



# SENSOR

*Promoting National Security and Defence*

June/July 2015

Issue No. **457**

## STOP PRESS

**As we go to press, we have late news about Chris Burns' Presentation which was posted on the SA Page of the RUSI web-site some time ago. Its exposure from that posting has generated growing and widespread interest and comment. Read all about it on pages 5 to 8 of this edition of Sensor and wherever possible pass this on for others to read.**

## PRESIDENT'S REPORT

**More than fifty years after its publication, Catch 22 remains as a cornerstone piece of American literature and one of its funniest. Nothing humorous though, about how the rule is getting in the way of investigating the impact of contemporary military service on the mental, physical and social health of serving and recently transitioned Australian Defence Force personnel and their families.**

A combination of privacy concerns and the increasing desire of many in this group to eschew contact with not-for-profit and government organisations and instead reach out to their 'buddies' in private networks is severely limiting research data to develop better health care systems for this group. In short they don't know what they don't know and we don't know who they are – catch 22.

That is why a new study led by the Centre for Traumatic Stress Studies at the University of Adelaide and the Australian Institute of Family Studies needs all of our help. Both organisations are entirely independent of the Department of Veterans' Affairs and the Department of Defence, whom are jointly funding the programme. The research will be conducted along with some of Australia's leading researchers.

A particular focus will be ADF members who have left full-time ADF service since 2010. Other key groups of interest are reservists, families and ADF members who deployed to the Middle East AO between 2010 and 2012.

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The views expressed in this Newsletter are not necessarily those of the RUSI of SA.

The Transition and Wellbeing Research Programme constitutes the first Australian study designed to examine the physical, social and mental health and wellbeing of an entire cohort of recently transitioned ADF members. It will build on the 2010 to 2012 Military Health Outcomes Program (MilHOP) studies by resurveying everyone who was involved in those studies and will thus be the largest Australian study of its type.

It will be the most comprehensive examination of the longitudinal, psychological, biological and neurocognitive outcomes of deployment to the Middle East AO and the largest study to examine the health and wellbeing of the families of serving and ex-serving ADF members. It will also be the largest study to examine the health and wellbeing of a representative sample of reservists in the ADF.

The greatest challenge will lie in securing the participation of people who have transitioned to the reserves or been discharged completely from the ADF in the past five years. This is where Sensor readership can come to the fore.

Your assistance in promoting this important study to individuals and their families and encouraging participation would be invaluable and most welcome. For such individuals to know about the Programme and what it stands to offer is the essential first step to realising its potential worth.

The Programme has the personal support of the CDF, the Service Chiefs and the Secretary of DVA. Its framework, including the manner in which confidentiality will be maintained, has met with the approval of appropriate entities.

Please do your bit in encouraging participation. Further details can be found at

<https://ctss.adelaide.edu.au>

Make it your next stop.

Brent Espeland, State President RUSI-SA

## LUNCHEON SPEAKERS FOR APRIL 2015

**On Monday 13 April 2015, John Bruni together with Mark Ryan spoke at the RUSI of SA luncheon on the outcomes of the Submarine Summit held in Adelaide on 24 to 26 March 2015.**



Mark Ryan

Their presentation addressed the reasons why the summit, with a budget of \$228K, was organised by the RUSI nationally, considered at the time to be a risky venture and described the many positive outcomes of the conference.

The summit was very well attended by representatives from overseas, including the UK, Japan, Germany, and Sweden, from most Australian States and by the press.



John Bruni

Surprisingly, South Australia was not well presented and there were few local defence organisations represented.

John Bruni addressed the geopolitical issues, noting that the Collins Class submarine was one of only two types of submarine that have broken through the defences of a US aircraft carrier. The only other type of submarine to achieve this was Swedish. He emphasised that Australia can build effective submarines.

A film clip was shown where a Japanese Admiral described recent developments with submarine construction by Japan. If Japan were to be the source of Australia's next submarine, it would be the first time for over 70 years that Japan has exported such a large technical programme.

A fully detailed article containing highlights of the of the RUSI Sub Summit by Katherine Ziesing and Philip Smart for the Australian Defence Magazine can be found at

[http://www.hargraves.com.au/images/easyblog\\_shared/2015\\_blogs/ADM\\_MAY15\\_subsummit.pdf](http://www.hargraves.com.au/images/easyblog_shared/2015_blogs/ADM_MAY15_subsummit.pdf)

It was a timely opportunity to bring together an interesting array of speakers on the process and options being put forward.

# Monthly Luncheons

Monday 6 July 2015

Speaker: BRIG Rob Atkinson AM RFD (Retd)

Subject: "Private Bosisto, the Debt and the Challenge"

Wines presented to guest speakers are generously donated by SKYE CELLARS, 578 The Parade, Auldana 5072.

SKYE CELLARS has been operating for over 28 years. It is a family owned and operated business situated in the heritage listed Auldana Estate Winery in the Adelaide foothills.

All members are invited to attend our luncheons. Indeed you are encouraged to invite partners, friends and colleagues to join us and, if they like what they see and hear, to nominate them for RUSI membership.

The dress code for the luncheon is neat casual. We assemble in Building 34A, Keswick Barracks, Keswick, at approximately 11.30 am for drinks and good fellowship. Members are asked to be seated by 12.00 noon when our President welcomes members and guests and lunch is served.

The cost of the buffet is \$26 for members and \$31 for non-members. Wines, beer and soft drinks will be available for purchase. We also conduct a raffle to help cover expenses. Our caterer has agreed to provide vegetarian meals and sweets for diabetics, but these must be ordered before midday on the Friday before the lunch.

For those who do not have time to enjoy lunch, but wish to hear the lecture, chairs are provided around the perimeter of the hall. Please be seated before 12.55 pm. The address is of about 30 to 35 minutes duration with 15 minutes for questions, after which coffee or tea is available. We aim to complete the program by 2.00 pm.

**Cancellations must be advised to the RUSI-SA Office by midday of the Friday before the lunch. Subsequent cancellations will attract a fee of \$26.**

# AUSTRALIAN FUTURE SUBMARINES CONFERENCE

Following are the opening remarks by Chris Burns during his address to the RUSI of SA during lunch on Monday 4 May 2015. Details of the plans for the conference can be found at <http://subsummit.com.au>

**I want to compliment the RUSI of SA for its execution of an outstanding Submarine Summit here in Adelaide at the end of March this year. In particular I must compliment the efforts of the President AVM Brent Espeland, Vice President Dr John Bruni and Council member WCDR Mark Ryan.**

The summit was John and Mark's brainchild. They saw a need and against all odds, their tenacity prevailed and they delivered an amazing event. I freely admit that, initially, I was sceptical and advised against conducting the event. However, when I realised the commitment and tenacity that was being invested into the conference I was a strong supporter.

I, and many others, could not foresee the commitment of these gentlemen and their capacity to deliver such a world-class event. I would like to also highlight that the event could not have been so successful if not for the tremendous support of all the volunteers from the RUSI – SA who rallied to support their council and deliver such a great conference.

A key outcome of the conference was the realisation that we needed one unified voice that advocated on behalf of Australia's defence industry. It was this that inspired us to establish the *Australian Made Defence Campaign*. We will talk more about this later.

*More information concerning the outcomes of the conference are included in the previous issue of Sensor, No 456 and in the synopsis of the joint address given by Dr John Bruni and Mark Ryan on Monday 13 April, which appears in this newsletter.*



## NEW MEMBERS

The following have recently joined the RUSI of SA and are warmly welcomed by the President and Council.

Sgt Alex Kaminski  
Lt Duncan Bainbridge  
Mark Burchier  
Ernest McLeod  
Mr Paul Linney

## ADF HEALTH SERVICES MEMORIAL

**At dusk on 19 May 2015, a ceremony was held to illuminate the Australian Defence Force Health Services memorial to Private John Simpson Kirkpatrick and his donkey.**

Simpson and his donkey are a key part of the Anzac legend and symbolise the selfless contribution that ADF Health Services personnel have given to our nation throughout the years. The memorial is situated just north of the city bridge over the river Torrens on King William St, Adelaide.

The ceremony was attended by the Governor, His Excellency the Honourable Hieu Van Le AO and his wife Mrs Van Le.

BRIG Rob Atkinson, Representative Colonel Commandant to the Royal Australian Medical Corps addressed the gathering and spoke about the benchmarking of values at one point in time and their promulgation to future generations and the continuing evolution of Combat Casualty Care.

*"Today we are commemorating Private Simpson's death but must be cognisant of perspective. Remember on the day of his death a human tragedy occurred. 42,000 Ottoman Turks attacked 30,000 Australians to push them into the sea. 13,000 casualties later, they stopped.*

*Private Simpson used his initiative to use a donkey to retrieve the less severely wounded. This was before tetanus vaccination, antibiotics etc. If the wounds could be cleaned, including initial wound surgery, in 6 to 12 hours, life and limb could be saved. A force multiplier. These principles still apply today.*

*The modern "donkey" is the helicopter as timing is still everything in Emergency Care.*

*What of the future? Will robots retrieve our casualties, providing protection and some immediate care and not putting future Private Simpsons in harm's way? A path forward underpinned by selfless service is exemplified by this Memorial".*



Coco the donkey with his handler Wayne Simpson

## AUSTRALIAN MADE DEFENCE

**The Defence Teaming Centre – SA has launched a new campaign called *Australian Made Defence*.**

*Australian Made Defence* is about informing all Australians that Australia has the indigenous industrial capacity to build and maintain many of Australia's Defence capabilities to international standards while being globally competitive in terms of value for money.

The campaign will initially focus on the need to build our future ship and submarine fleets in Australia in order to maximise the benefits to our nation.

To support *Australian Made Defence* go to

[www.australianmadedefence.com.au](http://www.australianmadedefence.com.au)

and register.

## DSTO

**A significant step toward defeating the threat of improvised explosive devices (IED) has been achieved through collaboration between DSTO, the Defence Materiel Organisation, the ADF's CIED Task Force and industry manufacturing capability.**

DSTO has developed a low-cost, robust and lightweight force protection system which has been provided to the Afghan National Defence and Security Forces who are now deploying the equipment in their current fighting season.

Australia continues to be on the cutting edge of the development of defence science and technology needed to address the global threat posed by improvised explosive devices.

See more at:

<http://www.minister.defence.gov.au/2015/06/15/minister-for-defence-defence-and-australian-industry-collaborate-on-counter-improvised-explosive-device-for-afghanistan/>

**The following address was delivered by the Defence Teaming Centre CEO, Chris Burns, on Monday 4 May 2015.**

Thank you for inviting me and the opportunity to talk about ships, submarines and the **Australian Made Defence** Campaign.

As Australia commemorates the ANZAC centenary, our thoughts are with all who have served their country in many wars, not just on the battlefields, but at home in the factories and fields. While there is much written about the brave exploits of our warriors during the Boer War and WWI, we really tended to rely on the Motherland for supplies and arms. So there is little history of South Australian industry support for those brave warriors.

It's not until WWII that we get to learn of the tremendous support Australian industry provided to our deployed forces. Interestingly, it was the evacuation of troops from Dunkirk in May 1940 that signalled the start of another rescue – that of South Australian industry. For when the 330,000 plus soldiers were shipped from the French shores in an operation dubbed the '*Miracle of Dunkirk*', the British Army was forced to leave behind a mountain of equipment including ships, aircraft, vehicles, guns and supplies. The monetary loss was huge and it quickly became clear that Australia's days of relying on the Motherland to supply its defence requirements were numbered. Only a week after the evacuation ended, the Department of Munitions was established in Australia and just as quickly, South Australia's then Premier, Sir Thomas Playford, was on a plane to Melbourne to present a case to the Federal Government. As the Premier proposed, South Australia was far enough away from potential enemy attack to make it the perfect location as the centre of Australia's war time manufacturing. The Government agreed and its decision to build the nation's largest munitions factory in South Australia heralded unprecedented industrial growth in the State, which continued well beyond the war years.

With so many men away serving, it was out of necessity that a majority of the employees were women. Civilian companies were also doing their bit for the war effort. Throughout Adelaide's western suburbs factories of all sizes were expanded and re-tooled to take on extra work. Many were involved in one of the Federal Government's most ambitious programs – manufacturing large numbers of the Beaufort torpedo bombers. As each Beaufort comprised in excess of 38,000 parts, there was plenty of work to keep smaller factories in Adelaide busy. However, due to the secrecy of war, some were unaware they were ever involved in the bomber project. General Motors was one of the largest contributors, with



its three plants at Woodville, Beverley and Birkenhead making parts for the Beaufort and later, Beaufighter aircraft, as well as a variety of trucks, jeeps and ambulances, in addition to aerial bombs, torpedoes, anti-aircraft guns, light machine guns and anti-tank guns. The company also produced items such as tents and stretchers and can lay claim to developing and manufacturing the steel jerrycan – the original design which remains in use today. The war saw an influx of workers to the State and it gained a reputation as a manufacturing centre in its own right.

When the war ended, the industrial boom continued. With an enhanced physical infrastructure and excellent skills set now available, South Australia was well placed to attract new companies, particularly in the defence industry. Undoubtedly, Adelaide's role in the Beaufort bomber program led to the development of a vibrant aerospace industry that continues to contribute to South Australia's economy and meet the needs of national and international customers.

Entering the time warp again we hop off next in February 1982 as the Australian government announces its decision to acquire *HMS Invincible* from the United Kingdom for the princely sum of 175 million pounds. *Invincible* was to be named *HMAS Australia* and replace the aircraft carrier *HMAS Melbourne* which had served the nation so well in the Vietnam War. You will remember that in Vietnam we were not able to get parts and ammunition for our anti-armour weapons because another country did not support our involvement in the war. In April 1982 the Argentinians invaded the Falklands and three days later *HMS Invincible* sailed as the Flagship of the British Naval Task Force bound for the South Atlantic. As a consequence of the Falklands War experience, in July 1983 the British Ministry of Defence announced withdrawal of its offer to sell *HMS Invincible* leaving Australia with a capability gap that was not recovered and saw the end of the Fleet Air Arm.

As a consequence of the deployment of British Oberon submarines in support of the Falklands War and their subsequent decommissioning from the Royal Navy, the supply of spares and support for Australia's fleet of Oberons became problematic. For the second time, the conscious decision was made by the Australian government that it could not rely on other nations to supply and maintain its critical maritime defence assets. We embarked on the simultaneous construction of the Collins submarine, Anzac frigates and Huon Minehunters.

Over the next decade we created a national shipbuilding industry that employed at least 15,000 people directly and another 15,000+ indirectly over a ten year period. True to the Australian 'tall poppy' syndrome, we were

the greatest critics of our own achievements. Soon there was reporting of the Collins as noisy 'dud subs', significantly over budget and late in delivery. So let's just set the record straight in relation to the Collins submarine. In the interest of brevity I will limit myself to ten:

1. The vast majority of the problems encountered with the Collins submarine have been identified as directly attributable to how the Government negotiated the contract and its failure to secure access to intellectual property.
2. The Government failed to ensure it had a mature design when it commenced building the submarines and then continually modified the design throughout the build.
3. This led to the noise issues that directly related to the water flow over the Kockums designed hull shape and propeller. Resolving the issue was compounded by the Government's failure to adequately negotiate access to the intellectual property for the submarines.
4. The combat systems presented many challenges as in the late 80's and early 90's when the submarines were first being built, both the technology and the way we were developing it was uncharted territory.
5. These systems involved software and advanced technology that simply was not around. Remember laptops were not even available at the time and smart phones did not exist until the mid 2000's.
6. In a world where technology was rapidly evolving, we were trying to predict and cater for the needs of the future. With the help of the US (who also had numerous problems with their own combat systems) the combat system challenges were overcome, giving the Collins' a highly capable system that allows the submarines to challenge even the US.
7. All these problems with the Collins were again mostly due to the Australian Government's inexperience with both purchasing and building such a large scale project, and again we learned from these mistakes: the maintenance and rebuilding of the Collins submarines in Australia are now meeting international standards.
8. By 2006, \$5Bn had been spent to build the Collins submarines; after taking inflation into account, the project had run \$40M (less than 1%) over contract.
9. The first Collins submarine was commissioned in 1996, the sixth in 2003 - almost one a year. So the delivery schedule exceeded international standards.
10. The Collins submarine is globally recognised as one of the most capable conventional submarines in the world.

After decades of learning and achievement, Australians should be proud that we now possess the capacity and capability to build and rebuild internationally acclaimed, leading edge submarines. Sadly, in the absence of any

strategic vision, the workforces associated with the build of the Collins submarines, Anzac Frigates and Huon Minehunters all but dissipated at the end of their build programs in the absence of any follow-on shipbuilding projects. A significant nation building opportunity was lost. With no strategic plan for shipbuilding in Australia we lost a capability that had cost hundreds of millions of Australian taxpayers' dollars to create.

What is little recognised are the consequences of not having had a strategic plan for shipbuilding in Australia. The lack of such a national shipbuilding plan has given rise to some amazingly poor decisions over the last three decades. Once again, in the interest of brevity I will limit myself to ten:

1. If we had a national shipbuilding plan in the early 90's, we probably would not have had to spend \$60M taxpayers' dollars buying two over 20 year old mothballed US Navy amphibious ships to fill an amphibious capability gap. Purchased in 1994, they finally entered operational service in 2000 after requiring \$400M in repairs and modifications and only saw ten years of service.
2. If we had a national ship building plan in the late 90's, we definitely would not have spent \$40M taxpayers' dollars to purpose build six new landing craft for the refurbished US amphibious ships *Manoora* and *Kanimbla*. When the Landing Craft were completed in 2003, they did not pass their sea trials and had to be scrapped before they entered service because the *'dimensions and weight of the watercraft meant that they were unsuitable to be launched from these ships' and were 'not of operational value'*.
3. If we had a national shipbuilding plan in the late 2000's, the current Government would not have been compelled to go down the Competitive Evaluation Process for our submarine fleet.
4. If we had a national shipbuilding plan in the early 2010's, we would not have had to spend \$100M taxpayers' dollars acquiring a mothballed British Navy ship to fill the capability gap created by the refurbished US Navy amphibious ships.

If previous Governments had a plan for submarine building in Australia, they may have made decisions that would not have seen us in the current situation where it seems that we are ignoring the lessons of history and considering sending \$50Bn Australian taxpayers' dollars off-shore to have our future submarines built overseas.

That ship broke down within 12 months of being commissioned in the Australian Navy. It was then out of service for 12 months and cost over a million dollars to repair.

5. If we had a national shipbuilding plan in the early 2010's, the government might have not been inclined to acquire 12 vessels (five tugs, four lighters, two Submarine Support Vessels and an Aviation Support Ship) manufactured in Vietnam in the last four years under an interesting lease-back arrangement with an undisclosed cost.

6. If we had a national shipbuilding plan in the early 2010's the Government might not have been inclined to give over \$200M taxpayers' dollars to a Singaporean shipyard to conduct a 'mid-life extension' to a 20 year old replenishment ship that will be taken out of service within ten years.
7. If we had a national shipbuilding plan in the early 2010's, the Government might not have had to spend millions leasing a Spanish Navy ship to fill a Defence capability gap for a resupply vessel.
8. If we had a national ship building plan in the early 2010's, the Government might not have had to spend over \$130M acquiring a Romanian ship to cover an offshore support vessel capability gap until the Landing Helicopter Docks are brought into service.
9. If we had a national shipbuilding plan in the early 2010's, the Government might not have initiated a tender process for a replacement icebreaker that excluded Australian shipbuilders and limited it to two overseas shipbuilders. One of these tenderers is the current incumbent operator who recently withdrew from the tender due to the unusual nature of the tender process.
10. If we had a national shipbuilding plan last year, the Government might not have initiated a bizarre tender process for the replacement of underway replenishment ships that specifically excludes Australian shipbuilders and limits the tender to a Spanish or South Korean option.

And so we get to today. In less than 20 days the first Australian built Hobart Class Air Warfare Destroyer will be launched at Port Adelaide. I was at the shipyard on Friday and have visited it many times during the build program. Now I am an old Army 'tanky' so it takes a lot to impress me. But I can tell you, every time I have visited Techport and seen what they are doing building Air Warfare Destroyers and rebuilding our Collins submarines I am in awe. It is not until you physically see the complexity of what goes into those vessels that you appreciate how good we are at ship and submarine building. But sadly, the Australian 'tall poppy' syndrome has kicked-in on this project as well with references to it being troubled, massively over budget, running grossly late and suffering from poor productivity.

So let's just quickly debunk the myths on this one and limit it to ten:

1. The project was troubled at the outset due to poor acquisition practices that saw the Commonwealth engage a shipbuilder who had never exported its designs.
2. The project was troubled at the outset due to the Commonwealth only acquiring two dimensional design level drawings, declining the slightly more expensive three dimensional computerized production drawings that were available.
3. The project was troubled at the outset due to the Commonwealth forming an alliance to oversee the delivery of the project that did not include the ship designer.
4. The integrity of the Alliance formed to deliver the project is compromised by the fact that one of its

three members is the customer, represented by the Defence Materiel Organisation.

5. While accurate figures are not available, the worst speculation we have seen in the media to date is that the project might be up to \$670M dollars over budget. In \$8.5Bn that makes it less than 8%.
6. The best we can interpret from the media is that the project may be up to 21 months late. We need to recall that the Government of the day in 2012 imposed a 12 month delay in the project in a vain attempt to arrest the so-called 'Valley of Death'. The majority of the remaining delay is directly attributable to the poor acquisition process I have already outlined.
7. Productivity was challenged from the outset. You will recall this was a new design ship due to the modifications introduced by Australia into the Spanish design.
8. You will also recall the ships are being built on a Greenfield shipyard where construction of the infrastructure did not commence until the build contract had been awarded to ASC.
9. You will also recall that a new workforce had to be created and trained to build the new ships in the new shipyard. That workforce started with a very limited knowledge of how the Spanish built their ships.
10. And finally, last year the Government commissioned a study by Professor Don Winter and Doctor John White. It then used that report to very publicly denigrate and decry the productivity of our nation's shipbuilders. Yet to this day they have flatly refused to release the report to the public or allow it to be subjected to any scrutiny.

And so, that brings us to the *Australian Made Defence* campaign. A number of years ago I wrote an editorial for our magazine lamenting the decline of our shipbuilding industry if there was no follow-on work prior to the completion of the construction of our new Air Warfare Destroyers and Landing Helicopter Docks. Part of my lament was that there was very limited public knowledge or commentary on the issue. Indeed, it was my perception that any discussion of the topic was actively discouraged by the Government of the day. To highlight my concern with the lack of public discourse on the potential workforce losses, I made the analogy with a poem some will recognise as close to my heart. In writing about the Battle of Balaclava during the Crimean War, Alfred Lord Tennyson crafted the famous narrative poem the Charge of the Light Brigade. In particular I quoted the following stanza from the poem to reflect on the situation faced by our nation's shipbuilders: "*Theirs not to make reply, theirs not to reason why, theirs but to do and die, into the Valley of Death, rode the six hundred*". And so the term 'Valley of Death' entered the vernacular of Australian shipbuilding to describe the peaks and troughs in Defence contracting. We found that the more we lobbied successive governments to redress the looming national disaster, the more we were accused of being 'South Australians whinging for make-work jobs'. We also learned that outside South Australia there was not an understanding of the issues confronting the industry in the general community. *Australian Made Defence* is about informing all

Australians that we have the indigenous industrial capacity to build and maintain many of Australia's Defence capabilities to international standards while being globally competitive in terms of value for money. The campaign will initially focus on the need to build our future ship and submarine fleets in Australia in order to maximise the benefits to our nation. The campaign will highlight that we must stop thinking of maritime projects in myopic isolation.

A sustainable Australian shipbuilding industry must be based on our whole-of-nation requirements. This includes the Navy's surface and submarine fleets plus, for example, ships like Border Protection patrol boats, Icebreakers and research vessels. Our national leadership must stop using defence projects as political capital and take a bipartisan approach to developing a national, whole-of-government shipbuilding vision. The future submarines and frigates are projects of national significance that must be considered in the context of a long-term strategy and plan for shipbuilding in Australia. They represent the future of complex engineering and advanced manufacturing in our nation. This is truly an intergenerational issue. The campaign will tell the story of the importance of sustaining a national defence industry capability in order to maximise our security, sovereignty and economy. The campaign will also highlight the need for a long term, 30 year, bipartisan

strategy for shipbuilding as opposed to the 30-month 'thought bubbles' between elections that our defence industry has had to survive over the last decade.

**We can only have a sustainable Australian shipbuilding industry if the Government develops a long-term 30 year strategic plan for shipbuilding in Australia based on continuous build programs and a sensible way of purchasing. A national shipbuilding plan must be the result of consultation with the public, industry, the States and relevant government departments. It must also have bipartisan and cross-bench support. The Australian Made Defence campaign centres on a website to demonstrate that Australia's defence industry is accomplished and highly capable of developing, building and maintaining many of Australia's Defence capabilities. So if you believe what we are doing is right, we encourage you to join us by going to**

[www.australianmadedefence.com.au](http://www.australianmadedefence.com.au)

and registering online. We are keen for you to share the website and campaign details with your friends and colleagues either by word-of-mouth or through social media.



Profiting from two centuries of experience under the British (Imperial) system, Australia has a sound and comprehensive structure which even extends to honours and awards to citizens of other countries who perform services of great benefit to Australia.

The book *Honours and Awards of the Army* by MAJGEN Gordon Maitland provides readers with a detailed history as well as providing images to support the narrative.

## NMAF CLUB OPEN DAY

**On Saturday 18 April, RUSI-SA was invited to participate in an Open Day at The Naval, Military and Air Force Club of South Australia.**

Council Member Graham Sanders attended on our behalf, where a stand was set up with RUSI-SA brochures and handouts detailing what we are about. Information was included about the RUSI's recent achievements with the Sub Summit.

Graham distributed Membership forms to those interested in joining and attending functions, resulting in several applications for membership.

