



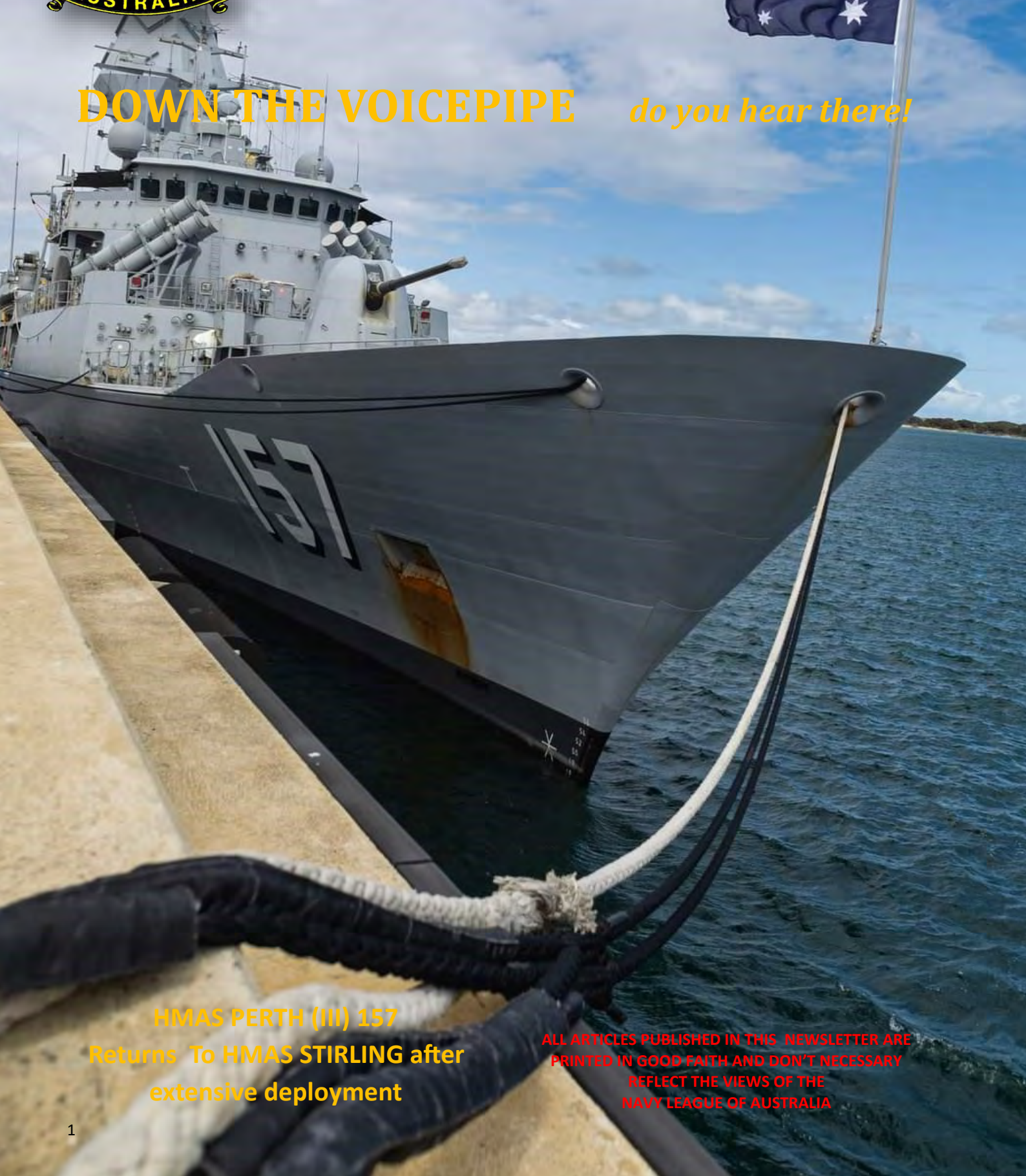
NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA

October 2024
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DOWN THE VOICEPIPE

do you hear there!



**HMAS PERTH (III) 157
Returns To HMAS STIRLING after
extensive deployment**

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



Navy League of Australia Western Australia Division News update



An upcoming getaway was mentioned last newsletter, leading to an enthusiastic group of eight of us meeting at the El Caballo Roadhouse about an hour east of the metro area on our way to Wyalkatchem and Cunderdin. Our group gained two more in Wyalkatchem. On arrival we parked our vans and set about making lunch. Later in the day the caravan park owners organised platters for their Happy Hour which is provided daily and free of charge, all people need do is provide whatever they are drinking. A good couple of hours was spent sitting around with the now ten of us, a few from the caravan park and the park owner and his brother. Suffice to say a great night was had by all. Around 8am the following morning we had a huge breakfast before checking out and heading south to our next destination of Cunderdin where the group met another three people, bringing our number to 13. Lunch at the pub was brilliant and only a short walk from our vans. After lunch we settled in again for an afternoon of relaxation, jokes, tall stories and the odd refreshment. Sunday morning saw another huge breakfast and on completion we packed up and left for home, a leisurely two or so hours trip west back into Perth.

another huge breakfast and on completion we packed up and left for home, a leisurely two or so hours trip west back into Perth.

This month brings us that little bit closer to seeing the completion of the HMAS PERTH Memorial and although closer, we still have a little way to go but touch wood, the many hiccups and delays we've experienced are pretty much behind us now.

We have also edged closer to our Navy League Federal Conference to be held in Canberra in November. At this point I feel it pertinent to acknowledge and thank our Federal counterparts for the effort they have put in over the preceding twelve months. I keep saying that an organisation is only as strong as its leaders, not just from a state or Division perspective but as a group overall. To all nominating for Federal Council positions for the first time or those seeking re-election we extend our very best wishes and look forward to working with you in due course.

Post our own WA Division AGM I'm pleased to say it's all business as usual. We have picked up a new member or two and these people will soon be showing as active on our member list. WA has been very fortunate in that we have not only attracted new members, we have retained them and furthering those endeavours we aim to keep coming up with initiatives for all to enjoy. We have long held the policy of nothing being off the table and with that we encourage any or all of our members to offer input and suggestions as they wish.

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
Hon Secretary
NLWA

As we enter the final phase of the outside of the memorial. We are gearing up for anticipated funding for the interior. The old slate floor in the foyer has been removed by Bob Mummery, Trevor Vincent and David Green. Whilst this has occurred Mike Bailey and myself have had our heads down in business meetings and sourcing further funding as well as attending government and Local government meetings. Bob and David Nicolson continue with our publicity and finalising our opening. The interest shown in the memorial as is growing immensely and public are already visiting the unfinished project and personal donations are dribbling in helping with the daily budget.

As earlier stated Colgan Industries will complete the outside of the memorial this week. Ethen we will have SRG Global come in and relay the pathway to the footpath with the new rombus product that we used in the stem project. Also, they will be laying the precast wall to take the names and silhouettes of HMAS PERTH (I) and USS HOUSTON., then it is on with the landscaping. Mid November I will be putting out a scope for the general maintenance schedule to ready the project for the opening. It is expected users of the facility will nominate members to help with this phase.

Bob Mummery in Liaison with a business group organised a group of business people hosted by the City of Perth to broaden our exposure to the business community. It was well attended and a lot of interest was shown by the attendees.

David Nicolson in liaise with HMAS STIRLING and the Port of Fremantle arranged for a booth to be made available to the Navy League and Foundation at The annual maritime day held in the passenger terminal last weekend. The generosity of the RAN ?HMAS STIRLING provided the space for us at no cost and we are grateful for their assistance.

AS Brad has indicated the Annual General Meeting of the Federal body of Navy League will be held in Canberra this weekend and I will be representing NLWA. As several members have not been receiving their quarterly "THE NAVY " magazine this will be brought up and hopefully rectified in time for the next issue. In the meantime those members who have not received their copy please let me know so I can arrange issue from our spare copies.



MARITIME DAY PORT OF FREMANTLE

The crew manning the Navy League/ HMAS PERTH (I) Foundation kiosk. Mike Honer shows the way donating to the Foundation. The event would not have been a success without the following members giving up their time to promote the two causes. David Nicolson, Mike Bailey, Jim O'Neill, Bob Mummery, Mike Honer and Geoff Higgins.







FILE PHOTO (August 2024): HMAS Sydney fires Royal Australian Navy's first Standard Missile 6 (SM-6) during Exercise Pacific Dragon 2024. Photo by Leading Seaman Daniel Goodman.

[News Royal Australian Navy](#)

Australia buys \$7billion of Standard Missiles

The government today announced a \$7billion agreement with the United States to acquire Standard Missile 2 Block IIIC (SM-2 IIIC) and Standard Missile 6 (SM-6).

Minister for Defence [who prefers to be called Deputy Prime Minister, even when making Defence Portfolio announcements] Richard Marles said the purchase was a significant milestone in the government's rapid progress in boosting the long-range capability of Navy's surface combatant fleet.

The SM-2 IIIC and SM-6 are the most advanced air- and missile-defence weapons in the world and will be progressively deployed across Navy's Hobart-class destroyers and, in the future, the Hunter-class frigates.

This follows the [recent successful test firing of a SM-6 from HMAS Sydney](#).

"The SM-2 IIIC and SM6 contain advanced technologies that will greatly enhance the lethality and effectiveness of our Navy ships in line with the National Defence Strategy and the Independent Analysis into Navy's Surface Combatant Fleet," Mr .

The SM-2 IIIC brings active seeker technology and significantly enhanced defensive capabilities against missile threats.

The SM-6 missile will provide Australia with extended range air defence capability against air and missile threats, an offensive anti-ship capability and for the first time, a terminal ballistic missile defence capability.

The SM-2 IIIC and SM-6 complement existing capabilities such as ESSM Block 2 and Naval Strike Missile as part of a layered strike and missile defence capability for Navy's surface combatant fleet.

The Albanese Government is enhancing deterrence by rapidly boosting the Navy's long-range strike capabilities.

"The Standard Missile 6 and Standard Missile 2 Block IIIC will enable our Navy to strike maritime, land and air targets at long range, and provide a terminal ballistic missile defence capability," Mr Marles said.

"This is another example of the Albanese Government accelerating the acquisition of critical capabilities for the Australian Defence Force and enhancing the lethality of Navy's surface combatant fleet."

Minister for Defence Industry and Capability Delivery Pat Conroy said Australia was the first country, other than the United States, to fire the SM-6 missile, underscoring the strength of our alliance.



CAPTION: HMAS Sydney conducts officer of the watch manoeuvres during Exercise Pacific Dragon 2024. Photo by Leading Seaman Daniel Goodman.

[News Overseas Royal Australian Navy](#)

HMAS Sydney charts course for Australia

HMAS *Sydney* will return home on October 24 after a busy four months at sea during a regional presence deployment.

The Hobart-class guided missile destroyer will be welcomed back by families, friends and the Royal Australian Navy Band at Fleet Base East.

During the deployment, *Sydney* conducted first-of-class missile firings of the Naval Strike Missile and Standard Missile 6.

The ship participated in Exercise RIMPAC, Exercise Pacific Dragon, Indo-Pacific Endeavour and Operation Argos – the ADF’s contribution to international efforts to enforce United Nations Security Council sanctions against North Korea.

Sydney also conducted activities with regional partners, including Japan, South Korea, New Zealand, the Philippines and the United States to improve cooperation and interchangeability.

The crew conducted a number of replenishments at sea with Canada, Japan and New Zealand, as well as an Australian first with German Navy ship FGS *Frankfurt Am Main*.

Acting Commander Australian Fleet Commodore Ray Leggatt said *Sydney*’s deployment demonstrated Australia’s commitment to engaging closely with allies and partners as part of maintaining a near-continuous presence in the Indo-Pacific region.

“*Sydney* has accomplished a lot over their deployment and worked with regional partners contributing to keep the region peaceful, stable and prosperous,” Commodore Leggatt said.

Commanding Officer *Sydney* Commander Grant Coleman commended his crew for everything they had accomplished during the deployment.

“I am proud of the way *Sydney*’s crew worked throughout this deployment, with their actions enhancing the lethality of the surface combatant fleet, contributing to regional security and representing Australia in the Indo-Pacific and beyond,” Commander Coleman said.

Sydney steamed 29,833 nautical miles and was away from its home port for 136 days throughout the deployment.

NUSHIP ARAFURA COMPLETES SEA TRIALS

In a major milestone for the Arafura Class Offshore Patrol Vessel Program, NUSHIP *Arafura*, has completed sea trials off the Adelaide coast.

Luerssen Australia recently received the final Sea Readiness endorsement and was issued authorisation so NUSHIP *Arafura* could be formally released and proceed to sea and undertake trials.

Luerssen Australia Manager Director, Malcolm Taylor, praised the team involved.

“This is a significant milestone in the program and I commend everyone within Luerssen Australia, NVL, our industry partners and suppliers, and Defence, who have worked so diligently to make it possible,” said Mr Taylor.

“The trials were a huge success and a testament to the hard work so many people have put in to get NUSHIP *Arafura* ready.”

NUSHIP *Arafura* is one of two OPVs being built in South Australia, while four are being constructed in Henderson.

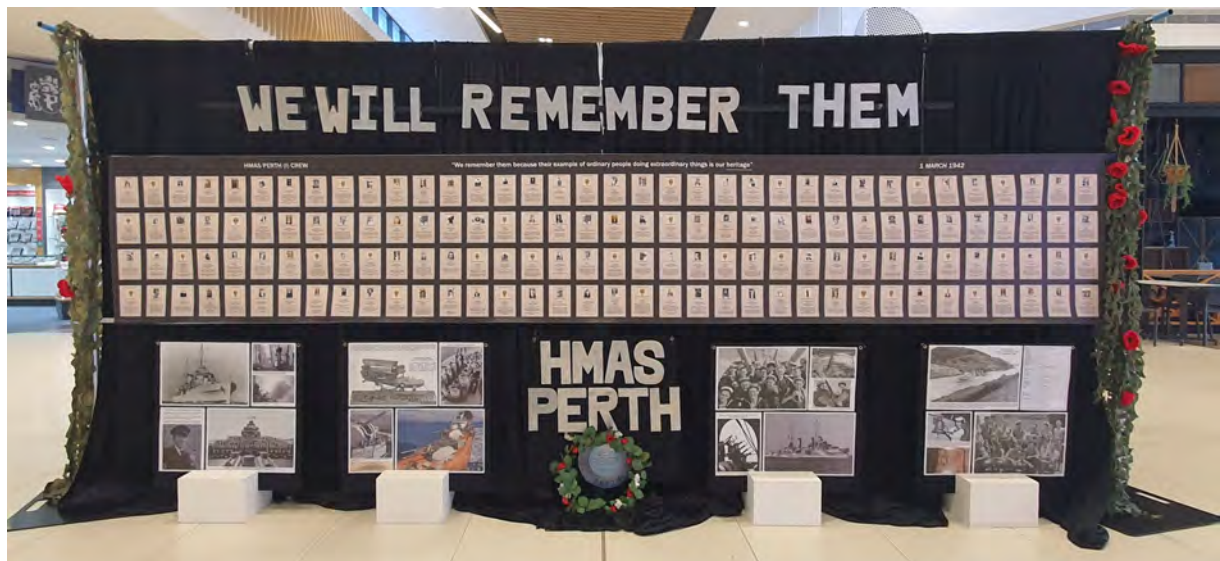
The OPVs will be an important capability for the Navy and the Luerssen Australia team looks forward to continuing to deliver these vessels.

Luerssen Australia is passionate about supporting the local industry and creating opportunities for small and medium companies to increase their capabilities and shipbuilding knowledge.

For media enquiries, please contact Teagan Darwood on 0439 001 895 or teagan.darwood@luerssen.com.au



Comet Bay College located in Port Kennedy have set up a display at the Secret Harbour hopping Centre for remembrance day based on the cruiser HMAS PERTH (I) from borrowed props from the HMAS PERTH (I) Memorial.



Australia to import warships for the first time in 50 years

Kym Bergmann

October 31, 2024 As reported in a news release by the Australian



HMAS Arunta departs Fleet Base West after an anti-ship missile (ASMD) upgrade. Picture: Department of Defence

While larger platforms such as supply ships and helicopter carriers have continued to be built offshore, the last time Australia ordered a warship from a foreign yard was in 1976 with the purchase of FFGs (frigate, guided missile).

Since then, Anzac-class frigates, Hobart-class Air Warfare Destroyers (AWDs) and the new Hunters have all been constructed locally. Add to these, smaller ships such as Arafura and Cape-class Offshore Patrol Vessels (OPVs).

This trend is set to end with the build of the RAN's first three General Purpose Frigates (GPFs) in a northern hemisphere shipyard, with the first to be launched by 2029. We don't know which one of five – possibly six – designs will be selected, though some sort of short-listing decision is expected during November. What is being planned is obscure because the government is refusing to release any details of the \$11bn SEA 3000 project and has similarly banned companies from discussing their offers. Possibly of greater significance is an unexplained decision that the frigates built overseas risk having combat systems incompatible with those of the RAN, making them an orphan sub-class with a crippling support and training burden. The only plan the Navy has – and that's using "plan" very loosely – is that after being accepted by Australia, they will then be retrofitted with all the -systems that the rest of the fleet uses, at a cost of additional billions and over an unspecified number of years.

Following a major effort that started in 1989 with the initial selection of Saab's 9LV combat management system (CMS) for the Anzacs, that software is found on all the RAN's surface fleet. It is a highly effective tool for situational awareness, command and control, communications, air defence, anti-submarine warfare and gunfire support. It is open-architecture and can use data from multiple sensors, arguably the most important being the USN's Aegis radar system and the domestically developed CEAFAR radar suite.

While Saab is Swedish owned, the centre of gravity for naval CMS work shifted to Australia in the 1990s and the company now employs 600 local engineers, mainly at its purpose-built -Mawson Lakes facility in Adelaide. Combined with CEAFAR and firing RIM-162 Evolved Sea Sparrow Missiles, this has given the Anzac frigates an unprecedented level of self-defence against attacks from swarms of supersonic anti-ship missiles.

This capability looks set to be junked in favour of a fully imported CMS that will come with the first three GPFs. This is because the government – and the RAN – are following a “no change” philosophy and will buy and then try to introduce into service a ship designed and built for another navy. The motivation seems to be a total overreaction to the problems of the Hobart class, in turn caused by the many Australian-specific modifications to that design.

The competing ships for SEA 3000 are for the navies of Egypt, Saudia Arabia, Thailand, Japan and South Korea. As a major concession, the RAN has accepted that signage and displays must be in English, which thankfully obviates the need for sailors to learn Arabic, Japanese or Korean. Another more recent concession is that ships will need to comply with Australian occupational, health and safety regulations.

However, that is as far as the government has been prepared to go and it appears to be indifferent to the procurement and support catastrophe that they are in the process of creating. In similar fashion, the RAN seems blase about undoing the 30 years of work standardising 9LV and CEAFA across the entire -surface fleet and developing a powerful sovereign capability into the bargain.

If this seems absurd, there are plenty of people in Australian industry who agree, saying they have never seen a process as illogical and potentially destructive as this one. The government replies that the general purpose ships are all about “speed to capability” and “minimum viable capability”.

In other words, because both the RAN and successive governments during the past 10-15 years have failed to make sensible decisions about surface ships, we are now in a desperate rush to plug a looming gap with anything that floats.

A solution would have been to morph the construction of Arafura-class Offshore Patrol Vessels (OPVs) to larger 2200 corvettes, using the existing supply chain. However, that now looks impossible since German designer Luerssen has unsurprisingly decided to exit the country after two years of bureaucratic trench warfare with the RAN. They are now in the process of transferring their shares to WA marine engineering company CIVMEC.

Decision-making in the naval domain seems to be based more on emotion rather than analysis, logic and common sense. To be fair, some of the bidders for SEA 3000 have included 9LV as an option – they literally could be jailed for confirming that with a journalist – but it’s not something the RAN has mandated.

Another factor is the federal election, which needs to be held during the next seven months. There is a fear in industry that the government is so desperate to announce something – and seek to wedge the opposition – that they might truncate the selection process with a “1.5 approach”.

This apparently means selecting a preferred ship but with a spare sitting in the background. Such an approach is precisely what the RAN did for the AWD program, which swung disastrously off the rails by generating a four-year delay and a \$1.4bn cost overrun for a mere three ships.

To short circuit an already irrational and truncated process would be a catastrophe both for the RAN and Australian industry, but the government is seemingly happily embracing this outcome.



‘Cut me some slack’

‘Cut me some slack’ is an expression that has been used for many years, and was an instruction given when a ship was docking.

Tying a ship to a pier was always a difficult task and required two teams of men equipped with mooring ropes.

To ‘cut me some slack’ meant to loosen the rope. As one rope was pulled to haul the ship closer, the other line was released or given slack, which would continue until the ship was properly aligned and docked.

Nowadays, it means to make allowances for a person’s behaviour, or to be less strict with someone.





US Navy extends service lives of three Ticonderoga-class cruisers



The Ticonderoga-class guided-missile cruiser USS Gettysburg US Navy

The US Department of the Navy plans to operate three US Navy Ticonderoga-class guided-missile cruisers beyond their expected service life. This decision adds 10 years of cumulative ship service life from fiscal year 2026 to 2029.

The cruisers that have been selected to undergo the service life extension are USS *Gettysburg* (pictured), USS *Chosin*, and USS *Cape St. George*. All three cruisers received extensive hull, mechanical and engineering, as well as combat system upgrades as part of an extended modernisation program.

Gettysburg and *Chosin* completed modernisation in fiscal year 2023 and fiscal year 2024, respectively. *Cape St. George* is on schedule to complete modernisation this fiscal year.

The Department of the Navy said that, like the recently announced service life extension of 12 destroyers, extending the lives of these three cruisers will bolster the fleet as new ships are built.

The decision follows a successful re-arm at sea demonstration aboard *Chosin* on October 11, 2024. The Transferrable Reload At-sea Mechanism (TRAM) demonstration was the first time the US Navy transferred missile canisters from a replenishment ship to a warship while at sea. This logistics capability enables US Navy ships to rearm without needing to pull into port.

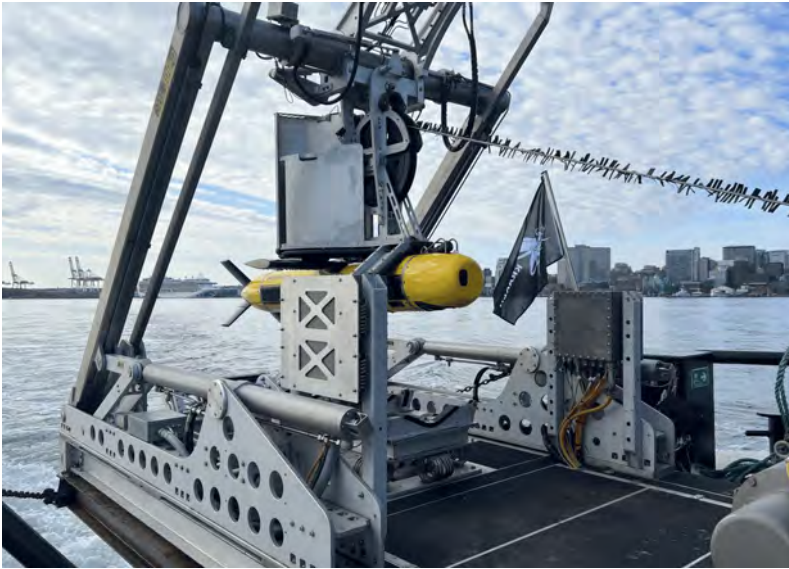
Other Ticonderoga-class cruisers are meanwhile being decommissioned part of an ongoing phase-out program on the ships, which were built from the early 1980s to the early 1990s. Among the cruisers to recently be decommissioned are [USS Cowpens](#) and [USS Leyte Gulf](#).



Kraken Robotics Demonstrates New KATFISH Autonomous Launch

By [Editor](#)

Nov 7, 2024



Kraken's new Autonomous Launch and Recovery System (ALARS) recovering KATFISH towed synthetic aperture sonar. Kraken Robotics Inc. announces the completion of demonstrations for its new Autonomous Launch and Recovery System (ALARS) for KATFISH™ towed synthetic aperture sonar (SAS). The Company performed demonstrations for more than 40 naval customers and partners from October 21-25, 2024 in Halifax.



KATFISH 2 cm x 2 cm resolution synthetic aperture sonar imagery of the Governor Cornwallis shipwreck.

"This was a great opportunity to both test our new ALARS and demonstrate KATFISH for key naval clients," said Greg Reid, President and CEO of Kraken Robotics. "The ocean is an unforgiving environment, and the highest risk to technology and personnel is during launch and recovery. Demo participants were able to witness our technology in action, observing both the advanced autonomy of the ALARS as well as the high-resolution real-time SAS data from KATFISH while aboard the vessel."

The new ALARS was built to fit a 20-foot International Organization for Standardization (ISO) container footprint to increase interoperability with different vessels, allowing for rapid mobilization and demobilization on multi-role platforms. The system enables autonomous launch and recovery of KATFISH up to Sea State 5.

During the demonstrations, participants were able to view the KATFISH SAS data live-streaming onboard the vessel, detecting and classifying seafloor contacts in real-time, including high-resolution imagery of the Governor Cornwallis shipwreck.

High-resolution SAS data and command and control information were also streamed wirelessly back to shore and displayed to the attendees of Canadian Naval Mine Countermeasures Symposium taking place at HMCS Scotian in Halifax, Nova Scotia the same week.

"The ability to stream live, high-resolution seafloor data to analysts and mine warfare officers in real-time, from both manned and unmanned platforms, is a critical enabler for modern navies," said David Shea, Executive Vice President and CTO of Kraken. "Kraken was excited to be able to provide a live demo simultaneously in-person and for a remote audience, showing how remote operation and intelligent autonomy helps get humans out of the minefield. These capabilities are standard with the KATFISH system and are being continuously improved as our NATO customers deploy them in operations every day. We look forward to getting this new ALARS out into the field with our customers."

Kraken's new ALARS will be delivered to an Asia-Pacific naval customer by the end of the year.

This article appeared in the [Fremantle Shipping News](#) and Roy Lewisson master mariner offers an alternative to the resurrection of STS LEEUWIN after it was severely damaged after a container ship slammed into it taking down the masts and rigging and narrowly avoiding crushing the hull.

What is the Future of the Sail Training Ship Leeuwin?

[October 23, 2024](#) in [Shipping News](#)

Roy Lewisson, Master Mariner, who knows a thing or two about the STS Leeuwin and her history, asks, and answers, the question many are asking – What is the Future of the Sail Training Ship Leeuwin? Roy's piece is a must read.

The STS Leeuwin was launched in August 1986 in time to fulfil a charter for the America's Cup. This charter went a long way to setting up the ship financially and to ultimately fulfil its own charter, which was based on personal development for the youth of Western Australia.



STS Leeuwin after suffering collision

Fast forward to the 30th August 2024 and disaster strikes, when a large container vessel demasts the Leeuwin and destroys all the spars and associated rigging, whilst tied up in Fremantle harbour.

Repairs to the masts and rigging is currently underway and will no doubt be paid for by the container ships P&I (Public and Indemnity) insurance.

So – does the ship and the Leeuwin Ocean Adventure simply pick up from where it left off, in terms of running a sail training program for the youth of Western Australia ?

My answer to this question is – maybe not.

I believe it is time for a change and that a new vessel and a new charter for a different demographic is required, for the following reasons.

Age and Design

The Leeuwin is coming up for 40 years of service. This is old for a modern vessel which essentially attempts to generate income from operating 365 days of the year. In terms of sailing vessels – it is not so old.

It has a steel hull and has been maintained primarily by volunteers with a tremendous amount of care, love and devotion.

The design of the Leeuwin by naval architect Len Randall is nothing short of brilliant and it is very hard to find a square rigger around the world that is a 'better fit for purpose'.



STS Leeuwin, Fremantle. File photo. Credit Jean Hudson

This particularly relates to the deck layout, the rigging and the below deck configuration.

However the ship was built in the 1980's, with 80's materials, 80's machinery, 80's technology and according to the charter of the then named – Leeuwin Sail Training Foundation.

Built locally at the then AIS Shipyard in Henderson, costs were absolutely slashed by the use of apprenticeship labour. This was a great narrative and tied in well with the Foundation's charter.

The downside to reducing costs was that most of the bulkheads have a 'surfable' wave in them. The original design called for a single large engine and a prop sitting right in front of the rudder, to give good water flow across the rudder and thereby good steerage. Unfortunately there were 2 smaller engines – otherwise known as 'egg beaters' – on offer, at an irresistible price. Since then, the vessel has handled as what could best be described as 'groggy'.

The ship underwent a major refit in 2012, at a cost of \$3.5 million. This has gone a long way to ensuring the ship still meets all of the safety and legislative requirements of a modern ship, sailing in Australia.

Charity, Corporate and Charter

There were 3 vital and non-negotiable cornerstones to the Foundation's charter –

- the vessel was for the personal development of the youth, and in particular the underprivileged youth, of Western Australia
- since the Foundation was a charity – the vessel was not to be used for private charters
- the Foundation should utilize volunteers, donations, pro bono services and in-kind financial arrangements, wherever possible; it had to, in order to survive

The above was definitely set up with the highest of moral intentions and since the Foundation was a non-profit organization and its mission was for a worthwhile cause – volunteers readily gave their time and labour.

Clients and Demographics

In the 1980's I was in my twenties and the primary goal in one's life – was to seek as much adventure as possible. Whether it was rafting the Franklin in individual rafts, cycling the SW, walking the original Bibbulmun, motorcycle touring around Australia, deep sea diving, flying hot air balloons or caving at Cocklebidy (Nullabor) – the notches on the belt just keep coming. It was through this adventure seeking, I was introduced to square rig sailing. It then became an addiction and finally a career. Initially the dominant age group on board was between 17 and 35 and the length of the waiting lists was an indication, the voyages were regarded as exciting and desirable. Later on the sail training program matured somewhat, which fostered the realization – the larger the societal cross section of age, ethnicity, gender, socio-economic backgrounds, etcetera for new trainees – the better the personal development and learning experiences. The motto of the American Sail Training Association – "Not Learning to Sail, Sailing to Learn."

2025 Onwards

It would be fair to say that over the last 20+ years, the Leeuwin Ocean Adventure (LOA) has survived financially – but only just. It has scraped by. Lots of volunteer labour, lots of ‘free-bees’ and plenty of pro bono. This is not to distract from the incredible efforts of the paid staff, the CEO’s, The Board, the volunteers and the multitude of organizations which have all contributed to the Leeuwin’s survival. Absolutely legendary.

The only down side of the Leeuwin family was in 2023 – when the LOA ended up in administration. Twiggy Forrest threw his philanthropic hat into the ring and the vessel is now technically owned by the Mindaroo Foundation. Thanks Andrew. However things have changed; in fact everything has changed.

In the last 40 years – aspirations of Australian youth has changed. This is somewhat inevitable and of course it has to change. It has been changing since millennium.

The charity, volunteer and philanthropic era of organizations has also changed. Now we look to a more corporate world, one of sponsorship, advertising, logos and brand recognition.

Changes to the work, health and safety space has had a profound effect on the Leeuwin. Insurers now forbid so many of the activities that were deemed to be voyage highlights, since the risk factor is viewed as too high.

Shipping has changed. Shipping continually changes. It is a global trading industry, so it is irrelevant where the changes occur – they spread like a virus.

Proposal

A new ship for Western Australians.

Via the insurance money – bring the Leeuwin back to a workable and viable concern; then allow her to retire to calmer waters and a less hectic schedule. To those who have fallen in love with Leeuwin, she will not be leaving the planet. Take pride in your personal contributions and retain your skills – they will be needed.

If WA was to gain a new square rigged sailing ship – the biggest advantage would be – modifying the operating charter.

It could be for the people of Western Australia and predominantly for the youth of Western Australia. The below operating plan (annual schedule) – would bring long term financial stability to the ship and its operational organization –

- 90 days for the Education Department, high schools and universities
- 90 days for maintenance, day sails, events, ship movements, etcetera
- 90 days for chartering
- 95 days for a sail training program for the youth of Western Australia.

I realize there would be a group of traditionalists and long term Leeuwin devotees, who may think selling the ship would be a travesty and a betrayal of everything that has gone before.

Before I started on this idea, was I asked – what if the Leeuwin is not repairable ? What if we were forced to start again ? It was only after this question was asked that I realized, we now have 40 years of square rig sail training experience in this State and we are now ready to build a vessel to serve the needs of the community for the next 40 years. The current vessel has struggled for the last 20 years and if nothing changes, the next 40 will be no different.

In terms of a new ship – obviously it is a sailing ship and the barquentine rig suits WA’s coastline. So a starting point could be something very similar to Leeuwin. A new rig would give us the opportunity to build a stronger and more efficient ship, with more capability and less maintenance. A small draft as it has at the moment, is useful in WA to enter the shallow areas like Shark Bay. However with a retractable hydraulic skag – the ship would sail so much more efficiently for the remaining 90% of the time.

The thought of charter voyages I am sure installs seasickness into some. However if these charters were to Macquarie Island, Heard Island, Big Ben – or eco-voyages in the Kimberly or the Recherche Archipelago, this is a far cry from the ‘white boat’ charters found in the Mediterranean and Caribbean – which appear to be only for the mega-rich. I imagine these trips would provide some much needed and long lost adventure for Western Australians and also give some of the more ‘chronologically challenged’ among us, a chance to fulfil a lifelong dream.

The charter voyages could also run a much needed training course for those young Western Australians wanting to gain employment in the charter boat industry as Stewards, Cooks and Deckhands. There are already thousands of young Aussies employed overseas on such vessels. Currently the only requirement is a 5 day safety course, with no operational component.

I started on Leeuwin in 1988 and spent 3 years as the Bosun / Second Mate (and relief Chief Officer) and a further 2 years as Chief Officer setting up a brigantine for the Japanese Sail Training Association. There are dozens of others in WA who have experience in sail making, spar making, rigging and working a square rigger. There is such a wealth of knowledge in this State to build an appropriate vessel that is innovative, relevant and beautiful.

Being able to have a lecture room in the Main Saloon, an enlarged charthouse / Bridge for cadet training, a galley capable of producing restaurant standard food (if required) and a small laboratory to aid in marine science endeavours – would all be welcomed additions.

Although the sails, the rigging and the deck may all look like a ship from the 1850’s, with the latest technology installed – activities like collecting hydro-graphic survey data, oceanographic research and even tracking whale migration, would all add to the diversity and resilience of the operation.

However for me the greatest innovation could be in decarbonizing the vessel and the organization.

The possibility of running an electric main thruster which would enable other sources of electricity to be used, whilst still being supplemented by a small low-sulphur diesel generator, is all possible in 2025. There is an absolute myriad of renewable energy options in this space, far too many to expand on here.

Q4 2024

Currently we have –

- a severely damaged ship
 - maintenance costs which will escalate as the vessel gets older. Probably not exponentially – however certainly linearly with a very steep inclination
 - no Management Board
 - a vessel and organization which has ‘scraped by’ financially for many years
 - a somewhat restrictive charter which is not fulfilling the needs of a new client base and has undergone generational change
 - the skillset and experience to build such a vessel in house – i.e. within WA
- ... and most of all – an opportunity to build a vessel for our coastline and for the people of Western Australia, which will be relevant for the next 40 years.

Roy Lewisson

Master Mariner



Philippines to build shipyards to support new navy vessels



Launching ceremony of the future Philippine Navy corvette BRP Miguel Malvar, June 18, 2024HD Hyundai Heavy Industries
As reported by [Baird Maritime](#)

The Government of the Philippines has begun investing in the construction of new shipyards and associated facilities for the maintenance and support of the some of the Philippine Navy's newest vessels, the country's defence secretary confirmed recently.

Secretary of National Defense Gilberto Teodoro Jr. said the new facilities will be used primarily to service ten newbuild ships that the navy will receive from overseas manufacturers within the next three years.

The ten ships to be delivered to the Philippines include [two guided-missile corvettes](#) and six offshore patrol vessels to be built by South Korea's HD Hyundai Heavy Industries and two [landing docks](#) being manufactured by PAL Indonesia.

ABS Explores the Potential of Nuclear Technology on LNG Carriers

Tue, Oct 29, 2024 08:00 CET [Report this content](#)

Report is the Latest Initiative from ABS to Address Challenges to Nuclear Technology at Sea



(HOUSTON) ABS released its latest report into the potential of advanced nuclear technology for maritime applications, with a study of a small modular reactor on a standard liquefied natural gas (LNG) carrier.

The transformational impact of a high-temperature, gas-cooled reactor (HTGR) on the design, operation and emissions of a 145,000m³ LNG carrier design was modeled by ABS and Herbert Engineering Corporation (HEC). The study is designed to help industry better understand the feasibility and safety implications of nuclear propulsion and to support future development projects.

The study provides ABS and the industry important information on heat and energy management, shielding, weight distribution, and other design features for an LNG carrier with nuclear propulsion. This will assist the identification of design issues that will inform future Rules development. The study also found the HTGR technology allowed faster transit speeds and offers zero-emission operations. There would also be no requirement to refuel, although the HTGR technology would need replacing approximately every six years.

“While this technology is well understood on land, adapting it for marine application is in its infancy. However, this study and the other research we have carried out clearly highlight its significant potential to address not only shipping’s emissions challenge but to deliver a range of other operational advantages to the industry. ABS is committed to helping the industry evaluate its suitability for use in a range of use cases and LNG carriers is just one of a range of potential applications we are exploring,” said Patrick Ryan, ABS Senior Vice President and Chief Technology Officer.

The study shows a nuclear propelled LNG carrier would have specific design features, with reactors placed at the rear of the vessel and batteries forward of the location occupied by fuel tanks on current vessels and a reinforced hull. Given design constraints, the HTGR technology would only be suitable for larger LNG carriers.

The report is the latest in a succession of initiatives from ABS designed to address challenges to the adoption of nuclear technology at sea. Earlier this month, ABS launched the industry’s first comprehensive rules for floating nuclear power plants at a forum for nuclear industry leaders held jointly with Idaho National Laboratory (INL).

Held at ABS’ world headquarters in Texas, the event saw presentations on the latest reactor technologies from leading companies and publication of a detailed study from ABS and HEC modeling the design, operation and emissions of a floating nuclear power plant.

The U.S. Department of Energy (DOE) has awarded ABS a contract to research barriers to the adoption of advanced nuclear propulsion on commercial vessels.

The *ABS Requirements for Nuclear Power Systems for Marine and Offshore Applications* are available to download [here](#). The *Pathways To A Low Carbon Future Floating Nuclear Power Plant* study is available [here](#).

Pathways To a Low Carbon Future LNG Carrier Nuclear Ship Concept Design report is available to download [here](#).

Image credit: ABS/Herbert Engineering

LR and CORE POWER to conduct next-generation nuclear container ship regulatory study

Joint regulatory assessment study will determine the safety and regulatory considerations for a potential next-generation nuclear-propelled feeder container ship to undertake cargo operations at a port in Europe.

Lloyd's Register (LR) and CORE POWER have launched a joint regulatory assessment study to conduct research on the regulatory feasibility and frameworks that would need to be established for a nuclear container ship using a fourth-generation reactor noted for its high inherent safety to undertake cargo operations at a port in Europe. Following initial planning, the industry leaders, who are joined by A.P. Moller - Maersk (Maersk), have formalised their collaboration through the signing of a joint development project agreement to undertake the study.

The joint study will investigate the requirements for updated safety rules along with the improved operational and regulatory understanding that is needed for the application of nuclear power in container shipping. In addition, this study will provide insight for members of the maritime value chain who are exploring the business case for nuclear power to help shape their fleet strategy towards achieving net zero greenhouse gas emissions.

The study will bring together the expertise of LR as a trusted adviser to the maritime industry, CORE POWER's experience of developing advanced nuclear energy technology for maritime applications, a leading Port Authority and Maersk's extensive experience in shipping and logistics.

Nick Brown, CEO, Lloyd's Register, said: "The initiation of this joint study marks the maritime industry, paving the way for emissions-free operations, more agile service networks and greater efficiency through the supply chain. A multi-fuel pathway to decarbonising the maritime industry is crucial to ensuring we as an industry meet the IMO's emission reduction targets and nuclear propulsion shows signs of playing a key role in this energy transition."

Mikal Bøe, CEO, CORE POWER, said: "There's no net-zero without nuclear. A critical key to unlocking the vast potential for nuclear energy to transform how the maritime sector is powered, is the standards framework for commercial insurability of floating nuclear power plants and nuclear-powered ships that would operate in nearshore environments, ports, and waterways. We're immensely pleased to be working with some of Europe's most respected industry participants to set out the conditions for how this can be achieved."

Ole Graa Jakobsen, Head of Fleet Technology, A.P. Moller – Maersk, said: "Since Maersk launched its energy transition strategy in 2018, we have continuously explored diverse low emission energy options for our assets. Nuclear power holds a number of challenges related to for example safety, waste management, and regulatory acceptance across regions, and so far, the downsides have clearly outweighed the benefits of the technology. If these challenges can be addressed by development of the new so-called fourth-generation reactor designs, nuclear power could potentially mature into another possible decarbonisation pathway for the logistics industry 10 to 15 years in the future. Therefore, we continue to monitor and assess this technology, along with all other low emission solutions."

LR Press Release
15 August 2024





Western Australia's [Civmec](#) has entered into a non-binding agreement with NVL B.V. & Co. KG (Naval Vessels Lürssen) of Bremen, Germany, to acquire [Luerssen Australia](#).

Luerssen Australia's sole business is the building of six Arafura Class Offshore Patrol vessels for the [Royal Australian Navy](#) under the existing SEA1180 contract with the Australian Department of Defence.

Upon completion of the potential transaction, which is subject to Australian Commonwealth consent, NVL will transfer all its shareholding in Luerssen Australia Pty Ltd to Civmec Limited, including all assets, employees, and licences. This ensures the uninterrupted design and build of the Arafura Class Offshore Patrol Vessels at the Osborne South shipyard in South Australia and the Civmec-owned facility in Henderson, Western Australia.

"The acquisition of Luerssen Australia is a natural step for Civmec as a sovereign Australian shipbuilder with world class shipbuilding facilities and an experienced shipbuilding workforce," said Civmec's Executive Chairman, Mr Jim Fitzgerald.

"Having worked on the project since 2018 we're confident in our ability to execute the remaining work scope and ensure a smooth transition for all stakeholders."

"We're very confident in Civmec's ability to finish the remaining works on the SEA1180 project and NVL will ensure they are supported by us until Civmec's successful completion of the project," said Luerssen Australia's Chairman (and CEO of NVL), Mr Tim Wagner.

"We appreciate there are many details to work through and we look forward to engaging with all stakeholders, including the Commonwealth, Luerssen Australia employees and suppliers to ensure a smooth and successful transition."

Japanese Minesweeper Sinks in Port, Sailor Missing; Advanced Russian Attack Sub Spotted Near Japan

[Dzirhan Mahadzir](#)



JS Ukushima (MSC-686) in

flames. Image from NHK

Japan Maritime Self-Defense Force minesweeper *JS Ukushima (MSC-686)* capsized on Monday following an engine room fire on Sunday with one crewmember missing from the incident. Meanwhile Japan’s Joint Staff Office (JSO) on Monday issued a release stating that a Russian Navy Yasen-class nuclear powered cruise missile submarine (SSGN) had been sighted operating near Japan’s waters for the first time.

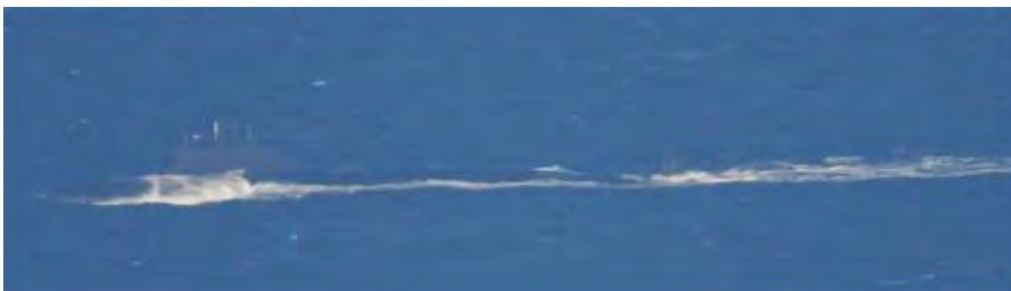
Japanese media reports stated that *Ukushima* on Sunday at 9.40 a.m. reported to the Japan Coast Guard’s (JCG) 7th Regional Coast Guard Headquarters that the ship had a fire in the engine room. *Ukushima* was sailing in the East China Sea in an area 1.5 miles off Oshima Island off the coast of Fukuoka Prefecture on the main island of Kyushu.

Japan’s Kyodo News [reported](#) that minesweeper *JS Toyoshima (MSC-685)*, which joined the coast guard in the fire-fighting and rescue operation, reported around 2 p.m. that the fire on the *Ukushima* was contained, but flared out of control later. The crew of *Ukushima* were taken off by *Toyoshima* by 3:45 p.m., but it was found that petty officer 3rd class Tatsunori Koga, who worked in the engine room, was missing.

Japanese media NHK’s Fukuoka’s branch posted on its X social media account a [video](#) showing the minesweeper ablaze at 7 p.m on Sunday night with a later [video](#) showing the ship’s capsized bow barely above water. The fire was only put out when the ship capsized a few minutes after midnight on Monday. Divers from the JCG are now searching the wreck for the missing crew member.

Ukushima was carrying out training in preparation before a large-scale JMSDF – U.S. Navy joint mine warfare exercise that begins on Saturday and concludes on Nov. 26. A JMSDF [release](#) on Nov. 5 stated that the exercise would involve a frigate, both Uruga class mine countermeasures vessels, two Awaji class minesweepers and 14 other minesweepers from the JMSDF and two U.S. Navy mine countermeasures vessels.

ヤーセン級原子力潜水艦



Russian Yasen class-

submarine. JMSDF Photo

As per standard procedure, a JMSDF board of inquiry has been set up to look into the incident which is the second incident this year involving the JMSDF that resulted in a loss of life, in April, two JMSDF SH-60K helicopters [collided in mid-air](#) while conducting anti-submarine warfare training with all eight crew members killed in the incident.

On Monday the JSO issued a release stating that at 8 a.m. that day, Russian Navy destroyer RFS *Marshal Shaposhnikov* (543), missile range instrumentation ship RFS *Marshal Krylov* (331), a rescue tug and a Yasen class submarine were sighted sailing west in an area 49 miles northeast of Cape Soya on the main island of Hokkaido. The release added that subsequently the Russian ships sailed west through La Perouse Strait, which separates Hokkaido from the Russian island of Sakhalin.

A JMSDF P-3C Orion Maritime Patrol Aircraft (MPA) from Fleet Air Wing 2 based at JMSDF Hachinohe Air Base on the main island of Honshu shadowed the Russian ships, according to the release which noted that this was the first time the JMSDF sighted a Yasen class submarine. The Russian Navy Pacific Fleet has two Yasen class SSGNs, RFS *Novosibirsk* (K-573) and RFS *Krasnoyarsk* (K-571) assigned to it.

Meanwhile in Indonesia on Sunday, Russian Navy submarine RFS *Ufa* (B-588) together with rescue tug *Alatau* left Surabaya, Java after arriving on Thursday last week for a port visit. *Ufa* is heading towards the Russian Navy Pacific Fleet's submarine base at Kamchatka Naval Base, having been assigned to join the fleet, and is now likely transiting through the South China Sea. Meanwhile the Russian Navy Pacific Fleet's surface action group comprising of corvettes RFS *Gromkiy* (335), RFS *Hero of the Russian Federation Aldar Tsydenzhapov* (339) and RFS *Rezkiy* (343) and fleet oiler *Pechenga* wrapped up drills in the Java Sea with the Indonesian Navy and is likely now operating in the South China Sea.



IJS UKUSKIMA



US builder unveils new series of multi-role SES vessels



Rendering of a patrol/interdiction SES vessel with guided missile and machine gun armament Eureka Naval Craft
[Baird Maritime](#)

Eureka Naval Craft, a recently established company based in Delaware, has unveiled a new series of vessels utilising surface effect ship (SES) hull designs and capable of performing various roles in defence and security applications.

Eureka's vessels were designed using SES technology developed by Norway's Espeland and Skomedal Naval Architects (ESNA). The design will deliver high cruising speeds of over 38 knots and multi-role capability by leveraging proven innovations from the offshore energy sector.

The vessels are specifically engineered for critical missions including patrol, interdiction, reconnaissance, and attack, providing defence of vital infrastructure and naval bases across diverse environments.

Outfitted with advanced modular systems, Eureka's SES vessels will ensure comprehensive protection against threats from the surface, air, and underwater. Other functions will include logistics support and medical evacuation (MEDEVAC).

The vessels are capable of operating from amphibious landing ship well decks and conducting beach landings with self-recovery. Additionally, they can also be converted to undertake remote unmanned operations.

The vessels that Eureka will introduce to the market include four different variants:

- A 118-foot (36-metre) vessel for patrol, interdiction, reconnaissance, attack, air defence, logistics, and MEDEVAC with a crew of between five and seven plus space for 15 additional personnel. Armament options include 30mm cannon, machine guns, and anti-tank guided missiles.
- A 118-foot vessel for coast guard, border patrol, and fisheries enforcement with a crew of between four and seven plus space for 15 additional personnel and a rigid inflatable boat. Armament options include 30mm cannon and 12.7mm machine guns.
- A 57-foot (17-metre) landing craft with a crew of three and space for 24 troops or two quadbikes. Features can include 12.7mm machine guns and active defence countermeasures.
- A 57-foot autonomous surface vehicle (ASV) that can also carry 20-foot ISO containers or armament including anti-ship missiles

Hull fatigue, navigation error blamed for loss of Royal Malaysian Navy patrol boat



The Royal Malaysian Navy Handalan-class patrol boat KD Pendekar (photo date unknown) Royal Malaysian Navy [Baird Maritime](#)

The Royal Malaysian Navy has published a report detailing the probable causes of a maritime incident wherein one of the service's vessels [sank in the Singapore Strait](#) earlier this year.

The report stated that the patrol boat KD *Pendekar* had veered off course during a routine patrol southeast of Johor province at 15:54 local time on August 25, causing it to run aground. The hull then suffered a breach, which then led to water ingress and the vessel's eventual sinking the following morning.

Pendekar's entire crew complement of 39 were successfully rescued before the vessel became completely submerged. However, the subsequent salvage effort suffered a tragedy after one of the contracted divers perished while working at the incident site.

Pendekar was originally commissioned in 1979. Navy officials believe that, due to the vessel's age, the integrity of the hull had deteriorated to a point that controlling the resulting water ingress became more difficult for the crew.

A private company completed the salvage operation in October. A technical inspection is now underway partly to identify whether any other factors may have resulted in the vessel's loss.



**QUEEN ELIZABETH Visits Fremantle in early
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