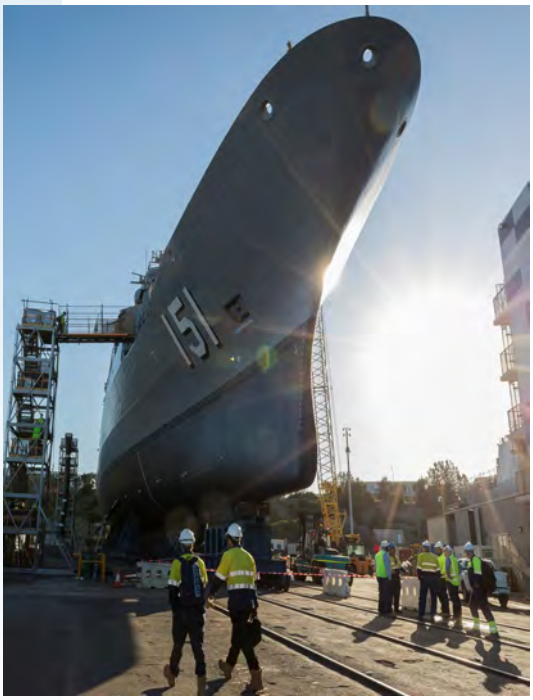
NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA DIVISION

December 2018
Volume 2, Issue

DOWN THE VOICEPIPE



HMAS Arunta returns to the water after significant upgrades at Henderson Dockyard, Western Australia.

Photograph by LSIS Kylie Jagiello

Members of the Submarine Community and HMAS Rankin family members greet HMAS Rankin as she comes alongside at FLeet Base West in Rockingham, Western Australia.

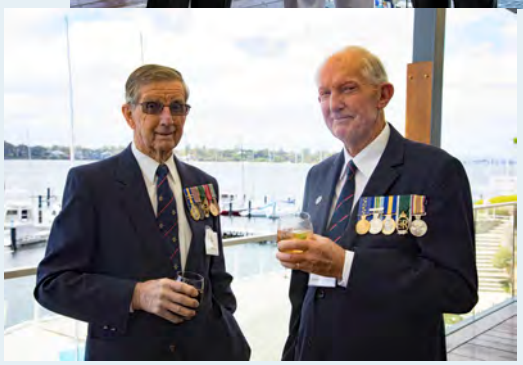
COMING UP

- Executive meeting Monday 04th. February 2019 1700
- HMAS Perth (I) Memorial Foundation Meeting to be advised
- Annual get together 20th. January at 1700
- HMAS PERTH (I) Memorial Service St Johns Church Fremantle Sunday 24th. February 2019 at 1130
- **ALL ARTICLES PUBLISHED IN THIS NEWSLETTER ARE PRINTED IN GOOD FAITH AND DON'T NECESSARY REFLECT THE VIEWS OF THE NAVY LEAGUE OF AUSTRALIA**

Divisional News

Highlights from the Naval Officers Trafalgar Day Dinner held in early October , The Members visit to HMAS Stirling and Visits to Australian Navy Cadets end of year parades.

Photos courtesy of David Nicolson



TS PERTH

TS CANNING

SUBMARINE NOTES

Tom Lewis

A working sub fleet and crew tomorrow, for 1/2 the price

Now we have a new PM, he should look urgently at scrapping the plans for our new submarine fleet.

Australia's present submarine plans are to build a French re-design of a nuclear-engined boat. The Barracuda re-model will use diesel engines, and fuel tanks, in a design which will likely be fraught with problems. You wouldn't buy a car which didn't exist yet, so why buy subs this way?

The Australian public has been sucker-punched by the green movement into not understanding nuclear power, and that includes submarines. If we are buying new subs – and we should – the nuclear off the shelf option is the only way to go. In every way they would be our best buy. And we can easily solve the crewing problem with the same purchase. Here are eight reasons why the government should go nuclear.

Cost

The US Navy's Virginia-class submarines are in production now, and cheaper than a new build diesel-electric variant. A lot of extra hospitals and federal highways can be built with the spare cash. Australia is planning on spending at least $50 billion on its French project. A US alternative would cost around half of this amount.

Proven design

If we bought a nuclear boat off the rack, we would be buying something already in service. We would know it works. The odds are against building another 'one-off' design, here and in France, and making it work. Submarines are the most complicated piece of military technology around.

We'd never built any before the present Collins-class, which have had multiple problems – and we'd never had difficulties with the off-the-shelf Oberons preceding them. Thinking we can build something as well as countries which have been sub-building for over 100 years is a delusion.

Endurance

The nuclear sub never needs refueling, and can operate to vast distances from port. It doesn't have to return to a harbour where its arrival is predicted, and where it can be hit by missiles or aircraft. It doesn't have to meet a tanker, and position itself to take on fuel, being extremely vulnerable while it does so.

A diesel-electric is limited by needing diesel, and in a war situation there's unlikely to be a nearby service station if you're operating up close to the enemy. And you have to resurface to refuel. Nuclears can stay at sea for years if necessary, limited only by food for the crew. They can scrub the air, make fresh water, and keep everyone comfortable on board – without stopping. If we went nuclear, the boats would need fuel in about 30 years, which could be done in America, but the submarine type would probably be obsolete by then. The rest of the vessel could be maintained in Australia, providing jobs.

Undetectability

If you have subs, your potential enemy has to guard against them. Upon leaving port, the nuclear boat submerges – and never comes back up. Staying down means avoiding detection. And as every hour goes by, the circle of where that sub could be widens, and the enemy knows it could strike anywhere in that circle. Diesel subs have to come to periscope depth to 'snort' – to take in air to run their diesels, and recharge their batteries. When they're at war, this is dangerous.

Speed

Nuclear subs are capable of immense speed underwater – faster than they are on the surface. They are much faster than their prey. This means they can chase enemy vessels, or make high speed runs to position themselves favourably in their path. Diesels can't do this.

Crew

If we bought boats off the Americans, we could buy a few planeloads of crew too. Why not see if we can attract a few hundred US Navy submariners – and their families – to a new life in Australia? Many may jump at the chance, and we'd get some ready-trained men to mix in with our people.

Safety

Nuclear subs just have nuclear engines. Many people hazily think they have nuclear weapons too – not so. The nuclear engine is a sealed unit. As the Eveready battery of the depths it just keeps producing electricity. Lots of it. This makes the boat go. America, France, Britain, China, Russia, India – with Pakistan following soon – all have nuclear subs. Their engines have been accident-free for decades.

Deterrence

Subs are a great deterrent to any enemy thinking of coming here by sea, and there is no other way to mount a credible invasion. Once at sea, the nuclear submarine can go deep, and stay quiet. The enemy will have to expensively equip and train with anti-submarine measures – not easily acquired. They would forever have to guard against an unseen enemy who could be anywhere. Having subs is a bit like having a guard dog. It doesn't have to bite anyone, just its presence is justification enough for the food and kennel. We've got to retain the idea of having submarines – and we should have the most capable.

We've already spent millions on a study to analyse which possible problem to buy into. But we pushed nuclear off the table before we even started research. We should open our minds to not going further down the road of disaster with the Barracuda class. Not a metre of steel has been cut yet for the French design. Instead, we just need our chequebook and a flight to the States. For half of what we're thinking of spending on a new diesel boat, we can solve our submarine problems tomorrow – and have the most potent strikeforce in the Southern Hemisphere.

Dr Tom Lewis OAM was a naval officer for 19 years. A military historian of 14 books, one of his major works is 'Carrier Attack', an analysis of the first 1942 air raid on Darwin, carried out after Japanese submarine attacks on the port failed. He is also the author of 'Darwin's Submarine I-124', a study of the Japanese 80-man vessel which still lies sunk outside Darwin harbour today – lost in a combat action with the Royal Australian Navy in 1942.

| 21 December 2018 | Stephen Kuper
|

This global wrap-up provides key updates of industry developments across the globe, including new procurement deals, capability introductions and key announcements.

Asia-Pacific:

The Chinese People's Liberation Army Navy (PLAN) has begun a series of sea trials for the lead vessel of the Type 055 Class Guided Missile Destroyer (DDG). The Nanchang (DDG-101),a 13,000-tonne vessel, and her sisters will play a key role in protecting China's existing and future aircraft carrier battle groups.

The Indian Army is fast-tracking a US$553 million deal to procure 93,895 close-quarter-battle (CQB) rifles for UAE company Caracal following controversy about the bidding process and complaints from Thales and S&T Motiv of South Korea over the price offered by Caracal.

The Indian Navy has commissioned its fifth Mk-IV Class Landing Ship as part of a US$310 million contract for eight ships, signed in September 2011.

The Royal Thai Navy took official delivery of the first of the nation’s new guided missile frigates from South Korean company DSME. The vessels have a length of 122.5 metres and displace 3,650 tonnes.

JFD secured a US$30 million contract with the Republic of Korea Navy (ROK-N) to design, construct and deliver a deep-sea search and rescue vehicle combined with training and in-service support.

Hyundai Heavy Industries secured a US$561.5 million to build two 2,800-tonne escort frigates for the ROK-N. The two escorts will have enhanced combat capabilities compared to first-phase naval escorts as they will be equipped with state-of-the-art weapon systems, including tactical ship-to-ground guided missiles and long-range anti-submarine guided missiles.

The Japanese Self-Defense Forces (JSDF) and Japanese government have announced a major increase in the nation's 2019 defence budget. The US$315 billion over the next five years will see the nation become the second largest operator of the F-35 Joint Strike Fighter, the modification of the Japanese Maritime Self-Defense Force's (JMSDF), Izumo Class vessels, a modernisation of key air and sea platforms, as well as new investments in cyber, space situational awareness, anti-space and ballistic missile defence capabilities.

Middle East:

The United States has announced a "full and rapid" withdrawal of US forces in Syria following President Donald Trump declaring that ISIS has been defeated in the country.

Turkey has been cleared for a US$3.5 billion deal with the US to purchase the Patriot Missile Defence System, including 80 Patriot MIM-104E Guidance Enhanced Missiles and 60 PAC-3 Missile Segment Enhancement Missiles and associated equipment, logistics, serving and support training.

A subsidiary of Tutor Perini won a US$104 million contract to design and construct facilities for the Royal Saudi Air Force (RSAF), which will include a squadron operations facility, three aircraft maintenance hangers, a storage facility, a water and fire protection system pump building and a gatehouse, as well as an apron, shoulders and taxiways for aircraft, with construction to begin in 2019.

SOUTH AFRICAN FRIGATE COLLIDES WITH NAVY SUPPLY SHIP

December 21, 2018 Written by Nelson E. Dela Cruz

Published in Naval auxiliary/support vessels

Photo: Wikimedia Commons/Nick RouxSAS Drakensberg in 2006

A South African Navy (SAN) frigate collided with a berthed fleet supply ship in Simon's Town harbour at around 15:30 local time on December 13.Both the frigate SAS *Spioenkop* and the fleet replenisher SAS *Drakensberg* (pictured) sustained minor damage above the waterline, a navy spokesperson said.*Spioenkop* reportedly experienced a "mechanical or communication system deficiency" as it was navigating the harbour, leading to its failure to reduce speed while being guided by tugs. This then caused it to strike *Drakensberg*.The vessels' watertight integrity has not been compromised and both are expected to return to service after a brief period of minor repairs as the cause of the incident is being investigated.This is the second incident involving *Drakensberg* and another SAN vessel. The first incident occurred in February 2016, when the offshore patrol vessel SAS *Isaac Dyobha* accidentally opened fire on *Drakensberg* with its 20-millimetre cannon.Although *Isaac Dyobha*'s cannon had only fired an inert practice round, the impact was able to leave a deep dent in *Drakensberg*'s port deck.

HUNTINGTON INGALLS INDUSTRIES LAUNCHES VIRGINIA-CLASS SUBMARINE DELAWARE

December 19, 2018

Written by Nelson E. Dela Cruz

Published in Submersibles (Naval)

Huntington Ingalls Industries launched the recently christened *Virginia*-class submarine *Delaware* into the water for the first time at the company's Newport News Shipbuilding division on Monday, December 17.The future USS *Delaware* is the eighteenth *Virginia*-class submarine built as part of the teaming agreement with General Dynamics Electric Boat and the ninth to be delivered by Newport News.The submarine is scheduled to be delivered to the US Navy in 2019.

USC TO BUILD ADDITIONAL PROJECT 11711 LANDING SHIPS

December 18, 2018

Written by Nelson E. Dela Cruz

Published in Ships (Naval)

Two or three additional *Ivan Gren*-class amphibious assault ships will be built for the Russian Navy by United Shipbuilding Corporation (USC).Although details of the contract have yet to be finalised, USC president and CEO Alexei Rakhmanov has confirmed that the company will build two or more ships under Project 11711. Changes to the hull will be incorporated starting with the third ship in the class.This comes after the Russian Navy's recent announcement that additional "green-water warships" will be accepted by the service within the next five years.

HMS DRAGON MAKES SECOND MAJOR DRUG BUST IN LESS THAN TWO WEEKS

December 12, 2018 Written by Nelson E. Dela Cruz

Published in Ships (Naval)

Royal Navy file photo

Less than two weeks after seizing three tonnes of cannabis on the so-called "Hash Highway," the crew of the Royal Navy Type 45 destroyer HMS *Dragon* apprehended a small dhow to uncover a half-tonne haul of heroin and nine kilograms of crystal methampetamine.The ship was patrolling the known smuggling route between the Makran Coast of Iran and Pakistan and East Africa, nicknamed the "Smack Track" because of the heroin trafficked, when one of the officers of the watch on the bridge spied a dhow far from the usual shipping lanes over the weekend.

BUSINESS MANUFACTURING

Border Force patrol boat work too costly: Austal

Peter WilliamsThe West Australian
Friday, 21 December 2018 7:16AM

Austal saying making the boats available for operation under its contract is coming at a 'significant and unreasonable' cost. Picture: Austal .Austal has claimed it is bearing unreasonable costs maintaining patrol boats it built for the Australian Border Force because the Federal Government has been under-resourcing the fleet.The shipbuilder told the Australian National Audit Office that it was not to blame for the eight Cape class patrol boats falling short of operational targets.A performance audit released this week by the audit office said that in none of the past four financial years had the boats met a target of 2400 patrol days a year, or 300 days per boat. The audit said the Home Affairs Department was not yet in a position to effectively estimate, forecast and control costs of operating and supporting the boats.Austal backed that view in response to the audit, saying making the boats available for operation under its contract was coming at a "significant and unreasonable" cost which the shipbuilder would not continue supporting.

"Both the department and ABF assumed a level of engineering support to be delivered under the contract which turned out to be materially incorrect," Austal head of in-service support Dave Shiner said."The consequence is that Austal cannot deliver support in the manner required by the department in a manner which makes economic sense to Austal," Mr Shiner said.The Government in 2010 provided $574 million over 10 years for the acquisition and operating costs for the eight boats to replace the ageing Bay class boats.Austal build the boats at its Henderson shipyard and delivered them to the ABF between 2013 and 2015. The company subcontracted the support work to Serco subsidiary DMS Maritime until January last year. The shipbuilder then took over the contract, telling the audit office the previous arrangement had been a failure.Mr Shiner said the fleet operating days were now exceeding the target but the expense exceeded Austal's monthly service fee."As a commercial entity, Austal cannot continue to financially support the department."The department told the audit office it was continuing to address concerns around the support arrangements identified in the audit, including the improvement of governance and oversight arrangements.

"The department and the ABF acknowledge that there is still work to do in relation to the Cape class patrol boat in service support arrangements and is committed to improving the management of the Australian Border Force marine fleet," department chief audit executive Mark Brown said.

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FIRST KARAKURT-CLASS CORVETTE DELIVERED TO RUSSIAN NAVY

December 18, 2018

Written by Nelson E. Dela Cruz

The guided missile corvette *Mytishchi*, lead ship of Project 22800 or the *Karakurt*-class, was delivered to the Russian Navy on Monday, December 17.Built by Pella Shipyard in St Petersburg, the vessel will operate as part of Russia's Baltic Fleet headquartered in Baltiysk.*Mytishchi* has a length of 67 metres, a width of 11 metres, a displacement of around 800 tonnes, and a speed in excess of 30 knots. Armament includes Oniks and Kalibr anti-ship missiles, naval guns, a Pantsir-M close-in weapon system (CIWS), and 14.5-millimetre machine guns.The Russian Navy is slated to receive 17 additional *Karakurt*-class corvettes through to 2022.

BRAZIL LAUNCHES FIRST LOCALLY-BUILT SCORPÈNE-CLASS SUBMARINE

December 17, 2018

Written by Nelson E. Dela Cruz

Published in Submersibles (Naval)

The Brazilian Navy launched the first of a planned four locally-built *Scorpène*-class submarines in a ceremony on Friday, December 14.The submarine, which was designed by Naval Group and has been named *Riachuelo*, will start sea trials in 2019 and will be delivered in 2020. Delivery of the second through fourth *Scorpène*-class subs to the Brazilian Navy will then follow every 12 to 18 months.The 72-metre *Riachuelo* will have a submerged speed in excess of 20 knots, a diving depth greater than 300 metres, a surfaced displacement greater than 1,600 tonnes, and a crew of 35.

Next Generation Frigates Contract Awarded to ASC Shipbuilding & BAE Systems Australia
December 14, 2018

December 14, 2018 – BAE Systems Australia's new subsidiary ASC Shipbuilding has been awarded a contract by the Australian Government that provides the framework for the design and build of nine Hunter Class frigates for the Royal Australian Navy. The Australian Government and ASC Shipbuilding signed the contract after ASC Shipbuilding structurally separated from ASC Pty Ltd and was acquired today by BAE Systems.

Work has already begun to mobilize the Hunter Class Frigate Program, and the Head Contract signed today incorporates detailed scope for the design and engineering work necessary to allow prototyping to commence in 2020, and to ensure steel is cut on the first ship in Adelaide in 2022. The scopes for the build of the ships are to be agreed and added to the Head Contract in due course.

The Hunter program provides a strong foundation for a continuous naval shipbuilding endeavor in Australia, creating and sustaining more than 5,000 jobs across BAE Systems and the wider Australian defense supply chain over the life of the program. In addition to 1,000 apprentices and graduate roles that will be created throughout the program's life, job opportunities will include engineers and project managers, specialists in steel work, mechanical, electrical and technical trades and many other professions.

BAE Systems Australia Chief Executive Gabby Costigan said: "I am delighted that we are embarking on the biggest surface ship project in the nation's defense history.

"Being awarded this contract demonstrates the confidence the Australian Government has in the combined capability of our employees across BAE Systems Australia and our new team at ASC Shipbuilding.

"The Hunter Class frigates will be built in South Australia by an Australian workforce, using suppliers from across the country, which will see Australian defense industry develop and sustain a world-class, sovereign naval shipbuilding capability.

"We are extremely proud to have been chosen to design and manufacture a formidable fleet of frigates that will give the Royal Australian Navy an essential next generation capability that will be critical in helping protect the nation for decades to come."

The Hunter Class frigate is based on BAE Systems' Type 26 frigate, one of the world's most advanced anti-submarine warships, which the company is currently constructing in Glasgow for the Royal Navy.

BAE Systems through ASC Shipbuilding will deliver a highly capable and versatile multi-mission frigate designed to support anti-submarine warfare, air defense and general-purpose operations anywhere on the world's oceans.

Austal strikes again in US warships contract win

Peter Williams The West Australian
Monday, 17 December 2018 6:38AM

.Picture: US Navy

Austal's prospects of building frigates for the US Navy have been further bolstered by an order worth up to $1.6 billion to build two more littoral combat ships.The WA shipbuilder has also cleared a hurdle for further foreign defence work, with the Australian Government approving an $80 million loan for Trinidad and Tobago to order two patrol boats.Austal's defence work success overseas contrasts with its failure in Australia to join key Royal Australian Navy shipbuilding programs.The US Department of Defence said late on Friday that Austal USA had been awarded two of three LCSs approved under its fiscal 2019 budget.It comes just three months after Austal won two out of three LCS orders under the previous year's budget, edging US rival Lockheed Martin. Austal and Lockheed Martin build alternative versions of the LCS.Each vessel has a cost cap of $US584 million ($813 million).The third LCS for the financial year is yet to be awarded. The US department's announcement suggested the third vessel contract remained up for grabs.The two ships awarded will be the 18th and 19th aluminium trimaran-variant LCS Austal will build under a program that began a decade ago.The new contract extends ship construction work at Austal's Mobile, Alabama shipyard out to 2025."This latest order from the US Navy is a tremendous endorsement of Austal's LCS platform and further evidence of the important role Austal plays in the US Navy," managing director David Singleton said. "We have been very successful, winning two littoral combat ships per annum ... in each of the last three US Government financial years."Austal today said Australia's Export Finance and Insurance Corporation had made available the $80 million loan facility to help the Trinidad and Tobago Government buy two Cape class patrol boats.It said Efic's Defence Export Facility being made available would support contractual negotiations for the vessels.A contract was not expected to be announced until March. However, Austal said Trinidad and Tobago was due to pay a fee allowing the shipbuilder to begin some work and order long-lead items.A Morrison Government statement said the facility was established to grow Australia's defence exports by helping overcome difficulties in accessing private sector finance for exports.The Henderson-based Austal's shares were up 5.5¢, or 3 per cent, to $1.91 at 12.08pm.

In the US, Austal and Lockheed Martin are among five contenders to build the next-generation frigates — worth up to $US850 million each including weapons systems — which will succeed the LCS program.The others are General Dynamics Bath Iron Works, Fincantieri Marine and Huntington Ingalls.Concept designs are due by the end of this year and tenders next year. A decision on the winning tenderer is expected in late 2020.Austal also builds expeditionary fast transport vessels for the US Navy in Mobile.This month it won an early procurement contract for the 14th of these troop carriers.In Australia Austal missed out on the $3 billion offshore patrol vessel program won by Luerssen, Civmec and ASC Shipbuilding. It is yet to secure any role in the $35 billion frigate program awarded to BAE Systems.

Austal's only defence work in Henderson is the construction of 21 Federal Government-funded Pacific patrol boats under a $300 million program.

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NEWBUILD FRIGATE DELIVERED TO ROYAL THAI NAVY

December 17, 2018

Written by Nelson E. Dela Cruz

Published in Ships (Naval)

Photo: Matichon.co.th

Daewoo Shipbuilding and Marine Engineering delivered on Friday, December 14, a newbuild DW 3000F class frigate to the Royal Thai Navy.HTMS *Tachin* is slated to arrive in Thailand in early January and will begin operational sailing soon afterwards.The ship's armament includes an OTO Melara 76-millimetre naval gun, Harpoon anti-ship missiles, Standard and Evolved Sea Sparrow surface-to-air missiles, torpedoes, and a 20-millimetre Phalanx close-in weapon system (CIWS).A second DW 3000F frigate for the Royal Thai Navy will be built in Thailand.

FUTURE USS ST. LOUIS CHRISTENED AND LAUNCHED

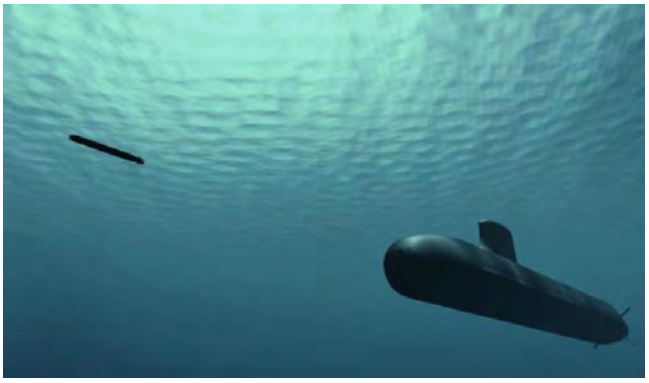
December 17, 2018

Written by Nelson E. Dela Cruz

Published in Ships (Naval)

A new *Freedom*-class littoral combat ship being built for the US Navy was launched at the Fincantieri Marinette Marine shipyard in Wisconsin on Saturday, December 15.The future USS *St. Louis* is the second ship christened and launched this year by the shipbuilding team of Lockheed Martin and Fincantieri Marinette Marine.Like its sisters, the future *St. Louis* will have a speed in excess of 40 knots, Rolling Airframe Missiles, a Mark 110 naval gun, and automation allowing for a reduced crew.

Future submarine class named



Maritime and Undersea Warfare | 13 December 2018 | Stephen Kuper

Australia's 12 future submarines will officially be known as the Attack Class when they enter service with the Royal Australian Navy in the early 2030s.

Minister for Defence Christopher Pyne said the first submarine would be called HMAS Attack and would enter operational service with the Navy early in the 2030s.

The Attack Class submarines will be delivered as part of the $50 billion SEA 1000 program, which will see Naval Group deliver 12 regionally superior submarines to the Royal Australian Navy.

Naval Group's successful Shortfin Barracuda design, which serves as the basis for the new Attack Class, is a conventionally powered variant of the nuclear powered Barracuda fast attack submarine currently under construction in France for the French Navy.

The Attack Class vessels will begin replacing the ageing Collins Class vessels at a time when 50 per cent of the world's submarines will be operating in the Indo-Pacific region.

"The Attack Class represents the inherent stealth, long-range endurance and lethality of a submarine," said Minister Pyne.

Chief of Navy, Vice Admiral Michael Noonan, said the Attack Class would provide Australia with a regionally superior submarine.

"The Attack Class will meet the Navy's capability needs and help protect our security and prosperity for decades to come," said VADM Noonan.

This is the second time the Royal Australian Navy has used the name Attack, with the name previously used for the class of Patrol Boats that served from 1967 to 1985.

"The future submarine project is a major part of the Naval Shipbuilding Plan, and it is appropriate that the class name be established now given the significant effort already underway to introduce this critical capability that will protect Australia's security and prosperity for decades to come," VADM Noonan said.

"The name Attack along with its motto 'Never Waver' captures the tradition of tenacity and determination within the Australian submarine service."

Minister Pyne also confirmed that key negotiations between the Commonwealth and Naval Group as part of the strategic partnering agreement (SPA) had been successfully completed.

"I can also announce the negotiations between the Commonwealth and Naval Group on all key provisions of the SPA have been completed. I congratulate everyone involved in achieving this significant milestone," he said.

Minister Pyne said the SPA would be formally signed in early 2019 and would govern the delivery of the Future Submarines over the decades to come.

"Work on the design of the Attack Class submarines will continue without interruption under the design and mobilisation contract, which was signed on 30 September 2016," Minister Pyne added.

The full range of other activities required to deliver this major program, including the development of the submarine construction yard, and the ongoing engagement of Australian industry to achieve Australian sovereignty, are also continuing.

THREE SHIPBUILDING TEAMS SHORTLISTED TO BUILD NEW WARSHIPS IN UK

December 12, 2018

Written by Nelson E. Dela Cruz

Published in Ships (Naval)

Image: BAE Systems

Three shipbuilding teams have been awarded multi-million-pound contracts to push ahead with plans to build five new Type 31e warships in the UK for the Royal Navy.The UK Ministry of Defence (MoD) has revealed that teams led by BAE Systems, Babcock, and Atlas Elektronik UK have been shortlisted for the competition to build five frigates for £1.25 billion (US$1.56 billion).Each group has been awarded a contract worth up to £5 million (US$6.26 million) to fund the next stage of their plans, with the preferred bidder for the design and manufacture of the ships due to be announced by the end of next year.The MoD wants the first ship delivered in 2023.

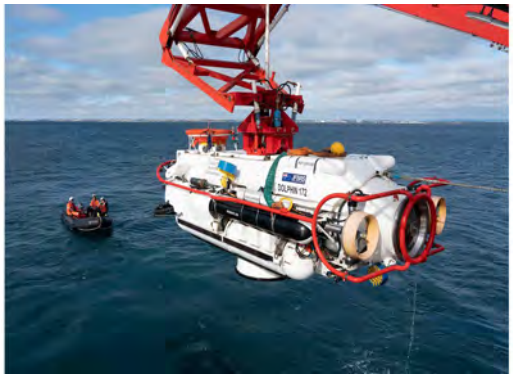
FUTURE USS LYNDON B. JOHNSON LAUNCHED AT BATH IRON WORKS

December 12, 2018 Written by Nelson E. Dela Cruz Published in Ships (Naval)

The future USS *Lyndon B. Johnson* was launched on Sunday, December 9, at the General Dynamics Bath Iron Works shipyard.Honouring the thirty-sixth President of the United States, the future *Lyndon B. Johnson* is the third and final *Zumwalt*-class destroyer to be built for the US Navy.Christening is scheduled in the spring of 2019.

Outstanding success in Australian submarine rescue tests

December 11, 2018 December 11, 2018 seawaves



December 5, 2018 – JFD, the world leading underwater capability provider serving the commercial and defense diving markets and part of James Fisher and Sons plc, has successfully completed the "Black Carillon" 2018 submarine rescue exercise with the Royal Australian Navy (RAN), further demonstrating its commitment to driving the highest standards in submarine rescue safety.

Black Carillon 2018 successfully tested every aspect of the RAN's submarine rescue system, including the new hyperbaric escape and rescue capability, demonstrating a step-change in advanced submarine rescue operations.

It was also the first exercise to incorporate the RAN's new hyperbaric equipment suite (HES) which entered into service in July 2018, testing the fully integrated submarine rescue capability for the first time. This means for the first time, the entire crew of a Collins Class submarine – up to 88 submariners – can be treated simultaneously.

The exercise was unequivocally successful in demonstrating an industry-leading step-change in advanced submarine rescue operations, further safeguarding the lives of submariners. It encompassed the entire rescue operation which included mobilization and preparations, the deep dive mating exercise, aeromedical evacuation, transfer under pressure (TUP) and decompression, as well as the demobilization of the entire system.

"I was exceptionally impressed with what you achieved in the exercise and it was clearly evident that a strong sense of teamwork had been developed," said Captain Geoff Wadley, RAN, Commander Submarine Force.

"Speaking to international observers, they were unanimous in their praise for the exercise and the value they all got out of it, a job exceptionally well done."

A major element in testing the rescue suite this year was a continuously run 'Rescue Exercise', which aimed to test the complete system from the submersible through the hydraulics bellows into the transfer under pressure (TUP) chamber where any initial triage of patients could be undertaken. They then move to the new recompression chambers for simulated treatment depending on the symptoms being exhibited. The exercise, which commenced at early light at 0530 on 19 November and finalized at 1508 the 20 November, involved the launch and recovery of the submersible as in a real DISSUB scenario and necessitated the split manning of all control points of the suite to cover 24 hour operations. JFD worked seamlessly with the RAN medics and doctors to achieve all exercise objectives.

Toff Idrus, JFD Australia managing director, commented, "Throughout our long and well-established partnership with the RAN, the James Fisher Submarine Rescue Service (JFSRS) team has pioneered and driven continual innovation to ensure the submarine rescue capability is as safe and comprehensive as possible. The annual Black Carillon exercises allow us to test the full capabilities of the JFSRS service, and we were particularly pleased to receive full operational verification from the RAN on the new HES system and advanced TUP capability during this most recent exercise."

"During 2018 the JFD and RAN teams have completed a record three operational deployments to sea in a single calendar year, a testament to the long standing partnership in providing the most advanced submarine rescue capability that will ultimately drive the highest standards in protecting lives at sea."

Black Carillon 2018 was conducted over a period of more than three weeks in November 2018. As a comprehensive operation, the exercise included all assets that would be required in the event of a real rescue operation, including RAN Rescue Gear Ship MV Stoker, Collins-class submarine HMAS SHEEAN and RAN Escape Gear Ship MV Besant.

Austal delivers first Pacific Patrol Boat to PNG

05 December 2018
By: Louis Dillon

The federal government has gifted the first Guardian Class patrol boat to Papua New Guinea, in a boost to security in the Pacific.

Minister for Defence Christopher Pyne and Minister for Defence Industry Steven Ciobo said it's the first of four new boats to be gifted to PNG as part of the Pacific Patrol Boat Replacement project.

The first boat will be commissioned HMPNGS Ted Diro on return to PNG, named after the first Commander of the PNG Defence Force post-independence.

"The Ted Diro is the first of 21 Guardian Class patrol boats to be gifted to 12 Pacific island countries and Timor-Leste," Minister Pyne said.

"The Ted Diro handover marks the start of the maritime element of the Morrison government's commitment to the new Pacific Maritime Security Program."

The new 39.5-metre steel-hulled patrol boats are designed and built by Austal in Western Australia.

"The project is worth over $350 million and Austal estimates it supports around 400 direct and indirect jobs," said Minister Ciobo.

Austal said it is "proud to deliver this program for the Commonwealth of Australia".

"This is Austal's first major shipbuilding program in steel. It is a reflection of the skills, experience and management of the Austal team that, since May 2016, they have developed a brand new production facility at Naval Base in Western Australia, designed a production line process, completed the detailed vessel design and are now delivering the first vessel 30 months later," Austal chief executive David Singleton said.

"The program is now in a full rate of production, with the second vessel, which is destined for Tuvalu, successfully launched on Monday with an additional three vessels in various stages of construction. Austal are already looking at export opportunities for the GCPB."

The next vessel will be gifted to Tuvalu in April next year, and the last will go to Timor-Leste in 2023.

Henderson shipyard crane to support Navy maintenance and sustainment

04 December 2018 | Stephen Kuper

Defence Industry Minister Steven Ciobo has opened a $5 million, multi-level ship-side support tower at the BAE Systems Australia facility at the Australian Marine Complex at Henderson, Western Australia.

The $5 million tower will initially support the Anzac Midlife Capability Assurance Program (AMCAP) being undertaken as part of the Warship Asset Management Agreement (WAMA) between BAE Systems, SAAB Australia, Naval Ship Management (NSM) and the Commonwealth of Australia.

The five-level tower was built between the ship dry berths to accommodate support staff and provide amenities for the team delivering the upgrade. The project created 50 jobs, cost $6.4 million and shows how important Henderson is as a shipbuilding and maintenance hub.

The ship-side support tower provides offices and meeting spaces for support staff on the lower levels and amenities for the trade workforce on the upper levels. Two gangways at the upper level provide direct access to the ships dry berthed on either side.

BAE Systems Australia director maritime Darren Kirkby said, "We are already seeing the benefits of having key support functions consolidated and located closer to the work front. This project was about facilitating collaboration between alliance partners and we can see where BAE Systems and NSM employees are now collocating on a more effective level."

Additionally, the facility contains offices, workstations, audio-visual facilities, meeting rooms, parts and equipment storage, and amenities for personnel working on the ships.

"This investment is important for the AMCAP program and the incredibly complex work that will be undertaken over the next five years. It's also a valuable asset for future naval sustainment and upgrade programs undertaken at our site and within the Henderson precinct," Kirkby added.

Defence Minister Christopher Pyne said the development underscored a continuous improvement initiative by the WAMA Alliance.

"The alliance is a commercial arrangement between the Commonwealth and companies BAE Systems, Saab and Naval Ship Management to deliver through-life maintenance and upgrade requirements for the Anzac Class frigates," Minister Pyne said.

Minister Ciobo acknowledged the significant role sustainment enterprises such as the WAMA Alliance were playing in the defence industry.

"The WAMA Alliance alone is generating over 1,700 continuous jobs and $1.2 billion of service opportunities for small and large businesses over the course of the next five years," Minister Ciobo explained.

The facility was designed by architect Brown Falconer and built by local contractor Badge Constructions, which delivered the building on time and within budget. Supply Nation members Maybell Group and S&M Contracting provided and installed the furniture and fittings.

This announcement follows the recent completion of the AMCAP for HMAS Arunta by BAE Systems Australia at the Henderson facility, which will see the ship return to service in 2019.

The Henderson-based Australian Marine Complex (AMC) is integral to Australia's front-line defence, and is an important asset in maintaining the Royal Australian Navy fleet. The Common User Facility (CUF) has facilitated major works and repair programs for RAN's Collins Class submarines, Anzac frigates and supply tankers.

The AMC-CUF is home to the world's most technically advanced floating dock, which can lift vessels of up to 12,000 tonnes out of the water for service. Its four wharves can accommodate vessels of up to 300 metres in length, and provide adequate berthing space for major works including ship conversions, refits and repairs.

The AMC-CUF is also home to ASC West, which provides a purpose-built submarine repair facility and the WA headquarters of ASC, an Australian-owned prime defence contractor and builder of the Collins Class submarine and Hobart Class Air Warfare Destroyer.

ASC's through-life support contract will see the Collins Class submarines maintained at the CUF over the next 25 years. Warfare systems developer Raytheon Australia and other defence contractors, including BAE Systems, also reside within the AMC's precincts.

Hunter Class frigates to boost national economy and jobs

Maritime and Undersea Warfare | 29 November 2018 | Stephen Kuper

The $35 billion SEA 5000 program is expected to deliver thousands of jobs and an unprecedented economic boost around the country, a report released by prime contractor BAE Systems Australia has revealed.

BAE Systems Australia's report shows that at its peak in 2028, the Hunter Class frigate program will contribute more than 6,300 jobs and just under $1 billion in gross domestic product (GDP) to the national economy.

This significant contribution is in addition to the important and ongoing impact of BAE Systems' activities in Australia, which, the report shows, contributed $1.2 billion in 2017 through its work to support the Australian Defence Force at more than 25 major sites across the nation.

BAE Systems Australia chief executive Gabby Costigan said, "BAE Systems has for several decades played a critical role in ensuring the security and prosperity of Australia. We are pleased to release this report today demonstrating that BAE Systems' involvement in the Hunter Class frigate program alone will more than double the company's already significant contribution to the national economy."

The report, titled The economic impact of BAE Systems in Australia and produced by BIS Oxford Economics, shows that every job directly created on the Hunter Class program will have a multiplier effect of 2.7 in 2028.

Modelling estimates the Hunter Class program will contribute $17 billion to the national economy and over 6,300 full-time jobs will be generated across Australia at the program's peak in 2028.

The program's demand for a highly skilled workforce will also boost advanced technology skills and know-how in South Australia and nationwide.

"Australia's defence industry plays an indispensable role in supporting the Commonwealth government as it adapts to our changing security environment and grows the capability needed to better protect the nation. As regional defence priorities have changed, we have supported the development of a stronger and more capable sovereign defence industry," Costigan explained.

The economic modelling shows that the program will also have wide-ranging effects on Australia's GDP. The report estimates that BAE Systems' involvement with the Hunter Class program will contribute a total of $17 billion to national GDP over the project lifetime (2018-19 to 2047-48).

Defence Minister Christopher Pyne said, "As well as the direct contributions to our national economy, the Hunter Class program will enhance technical knowledge in Australia's naval shipbuilding enterprise."

Of this, some $7.1 billion will be contributed by BAE Systems direct activities, while the procurement chain will contribute an additional $4.4 billion.

The report highlighted the impact of BAE Systems on the Australian economy, including a number of key points, including:

BAE Systems made a total contribution to Australian GDP worth almost $1.2 billion in 2017. The largest portion of this came from the company's direct activity, worth $600 million.

BAE Systems' activities support a large supply chain in Australia, producing a significant amount of economic activity in a range of sectors. This activity amounted to an $230 million indirect contribution to GDP in 2017. It was driven by the company's purchases of goods and services from Australian suppliers, which amounted to $330 million in 2017.

BAE Systems' activities in Australia in 2017 were responsible for supporting a total of 7,190 FTE jobs. Of this, 3,200 were supported internally across BAE Systems' 30 locations in Australia.

"We are proud to work with companies throughout our supply chain on some of the most complex engineering programs in the world and together we create highly skilled jobs, new technologies and play our part in driving increased productivity in Australia," she added.

The report states over 500 Australian businesses have been pre-qualified to be part of the Hunter Class supply chain. The Australian steel industry will benefit in particular with about 48,000 tonnes of steel required.

"Australia's shipbuilding sovereignty is being guaranteed through the Hunter Class program, with ASC Shipbuilding constructing the frigates," Minister Pyne said.

The $35 billion SEA 5000 Hunter Class frigate program will see Australia's eight Anzac Class frigates replaced with nine Hunter Class vessels, to be built by BAE Systems at Osborne Shipyard in South Australia from 2020, the project is expected to create 4,000 jobs.

In October, BAE Systems Australia announced that it had signed an advanced work arrangement (AWA) with the Australian government for the Hunter Class frigate program. The AWA allows BAE Systems to continue to mobilise the program, including maturing design and engineering plans, establishing a skilled workforce and setting up the required infrastructure necessary to commence prototyping in 2020.

SEA CLOUD CRUISES TO INTRODUCE NEWEST TALL SHIP IN 2020

November 28, 2018

Written by Nelson E. Dela Cruz

Published in Cruise

Image: SeaCloud.com

German operator Sea Cloud Cruises is scheduled to introduce *Sea Cloud Spirit*, its newest tall ship, in the summer of 2020.The vessel will be able to accommodate up to 139 guests. *Sea Cloud Spirit* will be equipped with 69 outside cabins, 25 of which have balconies.

BUILDER'S TRIALS BEGIN FOR RUSSIAN FRIGATE ADMIRAL KASATONOV

December 26, 2018

Written by Nelson E. Dela Cruz

Published in Ships (Naval)

United Shipbuilding Corporation's Severnaya Verf has begun conducting builder's trials of *Admiral Kasatonov*, the second Project 22350 frigate being built for the Russian Navy.during the first phase of trials were the ship's main engines, steering, anchor, navigation equipment, and communications suite.The frigate is named in honour of Admiral of the Fleet Vladimir Afanasyevich Kasatonov, a celebrated Soviet Navy submarine officer.*Admiral Kasatonov* is scheduled to be delivered to the Russian Navy's Northern Fleet in 2019.

US STATE DEPARTMENT PLEDGES SUPPORT WORTH US$10 MILLION FOR UKRAINIAN NAVY

December 26, 2018Written by Nelson E. Dela Cruz

Published in Ships (Naval)

US Coast Guard file photoTwo ex-US Coast Guard cutters that have been turned over to the Ukrainian Navy

The US State Department, subject to Congressional approval, will provide an additional US$10 million in Foreign Military Financing to further expand Ukraine's naval capabilities.This comes in the wake of Lithuania and the United Kingdom having also pledged to increase their security assistance to Ukraine.A State Department spokesperson has confirmed that the additional funding is in response to Russia's November 25 attack on and detention of three Ukrainian Navy vessels in the Sea of Azov.

Naval Today

Japan mulls turning helicopter destroyer into F-35B carrier

zoomJMSDF file photo of helicopter destroyer JS Izumo

Japan is considering turning one of its helicopter destroyers into a "multi-purpose aircraft carrier" as part of a review of the country's National Defense Program Guidelines, Japan's defense minister Takeshi Iwaya has confirmed.

Speaking to reporters on Tuesday, the defense minister said the country is evaluating plans to convert one of its two Izumo-class helicopter destroyers into platforms capable of accommodating fighter jets.

While the defense minister did not confirm, the plan would likely include F-35B short take-off and vertical landing (STOVL) stealth jets.

Japan already has a number of F-35A (the conventional takeoff and landing variant) on order and is preparing to procure another 100 F-35 jets. According to a Nikkei report which cited anonymous sources, the order would include both short take-off and conventional take-off variants.

The Japan Maritime Self Defense Forces' two Izumo-class helicopter destroyers measure 248 meters in length and currently operate 9 helicopters. Should they be converted for the operation of F-35B jets, the ships would have to receive a special thermion coating which would protect the flight deck from the temperatures created by F-35B thrusters.

The US Navy is currently in the process of upgrading its 258-meter Wasp-class amphibious assault ships for F-35B operations. An F-35B jet flying from the flight deck of amphibious assault ship USS Essex recently became the first F-35B ever to conduct a combat strike as it provided ground clearance operations in Afghanistan.

Japan would receive an aircraft carrier for the first time the since World War II should the defense ministry go ahead with plans of converting one of its helicopter destroyers.

Naval Today

Hyundai Heavy to build frigate pair for Korean Navy

South Korean shipbuilder Hyundai Heavy Industries (HHI) has received a KRW 633.5 billion (USD 562.9 million) order to build two frigates for the country's navy.

On December 12, 2018, the South Korean Defense Acquisition Program Administration (DAPA) awarded the contract to HHI.

The ships will be the seventh and eight units within the Republic of Korean Navy's FFG Batch II program.

Under the terms of the contract, the two 2,800-ton newbuilds are expected to be delivered by 2023, HHI said.

With a length of 122 meters and a width of 14 meters, the ships will be able to reach a speed of 30 knots.

The ships will be equipped with naval guns and guided missiles and will also have a hybrid electric drive propulsion system designed to reduce noise for more effective anti-submarine operations.

Previously, HHI constructed three 2,300-ton frigates for the first phase of the navy's next-generation frigate project including ROKS Incheon, ROKS Gyeonggi and ROKS Jeonbuk.

Naval Today

South Korea completes preliminary design of indigenous, 3,000 ton submarine

zoomPhoto: DAPA

South Korea has completed the preliminary design phase of a new, indigenously designed and built, 3,000 ton submarine for the Republic of Korea Navy, the country's Defense Acquisition Program Administration (DAPA) said on Wednesday.

The design was lead by South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering Co. under a contract from July 2016.

According to DAPA, the new submarine will feature 80 percent of indigenous content and is expected to start construction in the second half of 2019.

Compared to the ROK Navy's newest KSS-III submarines, the first of which was launched in September this year, the next generation submarine will have increased range, and improved sonar and combat systems performance.

While the nine planned KSS-III submarines will feature air-independent propulsion, the new submarine will additionally benefit from a locally developed lithium-ion battery system. Compared to the commonly used lead-acid batteries, lithium-ion batteries store considerably more power and take up less space. The incorporation of lithium-ion into modern submarines is a relatively new trend with Japan being the first to launch a launches first lithium-ion battery powered submarine earlier this year.

The next-generation ROK Navy submarine is yet to be named and no time frame for its delivery has been given.

DAPA noted that over the span of the country's submarine acquisition process, the percent of local content in the submarines has been constantly increasing. Dosan Ahn Chang-ho (SS-083), the first KSS-III submarine, has 76 percent local content while the next-generation submarine is slated to feature 80 percent of local content.

About the Royal Australian Navy

The Australian White Ensign.

The Royal Australian Navy is the naval branch of the Australian Defence Force. Following the Federation of Australia in 1901, the ships and resources of the separate colonial navies were integrated into a national force: the Commonwealth Naval Forces. Originally intended for local defence, the navy was granted the title of 'Royal Australian Navy' in 1911.The Royal Australian Navy provides maritime forces that contribute to the Australian Defence Force's capacity to defend Australia, contribute to regional security, support global interests, shape the strategic environment and protect national interests.This is achieved by providing maritime patrol and response, interdiction and strategic strike, protection of shipping and off-shore territories and resources, maritime intelligence collection and evaluation, and escort duties.Peacetime activities include maritime surveillance and response within Australia's offshore maritime zones, hydrographic, oceanographic and meteorological support operations, humanitarian and disaster relief, and maritime search and rescue.

Mission

To fight and win at sea

Navy contributes to the Defence Mission (Defending Australia and its national interests) by providing safe seaworthy, airworthy and battleworthy ships, submarines, aircraft and specialist teams to meet operational commitments. The provision of these assets contributes to maintaining sovereignty and security in Australia’s region.The provision of seaworthy, airworthy and battleworthy Navy assets encompasses all elements of the ADF for which the Chief of Navy is the Capability Manager. Navy contributes to Defence Purpose 1: Defend Australia and its national interests through Plan Pelorus and the Navy Warfighting Strategy. It contributes to Defence Purpose 2: Protect and advance Australia’s strategic interests through Plan Mercator, the Navy International Engagement Plan, participation in both Multinational and National exercises, plus regular Navy-to-Navy talks.

Viision

An Australian Navy renowned for excellence in service to the nation

Our vision is consistently interpreted and shared by all through our motto: *Serving Australia with Pride*.

RUSSIA BEGINS TRIALS OF NUCLEAR-POWERED UNDER-WATER DRONE

December 28, 2018

Written by Nelson E. Dela Cruz

Published in Unmanned Naval Systems

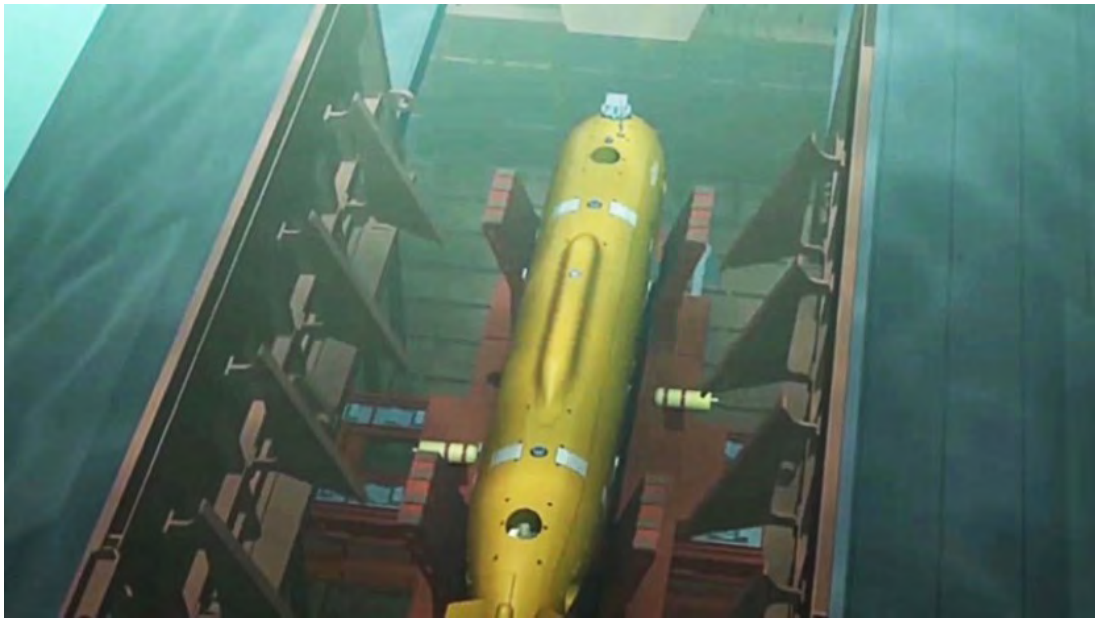


Photo: Russian Ministry of Defence

Russia's TASS news agency reports that the country's navy has begun trials of the *Poseidon* nuclear-powered unmanned underwater vehicle (UUV).Termed by Russian defence industry observers as a strategic drone, the unmanned vehicle is being developed as part of a programme that seeks to introduce into service a UUV that can carry both conventional and nuclear warheads.

Poseidon's onboard miniaturised nuclear reactor will enable it to achieve both high underwater speeds and long range. The UUV is also designed to be launched from and recovered aboard Russian Navy nuclear-powered submarines currently in service.

FUTURE USS PAUL IGNATIUS COMPLETES ACCEPTANCE TRIALS

December 28, 2018

Written by Nelson E. Dela Cruz

Published in Ships (Naval)

US Navy file photo

The future USS *Paul Ignatius*, a US Navy *Arleigh Burke*-class destroyer built by Huntington Ingalls Industries, has successfully completed acceptance trials on December 20.The ship spent two days in the Gulf of Mexico where it performed a series of demonstrations to validate the quality of construction and compliance with navy specifications and requirements prior to delivery.The destroyer honours Paul Ignatius, a former US Navy officer who later served as US Secretary of the Navy from 1967 to 1969.

TE MANA COMES HOME

By Andrew Bonallack

To say there's a spring in the step of every sailor would be failing to even hint at the excitement and anticipation on board HMNZS TE MANA on 9 November.

It's homecoming day, after five months on one of the NZDF's most significant missions for 2018, Operation Crucible. The Ship's Company have taken on the largest maritime exercise in the world, RIMPAC, plus three other prominent international exercises and diplomatic visits in five countries. Now the ship idly circles in Gulf Harbour, near Whangaparaoa Peninsula, as the crew process their way through Customs and Immigration procedures like any citizen returning to their home. Lieutenant Alexandra Pereyaslavats, briefing the *Navy Today* editor in the officers' wardroom, can't quite believe the voyage is almost over. "It's hard to believe we're actually back."

Commander Lisa Hunn, Commanding Officer, acknowledges the excitement. "It's good to be home. It was an extraordinarily rewarding and busy trip, and I'm so proud of my Ship's Company. We delivered the mission we were set, and set New Zealand on the international stage. It was a monumental deployment."

She says TE MANA showed other navies "how kiwis do it" through our natural ability to be inclusive. "We were out there with the best, and we got great feedback from other COs, saying we did a great job."

It was a message echoed by the Minister of Defence, Ron Mark, who flew to TE MANA to address the crew. "The last five months has been absolutely professional," he says. "The confidence of our Five Eyes partners is essential for the reputation of our country, and also the reputation of the NZDF. Whether it's actually doing your job, or kicking someone's butt in rugby, you are maintaining that high level of respect for New Zealand, and the New Zealand Navy. You have done that exceedingly well."

For CDR Hunn, the highest high point is undoubtedly the Ship's title of "Top Gun" for winning the Rodeo Gunnery Competition at Exercise RIMPAC, effectively the World Cup of accurate gunnery. It is the first time a New Zealand ship has won the title. "That's the biggest story of the day, and that gave us pretty big kudos, internationally."

Another high point was visiting Vietnam – with the challenge of navigating up the Song Soai Rap river to get to Ho Chi Minh City.

Able Stewards Melissa Gilmartin-Kara and Kelsey Bartlett say communal living – 15 in a Mess – is one of the biggest challenges for five months. "You get used to each other's routines," says ASTD Gilmartin-Kara. "You find your own space. And that shore time, most people book hotels for some privacy." It was the first deployment for ASTD Bartlett, who was promoted to Able Rate during the time away.

Leading Diver Samuel Dickey, dive supervisor, enjoyed the sports against other Navies and nations, including defeating the rugby team of Australian ship HMAS STUART. His entire family will be waiting at the wharf, he says.

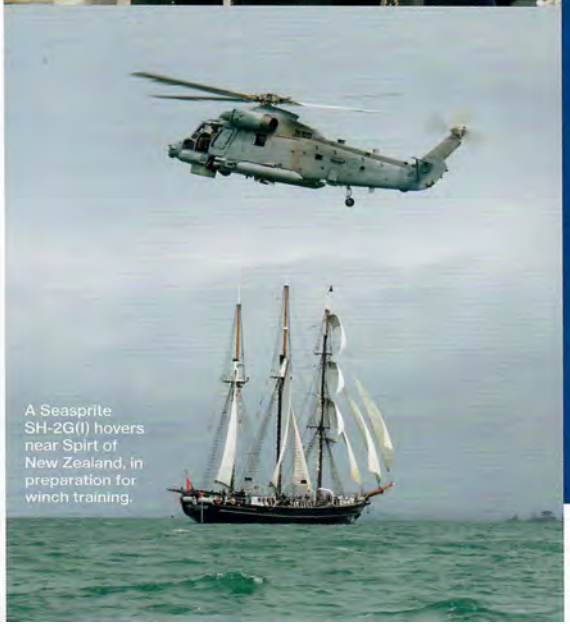
Sub-Lieutenant Sam Wilson, Supply Officer, is also on his first ship posting, joining the ship in Darwin early in the deployment. "It's been amazing, but it's been hard. Junior Officers get a lot of jobs. I'm a divisional officer for 17 junior rates, and I'm the captain's secretary. When I came on, everyone was really welcoming." He says 30 minutes of "welfare wifi" a day helps keep him in touch with family, but that changes when you hit the shore, with crew buying SIM cards for cheaper mobile calling.

Arguably, Warrant Officer Marine Technician (Propulsion) Barry Rees has seen it all in his 40 years, but Vietnam was a first for him too. New Zealand signed a bilateral defence cooperation Memorandum of Understanding with Vietnam in 2013. "We never went there before, but now it's changed." He is proud of the fact the team – with dive contractors – changed out the ship's main bearing while at sea, a first for the RNZN Anzac frigates. He feels a special

MID Thomas Kingsford takes stock of the day's duties.

MID Lloyd Salmon, Ship's Master Gerard Prendeville and MID Krystal Witika.

MID Susan Sun.



A Seasprite SH-2G(I) hovers near Spirt of New Zealand, in preparation for winch training.

SAILIN' AWAY

By Scott Sargentina

Two hundred years ago, navy ships of the line were fitted with towering masts, trim square-set yards, over 100 guns and were built using 6,000 trees.

These days the Navy and its fleet are completely different. But what hasn't changed is the requirement for sailors, as part of their learning, to be tested and challenged on the sea.

On their JOCT course recently, 13 RNZN Junior Officers were taken out of their comfort zone and taken back to when 'sail was king' aboard the barquentine-rigged, three-masted *Spirit of New Zealand*.

Their five-day voyage around the Hauraki Gulf exposed the Midshipmen to a range of seafaring experiences they wouldn't normally find on a RNZN ship, as well as providing invaluable leadership training.

"Nerves are tested, tears are shed, lessons are learnt and leaders are born," says Lieutenant Chloe Stanton from the Leadership Development Group at Devonport Naval Base. "At this stage of their career their learning is predominantly theory-based. But there's no better environment to put theory into practice for these JO's than on the *Spirit*."

The Master of *Spirit of New Zealand*, Gerard Prendeville, says it's a privilege to have been associated for over 12 years with the development of RNZN Commanding Officers of the future. "On day one we embark a dozen or so inexperienced and very nervous shore-based recruits. By day five, they leave us as confident mariners, comfortable in leading and certainly with a greater appreciation of the sea."

For two of the Junior Officers it's exactly the type of experience they were looking for 19 weeks into their JOCT course. Midshipman William Neilson from Dunedin says it reinforces why he made the decision to join. "I love the sea and I'm really optimistic of what the future holds for me on it."

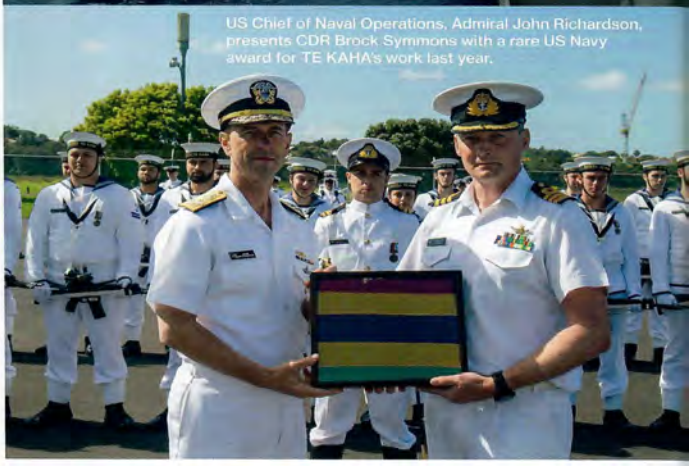
The motivation may be different but no less important for Aucklander, and first-generation immigrant New Zealander, Midshipman Susan Sun. "Giving back is really important to me," she said, "and being able to do it in a role as challenging and fulfilling as the Navy is something I'm grateful for."

As the ship tacked hard to port, the Junior Officers heaved on the ropes and the boom came swinging across. One enthralled JO turned to me and said, "This is where I'm meant to be."

Amen to that. ■

RARE US NAVY AWARD TO ANZAC FRIGATE

TE KAHA takes on fuel from USS NIMITZ in a Replenishment at Sea evolution last year.



US Chief of Naval Operations, Admiral John Richardson, presents CDR Brock Symmons with a rare US Navy award for TE KAHA's work last year.

By Suzi Phillips

A rare award was made by the United States Navy to HMNZS TE KAHA at the Devonport Naval Base last month.

The award recognised the exceptional standard of support from the Ship's Company for the US Navy for a week in June/July last year.

TE KAHA demonstrated the "highest standards of seamanship and readiness when directed to extend her deployment to support the US Navy's Seventh Fleet after a collision between the guided-missile destroyer USS FITZGERALD and a Philippines container ship off the coast of Japan", in June 2017.

The US Chief of Naval Operations, Admiral John Richardson, presented a pennant marking the commendation to the present Commanding Officer of TE KAHA, Commander Brock Symmons. (The Commanding Officer at the time of the deployment was Commander Stephen Lenik).

ADM Richardson said TE KAHA flawlessly transitioned to security and protection mission sets as part of the NIMITZ Carrier Strike Group.

"This award is very rare and is kept for very special occasions," he said. "TE KAHA's contribution was vital to maintain freedom of trade which leads to prosperity for our countries."

"TE KAHA expertly executed a full range of military missions; she conducted rendezvous with US Navy ships, a replenishment at sea, sea rider exchanges, a passenger transfer, formation steaming, and division tactics as well as commanding a Surface Action Group.

"The synchronized efforts of this exceptional ship and crew enabled uninterrupted regional security, maritime operations, and training for the NIMITZ Carrier Strike Group," he said.

The Seasprite helicopter on board TE KAHA performed the first ever deck landing of a RNZN helicopter on the deck of the USS NIMITZ.

"By their truly distinctive accomplishments, perseverance, and devotion to duty, the officers and enlisted personnel of HMNZS TE KAHA reflected credit upon themselves and upheld the highest traditions of the naval service," said ADM Richardson. ■

FRIENDS ACROSS THE PACIFIC

The Fleet Warfare Forum at Devonport Naval Base, spread over two days, has become a solid fixture in the Navy's calendar, attracting international attendees as well as RNZN members.

Around 150 people attended in October, with representatives from Canada, United Kingdom, France, Australia and the United States – notably Commander 7th Fleet, Vice Admiral Phil Sawyer. Air Force, Army personnel and academics also attended.

Speaking to the forum's theme of "Combined Maritime Operations within an Integrated Defence Force", Chief of Navy Rear Admiral John Martin discussed how a fleet needed to be thought of as a 'fleet', not as individual capability projects, and how sailors needed to work in a safe environment where people feel like they can make mistakes safely. He noted that the militaries of today were being forced to operate in 'grey' areas where countries were at war in some domains but at peace with others, notably in the realms of cyber-warfare and maritime surveillance.

"New Zealand recognises that the international, rules-based order is fundamental to our national security," said RADM Martin. "The 'grey zone' is a state of being between war and peace, where an aggressor aims to reap either political or territorial gains without crossing into the threshold of open warfare."

In discussing the Future Navy, RADM Martin said the hardware the Navy will operate could largely be predicted. "What will make the difference is the quality of the people, enough of them, their training, and the infrastructure that supports them." Force Generation, the process of a Ship's Company being married up to the ship to create a cohesive fighting unit, will benefit in future from use of simulation, something on the increase for training purposes.

Both RADM Martin and VADM Sawyer commented on the public needing to appreciate that national security ensures a country's prosperity. A well-resourced Navy, they argued, kept trade routes safe and open – especially vital in the case of New Zealand, who relied on the sea for 99 per cent of imports and exports.

The Canadians offered an insight into life after a Frigate Systems Upgrade for TE KAHA and TE MANA, as a number of their ships have undergone a similar process, while France and the United Kingdom gave their perspectives on regional security and cooperation in the Pacific.

Commodore Ivan Ingham, Commodore Warfare, discussed how the Royal Australian Navy's high operational load 15 years ago forced a singular focus to the detriment of their Navy's holistic warfare capability. An honest assessment of their capability degradation around multi-dimensional warfare task groups saw Australia embark on a highly successful programme to restore task group capabilities, centred around their Adelaide-class ships ADELAIDE and CANBERRA. ■

A yacht aground at the Poor Knights Island.

WELLINGTON'S BUSY MONTH

HMNZS WELLINGTON has been putting its time in Northland to good use, combining a work-up with some community engagement and a Mayday rescue, in the lead-up to its summer mission.

On 2 November WELLINGTON received a distress call at 0730 from a yacht that had drifted into rocks on the Poor Knights Islands, due to large seas. The islands, a protected nature reserve, are located 50 kilometres north-west of Whangarei. At the time, WELLINGTON was 18 kilometres away, and Lieutenant Commander Damian Gibbs made the decision to respond.

"We made the best speed towards the yacht's location. As soon as we reached the area, we launched one of the ship's sea boats to help tow the yacht away from the rocks and stayed until it was able to get underway." The yacht was steel-hulled and had not been holed.

The Coastguard provided an escort for the yacht as it headed to the mainland.

Later, WELLINGTON carried out a scheduled port visit to Whangarei, hosting "Tani the Taniwha", the Northland Rugby Union's official mascot. Then it was all about work-up, carrying out Officer of the Watch manoeuvres

in company with HMNZS HAWEA. OOW Manoeuvres involves manoeuvring a ship at high speed around other ships in close range.

The yacht rescue is the third rescue mission undertaken by WELLINGTON this year. In February, Wellington helped evacuate a 64-year-old woman with a fractured leg from Great Barrier Island. And during a resupply mission in the Auckland Islands in March, the ship was re-tasked to evacuate a Department of Conservation staff member with a potentially serious condition from the Antipodes Islands. ■

The President and Executive Committee of the

Navy League of Australia Western Australia Division

Send you their best wishes for a Merry Christmas

and a Happy New Year

HMAS PERTH(I) Memorial
A Navy League of Australia Western Australia Project

A Navy League of Australia Western Australia Division Publication

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