NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA DIVISION

September 2018
Volume 2, Issue 9

DOWN THE VOICEPIPE

do you here there!

HMAS STUART

Subscriptions now due

COMING UP

Executive meeting Monday 01st. October 1700

- HMAS Perth (I) Memorial Foundation Meeting Saturday 06th. October1100
- Federal AGM 26th.-27th October

Divisional News

The new executive committee for the period 1st. July 2018 to 30th. June has been finalised.

PRESIDENT
Mr Peter Jarvis RAN RTD
VICE PRESIDENT
LEUT Brad Barrett ANC
HON SECRETARY
CMDR Jim O'Neill ANC RTD
TREASURER
LEUT Bill Gale OAM RAN RTD
COMMITTEE
Trevor Vincent RAN RTD
Mason Hayman
Jake Needham
LEUT Darryl Dunlop ANC RTD
CPO Tom Goodlich ANC

The Foundation Committee of the HMAS PERTH (I) Memorial Foundation INC.
TRUSTEES

CAPT Angela Bond RANR
CMDR Jim O'Neill ANC RTD
Peter Jarvis RAN RTD
Colin Bancroft

PROJECT TEAM
CAPT Angela Bond RANR
CMDR Jim O'Neill ANC RTD
Peter Jarvis RAN RTD
LEUT Sally Hudson ANC
LEUT Brad Barrett ANC
Trevor Vincent RAN RTD
LEUT Darryl Dunlop ANC RTD
Ian Holthouse
Wes Olsen
Jake Needham
Kaye Fuller
LEUT Bill Gale OAM RAN RTD

The AGM of the Navy League of Australia Western Australia Division was held on Wednesday August 29th. AS was attended by 30 members and invited guests. Including Guest speakers CAPT Brian Delamont RAN, CMDR Geoff Hurren ANC and Mr Noel Sweeney ffrom BAE Systems.

BAE Systems Australia welcomes third ANZAC class ship to Henderson
September 10, 2018 SeaWaves

September 10, 2018 – BAE Systems Australia has welcomed a third ANZAC class warship to its Henderson facility as part of the fleet upgrade to keep the ships in service until they are replaced by the Hunter class frigates.
The Mid Life Capability Assurance Program (AMCAP) upgrade is being undertaken at Henderson by the Warship Asset Management Agreement (WAMA) Alliance.
HMAS Anzac's docking marks a significant milestone for BAE Systems, where it joins sister ships Perth and Arunta. This will be the first time that three warships have been on the hardstand at the Henderson facility.
HMAS Anzac will be the second ship to receive the AMCAP upgrade which includes:
Upgraded ventilation systems;
New sewage systems;
Improvements to the diesel engines to improve power and efficiency;
Replacement of the air search radar capability with the Australian CEA L-Band radar; and
Replacement of the full communications suite on the ship.
BAE Systems Australia Chief Executive, Gabby Costigan, said, "The upgrade of the ANZAC fleet, through our role in the WAMA alliance, demonstrates the breadth and depth of work that BAE Systems Australia has done to date in the sustainment of the ANZAC class fleet over more than two decades.
"BAE Systems is an Australian industry leader in maritime sustainment. We are very proud of the skilled workforce capacity that we have grown to meet the technical challenges of maritime sustainment."
HMAS Arunta, the first of class AMCAP ship, most recently had her old mast removed to make way for the installation of a newly developed Air Search Radar System. The new mast is currently being manufactured by BAE Systems and scheduled to be installed at the end of October.
Australian company CEA Technologies is responsible for developing the new Air Search Radar System that complements the existing Anti-Ship Missile Defence system.
HMAS Arunta will undock before the end of the year after having spent more than 12 months on the hard stand. She will then undertake sea trials ahead of a planned return to service in 2019.
The remaining seven ships will be back in service by 2023.

Maritime and Undersea Warfare ReporteMaritime and Undersea Warfare 19 September 2018

Defence says claims of low-speed inefficiency of the proposed propulsion system for Australia's Future Submarines are wrong.

In a response to an issue raised during a hearing of the Senate committee inquiry into Australia's naval shipbuilding industry in June, Defence said the performance of a submarine pump jet could not be derived from a comparison with the performance of surface vessel propulsors.

The Defence response was released to the committee this month and ran to six pages, with pictures.

Even though Australia's new submarines are still in design, their propulsion system remains a hot topic.

French submarine company Naval Group, formerly DCNS, offered Australia a pump jet propulsion system similar to that on their nuclear submarines. The key benefit is extremely low sound signature.

But physicist Aidan Morrison said pump jets just didn't deliver high efficiency at the low speeds of conventionally powered submarines, pointing out that pump jets were common on nuclear boats but rare on diesel electric powered boats.

He said in comparison between two otherwise identical submarines, one with a pump jet and the other with a conventional propeller, the pump jet powered boat would have less range and endurance.

"The key conclusions that I arrived at were that pump jets have a far lower efficiency than propellers at a low speed of travel in contrast to high speeds, where jets tend to become more efficient," said Morrison.

Morrison produced a detailed 91-page report that Defence subsequently examined, with help from experts in the Defence Science and Technology Group.

In its response, Defence said pump jets were not common on small diesel–electric submarines as they were heavier than conventional propellers and therefore not compatible with the weight balance of these smaller vessels.

"However, as the size of the submarine increases, a pump jet can be accommodated, bringing its attendant advantages over conventional propellers," it said.

Defence said propulsors were designed for differing purposes with the goal of optimising vessel performance for its intended role.

"This is especially the case when it comes to pump jets for submarines," it said.

"The predicted performance of a submarine pump jet needs to be assessed with regard for the hydrodynamic performance of the submerged submarine, having considered how the design of the pump jet has been matched to the hull design to optimise the overall performance of the submarine for its intended roles."

Defence said pump jet design had advanced over many years with particular focus on the characteristics of all propulsor components.

"Notably many of these characteristics are classified and must remain so to protect all of the benefits that Australia will leverage to promote the regional superiority of the Future Submarine," it said.

Defence said Australia's geostrategic circumstances required a larger conventional submarine than those currently produced for export to other parts of the world.

The design of the Future Submarine was progressing to plan.

"Its size remains appropriate to the inclusion of a pump jet that can be designed to optimise the performance of the submarine for its intended roles," Defence said.

"Similar considerations apply to decisions about other technologies for the Future Submarine, including battery and other propulsion technologies."

Defence said decisions on these technologies would be informed by their intended applications when considered against proposed submarine missions, along with assessments of technical risk impacting cost, schedule and performance.

Collins Class submarine HMAS Sheean. Image via Department of Defence

Maritime and Undersea Warfare | 17 September 2018 | Reporter

Maritime and Undersea Warfare

|Government-owned submarine company ASC is to partner with the Australian Asset Management Council (AMCouncil) to strengthen its life cycle management of the Collins Class submarine fleet.

Under the new partnership with AMCouncil, ASC will drive continuous improvement in its sustainment of the Navy's six Collin Class submarines.

This follows ASC becoming the first Australian defence company recognised with international certification for asset management for defence assets, awarded by BSI International in April 2018.

ASC chief executive Stuart Whiley said ASC was currently Australia's leading submarine builder and sustainer.

It will continue to be a critical partner with Defence, in delivering international benchmark availability for the Collins Class submarine fleet well into the 2040s, he said.

"This partnership with the AMCouncil will drive continuous improvement in ASC's submarine sustainment, upgrade and life-of-type extension for the entire fleet, using the life cycle management principles," Whiley said.

"Defence has endorsed asset management as best practice in maximising value from its critical assets.

"With this partnership, ASC and the Asset Management Council are showing the way for others in Australian defence industry. We are excited at what the future brings both for this partnership and the improvements we can bring to bear for the Collins Class fleet in coming years."

AMCouncil national chairman Dave Daines welcomed ASC to their community and said they looked forward to working closely with its key personnel.

"Close collaboration between the AMCouncil and ASC will contribute to the AMCouncil's body of knowledge as well as enable ASC to keep developing its excellence in the company's continued asset management journey," he said.

The partnership will initially see 40 specifically selected key ASC submarine platform experts undergo targeted training, seminars and joint events focused on asset management and life cycle management.

That will generate a broader and deeper understanding of asset management in general and will result in the adoption of asset management methodologies and alignment across the ASC submarine business.

"The objective is to maximise the value of the submarine to Australia's submarine enterprise by optimising submarine capability, availability and affordability throughout its service life," Whiley said.

ASC's submarine business employs more than 1,100 personnel at its two facilities in South Australia and Western Australia.

ASC built the Collins submarines in SA between 1990 and 2003.

It's now the design authority and the platform systems integrator (PSI) for sustainment and upgrades of the submarines as part of the submarine enterprise, along with the Royal Australian Navy and Defence Capability Acquisition and Sustainment Group.

Sustainment of the Collins subs has improved dramatically from the dark period around 2009-10 when the Navy had nominally just two boats available for operations, but sometimes fewer.

The 2012 Coles review found sustainment performance well below international standards. Subsequent reviews noted very substantial improvements in availability and the government officially removed Collins sustainment from the projects of concern list in October last year.

USS Independence. Image via Austal

Maritime and Undersea Warfare | 20 September 2018 | Reporter Maritime and Undersea Warfare

Australian shipbuilder Austal has been awarded US Navy contracts to build two more of its Independence Class Littoral Combat Ships (LCS).

These will be ships 16 and 17 in this class.

Austal chief executive David Singleton said this latest order was a tremendous endorsement of the Austal LCS platform and further evidence of the important role Austal played in building the US Navy.

"We continue hearing positive feedback from the fleet commanders on how well our ships match their mission requirements as they operate globally," he said.

"We remain dedicated to building these ships safely, timely and with the quality and craftsmanship that Austal has built our reputation on."

The specific value of each contract is below the congressional cost cap of US$584 million per ship. That makes the deal worth $1.6 billion for both vessels.

The 127-metre, frigate-sized, 3,000-tonne LCS was originally designed in the Austal centre for excellence in maritime design, based in Henderson, Western Australia.

The LCS design has been transferred to Austal USA with construction undertaken in Austal's purpose-built shipyard in Mobile, Alabama.

Austal is an Australian industry success story, successfully breaking into the difficult US warship market.

Last month, the company released its 2017-18 results, with a 154 per cent increase to its net profit after tax, driven by an exceptional performance across its US Navy shipbuilding programs and growth in the commercial ferry market.

Austal said it continued to reduce costs and to deliver on schedule.

The company delivered three LCS vessels to the US Navy this year, all under the congressional cost cap.

Construction of LCS 32 is scheduled to begin in 2019 with delivery of LCS 34 expected to occur in mid-fiscal year 2023.

Austal delivered the future USS Charleston (LCS 18) to the Navy last month.

Austal also makes fast catamaran transport ships for the US Navy under the Expeditionary Fast Transport program, with USNS Burlington (EPF 10) to be delivered before the end of the year.

Under the LCS program, the US Navy is acquiring a class of relatively small high-speed combat vessels designed specifically for a range of missions in inshore waters.

Rather than a single design, the US Navy opted for two classes, the Austal-made Independence Class, which features a trimaran hull, and the Freedom Class single hull vessel made by Fincantieri Marinette Marine in Wisconsin.

Austal said the LCS has been identified as a key component of the US Navy's ability to gain sea control through distributed lethality.

The Germans are coming! ASC welcomes Lürssen to Osborne's shipyards

Luerssen will deliver 12 OPVs to the RAN in conjunction with ASC (Source Luerssen)
Maritime and Undersea Warfare | 26 September 2018 | Stephen Kuper
Maritime and Undersea Warfare

ASC has welcomed permanent representatives from Offshore Patrol Vessel (OPV) prime contractor Lürssen to the Osborne shipyards ahead of the start of fabrication of the first OPV.
Winning designer-prime Lürssen selected ASC as the shipbuilder for the first two OPVs. The project will see several hundred jobs added across shipbuilding in South Australia in the next two years.

On completion of the first two vessels, the project will move to Western Australia for construction of the 10 further OPVs, making way for the start of the Future Frigate program at Osborne shipyards from 2020.
Tim Wagner, managing director of Lürssen Defence and director of Lürssen Australia said, "The arrival of our employees in Adelaide in addition to the teams in Henderson and Germany is an important milestone for Lürssen and the Offshore Patrol Vessel (OPV) project."
The first Lürssen staff include five engineers and structural, mechanical and quality fields and arrived in Osborne earlier this month. ASC's OPV project team, which will work closely with the Lürssen team, currently numbers approximately 15, recruited internally and made up of experienced project planners, engineers, quality staff and production personnel.
ASC Shipbuilding general manager, shipbuilding Schemko Bialek said, "the arrival of the Lürssen staff is an important part of preparing for production on the first OPV in November 2018. The growing ASC OPV project team at Osborne looks forward to working closely with the Lürssen team to ensure a successful start of production."
SEA 1180 Phase 1 OPVs will replace and improve upon the capability delivered by the 13 Armidale Class Patrol Boats, by acquiring 12 new vessels. The primary role of the OPV will be to undertake constabulary missions and the OPV will be the primary ADF asset for maritime patrol and response duties. A competitive evaluation process (CEP) commenced in late 2015 and concluded with the signing of a contract with Lürssen Australia on 31 January 2018.
ASC serves Australia's naval defence capabilities, with more than 2,500 employees across three facilities in South Australia and Western Australia. ASC has evolved into Australia's largest specialised defence shipbuilding organisation, with naval design and engineering resources unparalleled within Australia's defence industry.
Initially established in 1985, ASC was subsequently chosen in 1987 as the prime contractor for the design, manufacture and delivery of the Royal Australian Navy's fleet of Collins Class submarines.
In 2005, ASC was awarded the role of shipbuilder for the Hobart Class Air Warfare Destroyer project. These are the most advanced and complex warships ever built in Australia and are being constructed at ASC's state-of-the-art shipbuilding facility, ASC South, located at Osborne, South Australia.
Under the $35-billion SEA 5000 project, ASC will become a subsidiary of BAE Systems to deliver the Hunter Class Guided Missile Frigates to the Royal Australian Navy.

Australia further strengthens regional maritime security
September 22, 2018September 22, 2018 seawaves

September 22, 2018 – Australia is continuing its commitment to regional maritime security through an upgrade of wharf and shore-based infrastructure by Fletcher Morobe Constructions Limited at Papua New Guinea's (PNG's) Lombrum Naval Base on Manus Island.

Minister for Defence, the Hon Christopher Pyne MP, said the $5 million contract is part of the Australian Government's Pacific Maritime Security Program.

"The Lombrum upgrades will support the safe and secure berthing of PNG's four new Guardian-class Patrol Boats," Minister Pyne said.

"The infrastructure works build upon existing security cooperation between Defence and the PNG Defence Force, including the recently established $2 million communications center at Lombrum."

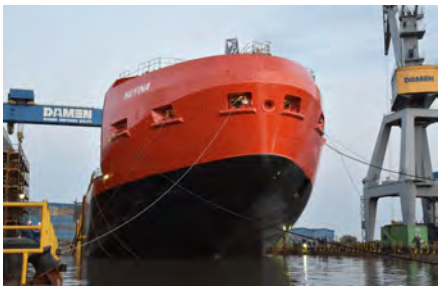
Minister Pyne said the Australia-PNG defense relationship is an enduring testament to our shared historical and cultural ties.

"Australia is proud to support the PNG Defence Force in strengthening their maritime security capability, and remains committed to our longstanding partnership."

21 Guardian-class Patrol Boats are being gifted to 12 Pacific nations and Timor Leste from 2018-2023 under the Pacific Maritime Security Program.

"The Pacific Maritime Security Program, which is also providing a regional aerial surveillance capability, is the cornerstone of Defense's engagement in the Pacific, and strengthens partner capacity and regional maritime security," Minister Pyne said.

Australia's New Icebreaker Takes to the Water
September 23, 2018September 24, 2018 seawaves



September 22, 2018 – The commissioning of Australia's new icebreaker reached a key milestone this week, with the vessel being floated in Romania.

It took two days to pump the equivalent of 50 Olympic swimming pools of water into the dry dock where the RSV Nuyina is being built. Under the close supervision of marine engineers, the vessel was successfully floated and transferred into the adjacent wet dock.

Final construction of the Nuyina will be completed in the wet dock before the vessel is transferred to its home port of Hobart, Tasmania in 2020. When complete, the RSV Nuyina will rise to 10 decks at navigation bridge level, measure 50.2 metres from the keel to the top of the weather radar, and weigh 16,000 tonne. It will be more than one-and-a-half times longer than the current icebreaker, the Aurora Australis, and around three-times heavier, which will enable the vessel to conduct longer and more extensive voyages to the Southern Ocean and Antarctica.

Serco Australia Chief Executive Officer Mark Irwin said the floating of the vessel was an important milestone in the project, and a result of significant work by Serco and shipbuilder Damen, with our client, the Australian Antarctic Division (AAD).

"The commissioning of any vessel is significant, but seeing the RSV Nuyina on the water is particularly exciting for Serco and the project team," he said.

When complete the ship will rise to 10 decks, at navigation bridge level, measuring 50.2 metres from the keel to the top of the weather radar on the main mast.

"This is a state-of-the-art ship and will be Australia's only icebreaking scientific research platform. Through our role in the design and build of the vessel, we have worked with scientists and specialists in the Australian Antarctic Division to consider what the future for scientific research in the Southern Ocean will look like, and how this vessel can best meet the research and operational needs required over its 30-year lifetime.

"The result is a vessel that offers unrivalled scientific, logistics and icebreaking capabilities. The Nuyina will usher in a new era of Australian Antarctic leadership and scientific endeavor, and I am immensely proud and privileged to be part of this project."

The equivalent of 50 Olympic swimming pools of water was pumped into the dry dock where the RSV Nuyina is being built. A floating ceremony was held on 22 September at the Galati, Romania shipyard. Irwin thanked the project team for their efforts in the lead up to the milestone.

"The team have put in a tremendous effort to meet the deadline for the floating of the Nuyina and I commend them for their hard work and dedication to this exciting project," he said.

Serco will be responsible for operating and maintaining the vessel after its arrival in Hobart in 2020. The project is expected to create hundreds of jobs in the region through the provision of crewing and support services such as repair and maintenance, docking, security, cleaning, providing and stevedoring. Serco will be employing two crews of approximately 65 crew members. Recruitment for key positions has already commenced. Expressions of interest for both local industry support services and crew are open.

Naval Today World's first floating nuclear power plant heads for dismantling site

Sturgis is towed from the Galveston shipping channel into open water on September 25, 2018 as it heads toward Brownsville, Texas. Photo: USACE

The US Army's first floating nuclear power plant vessel Sturgis got underway from the Port of Brownsville and is en route to her dismantling site.

The vessel is being towed from Galveston to the International Shipbreaking Limited facility after undergoing radiological decommissioning that included the safe removal of all components of the deactivated nuclear reactor and all associated radioactive waste that was formerly onboard.

The Sturgis was the world's first floating nuclear power plant. She was converted from a World War II Liberty Ship in the 1960s to a mobile nuclear plant. Over the past three years in Galveston, Texas, the US Army Corps of Engineers and it prime contractor, APTIM Federal Services, has been implementing the challenging and complex efforts to decommission the MH-1A — the deactivated nuclear reactor that was onboard the vessel.

As part of that process, the US Army Corps of Engineers safely removed and shipped more than 1.5 million pounds of radioactive waste and recycled more than 600,000 pounds of lead. Throughout the project, continuous environmental monitoring was performed and the results confirmed there was no evidence of radioactive material, lead or increased radiation exposure from the project during its time in the Port of Galveston.

With the successful removal of all radioactive waste from the Sturgis and extensive radiological surveys that confirmed all radioactive waste had been removed, the Sturgis was cleared to be towed to Brownsville for traditional shipbreaking.

"We're extremely proud of our safety record for the Sturgis decommissioning work in Galveston," said US Army Corps of Engineers Project Manager Brenda Barber. "Now that we've confirmed that all of the radiological contamination has been safely removed, the last phase of the Sturgis project will be towing the vessel to Brownsville where she will undergo final shipbreaking and recycling."

Once in the Port of Brownsville, the Sturgis will undergo additional radiological surveys as part of ISL's standard operating procedures. The shipbreaking is expected to be completed in early 2019. Based on current estimates, approximately 5,500 tons of steel and other assorted metals from the ship will be recycled.

The Sturgis has had a unique life since first being built in the 1940's as a World War II Liberty Ship, the SS Charles H. Cugle. After serving in World War II, the ship was converted into the world's first floating nuclear plant in the 1960's, housing the MH-1A nuclear reactor. Before being shut down in 1976, the Sturgis' nuclear reactor was used to generate electricity for military and civilian use in the Panama Canal.

Naval Today Report: UK's submarine-based nuclear deterrent may be put at risk


zoomAn artist's impression of the Royal Navy's future Dreadnought-class submarine design. Photo: UK MoD

The UK's ability to provide the continuous submarine-based nuclear deterrent will be put at risk if a number of issues are not solved, a new report finds.

At times of major international uncertainties, the country's defense department needs to bridge a £2.9 billion affordability gap, according to the report issued by the Public Accounts Committee.

The department also needs to ensure it fills identified skills gaps, sustain its supply chain, and make important decisions on significant projects in order to maintain the current at sea deterrent.

These include infrastructure upgrades and the defueling and dismantling of the 20 submarines held by the UK.

Although the UK had deferred dismantling on affordability grounds in the past, this was no longer acceptable on safety and reputation grounds. The department has started work dismantling its first submarine, which it expects to complete in the mid-2020s.

In addition, the department's new attack submarines are expected to be delivered late. There have also been delays to the construction of new propulsion production facilities.

Since 1969, the Ministry of Defence has maintained a submarine-based nuclear deterrent to support the government's national security policy. Over the next ten years, it faces significant pressures to provide the network of programs, equipment and people, often termed the 'Nuclear Enterprise', necessary to provide this deterrent.

"In the past there has been significant slippage across Enterprise programmes. The MoD must now bridge an affordability gap running to nearly £3 billion, fill critical skill gaps and ensure its supply chain is maintained effectively," Committee Chair, Meg Hillier MP, commented.

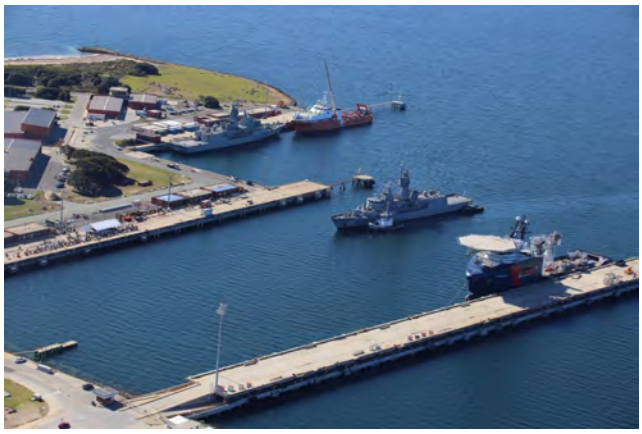
"I am particularly concerned that the infrastructure available to support the Enterprise is not fit for purpose (…) The MoD admits that while it has previously put off dismantling submarines on grounds of cost, this is no longer acceptable on grounds of safety and reputation," she added.

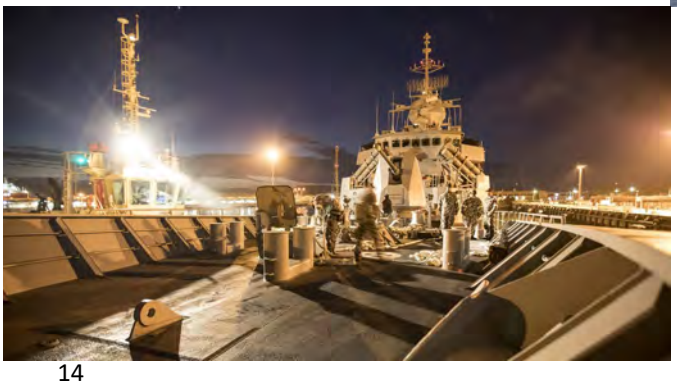
"The MoD needs to get on top of this quickly and, in general terms, be more open about progress being made with management and delivery of the submarine-based deterrent," Hillier concluded.

HI-LIGHTS OF THE NAVY LEAGUE OF AUSTRALIA WESTERN AUSTRALIA DIVISION AGM 2018

NAVY

ROYAL AUSTRALIAN NAVY





Maritime Conference Hears Cammell Laird's Vision to Revive British Shipbuilding
September 27, 2018 seawaves

September 27, 2018 – Cammell Laird project director Tony Graham was invited to address those attending the Society and the Sea conference held at the University of Greenwich.

Mr Graham leads Cammell Laird's campaign to build five Type 31e warships for the UK Royal Navy worth an estimated £1.25billion. The ship design known as Leander is further being marketed to foreign navies, a move which could generate a huge amount of work and income for the UK shipbuilding industry.

The conference, with the strapline Investinblue – the Values of the Ocean and Coasts for Sustainable Development, was hosted by National Maritime, the network for industries influenced by the sea and waterways, and the Greenwich Maritime Centre.

Mr Graham joined almost 200 leading figures from business and academia from more than 10 countries in addressing the conference. They gave more than 100 presentations across ocean themes of industry, history, conservation, perceptions and how the blue economy is driving economic growth.

His talk, entitled: 'How investment built a globally competitive shipbuilder', discussed how Cammell Laird has invested in people, processes and infrastructure to become a world-class business.

With this has come the challenge to grow without developing an unhealthy overhead that would meant it lost its global competitiveness. Mr Graham told the conference that its strong core skills in heavy engineering also allowed the business to adapt to fluctuations in market conditions across shipbuilding, ship repair, oil and gas, renewables and nuclear.

"We understand that we must earn our living, adapt to market conditions and shape our own future," he said. "This adaptability also allows us to be entrepreneurial so that we can quickly find better answers and new solutions for our customers. We've bought back areas of the shipyard over time, investing in our people and our culture, and made an effort to take on more challenging jobs so that we can broaden our skills."

As a result of this ambition and adaptability, Cammell Laird is now able to bid as a prime contractor for the Royal Navy's new Type 31e Frigate program. The business has worked with BAE Systems to find a new approach to developing a low-risk but highly capable warship design, the Leander, that is very attractive to international customers.

Mr Graham, who was invited after speaking at a National Maritime event in 2017, said Cammell Laird recognized its success was highly dependent on the wider health of the UK maritime supply chain.

He said: "It is not just companies that compete, but the relative competitiveness of our national supply chain and we see our collaborative behaviors with customers and suppliers as a vital driver of success.

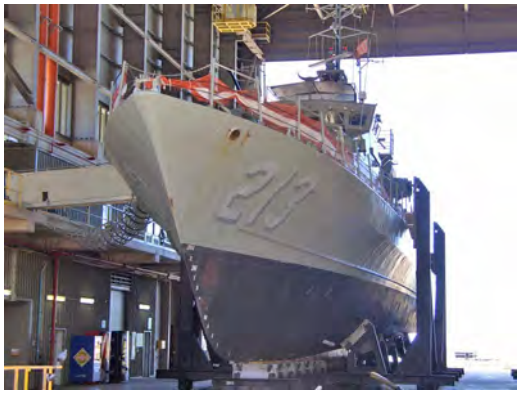
"The UK must continue to invest in its infrastructure and supply chain to ensure our national competitiveness continues its maritime renaissance."

Mr Graham, who described the whole event as a wonderful celebration of maritime success, was also able to make new business connections at the two-day event.

Peter Green, chief executive of National Maritime, said the conference had been a huge success, with highlights including an official conference dinner under the iconic Cutty Sark with Paul Rose, expedition leader for National Geographic Pristine Seas Expedition.

He said: "It was great to welcome one of the most famous names in British industry, Cammell Laird, to open our conference session 'Investing in globally competitive UK shipbuilding and ship repairers'. Tony's contribution was well received and engaging. Pitched perfectly, it set a particularly positive tone for the conference. His message was on target and extremely well received by the audience."

END OF AN ERA



NAVY DAILY

Perth (I) survivor David William Manning remembered

Published on 28 September 2018 LEUT Ryan Zerbe (author), LEUT Ben Willee (author), POIS Nina Fogliani (photographer)
Location(s): HMAS Cerberus, VIC
Topic(s): HMAS Perth (I), Battle of Sunda Strait, Commemoration

The plaque is placed in the sun garden opposite 'Our Lady Star of the Sea' Chapel and reads:
David William Manning
PM/3925
1923-2018
1937 Midshipman at Flinders Naval Depot / HMAS Cerberus
HMAS Perth 1942: Battle of Sunda Strait
Proud RAN man grown from HMAS Cerberus

Royal Australian Navy Chaplain Shaun Foster, reads a prayer during the memorial dedication for HMAS Perth (I) survivor David Manning at HMAS Cerberus, Victoria.

A new plaque has been unveiled during a ceremony at HMAS Cerberus in memory of the late Mr David William Manning, a survivor of the sinking of HMAS Perth (I) in 1942 during the battle of Sunda Strait.

The ceremony was attended by family and friends, including Mr Manning's widow Mrs Audrey Manning.

Commodore Malcolm Wise, a former Commanding Officer of HMAS Perth (III), wrote of Mr Manning:

"Dave was like many of the Perth (I) survivors, one of those people who seemed to exude a quiet calm and confidence about him as he went through life. He was a true gentleman and on the few occasions that I met him he spoke of the events of 1942 and beyond as if they had happened yesterday, and with a clarity and gentleness that was hard to believe given both the time that had passed and the horrors involved. I do know that all the survivors were very fond of Red Lead the cat and they also played a lot of Chinese checkers in the POW camps. As Fred Skeels tells the story, Fred was the champion but I am sure David would have had a view on that."

Mr Manning was an 18-year-old Able Seaman gunner aboard Perth (I) when the ship was lost during the Battle of Sunda Strait along with the USS Houston, in the early hours of 1 March 1942.

He had manned his gun against a Japanese strike group until the ammunition was gone and was blown into the sea when a fourth torpedo, fired from one of the many enemy ships in the battle, struck the Leander Class cruiser.

"I'd climbed over the guard rails and I have no recollection of an explosion or anything like that, it was just - suddenly I was corkscrewing in the water," Mr Manning told the ABC in 2013.

"I was a non-swimmer, but I found myself in very close proximity to a floating net which was a life-saving device from the ship and it was pretty well full of people."

Of a crew of 681 souls, 324 survived, including Mr Manning, but they were taken as prisoners of war by Japanese Imperial Forces.

Mr Manning was forced to work on the Thai-Burma Railway during his time as a prisoner and was one of only 218 from Perth's ship's company to return home at the end of the war.

Commanding Officer HMAS Cerberus Captain Michael Oborn reflected the solemnity of the occasion.

"We were fortunate to have members of the Manning family here today to unveil a plague dedicated to Mr David William Manning," he said.

"This is an important opportunity for us, the HMAS Cerberus personnel, to remember and honour the service of our forefathers in World War II and particularly those who fought at sea in our ships."

Prior to the ceremony, Mr Manning's family were able to watch the graduation of Navy's newest recruits in Emms Division. After the unveiling they took the opportunity to tour the HMAS Cerberus museum and donate memorabilia for future generations of sailors and visitors.

The MARITIME EXECUTIVE
INTELLECTUAL CAPITAL FOR EXECUTIVES

Does Europe Have Enough Shipbreaking Capacity?

Demolition under way at the SDL dockyard, UK (file image)

By **Paul Benecki** 2018-09-25 19:47:47

Under the EU Ship Recycling Regulation (SRR), vessels flagged in EU countries will have to be scrapped at EU-approved yards beginning next January. All 20 yards on the current approved list are within the EU, and members of industry have expressed skepticism about whether they have the capacity. In a report released Monday, advocacy coalition NGO Shipbreaking Platform pushed back, asserting that European ship recyclers already have enough room.NGO Shipbreaking Platform calculates the maximum capacity of the current EU-listed yards at 1.15 million LDT, well above historical utilization levels. Even if these 20 yards are not enough, the Platform asserts, additional yards in Scandinavia, Turkey and the United States will likely be added to the list before the end of the year, bringing more approved capacity on line.The European Community Shipowners' Association (ECSA) puts Europe's maximum scrapping demand much higher than this amount, at up to 1.6 million LDT per year. It also questions the accuracy of the "theoretical" maximum capacity used in the Platform's estimate, and it notes that the EU yards have never recycled more than 65,000 LDT in a year. In addition, ECSA notes that many of the 20 yards on the list - including the yards with the capacity for the largest ships - also perform other activities, like ship repair, and may not be available for shipbreaking.

"ECSA is of the opinion that the EU Commission urgently needs to provide the European shipping industry, which is operating on a global level, with a list which is geographically well-balanced," ECSA spokeswoman Gundrun Janssens said in a statement.

Overseas alternatives Some European owners have warned that they may have to reflag their ships if the EU does not expand the SRR list to include non-European recyclers. In particular, industry advocates have promoted the approval of some of the South Asian shipbreakers that currently lead the shipbreaking trade.NGO Shipbreaking Platform alleges that the South Asian yards have unsafe working conditions and tend to pollute the marine environment; however, some of these yards have invested in facility upgrades and certifications to meet the Hong Kong Convention standard for ship recycing, and prominent owners (notably Maersk Line) have suggested that they are suitable candidates for the SRR list.

Shipbreaking yards in India, Pakistan and Bangladesh buy and demolish the overwhelming majority of the world's decommissioned tonnage. At current rates, these yards are able to offer between $425 and $450 per light displacement ton (LDT), a measure of steel content. Due to a variety of market factors, European shipbreakers pay much less - roughly $125 per LDT, according to a recent industry estimate - and the price can be even lower if there are hazardous substances on board the vessel. This steep difference means that selling a 20,000 LDT merchant ship to an EU shipbreaker could cost the shipowner millions of dollars in foregone revenue.

Come and see 'big toys', boats and displays!

Maritime Day

Fremantle Port | Saturday 27 October | 10am - 4pm

2018

Enjoy an action-packed day with friends and family!

FREE ENTRY

Come down to Victoria Quay

- Meet an Australian Border Force detector dog and new patrol vessel
- Attend the naming ceremony of a new Svitzer tug (10am)
- Explore tugs and an emergency response vessel
- See the Royal Australian Navy clearance dive team display, knot tying, weapons and full firefighting and survival equipment
- Take a free harbour ride
- Kids! Dress up as a mermaid, pirate or fish and join our dress-up parade. Have your face painted.
- Learn to use your smartphone as a microscope and discover tiny sea creatures
- Enjoy our historic and modern photographic display
- Visit the WA Maritime Museum (gold coin entry)
- Enjoy a full program of musical entertainment

Celebrate the maritime industry at our working port. Learn about maritime education opportunities and exciting careers.

For more information, contact Jane Edwards on 9430 3373, or email:
Jane.Edwards@fremantleports.com.au
www.facebook.com/MaritimeDayAtFremantlePorts/

SeaWays SVITZER

Department of Transport

TAMS

FREMANTLE PORTS