, NUSHIP *Eyre*, is fitting out](#) at Osborne in South Australia. A further four *Arafura*-class OPV are under construction at CIVMEC in Western Australia.

Authors



Posted by : [Alex Luck](#)

Alex Luck is a freelance writer & analyst, with a focus on German military modernization, NATO and naval programs worldwide, particularly with the Chinese Navy (PLAN). Originally from Germany, Alex is presently based in Brisbane, Australia. A very interesting article on the long awaited commissioning and trials of the first NS ARAFURA having met the original crew and heard their frustrations I am sure they will finally get to man their ship. (here is hoping)



STS LEEUWIN BADLY DAMAGED WHEN THE CONTAINER SHIP SMASHED INTO HER WHILST MOORED ALONGSIDE VICTORIA QUAY FREMANTLE

What a week for our WA Ops team with the high profile Maersk Shekou incident to respond to within the Fremantle Port, Western Australia.

The 333 meter long container ship made headlines last week when she impacted the WA Maritime Museum, port infrastructure and the STS Leeuwin after being struck by a sudden squall as it entered the port.

[Franmarine](#) were engaged by [V.Group](#) as the primary contractor to coordinate the urgent underwater and engineering response. Multiple teams were deployed to undertake a detailed damage assessment, in-water survey in lieu of dry docking (UWILD) and subsequently, propeller repairs and hull plate repairs on the ship.

Repair plate dimensions were 3600 x 1200 mm with the welds to class and subject to independent hydrostatic testing. All inspection and repair works conducted were to [Lloyd's Register](#) standards, to the satisfaction of the customer, attending surveyor and multiple authorities, including state and federal.

The emergency response and successful outcome is a testament to Franmarine's capability and capacity to effectively coordinate and undertake multi-disciplined emergency ship repairs for the Shipping Industry, and Defence across Australia and throughout the region.

We acknowledge the injuries to the crew members of the STS Leeuwin, the significant damage sustained by the iconic tall ship and credit the actions of all first responders. We trust that the Leeuwin will return to service supporting the WA community, and consider the nature of this community service to be irreplaceable.

Finally, we thank our dedicated team members for their commitment to the task at hand and for operating diligently and safely under pressure, whilst remaining outcome focused.







STS LEEUWIN ALL HER RIGGING WAS DESTROYED DURING THE COLLISION AND DAMAGE WAS ALSO DONE TO THE STEM OF THE MARITIME MUSEUM AND EXTENSIVE WHARF DAMAGE



USS HAWAII arrives at HMAS STIRLING for extended maintenance

USS Emory S Land supports AUKUS Pillar 1

August 17, 2024



United States Navy Submarine Tender USS Emory S. Land arrived at HMAS Stirling in Rockingham, Western Australia.

The US Navy submarine tender USS *Emory S. Land* arrived in HMAS *Stirling* on 16 August marking the seventh port visit in Australia since the ship left its homeport of Guam, 17 May. The ship's mixed crew of US Navy and RAN personnel will conduct a Submarine Tendered Maintenance Period (STMP) over the next several weeks as Australian technicians perform maintenance on a US Navy nuclear-powered fast-attack submarine (SSN) scheduled to arrive for a port visit.

The STMP marks a significant step toward Australia becoming sovereign-ready to operate, maintain, and support a fleet of conventionally armed SSNs, which is a central requirement in executing Pillar 1 of the AUKUS security partnership between Australia, the UK, and the US.

Captain Brent Spillner, Commanding Officer of the *Emory S. Land* said that, "Our knowledge exchange with the RAN Fleet Support Unit (FSU) since January has been exceptionally productive. Within weeks they were working shoulder-to-shoulder with US technicians on real submarine repairs, and for the last six weeks we've had a team of US Sailors embedded in the FSU West workshops at HMAS *Stirling*. We're learning as much from them as they are from us, and we have Australian sailors and officers in the key management positions for the STMP. Both of our navies are benefiting tremendously from the interoperability we've been developing during this deployment, and are now better able to support each other's fleets around the world. This STMP marks the first time that Australian workers will perform maintenance on an American SSN in Australian waters, but it's really just the next step in a long partnership. This is an important milestone and learning opportunity as we work together to establish Submarine Rotational Force – West, where both US and UK submarines will regularly transit through HMAS *Stirling*, with maintenance and logistics assisted by Australian personnel, as they develop their own Intermediate-Level Maintenance capability for the eventual Australian SSNs."

More than 30 RAN sailors will execute the majority of planned maintenance work under the supervision of US personnel, which will include the replacement of a mast in the submarine's sail and a key hydraulic valve, along with the simulated removal of a large pump weighing more than 1.5 tonne from within the boat.

Since the start of the *Emory S. Land's* deployment, 176 US sailors have also participated in 18 community relations events, investing 731 hours into the communities of Darwin, Cairns, Sydney, Melbourne, and Adelaide. While in port at HMAS *Stirling*, US sailors are planning up to ten community relations events throughout the region, as well as having the ability to tour Western Australia.

Guam is home to the US Navy's only submarine tenders, *Emory S. Land* and *USS Frank Cable*, as well as *Los Angeles* class fast-attack submarines. The submarine tenders provide maintenance, hotel services and logistical support to submarines and surface ships in the US 7th Fleet area of operation. The submarines and tenders are maintained as part of the US Navy's forward-deployed submarine force and are capable of meeting global operational requirements.

Source: USN & RAN



USS HAWAII arrives at HMAS STIRLING for extended maintenance to be carried out by sailors of the Royal Australian Navy for the first time as part of the AUKUS pact

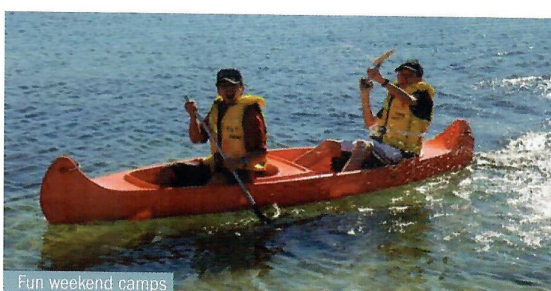
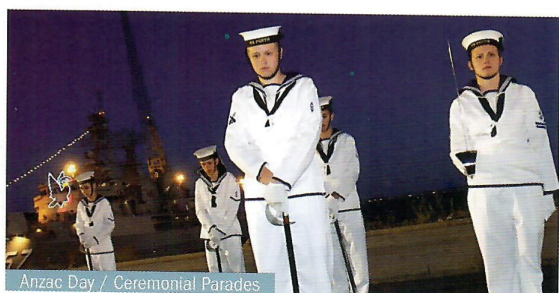


Parliamentary Friends of Veterans and Families attending the Sundowner at Parliament House attended by Mike Bailey and Jim O'Neill representing HMAS PERTH (I) Memorial



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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.

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First	Surname					
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Suburb		State	<table><tr><td></td><td>P/C</td><td></td></tr></table>		P/C	
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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
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To join you must:

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

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For information on how to join the ANC, email

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NAVY**

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The Hon. Secretary, NSW Division
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PHOTOS by LEUT David Nicolson RAN RTD,
CMDR Jim O'Neill ANC RTD, David Green and others