NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA DIVISION

July 2019
Volume 3, Issue 7

DOWN THE VOICEPIPE *do you hear there!*

HMAS Canberra, HMAS Success and HMAS Ballarat

COMING UP

- Executive meeting will be held 05th. August 2109 at 1700
- HMAS Perth (I) Memorial Foundation Meeting to be held 03rd August 2019. at 1100
- Federal AGM will be held on the 26th—27th. October 2019 in Canberra.
- NLWA AGM will be held on the 29th. August 2019 commencing at 1900

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

HMAS Ballarat passing HMAS Arunta

HMAS PERTH (I) MEMORIAL

HMS Hermes had a remarkably long career (Picture: Royal Navy).

A UK campaign to spare a former British aircraft carrier from the scrapyard is back on after a plan to turn her into a hotel in India failed.

HMS Hermes played a crucial role in the Falklands War and was decommissioned in 2017, after ending her career with the Indian Navy.

Andy Trish is the man behind the British campaign to save the former HMS Hermes and served on her during the Falklands War. "HMS Hermes is like home to the people who served on board, we all loved her," he explained. "She deserves to be saved and turned into a museum." Two years ago, Mr Trish was invited on board for an event and was impressed to see HMS Hermes was still in good shape. "The Indians have really looked after her," he said speaking of the condition of the ship. Andy Trish says HMS Hermes deserves to be saved and turned into a museum". Putting her back into a port in the UK would enhance the Navy's outlook and the public outlook of the Navy, according to Mr Trish. A variety of investors and museums are expected to help with the project. The team behind the campaign have currently spoken to representatives in India and the British government and are awaiting further instructions on how to bid for the ship. Before being decommissioned in 2017, HMS Hermes had a remarkably long career, escaping the threat of being sent to the scrapyard several times over the decades. Building work began at Barrow-in-Furness, in 1944.

HMS Hermes played a crucial role in the Falklands War.

However, the Second World War ended before HMS Elephant – as she was going to be called – could be completed.

Construction stuttered back into life in 1952 just to get the hull off the slipway, and the vessel was still unfinished in 1957.

In 1959, the ship, now named Hermes after the winged messenger of the Greek gods, was finally commissioned into the Royal Navy – soon to star in this admiralty training film.

Farewell To The World's Oldest Serving Aircraft Carrier

7th March 2017

Only six years later, plans were drawn up to be rid of the Centaur Class carrier.

She was offered out to the Australian Royal Navy in 1966.

After an exercise with the Australians in 1968, they decided HMS Hermes would be too expensive to operate and man.

HMS Hermes, which is now known as INS Viraat, was sold to India in 1987.

In 1982, the ship should have been decommissioned after a defence review which aimed to make the Royal Navy considerably smaller.

However, the Falklands War then started.

HMS Hermes left Portsmouth to try to retake the Falklands from the Argentines, setting out on the long journey just three days after the invasion had taken place.

Hermes took with a dozen sea harriers and 18 sea king helicopters. More joined en-route.

Her harriers operated at the limit of their endurance radius but were extremely successful.

After the war, Hermes remained in service until 1984.

In 1987, she transferred to the Indian Navy and she served there until 2017.

Showdown with Iran poses broader challenge for the Indo-Pacific

The Abraham Lincoln Carrier Strike Group and the Spanish Frigate, ESPS Mendez Nunez transits the Suez Canal in early-May 2019 (Source US Navy)

19 July 2019 By: Stephen Kuper

Following a month of brinkmanship culminating in a number of tanker boardings, confrontation between the US, its allies and Iran appears to be around the corner. However, the increased hostilities present a major challenge for Indo-Pacific nations like Australia as US strategic emphasis is focused on the Persian Gulf – placing greater strain on Australia. With recent revelations that the US Navy's USS Boxer had shot down an Iranian drone over the Strait of Hormuz following a fortnight of renewed tension culminating in tanker boarding operations and the deployment of Royal Navy assets to the region, tensions in the Middle East appear to again be rising as the world braces itself for potential conflict and the ensuing shocks to the global economy and geo-strategic paradigm.

Like scorned lovers, the tensions between the US and the Islamic Republic of Iran have long simmered since the Iranian Revolution in 1979 – while periodically tensions boil over, the continuing pursuit of nuclear power by Iran has emboldened the nation to continue its support of terrorist organisations, including Hamas and the Palestinian Liberation Organisation (PLO) among others throughout the Middle East.

Supported by oil and natural gas wealth and relationships with larger great powers, namely Russia and China, Iran is often cited as directly challenging the US-led post-World War Two order and a direct threat to the spread of economic and political freedoms.

Iran is also strategically located at the heart of the world's largest oil fields – the strategically critical Strait of Hormuz, a 65-kilometre-wide waterway linking the Persian Gulf and Gulf of Oman, is responsible for a third of the world's liquefied natural gas and approximately 20 per cent of total global oil consumption.

The election of Donald Trump in 2016 and the appointment of hawkish National Security Adviser John Bolton signalled an end to the seemingly more conciliatory relationship between the two adversaries – marking a return to the more confrontational style of the preceding Reagan and Bush administrations and has seen a significant rise in the tensions.

In recent months, the tensions between Iran and the West more broadly have begun to bubble over – particularly following a series of attacks on oil and natural gas tankers in the Persian Gulf and the Gulf of Oman, threatening the global supply of liquid fuel and thus the global economy. This has prompted a resurgence of US military presence in the region, including:

The USS Abraham Lincoln carrier strike group;

Four B-52H Stratofortress strategic bombers;

Patriot Missile batteries;

An additional 5-10,000 US troops in support of the existing 60-80,000 US troops as part of US Central Command (USCENTCOM); and

The recent deployment of the USS Boxer Expeditionary Strike Group and the Royal Navy's HMS Duncan, a Type 45 Class guided missile destroyer, and HMS Kent, a Type 23 guided missile frigate.

In response, Iran has sought to double down on strategic and tactical mobilisation efforts, shifting the bulk of the nation's armed forces towards the Gulf of Oman and Persian Gulf respectively in anticipation of a US-led strike and the potential for another protracted conflict in the Middle East draining not only the resources and manpower of the US, but also their strategic attention at a time when China continues to assert its tactical and strategic ambitions throughout the Indo-Pacific.

Meanwhile, both US and Iranian officials remain resolute and defiant towards one another, with bombastic US President Donald Trump declaring that the USS Boxer had taken defensive action in response to repeated ignored requests to disengage from what the US President declared as, "Iran's attempts to disrupt freedom of navigation and global commerce".

For Australia, the potential of another prolonged engagement in the Middle East is a matter for both tactical and strategic concern – as undoubtedly the US would expect Australian assistance in supporting ongoing operations against the Iranian government, drawing critical attention away from the rising challenges emerging across the Indo-Pacific arc across the continent's northern approaches.

This is best expressed by Malcolm Davis, senior analyst at ASPI, who described the impact of the increasingly distracted state of the US, telling Defence Connect, "If war does break out between the United States and Iran, I would expect to see nations like Russia and China move to exploit a distracted US – with China's moves likely to be made in the South China Sea."

Distracted US – a rising China

The US emerged as the key strategic counterbalance in the Pacific following the end of the Second World War – a nation both Australia and its other major regional partner, Japan have been dependent on for both tactical and strategic manoeuvrability unhindered. However, the rise of China and its increasing economic, political and, concerningly, strategic ambitions for the Indo-Pacific will require both Australia and Japan to play a larger, more direct role to counter balance the distracted US.

Japan has closely followed both the modernisation of the Chinese armed forces and the increasing instability of the US, which has prompted the nation to respond with increased funding for the nation's defence budget, expanding the capabilities of the Japanese Self-Defense Forces (JSDF) with plans to repeal the post-Second World War constitutional limitations and reinstate a power projection focused force structure and doctrine to be supported by Japan's industrial capability to modernise and equip itself in the face of growing regional instability and tensions.

This has resulted in Japan pursuing a number of modernisation and recapitalisation programs, with a focus on acquiring a range of advanced American weapons systems and capability developments to support the maintenance of the US order in the Indo-Pacific.

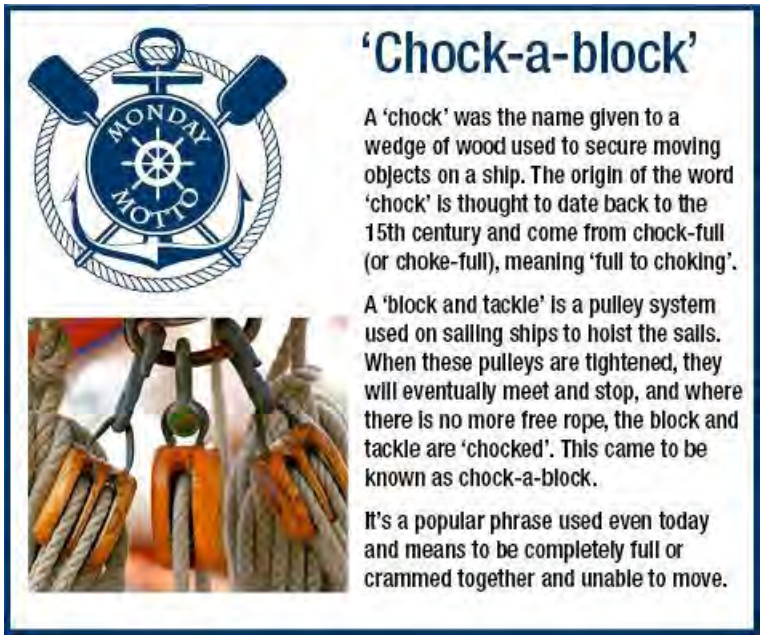
Meanwhile, Australia's security and prosperity are directly influenced by the stability and prosperity of the Indo-Pacific, meaning Australia must be directly engaged as both a benefactor and leader in all matters related to strategic, economic and political security, serving as either a replacement or complementary force to the role played by the US – should the US commitment or capacity be limited.

Questions for Australia

Despite Australia's enduring commitment to the Australia-US alliance, serious questions remain for Australia in the new world order of President Trump's America, as a number of allies have been targeted by the maverick President for relying on the US for their security against larger state-based actors, which has seen the President actively pressuring key allies, particularly NATO allies, to renegotiate the deals.

For Australia, a nation defined by its relationship with traditionally larger, yet economically weaker, regional neighbours, the growing economic prosperity of the region and corresponding arms build-up, combined with ancient and more recent enmities, competing geo-political, economic and strategic interests, places the nation at the centre of the 21st century's "great game".

Maritime Super www.maritimesuper.com.au



The potency of contemporary aircraft carriers and their strike groups

09 May 2019 By: Stephen Kuper

With the growing prominence of aircraft carriers as the core of regional navies, understanding the evolution and capabilities of these powerful power projection platforms and their supporting strike groups is key to formulating a credible response.

For many around the world, the sight of a supercarrier is a potent symbol of American power, presence and prestige. Equally important are the growing number of large deck, amphibious warfare ships, typically Landing Helicopter Docks (LHDs), like the Australian Canberra Class LHDs, which provide unique power projection capabilities in smaller, arguably more cost-effective packages.

The rise of the US and the introduction of power projection platforms like aircraft carriers, while eclipsing platforms like the battleship, served to establish an unrivalled global economic, political and strategic order – one Australian, and indeed global, prosperity became increasingly dependent upon.

Today, strategic sea-lines-of-communication support over 90 per cent of global trade, a result of the cost effective and reliable nature of sea transport. Indo-Pacific Asia is at the epicentre of the global maritime trade, with about US$5 trillion worth of trade flowing through the South China Sea (SCS) and the strategic waterways and choke points of south-east Asia annually.

The Indian Ocean and its critical global sea-lines-of-communication, are responsible for more than 80 per cent of the world's seaborne trade in critical energy supplies, namely oil and natural gas, which serve as the lifeblood of any advanced economy.

Aircraft carriers emerged from the Second World War as the pinnacle of maritime prestige and power projection. However, unlike their predecessor, the battleship, aircraft carriers are in themselves relatively benign actors, relying heavily a their attached carrier air-wings and supporting escort fleets of cruisers, destroyers and submarines to screen them from hostile action and project power throughout their area of operations.

However, the rise of potent anti-access/area denial (A2/AD) networks and the advent of advanced air, land and sea launched anti-ship ballistic and cruise missiles are serving to impact the tactical and strategic combat effectiveness of the aircraft carrier despite the increasing capability of supporting cruisers, destroyers and frigates.

Carrier air wings and long-range strike

As the second largest air force in the world, the US Navy sets the standard for the carrier air wing (CVW), a concept that has been perfected throughout the Cold War and into the new millennium to maximise the long-range strike, high-speed, intelligence, surveillance and reconnaissance and integrated multi-domain command and control systems that have guaranteed US and allied maritime dominance since the collapse of the Soviet Union.

While early concepts of the carrier air wing evolved throughout the pitched carrier battles that raged through the Pacific – the advent of Soviet nuclear-powered hunter-killer submarines and advanced long-range, supersonic bombers armed with advanced, sea-skimming anti-ship cruise missiles resulted in a shake up in the structure of the carrier air wing.

Meanwhile, the shift towards asymmetric, counter insurgency operations in Afghanistan, Iraq and Syria gave rise to long-range, strike and interdiction focused carrier air wings. As the world's pre-eminent carrier power, the US sets the standard for current carrier air wings, which are made up of a a range of potent naval aviation assets, including:

Strike Fighter (VFA) Squadrons: Four squadrons with 12 F/A-18E/F Super Hornets each, or 10 F/A-18C Hornets (over 40 strike fighters in total). In two air wings one of the F/A-18C Hornet squadrons is an embarked US Marine Corps Fighter Attack (VMFA) Squadron – as the production of the 'C' variant of the fifth-generation F-35 gathers pace the older F/A-18C squadrons will be replaced by the F-35C.

Electronic Attack Squadron (VAQ): A single squadron made up of five EA-18G Growler electronic attack aircraft – an advanced variant of the F/A-18E/F Super Hornet air frame.
Carrier Airborne Early Warning (VAW) Squadron: A single squadron made up of four E-2C Hawkeye or five E-2D Advanced Hawkeye airborne early warning, command and control aircraft to provide an integrated, carrier borne AWACS capability to co-ordinate the air interdiction, strike and power projection capability of the carrier air wing.
Helicopter Sea Combat (HSC) Squadron: A single squadron of eight MH-60S Seahawk helicopters providing a range of inter-fleet logistics support, anti-submarine and personnel transfer capabilities.
Helicopter Maritime Strike (HSM) Squadron: A single squadron of 11 MH-60R Romeo Seahawk helicopters, three to five of which are typically based in detachments onboard the supporting screen ships in the carrier strike group to provide over-the-horizon maritime strike, intelligence, surveillance and reconnaissance and anti-submarine capabilities.
Fleet Logistics Support (VRC) Squadron Detachment: A specialised detachment of two C-2A Greyhounds providing long-range fleet logistics support – set to be replaced by a specialised variant of the Boeing V-22 Osprey tiltrotor aircraft to fulfill the long-range vertical replenishment role.
The advent of increasingly reliable autonomous systems has also given rise to the MQ-25 Stingray, an advanced, carrier-launched autonomous refuelling tanker system used to extend the range of carrier air wing aircraft to increase the stand-off and long-range strike capabilities of the carrier borne aircraft in response to the advanced Chinese A2/AD networks in the South China Sea.
Guarding the quarterback
Carriers are inherently vulnerable to surface and subsurface attack – relatively unarmed without the carrier air wing beyond defensive weapons systems, the behemoths depend on a flotilla of protective and logistics support warships that enable the vessels to intervene and project presence and power throughout the globe.
Modern carrier strike groups (CSG) combine a range of surface and submarine platforms brought together to protect the aircraft carrier and are composed of roughly 7,500 personnel across a range of vessels, including:
Area-air defence guided missile cruiser/s: A US Navy CSG typically relies on one to two Ticonderoga Class guided missile cruisers (CG) supporting the Aegis combat system to direct long-range area-air defence, naval strike and long-range, land attack capabilities for the broader naval assets in the strike group.
Destroyer Squadron (DESRON): Includes two-to-three Arleigh Burke Class guided missile destroyers (DDG) used primarily for anti-aircraft (AAW) and anti-submarine (ASW) warfare, but which also carries Tomahawk missiles for long-range strike capability.
Attack Submarine/s: Responsible for providing convoy protection and to screen the strike group against hostile surface ships and submarines, but which also carry Tomahawk missiles for long-range strike capability.
Afloat Logistics Support Ship: A combined ammunition, oiler and supply ship (AOE/AOR) providing logistics support – including fuel, dry stores and munitions support for the carrier and supporting CSG vessels.
As both the US and China continue to invest heavily in the potent power projection capabilities provided by aircraft carriers and large-deck amphibious warfare ships, and regional powers like Japan and South Korea begin to respond in kind, it is time to begin the conversation about the effectiveness of a similar structure for the Royal Australian Navy.
These force structure concepts serve not only as powerful symbols of Australia's sovereignty and evolving responsibilities and role in supporting and enhancing the security and prosperity of Indo-Pacific Asia, they also serve as powerful 'hard power' examples of Australian diplomacy, furthering the nation's national interests and security agenda through a robust, self-sustaining and forward deployed maritime presence.
Malcolm Davis of the Australian Strategic Policy Institute (ASPI) raised the conversation with Defence Connect, saying, "Starting this conversation is part of a broader discussion ahead of the 2020-21 white paper. We have recognised that a) we can't have same white paper as 2016 and b) we need to start seriously responding to the changing strategic reality, which will require a wholesale review of the force structure and force posture and a renewed focus on long-range strike and power projection, both of which a carrier or similar vessel can fill."
Both fixed-wing naval aviation and amphibious capabilities are key force multipliers reshaping the region. The growing prevalence of fixed-wing naval aviation forces, particularly, serves to alter the strategic calculus and balance of power.

Maximising Australia’s submarine capability with a ‘high-low’ mix

Maritime and Undersea Warfare | 17 July 2019 | Stephen Kuper

‘High-low’ force structures establish a complementary force package and have typically been the domain of air combat systems – the rise of increasingly capable submarine platforms in the Indo-Pacific, combined with the operating environment and broader Navy force structure, requires a major rethink of Australia’s submarine force.

Silently hunting below the waves, the vessels are increasingly lethal and difficult to detect – submarines are one of the great tactical and strategic levellers. Patrolling groups of hunter-killers and at-sea deterrence force structures serve to enhance the specialisation and increasing capabilities of contemporary navies.

The highly successful campaigns of terror conducted by the German Navy's 'wolf packs' of submarines during the Second World War to the tactical and strategic brinkmanship between ever more deadly American and Soviet nuclear submarines during the Cold War have set the stage for the 21st century's race for strategic undersea dominance.

As both great and regional powers scramble to design and build, or buy and introduce, the latest and most capable submarine platforms to ensure their continued dominance, maritime security and ability to deter potential adversaries, Australia's changing strategic environment has raised questions around the survivability, cost and capability of the Royal Australia Navy's ageing Collins Class submarines and the relevance of Australia's future Attack Class submarines.

Recently, renowned Australian strategic policy thinker Hugh White presented a radical idea for shaping the future of the Royal Australian Navy and the submarine force in particular, as part of the nation's broader response to defending the nation in the era of an increasingly competitive Indo-Pacific region. A core focus of this was White's insistence on shifting the bulk of Australia's naval manpower and materiel towards the submarine force – cancelling major acquisition projects including the $35 billion SEA 5000 Hunter Class and sale of the Canberra Class vessels.

White recognises both the tactical and strategic advantages provided by submarine forces – this has been reinforced in recent days following conversations surrounding the launch of the first French nuclear-powered Barracuda Class fast attack submarine, the Suffren and conversations regarding Australia's pursuit of nuclear-powered submarines.

Further complicating the strategic debate is the growing number of increasingly advanced and highly capable submarines expected to be operating in the Indo-Pacific by the 2020s – which will directly impact the tactical and strategic capability of Australia's ageing Collins Class vessels prior to the introduction of the first Attack Class vessel, HMAS Attack, in the mid-to-late 2030s.

Enter the realm of the 'high-low' capability mix. Traditionally reserved for the difference between air superiority/air dominance fighter aircraft and multi-role fighter aircraft – both designed to serve unique, yet complementary roles within tactical and strategic force structures – accordingly, a 'high-low' capability mix is equally relevant for developing a complementary and highly adaptable submarine force.

Long-range escort submarines

The basis of Australia's future Attack Class submarines, the Barracuda Class, were designed as long-range hunter-killer and convoy escort submarines – fitting into a complementary role supporting French carrier and amphibious formations through traditional anti-submarine and anti-surface warfare operations in conjunction with solo long-range anti-submarine and anti-surface warfare and land attack as secondary mission roles.

It is expected that Australia's Attack Class submarines will serve a similar role – escorting major maritime task groups, led by the Canberra Class landing helicopter docks (LHD) or the Hobart and Hunter Class destroyers and frigates, respectively. This traditional escort role is only part of the expected role of the Attack Class vessels – with the long-range, endurance and payload supporting an element of broader strategic deterrence, intelligence, surveillance and reconnaissance roles.

However, Australia's Attack Class submarines are not without their contention and operational challenges, as has been raised by commentary in recent days – namely the continuing challenges to crew the vessels, combined with unit cost, delivery time frame and technology capability, particularly of the planned lead-acid battery packs.
Additionally, the size of the Attack Class, compared with vessels already in operation, like the Kilo, Scorpene, Type 209 and Type 212/214 variants in the Indo-Pacific serves to limit the operational flexibility of the submarines, particularly in the comparatively shallow, narrow and congested strategic waterways and chokepoints throughout south-east Asia.
It is important to elaborate – the Attack Class are a critical component of Australia's future naval and broader defence capabilities, however the planned dozen vessels is a number based on an arbitrary decision regarding force structure and posture identified in the 2013 Defence White Paper and subsequently the 2016 Defence White Paper, and requires significant discussion about suitability.

Sea control submarines

Recognising the growing concerns about the Attack Class vessels, combined with the age, capability limitations and the heavy crew requirements of the Collins Class vessels, consideration about introducing a fleet of smaller, yet complementary conventional submarines optimised for sea control, maritime interdiction, shallow water operations and anti-submarine and anti-surface warfare operations serves as an attractive option.
There are a number of proven, highly capable alternatives that can serve in the niche role – including the Naval Group designed Scorpene Class in service with Malaysia, India and Brazil, the Type 212/214 and Type 218SG submarines designed and built by SEA 1000 bidder ThyssenKrupp Marine Systems (TKMS) or the evolved Gotland Class variant – each of which are optimised for shallow water operations, sea control, maritime interdiction and anti-submarine and anti-surface warfare operations.
Additionally, these designs all combine comparatively small crew requirements, with advanced air independent propulsion (AIP) technology, advanced heavy weight anti-ship and anti-submarine weapons systems combined in a compact package with long-range and high endurance enabling the vessels to support long-range tactical and strategic sea control and/or deterrence operations.
Accordingly – a fleet of joint-locally built, forward deployed vessels would serve not only to bridge the capability gap between the Collins and arrival of the Attack Class submarines while also providing Australia with a credible, bespoke and scaleable force structure to respond to the rapidly evolving geo-strategic challenges of the Indo-Pacific.

Your thoughts

As an island nation, Australia is defined by its relationship and access to the ocean, with strategic sea-lines-of-communication support over 90 per cent of global trade, a result of the cost effective and reliable nature of sea transport. Indo-Pacific Asia is at the epicentre of the global maritime trade, with about US$5 trillion worth of trade flowing through the South China Sea and the strategic waterways and choke points of south-east Asia annually.
While the Indian Ocean and its critical global sea-lines-of-communication are responsible for more than 80 per cent of the world's seaborne trade in critical energy supplies, namely oil and natural gas, which serve as the lifeblood of any advanced economy.
Submarines are critical to the nation's ability to protect these strategically vital waterways and key naval assets, as well as providing a viable tactical and strategic deterrent and ensure the nation's enduring national and economic security – recognising this, the previously posed questions will serve as conversation starting points.
However, given the geographic area of responsibility Australia will become increasingly responsible for and dependent on, is the RAN and the recapitalisation and conventionally-focused modernisation program for Australia's submarine fleet enough for Australia to maintain its qualitative and quantitative lead over regional peers?
Traditionally, Australia has focused on a platform-for-platform acquisition program – focused on replacing, modernising or upgrading key capabilities on a like-for-like basis without a guiding policy, doctrine or strategy, limiting the overall effectiveness, survivability and capability of the RAN.

Iranian 'bomb boat is discovered in the path of Royal Navy destroyer Britain is set to send a third warship to the Gulf amid a tense stand-off with Iran. The Ministry of Defence said Type 23 frigate HMS Kent would deploy to the Gulf later this year as part of Operation Kipion, the UK's mission in the region, after days of threats to British shipping.Type 23 frigate HMS Montrose is currently in the region but is due to undergo maintenance and crew change, with Type 45 destroyer HMS Duncan travelling to the Gulf to take over. Kent will in turn take over from Duncan later this year to ensure an 'unbroken presence' in the region. The MoD insists that the movements are 'long-planned' and not an escalation, but they come after weeks of tension in the Gulf which heightened further when Britain seized an Iranian tanker off Gibraltar two weeks ago. Iran's supreme leader Ayatollah Ali Khamenei said today that 'vicious' Britain's seizure of the Iranian oil tanker was 'piracy.'

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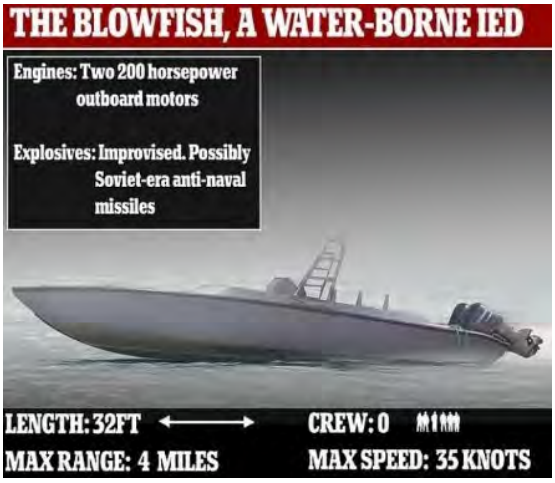
The Ministry of Defence said Type 23 frigate HMS Kent (pictured with its specifications) would deploy to the Gulf later this year

Kent (pictured in Britain in 2016) take over from Duncan later this year to ensure an 'unbroken presence' in the region

The tanker RFA Wave Knight will also join the British Gulf fleet at the start of August, delivering food, fuel, water and essential supplies to other Navy vessels.

Approximately 1,200 personnel are deployed in the region along with seven Royal Navy and support ships, including Montrose and Duncan. The support ships include four Mine Counter Measures Vessels: HMS Ledbury, Blyth, Brocklesby and Shoreham. Defence sources have said that Britain is willing to take 'precautionary measures' to protect freedom of navigation in the Gulf.Britain was dragged into the Middle East stand-off after Royal Marines seized the supertanker Grace 1 off Gibraltar on July 4, saying it was heading for Syria in violating of EU sanctions – a claim which Iran has denied. Tehran has threatened to retaliate, and Britain said last week that the Montrose was forced to confront three Iranian vessels who targeted a UK-flagged tanker. Earlier today, it was claimed that an unmanned Iranian bomb boat was discovered lying in wait for the Duncan in the Red Sea.

The remote-controlled 'Blowfish' was reportedly spotted by Saudi forces in the destroyer's path as it headed south from the Suez Canal to protect Gulf shipping lanes.The small vessel was laden with explosives, enough to blow a hole in the side of the destroyer, and steered from up to four miles away, sources told the Mirror. Former naval officer Simon Warrington said: 'The threat from the Houthis, who as Iran's proxy militia do Tehran's dirty work, is very real.'The Ministry of Defence declined to comment. The Royal Navy's most modern warship was dispatched the the Persian Gulf over the weekend to protect British-flagged oil tankers from Iran



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A vessel known as a Blowfish was reportedly discovered by the Saudi navy lurking in the path of HMS Duncan as it made its way south through the Red Sea towards the Gulf.

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The Blowfish bomb boat was reportedly discovered in the Red Sea where Iranian-backed Houthi rebels have been known to deploy small vessels laden with explosives in the past Fears of threats to Gulf shipping have been heightened after six tankers were hit by explosions in the space of a month. A UAE investigation found four mysterious sabotage attacks on May 12 were linked to a 'state actor' but did not name Iran.

The attacks were carried out with limpet mines and were 'part of a sophisticated and coordinated operation', the report found. The tanker attacks inflamed an already tense Middle East stand-off and prompted the U.S. to bolster its military presence in the region. Matters worsened just four weeks later when another two ships were hit by explosions in the Gulf of Oman.

Forty-four sailors were forced to abandon their ships amid a huge fireball on the MT Front Altair and another blast on the Kokuka Courageous. EU urges Iran to reverse uranium enrichment and uphold nuclear America again blamed Iran, releasing a video which purported to show Iranian revolutionary guard forces removing an unexploded limpet mine from one of the ships. Small explosive-packed vessels, including suicide boats, have been deployed by Iran-linked Houthi rebels in the past. Similar water-based improvised explosive devices (WBIEDs) have been discovered by Saudi Arabia and the UAE in recent years.In January 2017, two Saudi sailors were killed after Houthi explosive vessels blew up at the side of a frigate.

America has also bolstered its military presence in the region after Tehran lashed out at crippling sanctions as a result of the crumbling Iran deal, with a series of attacks on oil tankers in recent months. EU nations are desperately trying to salvage the Obama-era agreement, as Iran's top diplomat warned yesterday the U.S. was 'playing with fire.' The U.S. has sent thousands of troops, an aircraft carrier, nuclear-capable B-52 bombers and advanced fighter jets in recent weeks. British Foreign Secretary Jeremy Hunt said there was still a 'small window to keep the deal alive' as EU foreign ministers met in Brussels on Monday (Hunt speaking to the Spanish foreign minister Josep Borrell)

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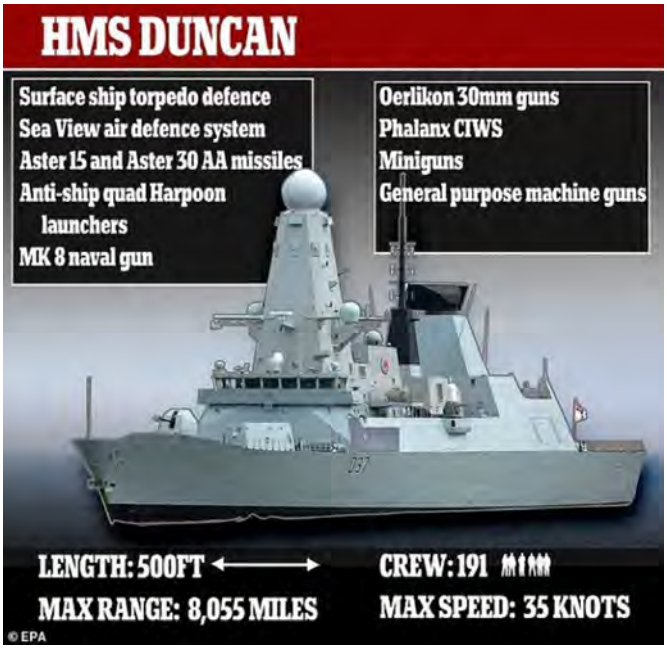
U.S. Navy's Amphibious dock landing ship USS Harpers Ferry, left, and fleet replenishment oiler ship USNS Tippecanoe sail alongside amphibious assault ship USS Boxer during a replenishment-at-sea, in the Gulf of Aden earlier this monthIran has said President Donald Trump's strict sanctions over alleged breaches to the 2015 Iran nuclear deal amounts to an 'economic war.'That deal hangs in the balance – Trump announced the U.S. withdrawal in May last year and the Iranians have been increasing their uranium enrichment – but EU member states are clinging on.Iran announced last week that it had enriched uranium past the 3.67 percent limit set by the nuclear deal, and has also surpassed the 300-kilogram cap on enriched uranium reserves. The 28 EU foreign ministers have insisted that Tehran's surpassing of uranium enrichment thresholds set by the deal did not necessarily condemn the agreement. The EU currently has few direct measures for offsetting U.S. economic sanctions against Tehran that have savaged the country's economy, and the bloc faces U.S. threats to target any EU companies that attempt to trade with Iran.Noting that Iran was 'still a good year away' from potentially developing a nuclear bomb, British Foreign Secretary Jeremy Hunt said there was still a 'small window to keep the deal alive.'President Donald Trump (right) has slapped heavy sanctions on Iran after it says Tehran breached the 2015 JCPOA, President Hassan Rouhani has engaged in heated rhetoric with Trump after attacks on tankers and a US drone Rouhani says Britain face 'consequences' for seizing Iranian tanker



French yard launching “world’s largest Aluminium OPV” for Philippine Coast Guard

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French shipbuilder OCEA is ready to launch the 84-meter offshore patrol vessel OPV 270 for the Philippines Coast Guard at its Les Sables d’Olonne site on July 17.

The shipbuilder says the vessel is the “largest aluminium OPV built in the world”.It is built under a contract from late 2017, which included construction of four 24-meter fast patrol boats.Designed and built by OCEA, the OCEA OPV 270 is designed to carry out all maritime security and safety missions under the responsibility of the Coast Guards in the waters of the Philippine archipelago.With an autonomy of up to five weeks, the OPV can operate a 5-ton class helicopter and deploy two RHIBs 9.2 meters in length.The ship is scheduled to be delivered to the Philippines Coast Guard by the end of the year.

JC's Navy, Military and Maritime

Photos and News from now and then -

The Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) transits the Pacific Ocean during a deployment to the U.S. 5th and 7th Fleet areas of responsibility, Dec. 16, 2011.

Photo by Mass Communication Specialist Seaman Zachary S. Welch.

July 16, 2019

Written by Baird Maritime Published in Ships (Naval)

Image: RIA News

Russia's Nevskoye Design Bureau has unveiled the design of a proposed nuclear-powered aircraft carrier to be used by the country's navy. The Project 11430E carrier, tentatively named *Lamantin*, will have a displacement of 80,000 tonnes, an LOA of 350 metres, a maximum endurance of 120 days, a speed of 30 knots, a crew of 2,800, and an air task force of 800 personnel. The carrier will be capable of

HMS WARSPITE

US Navy's 13th EPF to be named USNS Apalachicola

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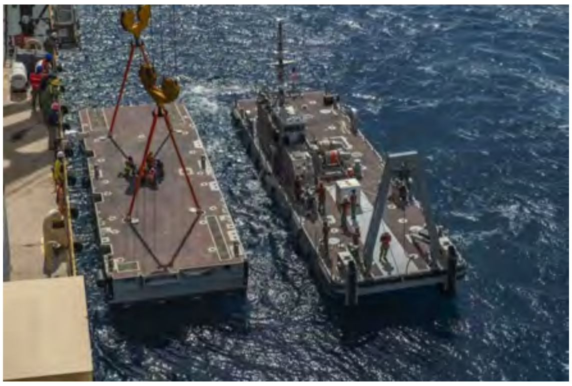
The 13th vessel in the US Navy's Spearhead-class of expeditionary fast transport (EPF) ships will be named USNS Apalachicola (T-EPF 13), Secretary of the Navy Richard V. Spencer has announced.

Construction of the ship is set to start in late 2019 after shipbuilder Austal USA received a long-lead time materials contract for the 13 and 14th ship in the class in December 2018.The future USNS Apalachicola is the second ship named in honor of the city of Apalachicola, Fla: the first, a large harbor tug (YTB-767), served from 1965-2002."The city of Apalachicola is one of the most historic cities in Florida, with foundations rooted in the maritime industry and support for a strong Navy and Marine Corps team," said Spencer."I am pleased that the history, culture, and spirit of this city will live on in the future USNS Apalachicola (T-EPF-13)."The Austal-built EPF is a shallow draft, all aluminum, commercial-based catamaran that is designed for high-speed intra-theater surface lift and serves in a variety of roles for the military branches to include support of overseas contingency operations, conducting humanitarian assistance and disaster relief missions and supporting special operations forces.

U.S. Navy demonstrates “sea train” for discharge equipment and cargo

 <  <

The U.S. Navy has demonstrated the capability of the Improved Navy Lighterage System (INLS) or commonly known as “sea train”. According to Mass Communication Specialist 1st Class John Philip Wagner, Jr., CTF 75 Public Affairs, Navy Cargo Handling Battalion (NCHB) 1, Assault Craft Unit (ACU) 1, Amphibious Construction Battalion (ACB) 1 and two reserve components from NCHB 5, and 13 joined forces to conduct joint Improved Navy Lighterage System (INLS) training on board the Military Sealift Command maritime prepositioning force ship USNS 2nd Lt. John P. Bobo (T-AK 3008), July 8 – 12. INLS is a floating causeway system comprised of powered and non-powered floating platforms assembled from interchangeable modules used to transfer cargo and vehicles from sealift ships to shore areas where conventional port facilities may be damaged or inadequate or nonexistent. **“If feel this type of evolution is important because it brings all different kinds of commands together,” said Logistics Specialist 2nd Class Rachael Konefal, assigned to NCHB 1, a native of Philadelphia, Pennsylvania. “This is good training to have, NCHB is known for moving these lightereage systems which allows us to be able to get vehicles and equipment off the ship.”** Konefal added that these operations could not have been done without the other entities that make up NAVELSG and Naval Beach Group (NBG). **“This has been a great opportunity to be out here training with all these commands a working together as a team,” said Konefal.** Hull Technician 1st Class Daniel Billick, a native of Roseburg, Oregon, and a reservist assigned to NCHB 5 said, “It’s been great to come out and do something like this, as a reservist we don’t get a lot of opportunities to do this type of evolution.” Billick added, “It’s been great to be able to work with the active duty sailors and work with other teams and gain some valuable training.” INLS evolutions require a lot of coordination since it involves so many moving parts, people and equipment to accomplish the mission. Being able to come together and hash out proficiency as one team allowed these Sailors a chance to hone in on skills critical to supporting any type of contingency within the Indo-Pacific that would require immediate placement of supplies and cargo. Billick added that while there’s always a potential for things to not go as planned, every second allotted together is a second that everyone has to learn and develop proficiency in these types of evolutions. **“We did have a few things that didn’t go as we planned but it allowed the teams to come together and learn from the situations and still accomplish the mission,” said Billick. “I feel that the evolution went pretty well from a training aspect,” said Konefal. “There were a lot of Sailors that were participating in an under-instruction capacity allowing them to see many different parts of the evolution which made it a little challenging, but with every challenge we were able to train each other to be able to prevent the same situation down the line.”**

RSS Singapore Navy
All six Republic of Singapore Formidable class frigates conduct a formation exercise.
Singapore's Formidable class frigates
Posted on August 2, 2012 by N.R. Jenzen-Jones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All six Republic of Singapore Formidable class frigates conduct a formation exercise.
Singapore's Formidable class frigates are considered amongst the most advanced surface combatants in Southeast Asia. Built around a substantially modified version of the French La Fayette class, they feature an advanced stealth design incorporating a range of Radar Cross-Section (RCS) reduction features. The inclined planes of the hull and superstructures, concealment of typical ship's equipment, low profile housings for armaments, and enclosed sensor mast are chief amongst these. The Formidable class armament includes: an Oto Melara 76mm Super Rapid naval gun, 8x RGM-84C Harpoon SSMs, and 4x 8-cell Sylver A50 VLS containing a mixture of Aster 15 and Aster 30 SAMs. The ships are also capable of firing EuroTorp A224/S Mod 3 torpedoes, and carry a Sikorsky S-70B naval helicopter with ASW equipment (they formerly operated Eurocopter AS-332M Super Pumas).
The Formidable class are also highly automated, operated by a complement of only 71 crew (90 including air detachment). By way of comparison, a US Oliver Hazard Perry class has a nominal compliment of 176, an Australian Anzac class a complement of 163, and a French La Fayette class a complement of 141. The Formidable class are designed to operate as the naval centrepiece of the Singapore Armed Forces' (SAF) Integrated Knowledge-based Command and Control (IKC2) network. Integrating the advanced sensor packages and armaments of the ships to give commanders the ability to rapidly assess the battlespace and respond accordingly was a key design focus for the project. Dr Kenneth Kwok, Programme Director for Information Exploitation at the DSO national Laboratories noted: "The frigate has many state of the art weapon systems and sensor systems, but it is really how you put them together and integrate them into a fighting system that makes the difference".

Six Formidable class frigates were built, with all but RSS Formidable being built by Singapore Technologies Marine (ST Marine) at their Benoi Shipyard, in Singapore. Construction of the class ran from late 2002 until mid-2006, with all ships being commissioned by January 2009. All are currently active, and form the 185 Squadron of the Republic of Singapore Navy (RSN). The RSS Formidable was Singapore's contribution to the forces conducting RIMPAC 2012, operating in conjunction with participants from twenty-one other nations. Singapore's incumbent Minister for Defence, Dr Ng Eng Hen, has confirmed that a Formidable class frigate (and the attached S-70B) will soon be deployed to the Gulf of Aden as part of Singapore's contribution to CTF-151.


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Photo # NH 103733 HMS Vanguard steaming near a British aircraft carrier

BAE Systems looks to position Hunter-class frigate for New Zealand

Posted on **July 16, 2019** by **Currin Family**

BAE Systems looks to position Hunter-class frigate for New Zealand

Jon Grevatt *– Jane's Defence Industry14 July 2019*

BAE Systems Australia has indicated a potential move to position its Hunter-class frigate, which has already been selected by Australia, to meet a future requirement within the RNZN. Source: Royal Australian Navy BAE Systems Australia has confirmed a potential move to position the company's Hunter-class frigate design for the Royal New Z ealand Navy

HMAS Ballarat returns from successful deployment in the Middle East

Maritime and Undersea Warfare | 16 July 2019 | Stephen Kuper

Defence Minister Linda Reynolds and Minister for Defence Industry Melissa Price welcomed the return of the Royal Australian Navy frigate HMAS Ballarat to Australia, after a highly successful nine-month deployment as part of Operation MANITOU.

Minister Reynolds praised the counter-terrorism efforts of Ballarat's 200 officers and sailors, who have worked in the Combined Maritime Forces to seize nearly 20 tonnes of illicit drugs worth an estimated value of $1.41 billion*.

"HMAS Ballarat has played a significant role in promoting safety and security in the Middle East maritime environment by directly reducing the source of funding to terrorist organisations," Minister Reynolds said.

The warship also seized and destroyed nearly half a million rounds of small arms ammunition and 697 bags of chemical fertiliser, which had a potential use in the manufacture of improvised explosives.

"Ballarat's ship company has worked tirelessly and professionally and we should be proud of their achievements," Minister Reynolds said.

Joined by Commander Australian Fleet, Rear Admiral Jonathan Mead, AM, Minister Price thanked the families of the ship's company who gathered at Fleet Base West to welcome their return.

"To the family and friends who are gathered here today, we owe a tremendous debt of gratitude for your ongoing support over the nine-month deployment," Minister Price said.

Ballarat has spent the last 260 days deployed patrolling the area from the north Arabian Gulf to the southern Indian Ocean.

"Her service has been exemplary, seizing more than a billion dollars of illegal drugs and nearly half a million rounds of small-arms ammunition," Minister Price said.

"Now we look to the next generation of defence capability. That's why the Australian government is investing $35 billion into the Future Frigate Program, to ensure the men and women of the Royal Australian Navy have the best capability on offer."

Ballarat has integrated with two carrier strike groups and taken part in several high-end warfighting exercises with the navies of the US, UK, France and Gulf Cooperation Council states.

Commanding Officer HMAS Ballarat, Commander Paul Johnson, said the ship's company worked hard to maintain a high level of operational capability.

"The work on-board Ballarat can be prolonged and arduous and it really is a whole of ship effort to sustain the boarding parties and achieve what we did," CMDR Johnson said.

HMAS Ballarat is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction. Ballarat's combat capabilities have been significantly improved under the Anti-Ship Missile Defence upgrade program, which provided an enhanced sensor and weapons systems capability.

Operation MANITOU is the Australian government's contribution to support international efforts to promote maritime security, stability and prosperity in the Middle East. An enhanced security environment ensures Australia's safe and open access to the region while fostering trade and commerce and a rules based global order.

Ballarat's illicit drug seizures included approximately 19.76 tonnes of hashish, 1.41 tonnes of heroin and 50 kilograms of methamphetamine and amphetamine. This was the 67th rotation of a Royal Australian Navy vessel in the region since 1990.

*Calculation is based on the Australian Criminal Intelligence Commission Illicit Drug Data Report 2015–16 figures for Cannabis Resin (Hashish) @ $50,000 per kilo p215) and Heroin @ $300,000 per kilo (p216).

NAVAL GROUP LAUNCHES FRENCH NAVY'S FIRST BARRACUDA-CLASS SUB

July 15, 2019 Written by Baird Maritime Published in Submersibles (Naval)

Image: Richard Scott

Naval Group launched *Suffren*, the French Navy's first *Barracuda*-class nuclear-powered attack submarine, in a ceremony on Friday, July 12. *Suffren* is the first of a planned class of six submarines slated to enter service through to 2030 to replace France's aging Rubis-class ships. The submarine will have a length of 99.5 metres, a beam of 8.8 metres, and a submerged displacement of 4,800 tonnes. Armament will include F21 Artemis heavy torpedoes, Exocet anti-ship missiles, SCALP EG cruise

FIRE ON HIGHLY SECRETIVE RUSSIAN SUB KILLS 14

July 4, 2019 Written by Baird Maritime Published in Submersibles (Naval)

Image: Russian Ministry of DefenceA Russian submarine believed to be Losharik (No clear official photographs of Losharik are known to exist.) Fourteen Russian Navy sailors were killed after a fire broke out on the research submarine on which they were deployed on Monday, July 1. The incident on the Project 210 submarine *Losharik* occurred at around 20:30 local time as the crew were taking measurements of the sea floor in Ura Bay just off Murmansk Oblast. Local fishermen reported seeing the submarine surface in the waters of Ura Bay at around 21:30. Two tugs and a navy ship then arrived at the scene and towed the submarine to port in Severomorsk, the headquarters of Russia's Northern Fleet. The crew were able to extinguish the fire but the resulting toxic fumes ended up killing 14 of *Losharik*'s occupants and injuring several others. The injured occupants were rushed to hospital upon the submarine's arrival in Severomorsk. In a press conference on Tuesday, July 2, President Vladimir Putin said that the 14 fatalities included *Losharik*'s captain, seven senior officers with the rank of captain first rank, and two recipients of the Hero of the Russian Federation award, Russia's highest honorary title. The Russian Navy has since launched an investigation to determine the cause of the fire. Although *Losharik* is officially designated as a deepwater research and rescue submarine, not much else is known about the vessel outside of official Ministry of Defence publications. This has led to some observers surmising that the submarine may have also been used for highly secretive missions. The BBC had earlier quoted some US officials as saying that *Losharik* may have been designed to cut undersea fiber-optic cables.

Netherlands and Malaysia Investigate Fate of War Grave Submarines
July 11, 2019 seawaves

July 10, 2019 (Google Translation) – The wrecks of the submarines KXVII and O16 have disappeared. That was the message from the expedition team that in recent weeks visited the location of the war wrecks off the coast of Malaysia. Yesterday the team returned. The commitment of the experts followed from earlier cooperation agreements between the Netherlands and Malaysia, which were confirmed today.
The expedition that the Netherlands and Malaysia carried out together began on 28 June. The Netherlands Cultural Heritage Agency led the expedition on behalf of the Netherlands, in collaboration with the Defense Diving Group (Royal Netherlands Navy). The research consisted of a cultural-historical field research, conducted by a team of archaeologists and defense specialists from the Netherlands and Malaysia who were specially put together for this occasion.

O16 with crew on deck around 8.8 cm gun (archive photo, 1936). Image: NIMH
The declaration of intent that the countries brought out today contains the initial findings of the study. Both countries are further discussing the next steps to be taken. They are committed to finding out what happened to the missing wrecks.
“We are building on the recently signed cooperation agreement between the Netherlands and Malaysia with regard to maritime heritage,” said the ministers involved. In addition to Defense Minister Ank Bijleveld-Schouten of Defense, these are Minister of Culture, Education and Science Ingrid van Engelshoven and Minister Stef Blok of Foreign Affairs.
HNLMS KXVII did not return from a patrol that started on December 6, 1941, along with HNLMS O16. From the O16, the expedition team found a few remains on the seabed. Only one print of the KXVII in the seabed.
“This message touches us deeply,” write the ministers. “These shipwreck locations are the last resting place of the people on board and form a place of remembrance. The relatives have since been informed.” Out of respect for the dead, a memorial was held at both locations last week by the members of the expedition.
In 2016, it was announced that three Dutch war graves had (partially) disappeared in the Java Sea. The wrecks of HNLMS De Ruyter and Java could not be found and Kortenaer turned out to be a large part disappeared.

MOD to develop cutting-edge laser and radio frequency weapons
July 12, 2019July 12, 2019 seawaves

July 9, 2019 – The Ministry of Defence is developing cutting-edge laser and radio frequency weapons which have the potential to revolutionize the battlefield.

The state-of-the-art weapons systems, known as Directed Energy Weapons (DEW), are powered solely by electricity and operate without ammunition.

The systems could be fueled by a vehicle's engine or a generator, significantly reducing their operating costs and providing unprecedented flexibility on the frontline.

In a Prior Information Notice (PIN) published this week, the MOD announced it is seeking to develop three new DEW demonstrators to explore the potential of the technology and accelerate its introduction onto the battlefield.

The laser weapons systems deploy high energy light beams to target and destroy enemy drones and missiles. Radio Frequency weapons are designed to disrupt and disable enemy computers and electronics.

Defence Secretary Penny Mordaunt said, "Laser and Radio Frequency technologies have the potential to revolutionize the battlefield by offering powerful and cost-effective weapons systems to our Armed Forces. This significant investment demonstrates our commitment to ensuring our Armed Forces operate at the forefront of military technology."

The new systems are expected to be trialed in 2023 on Royal Navy ships and Army vehicles but, once developed, both technologies could be operated by all three services. The Armed Forces will use these exercises to get a better understanding of DEW, test the systems to their limits and assess how they could be integrated with existing platforms.

The MOD aims to invest up to £130m in this package of Directed Energy Weapons, including the construction of the demonstrators, the creation of a new Joint Program Office and the recruitment of personnel to manage the program.

These demonstrators are part of the MOD's "Novel Weapons Program" which is responsible for the trial and implementation of innovative weapons systems to ensure the UK remains a world leader in military technology. They are expected to reach the frontline within 10 years.

The MOD already has plans for initial trials of laser weapons systems, with the Dragonfire demonstrator commissioned by the Defence Science and Technology Laboratory to be tested later this year.

The Dragonfire represents a world-first in laser weapons technology, combining multiple laser beams to produce a weapons system that is more powerful than its predecessors and resistant to the most challenging environmental conditions.

The MOD also has over 30 years' experience in Radio Frequency DEW, during which time the UK has become a world leader in developing new power generation technologies and a global hub for the performance testing and evaluation of these systems.

Fitting between OPV and Hunter: The need for a deployable, ocean going patrol frigate

Maritime and Undersea Warfare | 11 July 2019 | Stephen Kuper

As the Royal Australian Navy prepares for the arrival of the first Arafura and Hunter Class vessels in the early-to-mid 2020s, evolving regional and global dynamics are highlighting the need for a fleet of ocean going patrol frigates to ease the operational burden on both the OPV and frigates.

Australia is dependent on unlimited access to the ocean – as the regional paradigm changes, placing greater strain on the Navy to protect the national interests, is the Navy large enough to execute the mission in a radically evolving geo-political and strategic order?

Indo-Pacific Asia's evolving power paradigm is changing the way Australia views itself and its position in this changing world. The need for both continental and forward defence highlights the necessity for the nation to balance the strengths and weaknesses of Australia's historic doctrines to form the basis of a reinvigorated Australian presence in the Indo-Pacific.

In 1890, American naval strategist Alfred Thayer Mahan in his work The Influence of Sea Power Upon History outlined that "whether they will or not, Americans must now begin to look outward. The growing production of the country demands it", establishing the basis of America's foreign and strategic policy well into the 21st century despite periods of isolation.

Now, for the first time in the nation's history, Australia's prosperity, security and way of life is intrinsically linked to the ambition, stability and direction of its Indo-Pacific neighbours. Guaranteeing this requires the nation to find a balance between the expeditionary and interventionist focused 'Forward Defence' and the continental defence focused 'Defence of Australia' doctrines to counter the high and low intensity threats to the nation's security and interests.

Australia's focus on the Indo-Pacific region makes a great deal of sense, particularly given the positioning of key regional economic and strategic partners across what has been referred to as the 'Arc of Instability', which plays host to a range of traditional state and asymmetric economic and political challenges, however the growth of China and India and smaller nations surrounding them, combined with the importance of the Indo-Pacific as a pillar of the national, regional and global economy, now requires renewed Australian focus.

Additionally, rising tensions in the Persian Gulf and the growing need for an allied presence to ensure the stability and security of the global energy supplies in the event of conflict between the US and Iran will require a greater presence from major nations, including Australia placing greater operational pressure on existing platforms like the Anzac Class frigates, Hobart and eventually Hunter Class vessels.

Back to the future – convoy escort

Convoy escort operations figured as prominent operations during the First and Second World Wars and served as a constant challenge for strategic and operational commanders and planners in the US, UK and France during the Cold War – as convoys of materiel, manpower and resources from North America would prove pivotal in countering any Soviet invasion of western Europe.

Fast forward to the 21st century and increasingly congested and contested global sea-lines-of-communication requires renewed focus on developing escort capabilities to support increasingly vulnerable commercial tankers and commercial shipping. This increasing vulnerability is driven largely by the proliferation of advanced anti-ship ballistic and cruise missiles, increasingly powerful conventional submarine fleets and the cost-effectiveness of small arms, asymmetric threats and aircraft all compound the challenging environment.

Furthermore, the rising cost of high-end weapons platforms like the Royal Australian Navy's Hobart and future Hunter Class vessels and the size limitations of the Arafura Class vessels and similar international contemporaries equates to a number of challenges, namely the overkill deploying a multibillion-dollar warship to conduct a constabulary operation and the glaring capability gap between 'high' and 'low' end capabilities.

Recognising these challenges, both the US and British Royal Navy have initiated the development and acquisition of multi-role patrol frigates to free up 'high' end capabilities like the Arleigh Burke, Type 45 and Type 26 Class vessels to support power projection, high-value task group escort and missile defence roles – while platforms like the Littoral Combat Ships, to be complemented by the FFG(X) program and the British Type 31 program are designed to support 'high' and 'low' intensity operations.

These vessels are designed to operate in contested environments – countering air, missile and submarine threats in a manner, beyond the limited capabilities of offshore patrol vessels like the Arafura, the British River and US Coast Guard's National Security Cutter Class vessels. The utility of patrol frigates goes beyond the basis of convoy escort operations – an extents to supporting operations and personnel development.

Supporting Australia's naval shipbuilding capacity

Furthermore, the acquisition of such platforms further supports the development of a local shipbuilding capability. Contemporary naval shipbuilding expands beyond the traditional manufacturing side of the process and requires extensive and costly research and development processes throughout the concept development and life of the platforms to enhance capability and sustainability over the life of service – something often overlooked in existing policy.

Accordingly, supporting Australia's domestic ability to design warships, designed by both government and the private sector, with a focus on providing through-life support for both domestic and export customers in a manner similar to the model implemented by BAE Systems through the $35 billion Hunter Class program is an existing model of success for Australian industry and government to use as a reference point for developing future policy.

Further supporting this is the requirement to begin developing and implementing a National Strategic Industry Act to support the development of the nation's naval shipbuilding industry and broader reindustrialisation of the Australian economy using defence industry as a best-of-practice model to draw examples from.

Supporting the development of Australia's naval shipbuilding industry also requires the legislative power of government to counter-balance industry development policies of allied, yet still competitor nations like South Korea – which leverages the industrial development policies of export oriented industrialisation (EOI) to develop its economy into a major economic and modern, advanced manufacturing powerhouse.

Korea's industry development is driven by a range of government incentives for industry, including corporate tax incentives, employment incentives and payroll tax incentives. As a result, in order to develop Australia's own naval shipbuilding industry, similar innovative and adaptive policy making is essential to developing a competitive domestic naval shipbuilding industry.

Diversifying Australia's naval shipbuilding capabilities beyond focusing on Australia's own shipbuilding requirements is a necessity should the broader naval shipbuilding plan be successful – targeting growing export demands in the region and Middle East, combined with international industry collaboration and partnerships, is central to this.

Australia is defined by its relationship and access to the ocean, with strategic sea-lines-of-communication supporting over 90 per cent of global trade, a result of the cost effective and reliable nature of sea transport. Indo-Pacific Asia is at the epicentre of the global maritime trade, with about US$5 trillion worth of trade flowing through the South China Sea and the strategic waterways and choke points of south-east Asia annually.

The Indian Ocean and its critical global sea-lines-of-communication are responsible for more than 80 per cent of the world's seaborne trade in critical energy supplies, namely oil and natural gas, which serve as the lifeblood of any advanced economy.

Traditionally, Australia has focused on a platform-for-platform acquisition program – focused on replacing, modernising or upgrading key capabilities on a like-for-like basis without a guiding policy, doctrine or strategy limiting the overall effectiveness, survivability and capability of the RAN.

: Edward Hack
Sent: Monday, 15 July 2019 9:08 AM
Subject: RAN outfitters

Chief Petty Officer Alfred Lyall Glendinning

Most members of the RAN past and present will have set foot in a Glendinning store at some stage and most would be aware that the business is no longer operating, but where does the name come from?

Alfred (Fred) Glendinning was born in the Melbourne suburb of East Malvern on 7 February 1918. He was schooled in Melbourne and as a tall athletic sportsman played Aussie Rules for Carlton. His father was a postmaster on the Mornington Peninsula and for a time Fred worked as a postal clerk. But at age 21, and with the excitement of war clouds looming, he enlisted in the RAN on 28 March 1939. His first posting was to HMAS *Cerberus* as a Probationary Writer.

Unusually, Fred's first sea posting was to the Armed Merchant Cruiser HMS *Arawa,* then serving on the East Indies Station. *Arawa* was built as the Australian Government passenger-cargo liner *Esperance Bay* which together with her sisters was sold in 1936 to British shipping interests. In her he was promoted Leading Writer and when the ship returned to England to take up trooping he was posted ashore for a short period to the London Depot. Next were postings to the 'N' class destroyers HMA Ships *Napier* and *Nepal* and the 'Q' class HMAS *Quiberon.* Fred's career was obviously colourful as in August 1942 he was dis-rated to Writer and lost his Good Conduct Badge but in February 1943 he was back to his rank of Leading Writer. Finally in May 1943 he came ashore to HMAS *Rushcutter* where he was promoted Petty Officer Writer.

With the end of the war there was still much to be done in bringing the troops back home, transferring occupation forces to Japan and helping with the flood of refugees who needed to be relocated. The Landing Ship Infantry HMAS *Manoora* was suited to this work and Fred served in her for nearly two years, until the end of 1947. Next came a succession of postings to various Sydney based shore establishments with promotion to Chief Petty Officer Writer in 1949. The end of permanent naval service came in July 1951 when Fred was discharged ashore to begin another chapter in his long association with the RAN.

Fred was always popular with his messmates and something of a larrikin, with a flair for business. While *Manoora* operated in the Pacific Islands he brought back bags of cultured pearls which were sold at a large profit, and another of his more memorable escapades was the acquisition of two discarded, but almost brand new, American Army jeeps. Fred had the foresight to donate one of these to the ship's Commander and then there was no trouble getting them onboard where they were re-painted in pusser's grey with RAN emblazoned on the sides. In Sydney, Fred's jeep was hoisted ashore and he drove it off through the dockyard gates with a friendly wave to the duty Naval Policeman – the jeep needless to say was sold for a handsome profit.

But what was Fred to do in civvy street, not that he was short of ideas, after all he had to look after his weekend job as a SP bookie. But there had to be other more legitimate opportunities using his navy skills and contacts, then came a flash of brilliance.

At that time sailors had to proceed ashore in uniform but with plenty of money in their pockets they could not wait to change into civvies. But where could they find the type of attire needed to provide a smart appearance. Enter Glendenning and Stacey, Naval Outfitters. Fred may have found inspiration from his sojourn in England, where it was Bernards for sailors and Gieves for officers, a near monopoly as non-government suppliers of naval uniforms. A trip to the former was almost a rite of passage for a tiddly cap, with a slight upward fore and aft sweep.

Fred was always a sharp dresser but knew little of tailoring. However the technical colleges were then offering short courses to ex-servicemen to enter business. Not that this sort of craft appealed directly to Fred but he managed to persuade his mate and ex-stoker Ernest (Ernie) Stacey to take a tailoring course, at which he excelled. Fred went to work for Seagraves who were then the main naval outfitters in Sydney. Seagraves was not particularly well run and Fred spied an opportunity for improvements. Fred and Ernie first bought an existing small gentlemen's outfitters in Sydney's upmarket Macquarie Place and for a while worked there from an upstairs room, learning the ropes. Not long afterwards they rebadged the business as naval outfitters and opened as Glendinning and Stacey.

It was soon apparent that they were in the wrong part of town and needed to be closer to where customers would pass by – so they moved to new premises at 208 George Street between Wynyard Station and the Quay. Royal Naval House was just down the road and at this stage the whole area with its pubs was a stamping ground for sailors. The nearby Ship Inn became Fred's favourite watering hole. With growing business an agency was established at HMAS *Cerberus.*

This business proved a great success with sailors readily accepting smart new suits and jumpers. It was not until 1967 with the anti-Vietnam movement that sailors were allowed ashore in civvies. Prior to this many customers would arrive at the shop in uniform and purchase civvies complete for a run ashore, leaving their uniforms to be picked up later.

While Glendinning's provided items of uniform and carried out alterations they did not have the expertise to tailor square rig uniforms, which were contracted out to a wholesale manufacturing tailoring business run by Fred Ambrosoli.

A new entrant to the market was Red Anchor*,* first owned by Stan Phillips and later by Kevin James, who opened a naval outfitter's at Macleay Street, Potts Point near HMAS *Kuttabul* with a branch at *Cerberus.* This unwanted competition was bought out by Glendinning's in the late 1970s.

One of their customers was the eminent marine artist John Allcot; he was very short of stature and his clothes had to be shortened, otherwise his sleeves became covered in paint. This led to a new awakening and Fred started collecting works of art which were frequently on display in the shop. The wheel of fortune had turned full circle as for a time the ex-captain's secretary could now count a retired four ring captain amongst his staff.

Tired of paying rent, Fred looked around to buy his own premises and with ever an eye for a bargain he acquired an ex-brothel, near Central Station, which had been fire damaged. George King, another ex-matelot mate, had entered the building trade and was called upon for advice; George assured him they could disguise the blackened mess and gaping holes by leaving well alone and covering it all with plasterboard and paint. George also remembers that Fred had acquired at auction a clock from HMAS *Sydney,* most likely a wardroom fitting, for which he paid the princely sum of $5,000. George, who had become a collector of clocks, took a fancy to this and after several years Fred sold it to him at mate's rates, discounted to $4,900.

The business eventually passed into the hands of Colin Ambrosoli (son of the wholesale tailor) who at age 18 started working for Fred. However it continued on under the singular name of Glendinning's. Fred now concentrated on the life of a gentleman with plentiful time for bowls, golf and fishing. He was happily married to Jean and they had two children.

Some time after Jean died Beverley Noble, a delightful young widow, became Fred's partner and although never married, they lived together for 16 years until Fred's death in October 2003 at age 85. Amongst Beverley's mementoes is one of Fred's favourite pictures – a fine early oil painting of HMAS *Sydney* by John Allcot.

In the late 1980s Dennis Stokes (a Leading Seaman – Underwater Weapons) when still in the navy gained some casual work with Glendinning's and when he left the RAN this became a full-time occupation. With plenty of on-the-job experience and a love for the work, in 1993 Dennis bought the business from Colin Ambrosoli. Passers-by would have seen the famous Glendinning's sign above a shopfront along Cowper Wharf Road at Woolloomooloo just outside the Garden Island Naval Base and there were branches of the business in Cairns, at HMAS *Cerberus* and in Rockingham, W.A.

Perhaps a fitting tribute to Fred, the character who made the most of opportunities and brought a little sunshine into the lives of those who knew him.

As an aside; I was in the Rockingham store shortly before it closed and the reason given for its pending closure was that, "As the RAN had stopped the pay day allotment system sailors could no longer allot money to Glenndinings (yes, one could build up a sizable 'bank account' with G's while their ships were away and buy new clothes on return). The resultant affect on the G's cashflow was a significant factor in the closing of the stores."

Bob Mummery

H.M.A.S. PERTH (I) Memorial

His Majesty's Australian Ship *Perth* was commissioned into the Royal Australian Navy on 29 June 1939 and served with distinction during the early years of the Second World War. The Modified *Leander* Class light cruiser was sunk on 1 March 1942 while fighting numerically superior Japanese naval forces at Sunda Strait. At the time of her loss, *Perth* carried a complement of 681 officers, ratings and civilian canteen staff. 353 were killed in action or perished as a result of the ship's sinking, and four died after reaching shore. Of the 324 who became prisoners of war of the Japanese, 106 died. 218 survived to return home.

The need to commemorate *Perth* and her gallant ship's company was first recognised by the City of Perth during the Second World War. On 12 August 1943 a plaque, 'Dedicated in grateful remembrance to the officers and men of HMAS PERTH', was unveiled at the Perth Town Hall. On 26 February 1950 the City of Fremantle Sub Section of the Naval Association of Australia instituted an annual memorial service for *Perth*. It is held at St. John's Church, Fremantle, on the last Sunday in February.

In 1964, a desire to further commemorate *Perth*, coupled with the need to establish a permanent headquarters for the Navy League of Australia, Western Australian Division, led to a proposal to erect a memorial hall on the banks of the Swan River at East Fremantle. The HMAS *Perth* Memorial Hall was officially opened on 26 February 1967 - in time for the 25th anniversary of the Battle of Sunda Strait. The ship's Coat of Arms, which had been presented to the Perth City Council for safekeeping during the war, featured on a wall dedicated to the memory of *Perth* and the ship's company. As was intended, the hall accommodated the WA Navy League and the Australian Sea Cadet Corps headquarters, as well as the Sea Cadet unit TS (Training Ship) *Perth*.

In February 1992, to mark the 50th anniversary of the Battle of Sunda Strait, a reunion of survivors was held in Perth. Sixty *Perth* men from around Australia and New Zealand, and ten *Houston* men from the United States attended. By 1 March 2017 - the 75th anniversary of the battle - the number of *Perth* survivors had dwindled to two. This led to public discussion about a memorial to HMAS *Perth* and the ship's company.

A working group was formed in 2018 to establish a permanent memorial to commemorate the life and loss of HMAS *Perth*. The memorial will be dedicated to the members of the ship's company who:

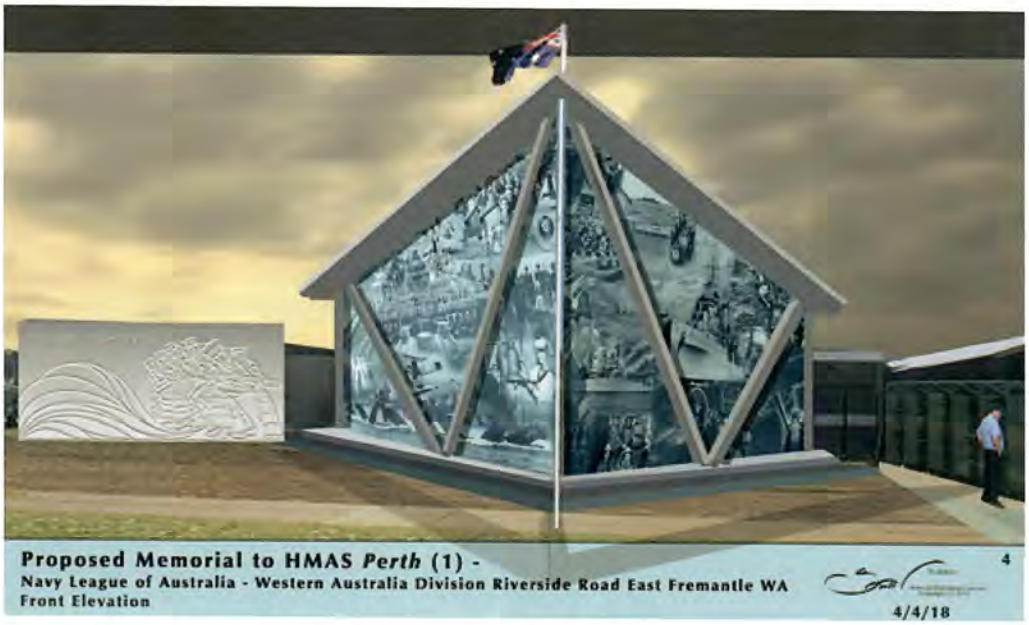
1) Perished in the Battle of Sunda Strait
2) Survived the battle and attempted to avoid capture
3) Were captured, imprisoned and enslaved
4) Died as prisoners of war
5) Finally returned to Australia or the United Kingdom

The memorial will also acknowledge the families whose lives were forever changed by the loss of HMAS *Perth* on 1 March 1942.

The HMAS *Perth* (I) Memorial working group proposes to create a memorial that will complement and enhance the existing HMAS *Perth* Memorial Hall and the TS *Perth* training establishment (collectively known as the HMAS *Perth* Memorial Facility) located on Riverside Road, East Fremantle, in Western Australia.

A key requirement is that the memorial be suitable for ceremonial occasions, commemorative events, flag-raising, and wreath-laying, in order to facilitate both public and private remembrance. To this end, an Avenue of Honour will bear the names of the entire ship's company, with each name engraved into highly polished black granite to emphasize the solemn purpose of this place of remembrance. Of equal importance is the creation of a special space for contemplation and reflection within a memorial setting. Another requirement is that the memorial acknowledge the 'All States' make-up of *Perth*'s ship's company. Officers and ratings came from all corners of Australia, as well as the United Kingdom. To reflect this, the Port Division (home port) of each man will be shown next to his name.

These requirements have been met by the concept design produced by acclaimed sculptors Charles Smith and Joan Walsh-Smith (Smith Sculptors), whose works include the HMAS *Sydney* (II) Memorial at Geraldton, the National Memorial to the Australian Army in Canberra, and the John Curtin statue in Fremantle.



The proposed memorial to HMAS *Perth* (I) at East Fremantle. (Smith Sculptors)

The memorial will be in the form of a glass-walled 'ship's prow' shaped space which is the central symbolic focus and monumental manifestation of HMAS *Perth* (I). Two steel-framed 10-metre long ceramic glass walls, featuring images of *Perth* and members of the ship's company, will project forward from the front of the 12-metre wide hall, coming together to give the effect of a ship's bows. A flood-lit flagpole will be provided at the peak, and two steps will be placed at the foot of the stem, for ceremonial and wreath-laying occasions.

Each wall will consist of two layers of 12-millimetre thick glass, into which the images will be fused with ceramic inks. The resulting 25-millimetre thick glass panels will be grey-blue in colour, virtually bullet-proof, and strikingly effective. Lighting at night will give the panels an ethereal blue hue. The roofed 12-metre by 10-metre by 10-metre internal space created will form the special place for contemplation and reflection. It is envisioned that two life-size statues of a naval rating and a prisoner of war, proudly standing back-to-back in the centre of the space, will represent the two phases of a *Perth* sailor's war.

The HMAS *Perth* (I) Memorial working group will officially launch the project in 2019. For further information please contact the Honorary Secretary of the Navy League of Australia, Western Australia Division, Commander Jim O'Neil ANC RTD, via post (PO Box 735, Fremantle WA 6160) or email (bandjoneill.1@bigpond.com).

DEFENCE CONNECT

Serco Defence donates sailing craft to RAN

05 July 2019 | Louis Dillon

Serco Defence will donate two of its surplus sailing craft from its Creswell Regional Support Office to the local Royal Australian Navy Cadet Unit, TS Shoalhaven.

Under Serco's Fleet Marine Services Contract, its Creswell office instructs the basics of sailing dinghies and yachts to Naval Officers completing the New Entry Officer Course.

“We are proud to gift these two sailing craft to the TS Shoalhaven Navy Cadets," Serco Defence managing director Clint Thomas said.

"We’ve also offered to provide an initial familiarisation session about the dinghies operation and set-up by one of our qualified sail trainers who are familiar with both craft. I hope this gift provides the Shoalhaven Cadets another great opportunity to get out on the water.”

The company officially gifted the craft to the Director of Australian Navy Cadets, Commander Stuart Wheeler, at HMAS Creswell earlier this week.

Sponsored by Navy, the Australian Navy Cadets aim to build leadership skills in young people through adventure and exciting learning activities. Navy Cadets learn how to sail, navigate and gain skills in everything from IT, communications, cooking and first aid to drill and seamanship.

Joining the League

To become a Member of The League,you do not need to have had any previous maritime experience. You merely need an interest in maritime affairs. Simply complete the Application Form below, and post it, together with your first annual subscription of $35.00 (which includes the four quarterly editions of The Navy), to the Hon Secretary of the Division of the Navy League in the State in which you reside, the address of which are as follows:

New South Wales Division: *GPO Box 1719, Sydney, NSW 2001.*
Victoria Division: *PO Box 2340, Mt Waverley, Vic 3149.*
Queensland Division: *PO Box 2495, Chermside Centre, QLD 4032.*
South Australia Division: *PO Box 3008, Unley, SA 5061.*
Western Australia Division: *11 Georgetown Drive, Malibu WA 6169.*

If you live in Tasmania, please post the form to the Hon Secretary of the Victoria Division. If you live in the Australian Capital Territory or the Northern Territory, please post the form to the Hon Secretary of the New South Wales or South Australia Division respectively.

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I wish to join the Navy League of Australia, the objectives of which I support, and I enclose a remittance for $35.00 (including $3.18 GST) being my first annual subscription to 30 June next.

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PRODUCED BY THE NAVY LEAGUE OF AUSTRALIA WESTERN AUSTRALIA DIVISION

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