



SEA 5000 FUTURE FRIGATE

& US STATE DEPT CLEARANCE

MEDIA COVERAGE 28 JUNE – 2 JULY 2018

THE HUNTER CLASS – DEFENDING AUSTRALIA AND SECURING OUR SHIPBUILDING SOVEREIGNTY

Source : Joint Media Release by Prime Minister, Minister for Defence Industry, Minister for Defence, Minister for Finance. Defence and National Security 29 June

The Turnbull Government will deliver one of the world's most advanced anti-submarine warfare frigates, create 4000 Australian jobs and secure a local naval shipbuilding industry for decades to come.

The frigates, to be designed by BAE Systems and built by ASC Shipbuilding, are central to our plan to secure our nation, our naval shipbuilding sovereignty and create Australian jobs.

BAE's *Global Combat Ship – Australia* will provide our nation with one of the most advanced anti-submarine warships in the world - a maritime combat capability that will underpin our security for decades to come.

The Future Frigates, named the *Hunter* class, will be built in Australia, by Australians, using Australian steel.

This \$35 billion program will create 4,000 Australian jobs right around the country and create unprecedented local and global opportunities for businesses large and small.

The *Hunter* class will begin entering service in the late 2020s replacing the eight Anzac Frigates, which have been in service since 1996.

The Turnbull Government is committed to give our military the potent naval capability it needs.

Naval Shipbuilding Sovereignty

The Future Frigate program is one of Australia's most significant investments in military capability.

It provides a unique opportunity to not just strengthen, but guarantee Australia's naval shipbuilding sovereignty.

The next generation of frigates will be built by ASC Shipbuilding at the Osborne Naval Shipyard. ASC Shipbuilding, currently wholly owned by the Commonwealth, will become a subsidiary of BAE Systems during the build. This ensures BAE Systems is fully responsible and accountable for the delivery of the frigates and ensures the work will be carried out by Australian workers and create Australian jobs.

The Commonwealth of Australia will retain a sovereign share in ASC Shipbuilding while BAE manages the program. At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment.

By the conclusion of the frigate build, ASC Shipbuilding will be a strategic national asset capable of independently designing, developing and leading the construction of complex, large naval warships.

This does not affect the Offshore Patrol Vessels, Air Warfare Destroyers, or the sustainment of the Collins Class submarines and will not preclude ASC Group from pursuing future shipbuilding opportunities.

Capability – The Hunter class

Following a rigorous and comprehensive Competitive Evaluation Process, the Government has assessed BAE's *Global Combat Ship - Australia* as the capability best suited for our nation.

The *Hunter* class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty.

The *Hunter* class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region.

The frigates will also have the flexibility to support non-warfare roles such as humanitarian assistance and disaster relief.

Incorporating the leading edge Australian-developed CEA Phased-Array Radar and the US Navy's Aegis combat management system, with an Australian interface developed by Saab Australia, the *Hunter* class will be one of the most capable warships in the world.

Australian Industry Content

The Turnbull Government's commitment to maximise Australian Industry Content in our military capability is delivering for Australian workers and Australian businesses.

BAE expects the Australian Industry Content for the *Hunter* class build will be 65-70 per cent which will create and secure thousands of jobs for decades.

BAE has prequalified over 500 Australian businesses from every state and territory to be in the *Hunter* class supply chain.

The Turnbull Government would like to thank BAE Systems, Fincantieri and Navantia for their participation in the extensive and thorough process of selecting Australia's new *Hunter* class.

Source : The Weekly Times

<https://www.weeklytimesnow.com.au/news/national/pm-turnbull-announces-bae-systems-wins-contract-to-build-australias-new-frigates/video/acfaadc248701b2b3176aab372554186>

No transcript of this announcement seems to be available online

A NEXT-GENERATION CAPABILITY TO SECURE AUSTRALIAN JOBS FOR GENERATIONS.

Source : BAE Media Release 29 June

BAE Systems has welcomed the Australian Government's announcement of its selection as the preferred tenderer for the SEA 5000 program to deliver nine future frigates for the Royal Australian Navy.

Transformational

We will transform the shipbuilding industry in Australia through the creation and sustainment of thousands of jobs and a skilled workforce that will be operating autonomously at full capacity.

BAE Systems welcomes the intent by the Commonwealth Government to transfer ASC Shipbuilding, to BAE Systems. Through SEA 5000 we will transfer technology and skills to ASC Shipbuilding to ensure the successful development of an enduring world-class naval shipbuilding industry in Australia.

We will also maximise opportunities for Australian suppliers by committing a significant proportion of the value of the SEA 5000 project to Australian industry, and we will also transform the export prospects for these suppliers by leveraging our global supply chain worth billions of dollars.

Our approach to digital design will transform the way the Royal Australian Navy's multi-mission Anti-Submarine Warfare (ASW) capability is managed through its life cycle, delivering efficiencies and seaworthiness through real time management of the ship's baseline.

Trusted

We are the third largest defence company in the world and the biggest defence supplier to Australia and the UK. We are experienced in designing, building and sustaining complex war ships; including aircraft carriers, Type 45 Destroyers and off-shore patrol vessels.

In Australia BAE Systems employs over 3,200 Australians and contributed over \$1.2bn to the local economy in 2017. We have a long and proud history in Australia – over 65 years – delivering large complex programs to the Australian customer. In the maritime domain this includes Landing Helicopter Dock (LHD) and Anzac build and sustainment.

We have an existing supply chain in Australia of over 1,600 companies and a proven track record on Australian industry content, delivering or exceeding commitments in over 99.3% of our projects in Australia.

We have also mobilised workforces in challenging areas before, growing from 30 to 600 staff for Anzac Anti-Ship Missile Defence, and from 150 to 600 for Air Warfare Destroyer and LHD build.

We already have Australians working on our shipbuilding program in the UK, demonstrating our commitment to transfer knowledge and share intellectual property.

Formidable

Our design for the SEA 5000 Future Frigate is formidable. It is called the Global Combat Ship – Australia, or GCS-A for short. This is an evolution of the UK's Type 26 Frigate which is currently in production in the UK. This is the world's

first and only bow-to-stern digitally designed Anti-Submarine Warfare warship. It offers technologically superior ASW capability with the flexibility to undertake the full range of maritime operations.

In the words of the UK Royal Navy, it is a ship that is the "quietest and most potent of submarine-hunters. As a modern digital design, the GCS-A has a live supply chain which means no obsolescence and exemplary growth margins for design and build."

SEA 5000 WINNER REVEALED

Source : Defence Connect 28 June

Prime Minister Malcolm Turnbull has tonight unveiled BAE Systems' Type 26 Global Combat Ship as the design for Australia's \$35 billion Future Frigate program.

The new frigates will be officially known as the Hunter Class, with the Royal Australian Navy to receive nine advanced guided missile frigates beginning in the late 2020s.

In one of Defence's most hotly-contested competitions in years, BAE Systems with its Type 26, Navantia with an evolved Hobart Class/F-100, and Fincantieri with its FREMM frigate were all considered for the next-generation of Australia's surface fleet.

The new Hunter Class will mark a major increase in the future capability of the RAN and will combine the powerful Aegis combat system, the Australian designed CEAFAAR 2 phased array radar and a suite of advanced anti-submarine sensors, allowing the ships to conduct a variety of missions, with sufficient range, endurance and world-leading combat capability throughout the projected life of the vessels.

It can also be revealed that ASC Shipbuilding will build the next generation of frigates at the Osborne Naval Shipyard. ASC Shipbuilding, currently wholly owned by the Commonwealth, will become a subsidiary of BAE Systems during the build.

According to the Prime Minister, this will ensure BAE Systems is fully responsible and accountable for the delivery of the frigates and guarantee the work will be carried out by Australian workers and create Australian jobs.

As part of the government's \$89 billion Naval Shipbuilding Plan, BAE and its winning design will be responsible for directly creating 4,000 jobs around the country while kick-starting the nation's sustained sovereign shipbuilding capability once construction commences in 2020.

This concerted industrial effort will also provide further workforce and industry development opportunities in the lead-up to the rolling SEA 1000 Future Submarine procurement program, set to commence in Adelaide from 2022-23.

HERE COMES THE HUNTER: BAE AWARDED \$35BN SEA 5000 FUTURE FRIGATE CONTRACT

Source : Defence Connect : Maritime and Undersea Warfare | 29 June

BAE Systems will equip the Royal Australian Navy with a fleet of nine highly-advanced frigates, transforming not only the Navy but Australia's sovereign shipbuilding capabilities.

The new ships – called the Hunter Class – will be built in Australia using Australian steel, and signal a dramatic shift in both combat and industrial capability.

BAE Systems' Type 26 Global Combat Ship has been locked in competition against Spanish shipbuilder Navantia, with its evolved Hobart Class/F-100, and Italy's Fincantieri, with its FREMM frigate, to secure the hotly-contested SEA 5000 Future Frigates program.

The Type 26 is currently in production for the UK's Royal Navy, with [the program running five years ahead of the Australian SEA 5000 Future Frigates project](#).

The first Australian vessel will now be the fourth of class. The first ship for the Royal Navy cut steel last year in Glasgow and is due to hit the water in 2020. The next-generation frigates will provide the Australian Defence Force

with “the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty”, Prime Minister Malcolm Turnbull said.

The Type 26 is touted as an anti-submarine warfare (ASW)-centric vessel and a sound addition to Australia’s naval capabilities.

The Hunter Class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region, according to Prime Minister Turnbull.

The ships will include the incorporation of the leading-edge Australian-developed CEA phased array radar and the US Navy’s powerful Aegis combat management system. With an Australian interface developed by Saab Australia, the Hunter Class will be one of the most capable multi-role warships in the world.

As a responsible regional actor, Australia's future frigates will also have the flexibility to support non-warfare roles such as humanitarian assistance and disaster relief.

This \$35 billion program will create 4,000 jobs throughout Australia and deliver unprecedented local and global opportunities for businesses large and small.

The program provides a unique opportunity to not just strengthen but guarantee Australia's naval shipbuilding sovereignty.

BAE System's Hunter Class of frigates will be built by ASC Shipbuilding at the Osborne Naval Shipyard in South Australia.

ASC Shipbuilding, currently wholly owned by the Commonwealth, will become a subsidiary of BAE Systems.

This subsidiary status will ensure that BAE Systems is fully responsible and accountable for the timely delivery of the frigates and guarantees the work will be carried out by Australian workers and create Australian jobs, the Prime Minister said.

BAE Systems expects the Australian industry content (AIC) for the Hunter Class build will be 65-70 per cent, which will create and secure thousands of jobs for decades.

As part of its commitment to developing Australia's sovereign shipbuilding capability, BAE Systems has prequalified over 500 Australian businesses from every state and territory to be in the Hunter Class supply chain.

The build will draw on partners, including Rolls-Royce for example, which will provide the Type 26 powerplant, as detailed on the Defence Connect Podcast early this month.

The Commonwealth government will retain a sovereign share in ASC Shipbuilding while BAE manages the program, the Prime Minister said.

At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment.

According to the Prime Minister, this will ensure that, by the conclusion of the frigate build, ASC Shipbuilding will be a strategic national asset capable of independently designing, developing and leading the construction of large, complex naval warships.

This agreement will not affect the Offshore Patrol Vessels, Air Warfare Destroyers, or the sustainment of the Collins Class submarines, and will not preclude ASC Group from pursuing future shipbuilding opportunities.

The Hunter Class will begin entering service in the late 2020s replacing the eight Anzac Class frigates, which have been in service since 1996.

THERESA MAY, BORIS JOHNSON WELCOME \$35BN WARSHIP CONTRACT

Source : The Australian 29 June

British Prime Minister Theresa May has hailed the decision to award BAE Systems with the \$35 billion contract to build nine state-of-the-art warships for Australia as the biggest naval defence contract for a decade.

BAE was chosen to build nine British-designed warships in Adelaide, the first export of a British design for new-build frigates since the 1970s, over bids from Italy and Spain.

“While this is an enormous boost for the UK economy, it will also cement our strategic partnership with one of our oldest and closest friends for decades to come,” Ms May said.

“The agreement will secure more than 4000 jobs in Australia and also boost Britain’s export economy for generations to come, with huge opportunities set to arise which the Government believes the specialist knowledge and capability of British firms will be best placed to fulfil.”

British Foreign Secretary Boris Johnson said the contract was “proof the UK-Australia relationship is stronger than ever”.

British International Trade Secretary Dr Liam Fox said: “The UK and Australia already enjoy a strong trading relationship worth more than £13 billion a year. Today’s announcement is a further boost to this relationship which will create significant opportunities for companies in both countries to deepen their trading ties.”

The \$35 billion contract to build nine of the world’s most cutting-edge warships in South Australia will see an “ecosystem based on engineering and advanced technology” spring up in the southern state, Malcolm Turnbull says.

The Prime Minister appeared to stumble on precisely how many jobs would be created directly in South Australia when questioned on ABC Radio Adelaide this morning, but corrected himself to say the figure is about 4000.

Mr Turnbull said the first steel will be cut for the frigates in 2020 but some of those workers will begin by building the OPVs (offshore patrol vessels) before the project escalates.

“This city (Osborne) will be one of the great naval shipbuilding cities in the world and it is my determination to build a sovereign shipbuilding industry in this country,” Mr Turnbull said.

“I don’t want to sour a great announcement with a partisan note but we have got to be truthful about this, during six years in power Labor did not commission a single vessel. We are still playing catch-up to an extent.

“The reality is we need to protect our maritime interests and the Labor Party did nothing for six years but the good news is this will become a centre of naval shipbuilding and the benefits for this, for South Australia, are immense and it’s not just counted in the jobs that will be directly involved in the construction at Osborne.

“You will see an ecosystem based on engineering and advanced technology will start to grow here in South Australia, this will be a dynamic game-changer.”

Mr Turnbull said the federal government believes having the UK giant BAE Systems both design and build the frigates is the responsible option and that, during the course of the build into the 2030s, it would have control of the Australian government-owned ASC Shipbuilding.

“It’s a requirement we made and would have applied to any successful tenderer,” Mr Turnbull said.

“The commonwealth will then resume ownership of ASC and by that stage you will have a much larger shipbuilding company with all of the intellectual property and all of the expertise and know-how associated with it.”

BRITANNIA RULES WAVES: UK’S \$35BN FRIGATE WIN

Source : The Australian June 29

The largest peace-time warship building program in Australian naval history has been awarded to British defence giant BAE Systems under a \$35 billion contract to deliver nine of the most advanced anti-submarine warfare vessels in the world.

Cabinet’s national security committee last night signed off on the “hunter-killer” global combat ship as the future backbone of the nation’s defence posture in the region.

The deal is expected to create 4000 Australian jobs and deliver the most technologically advanced stealth-capable submarine killer as the replacement for the eight ageing Anzac-class frigates that began service in 1996. The new fleet will be assigned as the Hunter Class with construction to begin in 2020 and the first ship delivered by 2027 in what a Defence source said was the most significant warship project since World War II.

A statement issued last night after the NSC meeting confirmed that construction would take place in South Australia at the Osborne shipping yard and ensure a continuous naval shipbuilding industry until at least 2042.

The deal was signed at 5pm by NSC members including Malcolm Turnbull, Defence Industry Minister Christopher Pyne, Defence Minister Marise Payne and Finance Minister Mathias Cormann. The Prime Minister will announce the decision this morning in Adelaide, with the government expected to use the estimated 2000 South Australian jobs created under the project as a key campaign pitch in the upcoming by-election in Mayo.

The future frigates will become pivotal to defence capabilities in the region against the backdrop of increasing Chinese military activity. With the rapid increase in the number of submarines being deployed in the region, combat vessels with anti-submarine capability are regarded as critical for Australia's defence needs.

The Defence source said the BAE-designed ships were "state of the art" and would be the most capable vessel of its kind. "They kill submarines," the source said.

The frigates, at a cost of about \$4bn each, will form the last piece in sovereign naval defence capabilities, which include the offshore patrol vessels, the \$9bn air warfare destroyer program and the 12 new French-built submarines that will cost \$50bn. BAE Systems won the contract ahead of competing bids by Italian firm Fincantieri and Spain's Navantia. It will be the largest surface warship project commissioned and rivalled only by the submarine project.

Critics of the BAE Systems bid argue that the type 26 global combat ship has yet to see service as no ships have been built, whereas the Spanish and Italian ships were in service. This was considered by the Australian Strategic Policy Institute as the highest risk option for likely cost overrun.

The decision to go with BAE was based on a Defence assessment that the global combat ship was "by far and away" the most capable and lethal ship of the three. Britain's Royal Navy is expected to have ships in service several years ahead of the first Australian ship being delivered.

British MP Bob Seely, Member of the Foreign Affairs Select Committee, said: "Inter-operability across naval forces is key part of shared defence. The more we can share platforms the closer co-operation can be at the operational level and the greater the potential to save taxpayers dollars and pounds."

According to the Defence source, the British bid had an "added bonus" of being delivered by one of Australia's closest strategic and political allies and a partner in the "five-eyes" intelligence network that also includes the US, Canada and New Zealand.

Mr Turnbull said the decision to go with the BAE bid was based on sheer capability.

"The frigates, to be designed by BAE Systems and built by ASC Shipbuilding, are central to our plan to secure our nation, our naval shipbuilding sovereignty and create Australian jobs," the Prime Minister's statement said.

After a comprehensive competitive evaluation process, the government had assessed BAE's global combat ship as having the capability best suited for Australia. "(It) will provide our nation with one of the most advanced anti-submarine warships in the world — a maritime combat capability that will underpin our security for decades to come," he said.

"The Hunter class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty. The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region.

"The frigates will also have the flexibility to support non-warfare roles such as humanitarian assistance and disaster relief."

The ships' combat platform will include the US Navy's Aegis combat-management system and Australian-developed CEA phased-array radar. It will also be fitted with an advanced anti-ship missile system, sea sparrow missiles, and MK41 vertical launch defence systems. The ship will carry a torpedo-armed Romeo helicopter with space for a second Romeo or drone.

The government said the Australian component of the contract would be 65-70 per cent, which would create about 4000 direct and indirect jobs. More than 500 businesses across the country had been "prequalified" for the contract's supply chain. Mr Turnbull said the frigates would be "built in Australia, by Australians, using Australian steel". "This \$35bn program will create 4000 Australian jobs right around the country and create unprecedented local and global opportunities for businesses large and small," he said.

As a requirement of the bid, a corporate structure would be created, with the government-owned ASC, the former Australian Submarine Corporation, made a subsidiary of BAE systems for the duration of the contract. The federal government would retain a sovereign share of ASC, which would return to full federal government ownership at the end of construction. BAE would be responsible for the design and the ASC for the majority of construction. The statement said this "ensures BAE Systems is fully responsible and accountable for the delivery of the frigates and - ensures the work will be carried out by Australian workers and create Australian jobs".

The government said that at the end of the delivery scheduled for 2042, ASC would retain intellectual property, a skilled workforce and associated equipment.

BAE SYSTEMS BEATS SPANISH AND ITALIAN DESIGNS FOR \$35 BILLION WARSHIP BUILDING PROGRAM

Source : ABC News, 29 June

A British company has been chosen for Australia's largest peace-time warship-building program, under a \$35 billion contract to produce nine high-tech, anti-submarine frigates.

Key points:

- Production of nine Hunter class global combat ships will begin in 2020
- BAE Systems beat off competition from Spanish, Italian designs to win the \$35 billion contract
- Project expected to create 4,000 Australian jobs

BAE Systems beat off fierce competition from rival Spanish and Italian designs and will begin construction in Adelaide in 2020. Prime Minister Malcolm Turnbull will today announce the new "Hunter class" global combat ships will be built by ASC shipbuilding at Adelaide's Osborne facility.

Production on the ships will start in 2020 and they are expected to enter service in the late 2020s.

BAE's Hunter class ships will eventually replace the Anzac class frigates, which have been in service since 1996, to form the centrepiece of Australia's future regional defence posture. Mr Turnbull said the \$35 billion program would create 5,000 Australian jobs, 4,000 of which would be in South Australia.

"This is a great national enterprise. This is going to be a continuous shipbuilding program that creates 5,000 jobs directly, and another 10,000 indirectly through a national supply chain," he told ABC Radio in Adelaide.

"It's a massive commitment to jobs in South Australia."

The Prime Minister said he wanted to make the city "the centre of naval shipbuilding in Australia, in the world".

"It is my commitment and determination to build a sovereign shipbuilding industry in Australia that will build ships not just for Australia, but for export as well," he said.

BAE Systems, which won the lucrative SEA 5000 project with its high-tech "Type 26" frigate offering, was competing against Fincantieri of Italy with its FREMM, and Navantia of Spain with an updated F100.

"The Hunter class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty," a media release from the PM's office said.

"The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region."

ASC Shipbuilding, which is government-owned, will become a subsidiary of BAE during the build.

At the end of the building program Australia will resume complete ownership of ASC Shipbuilding, meaning intellectual property of the Australian Type 26 will be retained by the Commonwealth. The UK Royal Navy is also buying the Type 26, the first two of which are currently under construction.

In the lead-up to the announcement there was growing industry speculation that if BAE Systems secured the \$35 billion contract, Australia would be likely to sign one of the first Free Trade Agreements with the UK after Brexit, and could soon begin to export Bushmaster vehicles to the British Army.

BAE WINS HUGE AUSTRALIAN FRIGATE CONTRACT

Source : Daily Mail, June 29

Australia's navy is looking roll out a new generation of frigates by the late 2020s

Australia is awarding Britain's BAE Systems a \$26 billion contract to build a new generation of frigates, the British government said Thursday, as the Pacific nation undertakes an ambitious naval programme in part to counter China.

"BAE Systems has been chosen as the preferred bidder for the 'SEA 5000' Future Frigate competition," said British Prime Minister Theresa May's office.

"The agreement will secure more than 4,000 jobs in Australia and also boost Britain's export economy for generations to come," it added.

Australian Prime Minister Malcolm Turnbull is expected to confirm Friday that a variation of BAE's new Type 26 frigate beat off competition from Italian company Fincantieri and Spain's Navantia SA.

In a statement to the Wall Street Journal, Turnbull said: "BAE's Global Combat Ship will provide our nation with one of the most advanced anti-submarine warships in the world, a maritime combat capability that will underpin our security for decades to come."

The government has said the nine frigates will be built in Adelaide under the control of the state-owned company ASC Shipbuilding.

According to the Sydney Morning Herald, Turnbull said that for the duration of the frigate construction programme, ASC Shipbuilding will become "a subsidiary of BAE Systems".

Britain said the deal was "a result of four years of intensive government engagement," and hailed it as a boost for its post-Brexit prospects.

"The sheer scale and nature of this contract puts the UK at the very forefront of maritime design and engineering and demonstrates what can be achieved by UK industry and government working hand-in-hand," said May.

"We have always been clear that as we leave the EU we have an opportunity to build on our close relationships with allies like Australia. This deal is a perfect illustration that the government is doing exactly that."

The frigates are due to enter service in the late 2020s as the backbone of the Australian Navy's fleet, part of a massive shipbuilding programme that also includes 12 new submarines and 12 offshore patrol vessels.

The big increase in spending comes as Beijing flexes its own muscles in the region through a military build-up in the contested South China Sea, and as countries keep a wary eye on nuclear-armed North Korea.

BAE Systems Chief Executive, Charles Woodburn, said the decision "reinforces our position as a leading designer and builder of complex maritime platforms.

"I am proud that our world class anti-submarine warfare design and our approach to transferring technology and skills to the nations in which we work is expected to contribute to the development of an enduring world-class naval shipbuilding industry in Australia," he added.

French naval contractor DCNS has been selected to design and build Australia's new submarines at a cost of Aus\$50 billion in Adelaide, beating off competition from Japan and Germany.

BRITAIN'S BAE SYSTEMS WINS CONTRACT TO BUILD AUSTRALIAN WARSHIPS

Source : The Guardian, 29 June

The British defence company [BAE Systems](#) has won the \$35bn (£20bn) contract to build Australia's fleet of new navy frigates. The Australian government has announced that the company's Type 26 Global Combat ship will be the design for the naval program. The nine new ships will be built in [Adelaide](#) and will be known as the Hunter class.

Malcolm Turnbull's government said the program would create 4,000 jobs across the country and create unprecedented local and global opportunities for businesses large and small.

The British prime minister, [Theresa May](#), said the export of a British design for the frigates would be an “enormous boost” for the UK economy and touted the deal as an example of opportunities that would open up for Britain after Brexit.

“The sheer scale and nature of this contract puts the UK at the very forefront of maritime design and engineering, and demonstrates what can be achieved by UK industry and government working hand-in-hand,” May said.

“We have always been clear that as we leave the EU we have an opportunity to build on our close relationships with allies like Australia. This deal is a perfect illustration that the government is doing exactly that.”

May and her ministers have pressed the Australian government repeatedly on the benefits of the UK’s design and engineering. BAE saw off competition from Spain’s Navantia and Italy’s Fincantieri to win the deal.

The Hunter class “will be one of the most capable warships in the world”, the Australian government said.

“The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region.”

The finance minister, [Mathias Cormann](#), said the contract would deliver “one of the world’s most advanced anti-submarine frigates”. “It will create about 4,000 jobs, and it will secure a sovereign naval shipbuilding industry here in Australia for decades to come,” he told Sky News.

The federal government-owned ASC Shipbuilding will become a subsidiary of the UK defence giant during the build. The advanced guided missile frigates will begin entering service in the late 2020s.

Britain’s foreign minister, [Boris Johnson](#), said on Twitter the project was “fantastic news” and a sign of a strong UK-Australia relationship.

THOUSANDS OF JOBS TO BE CREATED DUE TO \$35BN NAVY SHIPBUILDING PROGRAM

Source : Channel 9 News, 6:49am June 29

A \$35 billion ship-building contract deal is set to bring major relief for South Australia's ship-building industry by creating thousands of jobs for the state.

The Federal government is today expected to announce that British defence company BAE Systems has won the contract to build Australia's fleet of nine new navy frigates.

It is understood that Prime Minister Malcolm Turnbull will confirm that BAE's Type 26 Global Combat ship will be the design for the new frigate program.

Adelaide is set for a major jobs boost as the Federal government announces a \$35 billion shipbuilding contract with British defence company BAE Systems. Picture: 9NEWS.

The ships will be built in Adelaide by BAE Systems and also carried out by Federal government ship-building company ASC, which is based north of the city's CBD in Osborne.

The new program is tipped to create 4000 jobs across Australia, with 1500 of those being in Adelaide alone, and will include more than 500 Australian businesses across the supply chain.

The fleet will be officially known as the Hunter class, with the navy to receive all nine of the advanced guided missile frigates from 2020.

Around 4000 jobs will be created nationwide, 1500 of those in South Australia, with the program to build nine new naval frigates. Picture: 9NEWS.

The Hunter class frigates handed the country's defence force the highest levels of lethality and deterrence, Prime Minister Malcolm Turnbull said earlier.

"The Hunter class will be one of the most capable warships in the world," he said in a statement.

"The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region.

BAE Systems will pair up with Australian ASC Shipbuilding for the construction, with the frigates to be ready by 2020. Picture: 9NEWS.

"The frigates will also have the flexibility to support non-warfare roles such as humanitarian assistance and disaster relief."

The deal comes after years of deliberation between the government and international companies, with BAE being shortlisted for the frigate program along with rival companies Fincantieri and Navantia.

During the ship-building process, ASC Shipbuilding will become a subsidiary of the UK defence giant.

FRIGATE CONTRACT 'GAME CHANGER' FOR SA: PM

Source : Channel 9 News, 09.00 Jun 29

A \$35 billion program to build a new fleet of navy frigates will turn Adelaide into Australia's shipbuilding centre, and one of the major shipbuilding hubs in the world, Prime Minister Malcolm Turnbull says.

The Turnbull government on Friday announced British defence company BAE Systems had won the multi-billion contract for the state-of-the-art ships.

BAE's Global Combat vessel, to be officially known as the Hunter class, will be built by federal-government owned ASC Shipbuilding in Adelaide.

Mr Turnbull said the program would create 5000 direct jobs nationally, and 10,000 indirectly through a national supply chain.

The continuous shipbuilding program would be a "dynamic game changer" for South Australia, creating an "ecosystem based on engineering, on technology and advanced manufacturing", the prime minister said.

"This city Adelaide will be the centre of naval shipbuilding in Australia. It will be one of the major shipbuilding centres in the world and in the region," he told ABC Radio.

"It is my commitment and determination to build a sovereign shipbuilding industry in Australia, that will build ships not just for Australia, but for export as well."

The government described the Hunter class as "one of the most capable warships in the world", and said the advanced guided missile frigates will begin entering service in the late 2020s.

They will replace the ageing Anzac-class frigates.

British Foreign Minister Boris Johnson said the project was a sign of a strong UK-Australia relationship.

"Fantastic news that #Australia has chosen @BAESystems Type 26 frigate for its new warship contract, worth up to PS20bn. Even further proof the UK-Australia relationship is stronger than ever!" he tweeted.

BAE had been shortlisted for the frigate program by the Turnbull government along with rival companies Fincantieri and Navantia.

ASC Shipbuilding will become a subsidiary of the UK defence giant during the build.

BRITS TO BUILD AUST SUBMARINE-KILLER SHIPS

Source : Channel 9 News 11:13am Jun 29

A British defence giant has won the contract to supply Australia with a lethal fleet of nine frigates to hunt and kill submarines. The Turnbull government on Friday announced BAE Systems had netted the \$35 billion frigate program beating rival Italian and Spanish bids.

"This is the best ship for our purposes, this is the quietest and stealthiest ship," Prime Minister Malcolm Turnbull told reporters in Adelaide. The vessels, officially known as the Hunter-class, will be built by the federal-government owned ASC Shipbuilding in Adelaide.

"The Hunter-class frigates will give the Royal Australian Navy the highest levels of lethality and deterrence to hunt and kill submarines, to protect our fleet, and to protect Australia and our interests," Defence Minister Marise Payne told reporters.

The program will create 5000 direct jobs nationally, and 10,000 indirectly through a national supply chain.

The frigates will begin entering service in the late 2020s.

They will replace the ageing Anzac-class frigates.

The design will be based on BAE's Type 26 frigate which the company is constructing in Glasgow for the British Royal Navy.

Defence industry insiders considered BAE as the favourite in the three-horse race, however, the Australian Strategic Policy Institute considered the British bid as the riskiest because the vessel is untested.

British Prime Minister Theresa May said the project was a sign of a strong UK-Australia relationship.

"We have always been clear that as we leave the EU we have an opportunity to build on our close relationships with allies like Australia. This deal is a perfect illustration that the government is doing exactly that," she said in a statement.

Australia and the United Kingdom are expected to begin negotiations for a free trade deal once Britain exits the European Union next year.

Outgoing Defence Force Chief Mark Binskin hailed the announcement.

"It will allow our sailors to get out and fight and win in an ever-increasing complex environment," he said.

BAE Systems Chief Executive Charles Woodburn said the company was committed to creating a strong, sustainable and innovative naval shipbuilding industry that will see highly skilled Australians building and sustaining warships.

South Australian Premier Steven Marshall said it was a happy day for his state and he couldn't wipe the smile off his face.

BAE had been shortlisted for the frigate program along with rival companies Fincantieri and Navantia.

ASC Shipbuilding will become a subsidiary of the UK defence firm during the build.

BAE is also bidding for a Canadian government frigate program.

BAE WINS MULTI-BILLION POUND AUSTRALIAN WARSHIP CONTRACT

Source : BBC

British defence giant BAE Systems has won a multi-billion pound contract from the Australian government to build nine new warships, marking a significant victory for British military exports.

BAE beat Italian and Spanish rivals to win a large slice of the £20bn spending programme.

The ships will be built in Australia, but are based on the Type 26 design BAE is building for the Royal Navy.

Theresa May said the deal was "an enormous boost" for the UK economy.

It is the first export of a British design for new-build frigates since the 1970s, the government said.

The prime minister said the deal reflected the government's strategy to "build on our close relationships with allies like Australia" as the UK prepares to leave the EU.

Australian jobs

The "Hunter class" ships, which are anti-submarine warfare frigates, will be built in Adelaide by government-owned ASC Shipbuilding, creating up to 4,000 jobs there, as part of a 30 to 35-year investment programme.

"The Hunter class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty," the Australian government said.

The ships will be fitted with long-range anti-missile defence systems.

While the overall budget is £20bn (35bn Australian dollars), only a part of that will come to BAE Systems for the design and build of the frigates.

BAE Systems chief executive Charles Woodburn said: "I am proud that our world class anti-submarine warfare design and our approach to transferring technology and skills to the nations in which we work is expected to contribute to the development of an enduring world-class naval shipbuilding industry in Australia."

Italy's Fincantieri SpA and Spain's Navantia also bid for the contract.

'Deal of the century'

As the frigates will be built in Australia, BAE's shipyards on the Clyde in Glasgow are unlikely to see a significant boost to jobs.

Nevertheless, defence analysts said the deal represented a significant success for British naval exports.

"It is the deal of the century," said Francis Tusa, editor of industry newsletter Defence Analysis.

The UK has had an "abysmal" export record for warship sales for the past five decades, he said. But this represented "a massive sea-change".

Canada, which is also planning to order warships later this year, might be influenced by Australia's decision, he added. Selling the design overseas will help spread the costs of design and production of many elements of the frigate, potentially bringing down the cost of the Type 26 to the Royal Navy significantly, according to Mr Tusa.

However, it was not only BAE Systems who would benefit from the deal, he said.

Small and medium-sized UK companies would be likely to win orders for some of the technology required on the Australian ships.

Firms that are already supplying the UK government's order of the Type 26 would be in a strong position to also supply Australian orders.

Analysis: Douglas Fraser, Scotland business editor

The design success of the Global Combat Ship, otherwise known as the Type 26, is a breakthrough for BAE Systems. Over several decades, it has struggled to turn the Royal Navy's requirements into a design that other countries want to buy, or are willing to pay for.

Orders from other navies used to mean manufacturing at UK yards.

But now, other countries want to get the economic benefit of their military spending, so they insist on building themselves.

The hull can be the relatively cheap bit of building a complex warship, so there may be benefits to British arms exporters in selling weapons systems that fit into the Australian frigates.

However, this looks like a design which was heavily subsidised by the UK taxpayer, being sold overseas, and wholly to the benefit of BAE Systems. It appears that the UK taxpayer sees none of the direct payback or royalties from that investment.

Innovative design

Independent defence analyst Paul Beaver said the appeal of the Type 26 design is that it is modular.

"We are supplying the technology behind the hull, other nations will put their engines, their weapons systems into it. It's designed in a way that it can cope with that.

"You don't have to buy a certain type of missile or gun. You can buy a raft of different ones which will be very attractive." He said they believed the agreement would turn out to be part of a wider deal on defence procurement between the UK and Australia.

BRITAIN'S BAE WIN \$25.7 BLN AUSTRALIAN FRIGATE CONTEST

Source : Reuters video link

BAE Systems has won a A\$35 billion (\$25.7 billion) contest to deliver anti-submarine warfare frigates for the Australian navy, the Australian government said on Thursday. As Sonia Legg reports, the British firm beat competition from Italy and Spain.

BAE SYSTEMS WINS £20BN CONTRACT TO BUILD AUSTRALIAN WARSHIPS

Source : Skynews Video Link 01:26, 29 June

<https://news.sky.com/story/bae-systems-wins-20bn-contract-to-build-australian-warships-11420206>

Theresa May, who lobbied for the deal with Australian PM Malcolm Turnbull, says it is an "enormous boost" for the UK economy.

BAE Systems has been awarded a £20bn contract to build a new generation of warships for Australia.

Theresa May says the deal puts the UK at the "very forefront of maritime design and engineering".

Shares in BAE rose by more than 1% following the announcement.

The frigates will be built down under but the PM said the export of a British design was an "enormous boost" for the UK economy.

The prime minister raised the possible deal with Australian PM Malcolm Turnbull at Chequers earlier this year, and its award follows four years of high-level talks between the two countries.

It is part of a £112bn spending programme by the government in Canberra.

Among the firms competing with BAE were Spain's Navantia and Italian firm Fincantieri.

BAE Systems chief executive Charles Woodburn said the contract reinforced the company's position as a "leading designer and builder of complex maritime platforms".

"I am proud that our world-class anti-submarine warfare design and our approach to transferring technology and skills to the nations in which we work is expected to contribute to the development of an enduring world-class naval shipbuilding industry in Australia," he said.

Mrs May said: "The sheer scale and nature of this contract puts the UK at the very forefront of maritime design and engineering, and demonstrates what can be achieved by UK industry and Government working hand-in-hand.

"We have always been clear that as we leave the EU we have an opportunity to build on our close relationships with allies like Australia. This deal is a perfect illustration that the Government is doing exactly that.

BAE SYSTEMS CONTRACT CREATES JOB CERTAINTY FOR THOUSANDS OF SOUTH AUSTRALIANS

Source : The Advertiser

There's job certainty for thousands of South Australians today after the federal government announced British defence giant BAE Systems has won the \$35 billion contract to build nine new frigates for Australia. The project will be based in Adelaide and is expected to create 4,000 local jobs, including 2,000 in South Australia. Image via Twitter @Australian_Navy

BAE WINS \$35 BILLION AUSTRALIAN WARSHIP BUILDING PROGRAM

Source : AAP SBS

British defence company BAE Systems has won the \$35 billion contract to build Australia's fleet of new navy frigates.

The federal government has announced the company's Type 26 Global Combat ship will be the design for the naval program. The nine new ships will be built in Adelaide and will be officially known as the Hunter class.

Defence radar gets \$1.2 billion boost

The Turnbull government says the program will create 4000 jobs across the country and create unprecedented local and global opportunities for businesses large and small.

The advanced guided missile frigates will begin entering service in the late 2020s.

"The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region," the government said in a statement.

Finance Minister Mathias Cormann said the contract would deliver "one of the world's most advanced anti-submarine frigates".

"It will create about 4000 jobs, and it will secure a sovereign naval shipbuilding industry here in Australia for decades to come," he told Sky News.

British Foreign Minister Boris Johnson said the project, which involves the UK multinational defence company BAE Systems, was a sign of a strong UK-Australia relationship.

BAE had been shortlisted for the frigate program by the Turnbull government along with rival companies Fincantieri and Navantia.

The federal government-owned ASC Shipbuilding will become a subsidiary of the UK defence giant during the build.

BAE TRIUMPHS IN £20BN AUSTRALIA FRIGATE CONTRACT - UK DEFENCE GROUP BEATS BIDS FROM ITALIAN AND SPANISH RIVALS

Source : London Financial Times

BAE Systems has beaten Italian and Spanish rivals to win a multibillion-dollar contract to build Australia's new fleet of warships in a victory that should strengthen defence ties between London and Canberra just as Britain is set to exit the EU.

The UK defence giant will supply nine of its new Type 26 submarine hunters to the Royal Australian Navy in the landmark programme, in what is the world's biggest naval defence contract in a decade and the first overseas order for the new generation of British-designed frigates. The total value of the programme is estimated at A\$35bn (£20bn) over its 30-year life, although analysts estimated the contract for the build phase will be valued at between A\$15bn and A\$20bn.

Canberra chose BAE's 6,900 tonne multi-mission warship over rival designs from Spain's Navantia and Italy's Fincantieri in a competitive tender, which is part of a A\$200bn spending programme by Australia to upgrade its military hardware. BAE's win over Fincantieri's Fremm-class frigate, a Franco-Italian design, is significant for both the company and for the UK's plans to revive naval exports.

The Fremm-class has been operational for five years while work on the first Type 26 for the Royal Navy only started last year and the ship is not due to enter service until 2027. Apart from some exports of smaller offshore patrol vessels, the Australian contract for the Type 26, known in Australia as the Hunter-class, is the first for a new advanced UK-designed warship in decades. This is the most amazing turnaround of events.

The first Type 26 is not due to enter service with the Royal Navy until 2027. It is quite a serious risk to select a ship or any piece of equipment which doesn't exist Francis Tusa, Defence Analysis The contract award represents a coup for BAE, which is under pressure from the UK government to cut the costs of shipbuilding as it embarks on an expensive renewal of its naval fleet. Exports are seen to be crucial to reining in cost.

Although the Australian vessels will be built in a government-owned shipyard in Adelaide, and few UK jobs will be created as a result, some of the ships' components could be supplied by UK subcontractors and higher volumes should allow them to cut costs. In addition, UK design and engineering teams will be involved, retaining expertise for future naval requirements. Michael Shoebridge, an analyst with the Australian Strategic Policy Institute, said the decision by Canberra to choose BAE probably reflected some emotional and strategic factors, which went beyond the technical criteria in the tender. "The UK and Australian defence partnership is long and deep.

There is also a lot of emotion around Brexit, which may have played a role given the potential for a deeper partnership with the UK into the future," he said. The UK has embarked on a diplomatic charm offensive over the past 12 months in Australia, including visits by Boris Johnson, foreign secretary, and Michael Fallon, a former defence secretary. It has pledged to upgrade defence co-operation with Canberra and play a more prominent role in the Asia-Pacific, where China has begun to militarise islands in the contested waters of the South China Sea. The

choice of the Type 26 will ensure interoperability between the UK and Australian navies. Gavin Williamson, defence secretary, said the award was a “formidable success for Britain . . . This is the dawn of a new era in the relationship between Australia and Great Britain, forging new ties in defence and industry in a major boost as we leave the European Union.”

BAE’s Type 26 global combat ship is scheduled to start replacing the Royal Navy’s existing Type 23 frigates in the late 2020s and is expected to remain in service until the middle of the century. The UK Ministry of Defence ordered eight frigates and started building the first of the class last year. Analysts said the Australian Navy’s decision to choose the Type 26 should help BAE’s design to compete in other tenders, including the Royal Canadian Navy’s requirement for 15 frigates.

However, there remained some risk, given that the first Type 26 was still under construction and previous shipbuilding programmes had run into significant cost and technology issues, said Francis Tusa of the defence consultancy Defence Analysis. “This is the most amazing turnaround of events,” he said. “The first Type 26 is not due to enter service with the Royal Navy until 2027. It is quite a serious risk to select a ship or any piece of equipment which doesn’t exist.” It suggested that the Type 26’s quiet hull technology — crucial to any submarine hunting vessel — had been compelling, Mr Tusa added, given that Australia had recently enjoyed closer ties to BAE’s Spanish rival and the Italian vessel was operational.

Nigel Stewart, who headed the BAE bid, said UK production of the Type 26 could help to reduce the risks to Australia. “We have a live production line in the UK so this de-risks the Australian programme,” he told the FT in an interview before the contract award was decided.

BAE REPORTEDLY COMES OUT ON TOP IN AUSTRALIA’S FUTURE FRIGATE SHOWDOWN

Source : Asia Pacific Defence

WASHINGTON — In a move that could send shock waves through the global frigate market, Australia appears poised to announce that it has selected BAE Systems’ Type 26 design for its new [future frigate](#) design.

The Wall Street Journal reported Thursday that on June 29, the Australian military will make the formal announcement that BAE has won the [AU\\$35 billion \(U.S. \\$26 billion\) contest](#) to build nine frigates, which are being designed with anti-submarine warfare in mind.

Under the competition guidelines, construction on the ship is scheduled to begin at the shipyards at Osborne in 2020.

The design beat out two strong challenges from ships that, unlike the Type 26, already exist.

Prime Minister Malcolm Turnbull launched Australia's long-awaited naval shipbuilding plan on May 16. The document will oversee construction of submarines, frigates and Offshore Patrol Vessels, costing A\$89 billion (US \$66.12 billion), in Australian shipyards.

The move is a major blow to Fincantieri, which had been pushing its [anti-submarine warfare FREMM](#) for the requirement. The [Spanish shipbuilder Navantia](#), which already has a major operation in Australia, was also a strong competitor for the contract with its F-100 frigate design. In 2007, Navantia was selected to build the Australian air warfare destroyer.

The competition also has implications for the Canadian frigate program, which is expected to announce a winner later this year, said Byron Callan, a defense analyst with Capital Alpha Partners.

“The win is a positive for BAE because it’s the first international order for the Type 26 and it may help position that ship type for Canada’s Surface Combatant program that should be decided in late 2018,” Callan said.

Canada has a 15-ship requirement. The unit price for the hull is about \$850 million to \$1 billion, which does not include some government-furnished systems.

The U.K. has already [agreed to buy eight](#) of the Type 26 designs, with the goal of fielding them in the mid-2020s. BAE started building the first of three Type 26s it has under contract last year. The first warship is currently scheduled to enter service with the British Royal Navy in 2027 to start replacing the Type 23 fleet.

Rolls-Royce with its MT30 gas turbine engine and MBDA with the Sea Ceptor anti-air missile are among the Type 26 subcontractors who could be significant beneficiaries from the Australian order.

There has been speculation in the media that the decision to go with BAE may be driven, in part, by Australia's desire to secure strong terms with the U.K. as it negotiates a series of new trade agreements after Britain leaves the European Union.

The announcement came just hours after the U.S. State Department [announced it had cleared](#) the sale of \$185 million in parts to help Australia connect its CEAFAR 2 phased array radar system with Lockheed Martin's Aegis combat system, with the goal of having both pieces of equipment aboard the future frigates.

BRITISH COMPANY WINS \$35 BILLION AUSTRALIAN WARSHIP-BUILDING PROGRAM

Source : NEWS.COM

AUSTRALIA will get a new fleet of warships under an eye-wateringly expensive plan expected to create thousands of jobs across the country. BRITISH defence company BAE Systems has won the \$35 billion contract to build Australia's fleet of new navy frigates.

The Federal Government has announced the company's Type 26 global combat ship will be the design for the naval program.

The nine new ships will be built in Adelaide and will be officially known as the Hunter class.

The Turnbull Government said the program will create 4000 jobs across the country and create unprecedented local and global opportunities for businesses large and small.

The advanced guided missile frigates will begin entering service in the late 2020s.

A government statement said the Hunter class "will be one of the most capable warships in the world".

"The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region," the statement read.

Finance Minister Mathias Cormann said the contract would deliver "one of the world's most advanced anti-submarine frigates".

"It will secure a sovereign naval shipbuilding industry here in Australia for decades to come," he told *Sky News*.

British Foreign Minister Boris Johnson said the project, which involves the UK multinational defence company BAE Systems, was a sign of a strong UK-Australia relationship.

"Fantastic news that #Australia has chosen @BAESystemsplc Type 26 frigate for its new warship contract, worth up to €20bn [\$A35 billion]. Even further proof the UK-Australia relationship is stronger than ever!" he wrote.

BAE had been short-listed for the frigate program by the Turnbull Government along with rival companies Fincantieri and Navantia.

The Australian government-owned ASC Shipbuilding will become a subsidiary of the UK defence giant during the build.

BRITISH FRIGATE PROGRAM TO SEED AUSTRALIA'S OWN WARSHIP INDUSTRY, TURNBULL SAYS

Source : The Sydney Morning Herald David Wroe 28 June

The Turnbull government says the construction of its new fleet of British-designed naval frigates will create 4000 jobs and create an industry that in future won't need help from overseas to make large and complex warships.

Prime Minister Malcolm Turnbull will on Friday confirm that — as [reported last week](#) by Fairfax Media — Britain's BAE Systems has won a hard-fought contest to help Australia with the \$35 billion program to build nine new frigates to be named the *Hunter* class.

They will be built in Adelaide and come into service from the late 2020s, replacing the current Anzac Class frigates.

The choice of the British firm over Italian and Spanish rivals reflects that BAE Systems had the most modern design, but also likely the fact Australia is looking to shore up its close relationship with Britain at a time of global strategic uncertainty.

The deal involves putting BAE Systems in charge of the Australian government-owned shipbuilder in Adelaide, ASC Shipbuilding, while the nine frigates are being built over the next decade-and-a-half.

But by the end of the program, “ASC Shipbuilding will be a strategic national asset capable of independently designing, developing and leading the construction of complex, large naval warships”, Mr Turnbull said in a statement ahead of the formal announcement on Friday.

Australia tipped to buy British naval frigates in \$35 billion deal with old partner

For Australia to become largely self-sufficient in developing surface warships in the future would represent a significant step for an industry that in the past has been plagued by so-called “valleys of death” in which lengthy gaps between projects meant skills and momentum were lost.

Mr Turnbull will announce the deal in Adelaide on Friday alongside Defence Minister Marise Payne and Defence Industry Minister Christopher Pyne.

The frigates will specialise in anti-submarine warfare, though they will have other roles. Half the world’s submarines are expected to be in the waters stretching between the Pacific and Indian Oceans by the 2030s.

“The *Hunter* class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty.”

Frigate program to seed Australia's warship industry

Britain has been confirmed as the designer of Australia's next fleet of naval frigates.

The Prime Minister said for the duration of the frigate build, ASC Shipbuilding would become “a subsidiary of BAE Systems”.

“This ensures BAE Systems is fully responsible and accountable for the delivery of the frigates and ensures the work will be carried out by Australian workers and create Australian jobs,” he said.

The Australian government would however retain a share in the company and, at the end of the program, would resume full ownership, “thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment”.

However, the Prime Minister’s statement contains no mention of Western Australian firm Austal, the nation’s other major shipbuilder. The government has indicated that it will be up to the winning contractor — now BAE Systems — whether it wants to partner with other Australian shipbuilders.

Overall, Australian industry would contribute 65 to 70 per cent of the work to the ships when all of the components — such as the complicated internal electronics and mechanics — are taken into account, Mr Turnbull said.

THE WORLD'S LARGEST ORGANISATION IN THE FIELD OF PROFESSIONAL DEFENCE AND SECURITY MAGAZINES

SEA5000 WINNER ANNOUNCED

Source : Mönch Publishing by Dr Alix Valenti, 29 June

This afternoon (night for Australia), **Australian Prime Minister Malcolm Turnbull** announced that **BAE Systems’** Type 26 Global Combat Ship will be the chosen design for the AU\$35million SEA5000 Future Frigates programme. This follows shortly after the US State Department cleared Australia (yesterday) to purchase long-lead equipment that will allow for the integration of **CEA’s CEAFAAR 2 phased array radar system with the Aegis combat system.**

MONCh had the opportunity to visit CEA’s factory in Fyshwick, Australia, and reported on the key successful features of the CEAFAAR (story is reprinted below).

The new frigates will be officially known as the 'Hunter' class and were originally procured with a strong focus on anti-submarine warfare (ASW); this is especially crucial in the Asia Pacific environment where the submarine race continues and where China continues to show its assertiveness in the East and South China Seas. However, as the threat from North Korea also evolved recently with growing concerns over its ballistic missile capability, it became clear that the frigates would also have to be fitted with an anti-air warfare (AAW) systems.

The AEGIS system will therefore give the future frigates such AAW capability, especially as it will be coupled with **Saab's** 9LV combat management system. The AEGIS system will also increase the Royal Australian Navy's (RAN) interoperability with other key allies in the area, such as the US and possibly Japan and South Korea, facilitating the exchange of targeting data between coalition partner ships.

The decision has been announced after much delay and anticipation, and MONCh has closely followed the SEA5000 competition over the past few months as it became increasingly clear that the choice of the final design was going to be as much of a political choice as a technical one. For more details on the politics at work behind the project, please see [here](#).

The construction of the ships is slated to commence in 2020 and the Future Frigates should be in service by the late 2020s.

REPRINT OF ARTICLE REFERRED TO ABOVE

THE WORLD'S LARGEST ORGANISATION IN THE FIELD OF PROFESSIONAL DEFENCE AND SECURITY MAGAZINES

*On Wednesday 4 October, the Australian government announced the selection of **Lockheed Martin** AEGIS combat management system for the Royal Australian Navy's (RAN) nine Future Frigates (SEA 5000). Importantly, it was also announced that **Saab Australia** will develop an Australian tactical interface to manage the non-AEGIS systems, including the **CEA Technologies** CEA FAR Active Phased Array Radar. In the spirit to include as many Australian-made systems in the programme as possible, the incorporation of the CEA FAR in the new frigates had been made a mandatory requirement by the government from the start.*

However 'local build' and 'sovereignty' are not the only two reasons the Australian government chose CEA FAR for its SEA 5000 programme; rather, scalability, resilience and automation are amongst the key features that contribute to the success of CEA Technologies' radar.

*CEA FAR is an active phased array radar that combines microwave tiles and a Digital Beam Forming (DBF) backend. "CEA FAR can be built in a number of frequency bands that a customer may require," **Merv Davis, Chief Executive Officer at CEA Technologies**, told MONS. "Whether S-, X-, L- or C-band, the key element facilitating the radar's scalability is the common architecture at its core."*

*CEA FAR can be described as a combination of three components: the tiles, which house the microwave transmit and receive elements; the digital backend processors; and the cold-plates, which support and connect the tiles and digital backends. "The S-band radar for the Future Frigates as such comprises 64 tiles for a total of 4096 elements, and the whole ship radar system will include approximately 20 faces," **Ian T. Croser Technical Director at CEA Technologies**, told MONS. "Given that the required supporting infrastructure is installed customers can initially configure a face to meet their current operational requirement and increase the number of tiles later on if their requirements change."*

"Since each tile supports 64 elements, resulting in thousands of elements transmitting and receiving on the radar face, failures of a number of elements is a relatively minor issue," continued Mr Croser. Similarly all cables linking each face's processors to the below deck equipment are duplicated, as is other critical infrastructure, facilitating a switch in the event that one cable or element starts malfunctioning. "We have made a point to develop a radar that has a high level of reliability to reduce maintenance times and costs as much as possible."

The key advantage in having such a large number of elements and 6-faces, is that the radar can deal with multiple threats at the same time as well as threats demanding a very fast response such as supersonic missiles. "When a supersonic missile is detected attacking a ship, there is virtually no time for human decision-making; instead, it is crucial to have a system that can detect and make a decision as fast as possible," says Mr Davis. CEA FAR's thousands of elements, combined with the use of gallium-nitride (GaN) in the power amplifiers, ensure a high standard of

reliability in those situations. “The system has also been built to adapt to changing threats by learning from each situation,” indicates Mr Croser. As such, according to Mr Davis: “While previously the limitation of a response to a threat lay in the time taken from detection to weapon launch that has now been largely overcome, now the limitation lies more in the number of weapons that can be launched from a ship.”

MONS asked Mr Davis what the **next steps were for CEA Technologies**: “We will continue increasing the bands in which the technology can operate as well as the processing power within the phased arrays, but we will also continue to develop different configurations including a smaller and lighter version that can go on land vehicles.”

Currently CEA Technologies offers a highly capable land version that fits into a 20ft ISO container and comprises six faces. CEAFAR is available as a government-to-government purchase via the Australian Military Sales Office (AMSO). Moreover, the company has completely reversed the trend towards COTS electronics and instead designs and manufactures almost all aspects of the radars, including down to the printed circuit boards. This is for several reasons, but an important one is to avoid the almost automatic obsolescence that comes with commercial technology – as anyone with a smart phone or laptop experiences every two years or so. Another advantage of specialised manufacturing is that the company is not selling a shopping list of hardware – it is in the business of understanding customer requirements and then developing radars specific to their needs.

BAE SYSTEMS TO BUILD NINE NEXT-GENERATION FRIGATES FOR AUSTRALIA

Source : - IHS JDW Julian Kerr, 29 June

BAE Systems has won an AUD35 billion (USD25.9 billion) competition to provide Australia with nine next-generation ASW frigates based on the company’s Type 26 Global Combat Ship. Source: BAE Systems

E Systems has won an AUD35 billion (USD25.9 billion) competition to provide Australia with nine next-generation, anti-submarine warfare (ASW) frigates for the country’s largest peace-time warship building programme.

Formally announcing the selection of the company’s 6,900-tonne Type 26 Global Combat Ship (GCS) on 29 June, Prime Minister Malcolm Turnbull said that the vessels, which will be known as the Hunter class, will provide Australia under Project Sea 5000 with “a maritime capability that will underpin our security for decades to come”.

“The Hunter class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty,” Turnbull stated.

“The class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region. The frigates will also have the flexibility to support non-warfare roles such as humanitarian assistance and disaster relief,” he added.

The UK design was selected in a lengthy comparative evaluation process over the ASW variant of the FREMM multimission frigate offered by Italy’s Fincantieri, and an ASW evolution of the F-100 Alvaro de Bazan-class design – on which Australia’s three 6350-tonne Air Warfare Destroyers are based – proposed by Spanish shipbuilder Navantia.

Intended to begin replacing the eight workhorse Anzac-class frigates of the Royal Australian Navy (RAN) in 2027–28, the new Hunter class will be constructed by ASC Shipbuilding at Osborne on the outskirts of Adelaide. Turnbull said the programme would create 4,000 direct and indirect jobs in Australia and domestic industry content was estimated at 65–70%.

BALANCE OF EDITORIAL IS UNAVAILABLE

BAE SYSTEMS CHOSEN FOR AUSTRALIAN FRIGATES

Source : The Maritime Executive, June 30

BAE Systems has been chosen as the prime contractor to design and build Australia's new fleet of nine naval surface combatants.

The Future Frigate Program will replace Australia's existing fleet of eight Anzac Class frigates which have been in service since 1996. The new frigates will be officially known as the Hunter Class, with the Royal Australian Navy to receive the advanced guided missile frigates beginning in the late 2020s.

The program is estimated to be worth more than A\$35 billion (\$26 billion) for acquisition. The ships will be based on anti-submarine frigates that BAE is currently building for the Royal Navy.

The first three ships will carry the names of three major Australian regions, all with strong historical maritime and naval ties. HMAS Flinders (II) will be named for the South Australian region which was named for explorer Captain Matthew Flinders who completed the first circumnavigation of Australia and identified it as a continent. HMAS Hunter will be named for the New South Wales region named for Vice-Admiral John Hunter – first fleet Captain and 2nd Governor of NSW. HMAS Tasman will be named for the state and sea named for explorer Abel Tasman – first known European explorer to reach Tasmania, New Zealand and Fiji.

The frigates will be built in Adelaide, South Australia, at ASC Shipbuilding's Osbourne Naval Shipyard. The vessels will incorporate the Australian-developed CEA Phased-Array Radar and a suite of advanced anti-submarine sensors, allowing the ships to conduct a variety of missions.

ASC Shipbuilding, currently wholly owned by the Commonwealth of Australia, will become a subsidiary of BAE Systems during the build program. This ensures BAE Systems is fully responsible and accountable for the delivery of the frigates and ensures the work will be carried out by Australian workers and create Australian jobs.

BAE expects the Australian industry content for the Hunter class build will be 65-70 percent which will create thousands of jobs for decades. BAE has pre-qualified over 500 Australian businesses to be in the Hunter class supply chain.

At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment. This is anticipated to ensure ASC Shipbuilding becomes a strategic national asset capable of independently designing, developing and leading the construction of complex, large naval warships.

BAE Systems had been shortlisted for the program by the Turnbull federal government along with Fincantieri and Navantia.

AUSTRALIA OFFICIALLY ANNOUNCES \$26B FRIGATE CONTRACT. HERE ARE THE BUILD DETAILS

Source : Defence News, Nigel Pittaway 30 June
to More

MELBOURNE, Australia — Australia [will acquire](#) nine high-end anti-submarine warfare frigates from the end of the next decade under a deal with BAE Systems worth AU\$35 billion (U.S. \$26 billion).

The announcement was formally made Friday at the ASC shipyard in Osborne, South Australia, by Prime Minister Malcolm Turnbull, Minister for Defence Marise Payne and Minister for Defence Industry Christopher Pyne.

A version of BAE Systems' City-class Type 26 ASW frigate, now under construction for the British Royal Navy, will be acquired under Australia's SEA 5000 Phase 1 project, also known as the Future Frigate Project.

Referred to as the Global Combat Ship—Australia, or GCS-A, during the competition, the design will be known as the Hunter-class in Royal Australian Navy service and will replace the Navy's existing Anzac-class frigates.

There has been speculation in the media that the decision to go with BAE may be driven, in part, by Australia's desire to secure strong terms with the U.K. as it negotiates a series of new trade agreements [after Britain leaves the European Union](#).

Payne noted Friday that the GCS-A design was selected because it was the most capable ASW platform.

“This is a decision entirely based on capability, the best capability to equip the Navy in anti-submarine warfare,” she said.

Regardless, news of BAE’s win was welcomed in the United Kingdom, with Secretary of State for Defence Gavin Williamson referring to it as the “biggest maritime defence deal of the decade.”

“This £20 billion ‘deal of the decade’ demonstrates how British defence plays a huge role in creating jobs and prosperity and is ‘Global Britain’ in action,” he commented on social media. “Great to see our military and industrial links strengthen with Australia.”

The ships will be built by ASC Shipbuilding in South Australia, using local workers and Australian steel, under the Turnbull government’s continuous naval shipbuilding program.

“What we are doing here is announcing our commitment to build the nine Future Frigates,” Prime Minister Turnbull said. “The Hunter-class frigates will be the most advanced anti-submarine warships in the world.”

There has been speculation that the decision to go with BAE Systems may be driven, in part, by Australia’s desire to secure strong terms with the U.K. as Brexit looms. (Leon Neal/AFP via Getty Images)

The Hunter-class frigates will be equipped with CEA Technologies-built CEAFAR phased array radar currently fitted to the Navy’s post-anti-ship missile defense Anzac frigates, together with Lockheed Martin’s Aegis combat system and an interface provided by Saab Australia.

The Aegis combat system was mandated for all of Australia’s major surface combatants by the Turnbull government in October 2017.

The GCS-A design was selected in preference to Fincantieri’s Australian FREMM, dubbed FREMM-A, a variant of the ASW-optimized FREMM frigate now in service with the Italian Navy; and the F-5000 from Navantia, based on an evolution of the Royal Australian Navy’s Hobart-class air warfare destroyer, which in turn is a derivative of the Spanish Navy’s F-100 Álvaro de Bazán class.

An ASW capability was the highest priority for the Royal Australian Navy, according to Chief of Navy Vice Adm. Tim Barrett.

BAE WELCOMES \$35BN SEA 5000 PROGRAM WIN

Source : DEFENCE CONNECT, 29 June

BAE Systems has welcomed the Australian government’s announcement of its selection as the preferred tenderer for the SEA 5000 program to deliver nine Future Frigates for the Royal Australian Navy.

The Global Combat Ship – Australia is based on BAE Systems’ Type 26 frigate, one of the world’s most advanced anti-submarine warships, which the company is currently constructing in Glasgow. Once contracted, the new ships, to be called the Hunter Class, will be built in South Australia by an Australian workforce, using Australian suppliers from every state and territory. The overall announced program is expected to be in the region of \$35 billion for the design, build and support of the ships.

Gabby Costigan, Chief Executive, BAE Systems Australia, said: “Construction of the Global Combat Ship – Australia is expected to make a significant contribution to the nation’s economy, creating thousands of jobs, supporting new industries and boosting the national supply chain for decades to come. We are committed to creating a strong, sustainable and innovative naval shipbuilding industry that will see highly skilled Australians building and sustaining warships for the Royal Australian Navy.”

BAE Systems welcomed the Commonwealth government’s announcement that ASC Shipbuilding will become a subsidiary of BAE Systems, subject to contract negotiations. Through BAE Systems, ASC Shipbuilding will be responsible for the delivery of the Global Combat Ship – Australia.

The project is expected to create and sustain at least 5,000 highly skilled jobs, providing a significant contribution to the development of Australia’s continuous naval shipbuilding capability and a boost to the nation’s manufacturing industry.

"BAE Systems’ selection as preferred tenderer for SEA 5000 reinforces our position as a leading designer and builder of complex maritime platforms. I am proud that our world class anti-submarine warfare design and our approach to

transferring technology and skills to the nations in which we work is expected to contribute to the development of an enduring world-class naval shipbuilding industry in Australia," said BAE Systems Chief Executive, Charles Woodburn.

"We are proud to have been selected as preferred tenderer to provide the Royal Australian Navy with a world-class ship, equipped with the latest technologies and designed specifically to meet its needs. The Global Combat Ship - Australia will help protect our shipping lanes and regional trade routes, serve humanitarian missions and provide the nation with a formidable naval capability," he added.

BAE will soon commence negotiations with Australia's Department of Defence on the initial design part of the contract, which is expected to be in place by the year end, with production expected to commence in 2020.

FUTURE OF AUSTRALIA'S NAVAL SHIPBUILDING FINAL REPORT TABLED

Source : DEFENCE CONNECT, 2 July

With the SEA 5000 winner announced, focus will now shift to ensuring the development of Australia's sovereign shipbuilding capability. Supporting this strategic government objective is the final report to the Senate economics references committee into the future of Australia's naval shipbuilding industry.

As the final report of three previously tabled, this report builds on the earlier findings and recommendations of the Senate economics references committee (the committee) into the future of Australia's naval shipbuilding industry regarding to the Navy's new supply ship program and the future submarine program respectively.

However, despite recent procurement and policy announcements made by government, most notably the [successful bid by BAE Systems with their Type 26 Global Combat Ship](#), to be known locally as the Hunter class, in its final report, the committee highlights a number of major concerns, including:

- Government's management of naval shipbuilding programs, particularly following the findings of the auditor general in Audit Report No.39 [Naval Construction Programs - Mobilisation](#) particularly as it relates to the Future Submarine Program.
- Concerns about extending Australian industrial involvement in the SEA 5000 procurement project - particularly as a result of the government's tender request fails to mandate the foreign designers subcontract Australian businesses as part of their proposals.
- Concerns regarding the Offshore Patrol Vessel Program (OPV) procurement process - particularly where government directly inserted Australian shipbuilder Austal into Lurssen's commercial negotiations after the announcement that Lurssen was the preferred tenderer.
- Delays and cost increases relating to the establishment of the Naval Shipbuilding College - the cost of the college has increased from \$25 million to \$62 million, even before the operating costs were factored in.
- The government's lack of planning and failure to communicate regarding the future role of the ASC and its staff, as the ASC staff numbers continue to fall.

The auditor general's report concluded that in order for Australia's high-profile \$80 billion Future Submarine program to be successful, implementation of the existing and planned naval shipbuilding programs as part of the government's \$89 billion [Naval Shipbuilding Plan](#) programs **MUST** be seamless in order to minimise the risk of cost overruns and delayed delivery of key defence assets.

A key part of this, is further highlighted with the committee's disappointment at the Strategic Partnership Agreement (SPA) between the Commonwealth and Naval Group Australia which is still under negotiation, which raises important serious questions around project cost and delivery for key work programs reliant on a completed SPA. In particular, the delay in the transfer of background intellectual property and information between the parties will dramatically impact the overall cost and scheduling of Australia's premier sovereign shipbuilding program: SEA 1000.

Where the committee highlights specific concerns and contradictions between publicly discussed and advertised government policy, is the aforementioned lack of mandatory Australian industry subcontracting as part of the SEA 5000 bids. In particular, this appears to disrupt the [Sovereign Shipbuilding Capability](#) and the government's public insistence in supporting the development of a sustainable and competitive local shipbuilding industry.

However, government's announcement of the SEA 5000 winner, BAE and the conditions around which it will be investing in and developing Australia's domestic, sovereign naval shipbuilding capacity contradicts these concerns:

"The program provides a unique opportunity to not just strengthen but guarantee Australia's naval shipbuilding sovereignty. BAE System's Hunter Class of frigates will be built by ASC Shipbuilding at the Osborne Naval Shipyard in South Australia. ASC Shipbuilding, currently wholly owned by the Commonwealth, will become a subsidiary of BAE Systems. This subsidiary status will ensure that BAE Systems is fully responsible and accountable for the timely delivery of the frigates and guarantees the work will be carried out by Australian workers and create Australian jobs," said Prime Minister Malcolm Turnbull.

Additionally, as part of this commitment to Australian naval shipbuilding, BAE in conjunction with the government have ensured that Australian Industry Content (AIC) for the Hunter class of Future Frigates will be 65-70 per cent, which will directly create 4,000 jobs around Australia once construction of the first ship begins in 2020.

Finally, the Prime Minister, in his announcement of the successful bidder and the subsidiary terms around which ASC and BAE Systems will collaborate throughout the construction phase, highlighted the long-term benefits to Australia's naval shipbuilding capacity: "At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment."

Additionally, the Committee's report raises concerns around the OPV procurement and government's willingness to intervene in commercial negotiations, placing Australian shipbuilder Austal in a precarious negotiating position with primary contractor for the OPV program: Lurssen. This extraordinary government intervention, it is believed showed a lack of good faith from the government and provided no incentive for Lurssen and Austal to reach a mutually beneficial settlement.

In response, the committee made a number of recommendations, including:

- **Recommendation 1:** The committee recommends that the Commonwealth and state/territory governments work together to develop a national shipbuilding plan, incorporating the existing naval shipbuilding plan, with any national shipbuilding plan including the following:
 - Agreed procurement principles focused on support for a continuous build of vessels in Australia utilising Australian industry and Australian shipyards;
 - At a minimum, all vessels procured by the Commonwealth be subject to the same level of scrutiny as naval procurement projects have been and be planned according to the national interest;
 - Identify how remaining shipyards not identified in the naval shipbuilding plan will contribute to the continuous national shipbuilding build program;
 - How Australia's commercial and exports industry can be supported and planned for.
- **Recommendation 2:** The committee recommends that in the absence of a national shipbuilding plan in the short-term, reporting against the government's current naval shipbuilding plan and its four key enablers and three major continuous build programs be provided to Parliament every six months.
- **Recommendation 3:** The committee recommends that the government prioritise finalising the future location of Collins Class sustainment activities and confirm plans for the future of the ASC and its employees.
- **Recommendation 4:** The committee recommends that the funding announced in MYEFO expenditure of \$29.4 million over three years from 2017-18 for ASC job retention scholarships be immediately released to the ASC to prevent further job losses from the strategically vital naval shipbuilding industry.
- **Recommendation 5:** The committee recommends that the Naval Shipbuilding College establish structured consultations mechanisms with Industry Reference Committees associated with Naval Shipbuilding Occupations.
- **Recommendation 6:** The committee recommends that the Australian Industry Skills Committee task the existing Industry Reference Committees, responsible for the development of training products associated with naval shipbuilding occupations, with establishing Technical Advisory Groups to ensure that skills gaps identified through their own industry consultations or by Naval Shipbuilding Colleges are integrated into existing training package development and maintenance work.
- **Recommendation 7:** The committee recommends that the government provide clear definitions about what constitutes Australian involvement, content, and participation, and how this will be achieved in each project

outlined in the government's naval shipbuilding plan. These definitions and requirements for Australian industry involvement are to be stipulated in each contract.

- **Recommendation 8:** The committee recommends that Australian Industry Capability plans for new Defence naval projects are subject to examination by the Senate – conducted in a manner similar to international treaties. The committee further recommends that finalised Australian Industry Capability plans are subject to six-monthly reviews against progress by the Senate.

BRINGING IT ALL TOGETHER: SAAB AUSTRALIA CONGRATULATES BAE ON FUTURE FRIGATE WIN

Source : DEFENCE CONNECT, 2 July

Saab Australia applauds BAE Systems Australia on being selected to deliver Australia's next-generation Future Frigates after successfully securing the lucrative \$35-billion contract, beating out rivals Navantia and Fincantieri.

“We warmly welcome the selection of BAE Systems Australia for the Future Frigate project, and we anticipate continuing strong co-operation between our companies as the design and development process progresses. We now eagerly await the start of the work,” says Andy Keough, managing director of Saab Australia.

Saab Australia and BAE Systems Australia have enjoyed a long and successful collaboration on many naval programs, including the highly successful ANZAC frigate, and now look forward to continuing the close working relationship on this major shipbuilding project. It was announced in October 2017 that Saab Australia would develop and supply the tactical interface for the nine new ships being built under the Future Frigate program.

Saab’s involvement in the Future Frigate program is the latest chapter in the company’s 31-year history of supporting the Royal Australian Navy. The 9LV Combat Management System was selected for the ANZAC class frigates in 1987, and it is now installed, or contracted for delivery, in four classes of RAN ships for a total of 24 vessels. For the Future Frigate program, the 9LV tactical interface will be integrated with the US Aegis system and the Australian-designed-and-built CEAFAAR 2 phased-array radar.

“The combination of BAE Systems first-class Type 26 frigate design and Saab’s tactical interface, based on the 9LV Combat Management System, will provide the Royal Australian Navy with a world-leading capability of which Australians can be truly proud,” Keough said.

Saab has shown strong commitment to Australia through such initiatives as the development of a purpose-built research and systems-development centre in Adelaide as well as close engagement with local universities, technical colleges and schools to grow our future engineering workforce.

Keough reinforced this commitment by saying “Saab Australia’s involvement in this major project is great news for the South Australian economy, the company has taken on an additional 70 staff over the past six months, and the Future Frigate project will lead to another 200 jobs over the next two years and throughout the life of the project.”

LOCKHEED SUPPORTS PARTNER BAE AS SEA 5000 COMES ALIVE

Source : DEFENCE CONNECT

Lockheed Martin congratulates BAE Systems on its SEA 5000 program win and looks forward to working with BAE to bring the world's most advanced combat system to the Royal Australian Navy.

“Lockheed Martin Australia congratulates BAE Systems for their selection as the Future Frigate designer and builder. The Future Frigate program will deliver exceptional capability for Australia and we look forward to supporting BAE Systems to deliver this important national endeavour,” said a Lockheed Martin spokesperson.

Lockheed Martin Australia (LMA) will be delivering the Aegis combat system to the Future Frigate Program. Aegis is the world's most advanced maritime warfighting capability and the world's only ballistic missile defence system in service with six navies on over 100 surface ships around the world.

Aegis is capable of simultaneously defending against attack from land targets, submarines and surface ships while automatically protecting the ship or wider task group from aircraft, cruise and ballistic missile threats.

Neale Prescott, director of business development, Lockheed Martin Australia said "it was a fantastic effort from the BAE Systems team and we at LMA look forward to continuing the collaborative relationship we have developed with BAE Systems throughout projects like F-35."

As demonstrated on the Hobart destroyer, from theatre and area anti-submarine, anti-surface, anti-air and strike warfare, Aegis is a critical element of Australia's existing and future networked and integrated battlespace. Integrating Aegis into the Future Frigates ensures immediate integration into Coalition taskforces from the first arrival at an area of operations and provides growth to capabilities like Integrated Air and Missile Defence (IAMD) for whatever the future may hold.

Since Prime Minister Malcolm Turnbull's announcement in October 2017, that Aegis was selected as the Combat Management System for the Future Frigates, Lockheed Martin Australia has had plans and people ready to support the Combat Systems Integration (CSI) role if required.

Lockheed Martin Australia can draw upon an extensive maritime combat system enterprise consisting of more than 150 engineers and technicians already working in the maritime domain. The company has invested several million dollars in training Australian engineers and technicians on Aegis. This training has resulted in high value transfer of technology and skills and enabling Australian industry to perform Aegis integration, test and sustainment.

As the original equipment manufacturers of Aegis, LMA believes they are well placed to partner with BAE Systems for the CSI.

The proposed Australian Industry Capability (AIC) Component for a Lockheed Martin Australia-led Aegis CSI effort would exceed 90 per cent.

"Lockheed Martin Australia will work with BAE as the shipbuilder to optimise the position of the system within the ship and has done so with various surface ships around the world. We are looking forward to working closely with BAE as well as Saab Australia and CEA Technologies to deliver a highly capable surface combatant for the Australian Navy," said Prescott.

"Lockheed Martin and Saab have a strong relationship in Australia and globally. Lockheed Martin Australia has worked together with CEA Technologies for over three years on the future frigates, we are working together on the Future Submarine CSI and we have been working together for over 12 years on surface combat system programs in Canada."

Mr Prescott noted the great opportunity for Australian and Canadian industrial collaboration and co-operation in the near future as Canada draws closer to deciding the winner of its own surface combatant programme, called CMS 330 which could see a Type 26 Global Combat Ship fitted with a Lockheed Martin combat system.

"BAE has brought a very capable class of surface ships to the table and we at Lockheed Martin can't wait to get working on them with BAE and our other industry partners in the very near future," Mr Prescott said.

PORT KEMBLA STEELWORKS TO HELP BUILD SHIPS

Source : Illawarra Mercury July 2 2018 - 1:30PM

The Port Kembla steelworks will benefit from the construction of nine new ships for the Royal Australian Navy.

Steel deal: A computer rendering of the BAE Systems' Global Combat Ship Australia, which will be made out of steel forged at the Port Kembla steelworks: Picture: BAE Systems

On Friday Prime Minister Malcolm Turnbull announced British company BAE Systems had won the \$35 billion contract to build nine frigates.

The SEA 5000 Future Frigates project will see BAE Systems put in charge of the Australian government-owned shipbuilder in Adelaide, ASC Shipbuilding for the duration of the project.

"It's based on BAE's Global Combat Ship design and these ships will be built ... with Australian workers and Australian steel by ASC Shipbuilding," Mr Turnbull said.

“The decision is the culmination of the government's commitment to create this national naval shipbuilding enterprise to deliver the ships the Royal Australian Navy needs to keep our nation safe and secure.”

In April BAE Systems announced it would partner with BlueScope and Liberty OneSteel to provide almost 50,000 tonnes of steel.

“For SEA 5000 we are committed to building the Future Frigates in Australia using Australian suppliers at every opportunity,” said BAE Systems Australia CEO Gabby Costigan.

“This includes maximising the use of Australian steel on the program. We are proud to support the Australian steel industry throughout our business and will grow that support if we are successful on SEA 5000.”

A spokesman from BlueScope said it would be supplying plate steel to build the frigates, starting some time in the early 2020s.

“BAE has indicated there will be around 48 kilotonnes of steel,” the spokesman said.

“Final volumes of BlueScope product can only be confirmed when the final ship designs are completed.”

The spokesman said the time frame for the supply of steel meant it was unlikely the frigate contract would lead to a rise in the number of workers at Port Kembla.

“Whilst this is a significant project for BlueScope, the steel supply will be spread out over a number of years meaning it won't materially change employment requirements,” the spokesman said.

“However, conceptually the specific technical nature of the steel requirement for the frigates could require some additional employment but we will not know until we further engage with key stakeholders.”

The frigates are the third defence project announced this year that will involve BlueScope.

The steelmaker will – in a collaboration with Unanderra business Bisalloy – provide [armoured steel for an armoured reconnaissance vehicle](#).

BlueScope will also be supplying steel for a possible use in a [fleet of submarines built for the Australian navy](#).

AUSTRALIAN DEAL WITH BAE COULD BODE WELL FOR CANADA

Source : Halifax Herald, Ottawa Bureau

A digital rendering of the Type 26 Global Combat Ship that will be built for the Australian navy. (Contributed)

Australian officials announced Friday a deal with British defence firm BAE Systems that will see the acquisition of nine Type 26 global combat ships for the Australian navy, something the company says bodes well for its chances in Canada.

Selected over two other designs, the Type 26 anti-submarine frigates will be constructed in Australia by a local shipyard starting in 2020 for a price tag of \$35 billion (C\$34 billion).

The Type 26, which was originally designed for the U.K. navy, is one of three designs in the running for the \$60-billion Canadian Surface Combatant program which will see 15 ships constructed at Irving Shipbuilding in Halifax. BAE Systems partnered with Lockheed Martin Canada as the combat systems integrator in its bid, which is an updated version of the technology that is already being used in Canada's modernized Halifax-class frigates. The other two designs in the running for Canada are the Navantia F-105 and Damen's LCF. A design based on the F-105 was also considered in the Australian competition.

Anne Healey, BAE's Canadian director told The Chronicle Herald the contract is a vote of confidence for the design.

“It's really an endorsement that we're seen as a leading anti-submarine frigate in the world,” she said.

With the U.K. in the process of building eight Type 26 frigates and Australia hoping to cut steel in 2020, Healey said the overlapping timeline could prove beneficial if Canada selects the design for its new fleet.

“We've got a fantastic opportunity to really benefit from that live program, from the live team, from the lessons learned not only in the initial build process that's going before Canada but also in the adaptation for Australia's requirements,” she said.

“I also think there could be an opportunity for our respective navies to collaborate and really benefit from that shared information and collaboration.”

David Perry, senior analyst with the Canadian Global Affairs Institute, agrees that there might be some benefits to Canada if two of its closest allies are using similar ships for their surface fleets. “We have very close co-operation in any event but if you have a pretty common platform you can just sort of kick that up a couple of more notches and have a really even more integrated and seamless sharing of operational procedures,” he said.

But as far as winning the Australian competition goes, Perry said while it reflects positively on the Type 26’s capabilities, he doesn’t believe that will do anything to sway Canadian officials.

Perry said the procurement process in Canada is rigorous and how each ship design proposal will be weighted based on its proposal to Canada is already set in stone.

Perry also said Canadians shouldn’t look to the Australian per-vessel price — about \$3.7 billion per ship — to get any hints about what the Type 26 could cost Canada if selected.

For starters, it is not known how close the design offered to the Australians is to the one Canada is considering, how much that design will have to change to meet Canadian requirements, or what other weapons, communications systems, or other equipment will be on board.

“Even if the cost structure was identical in Australia to Canada because we’re planning to build 15 and they’re planning to build (nine), you’d expect that their cost per ship would be higher just based on nothing else other than efficiencies and how many ships you’re trying to spread over the inefficient part of your build to get to a more reasonable per-ship price.”

Retired navy commander and defence analyst Ken Hansen said with Australia on board, that means more Type 26 frigates in the market, and possibly a lower price tag.

“BAE will be potentially able to drop the price a little bit because they now have two contracts so the per unit cost might go down as numbers start to add up on other sales,” he said.

Canada is expecting to be able to announce a winning bidder for the Canadian Surface Combatant — which is being billed as the future backbone of the navy — before the end of 2018.

DO OUR NEW \$35 BILLION FRIGATES HAVE A FIGHTING CHANCE?

Source : Adelaide Advertiser, James Seidel

<https://www.adelaidenow.com.au/news/special-features/in-depth/do-our-new-35-billion-frigates-have-a-fighting-chance/news-story/f3f9fd0a522928e0ba495d46e0e764ea>

AUSTRALIA is sinking \$35 billion into the purchase of nine ultra-modern frigates. So what is it that makes them so necessary, and what will be their place in the battlefields of the future?

The BAE Systems Type 26 Global Combat Ships are an unproven force. The first British-owned example is yet to take to the water.

But the design will form the basis of Australia’s next generation anti-submarine frigate, dubbed the Hunter class.

The outlay is enormous. At more than \$35 billion, the Royal Australian Navy will want to get as much bang for its buck as possible.

And these ships will likely be launched into an uncertain world.

A new arms race is unfolding in Asia. And Australia is not exempt.

Two large modern helicopter assault ships — HMAS Canberra and Adelaide — are already in commission. And the first of three new air warfare destroyers has been delivered.

Some \$50 billion has been earmarked for the construction of up to 12 French Shortfin Barracuda submarines. And \$6 billion has been set aside for six large unmanned MQ-4C Triton surveillance drones.

Now, a fleet of nine new frigates — chosen under the SEA 5000 Future Frigate program — is on the way.

“The decision may also say much about the Australian government’s strategic calculations as well as the trend ... of moving back towards more high-end capabilities in the face of renewed state-on-state competition, the proliferation of advanced weaponry and growing maritime challenges, particularly in anti-submarine warfare,” writes [IISSS Senior Fellow for Naval Forces and Maritime Security, Nick Childs](#).

China’s expansionist claims to the South and East China Seas have become all but inevitable.

Beijing’s eyes are already lifting to its next stated goal — the ‘Second Island Chain’. Ominously, this includes Japan, the US naval base of Guam, Taiwan, The Philippines and parts of Indonesia.

So what are the capabilities of these ships?

What role are they expected to play?

And will they be able to respond to the rapid pace of strategic and technological change?

HIGH THREAT ENVIRONMENT

At a meeting with US Defence Secretary James Mattis last week, [Chinese President Xi Jinping asserted he would not give up ‘one inch’ of territory ‘inherited from our forefathers’](#).

The problem is, the populations of Taiwan, Japan, South Korea, The Philippines, Malaysia and Vietnam believe the same thing: that they have a time-honoured right to access the resources of the East and South China Seas.

An international court ruled that China’s claim to historical rights over the seas was ‘baseless’.

Australia supports the rule of international law.

China, however, finds it inconvenient.

Which is one reason why its relations with Australia are souring.

The Australian Senate last week passed the Espionage and Foreign Interference Bill — a set of laws overhauling security and foreign interference legislation.

The move does not come out of a void.

Prime Minister Malcolm Turnbull cited “disturbing reports about Chinese influence” last year.

He was referring to China’s political manoeuvrers in and around Australia. Ongoing revelations about its leverage on our politicians, businessmen and lobbyists mirror Beijing’s moves in neighbouring nations, such as Vanuatu and the Maldives.

Of most significant concern is Beijing’s reputation for setting ‘debt traps’: enticing smaller nations with infrastructure loans that they cannot repay. These assets must then be handed over to China upon default.

This has already happened: Sri Lanka last year signed a century-long lease to China for one of its strategic ports which allow People’s Liberation Army Navy vessels wide range over the Indian Ocean.

Strategic analysts warn that moves by China to fund military-grade ports in Vanuatu and the Maldives threaten to cut Australia’s supply lines through the Pacific and Indian Oceans in the event of conflict.

That’s a threat Australia hasn’t faced since the darkest days of 1942, in the midst of World War II.

Also behind the ongoing diplomatic manoeuvres is the rapid development of new and deadly weapons.

China is already regarded as the world leader in next-generation hypervelocity missiles. These are so fast they can appear and destroy their target in the blink of an eye — far quicker than any human reaction can counter. Beijing is also on the brink of putting railguns on warships with the capability of firing guided hypersonic shells immense distances.

Then there’s its stealth technology. China’s new J-20 stealth fighter was deployed for the first time last year. Work is reportedly well underway building a new fleet of long-range stealth bombers.

Will Australia’s new Type 26 frigates be up to such a challenge?

Do they have enough built-in capacity to accommodate, say, a new generation of power-hungry lasers capable of destroying incoming hypervelocity missiles in a flash?

Will they even be able to sense such a threat?

WHAT’S OLD IS NEW AGAIN

The term 'frigate' is an old one. In the days of sail, they were small but fast vessels optimised to patrol the vast British empire.

But since World War II, the term has been applied to relatively small warships optimised for anti-submarine and escort warfare.

It's a job that fell out of popularity with the end of the Cold War in the 1990s. But growing Russian and Chinese belligerence has seen old fears rise again.

One well placed submarine can bring an entire economy to its knees.

And both nations are racing to expand and modernise their fleets.

Australia's recent Defence White Paper predicts China's navy will have a fleet of more than 70 submarines by 2020. And that will be in a context where "within the broader Indo-Pacific region, in the next two decades, half of the world's submarines will be operating in the region ...

"Within the same period, at least half of the world's advanced combat aircraft, armed with extended range missiles and supported by highly sophisticated information networks, will be operated by Indo-Pacific countries."

It all comes back to China's intransigence over the South and East China seas — and Taiwan.

As island nations, Britain and Australia have largely maintained their anti-submarine capabilities where others (including the United States) have let them fall by the wayside.

Britain's older Type 23 frigate is viewed as the most capable anti-submarine ship in the world. It's hoped experience with this design will produce something extra special in its successor, the Type 26.

"By common consent, the BAE design was the most advanced and capable of the three final contenders in the frigate competition," Mr Childs says. "BAE Systems' triumph over its rivals suggests that capability priorities were in the end critical in the Australian government's choice. The perception of an increasingly contested and challenging maritime arena, especially with the proliferation of modern submarines, placed a premium in Canberra's eyes on investing in high-end capabilities."

They will replace Australia's existing Anzac class frigates which have been operating since the mid-1990s.

But they'll be expected to do much more.

Not only will they be specialist submarine killers, but the Hunter-class design will enable them to work in concert with the Royal Australian Navy's new air warfare destroyers. They'll also come with a cargo bay capable of carrying landing craft, shipping containers or modular mission-specific equipment.

"The Type 26 has the best capability to equip the Navy in anti-submarine warfare, with range and endurance, are able to operate independently or as part of a task group, and to contribute as well in humanitarian assistance and disaster relief," Defence Minister Marise Payne says.

THE HUNTER

Australia will be buying a variant of the British Type 26 frigate, optimised for local conditions and needs.

"The new Australian ships will differ significantly from the RN's Type-26s, with a US combat system fitted and mainly US weapons used," Mr Clark says. "But there will still be commonality, particularly in terms of ASW capability, that will assist in interoperability with the UK."

At some 149 metres in length, the Hunter class doesn't suit the 'small' part of a frigate's definition. That's as big as Australia's Hobart-class specialist air-warfare destroyers.

But it's a very different ship.

Where destroyers need to be fast and nimble, frigates must be quiet.

They're hunting submarines.

And it's a deadly game where the hunter is often being hunted.

It's all intended to carry the complex network of computers, guns, missiles, radars, sonars — and an MH60 helicopter — into harm's way.

That includes its 180-strong crew.

The BAE Systems warship is wrapped around two electric motors and a gas turbine. They're designed to propel the 8800-tonne vessel through the water at 27 nautical miles per hour (knots). Idling along at 15 knots, the Type 26 is believed to have a range of about 11,000km — or an endurance of 60 days.

Just as submarines seek invisibility through silence, so do frigates. They must coast quietly along the surface, enabling the 'ears' of its sonar arrays to pick up — and isolate — the mildest mechanical noise coming from below.

Then they must sneak within range to launch their torpedoes — or direct a helicopter to drop a similar weapon from above.

To achieve this, great care — and expense — must be sunk into the frigate's hull design and construction. Heavy machinery must sit on 'dampers' — essentially large rubber blocks that prevent vibrations from transferring into the hull.

Noise insulation must be packed throughout the hull.

And, like the submarines they are chasing, the Type 26 ships can turn off their noisy engines and creep about on near-silent battery-power.

The frigates' primary weapon will be its Type 2087 towed-array sonar. This sensor pod is unwound from the stern of the ship to allow its listening devices to be lowered. This negates the ability of submarines to hide among the sound-distorting layers of water at different depths. There's a second S2150 hull-mounted sonar as a backup.

Once located, hostile submarines can be attacked by a helicopter-dropped torpedo. In Australian service, this is likely to be the MH60 Romeo Seahawk helicopter.

AIR DEFENCE

The British Type 26 is being built with a Type 997 Artisan 3D search radar. This combines with its European-developed vertically-launched Sea Ceptor CAMM (common anti-air modular missile) to counter threats from the air.

Here Australia's Hunter class will differ.

It's previously been announced the Royal Australian Navy requires the installation of US-built RIM-66 Standard SM-2 missile and its vertical launchers. This will be paired through an Aegis combat computer network with a CEFAR2 S/X/L band active phased-array radar under development by Canberra-based CEA.

The long-range SM-2 missile, working in conjunction with the RAN's Hobart-class air warfare destroyers, will be able to help defend a task group out to 160km.

And, as Australia is purchasing only three of the Hobart class destroyers, chances are the navy will be forced to operate outside their air defence umbrella. Therefore, the new frigate must be able to defend itself — and other vulnerable vessels such as the Canberra Landing Helicopter Dock ships.

The missile system will be backed up by a 5 inch Mark 45 main gun on the bow, two smaller 30mm autocannons, and a variety of machine guns. Containers positioned on either side of the ship carry four advanced anti-ship missiles, giving the frigate some ability to engage surface targets beyond that of its 5-inch gun.

One Phalanx on close-in weapons systems (CIWS) are fitted on each side of the frigate as a last-gasp defence against incoming missiles and aircraft, if the Nulka Decoy System fails to distract them

MULTI-MISSION

Australia's Hunter class, like the British Type 26 City class it is based on, has a degree of modularity built into its design.

It's something its designers at BAE Systems are proud of.

"A key feature is the ship's flexible mission space, which can accommodate up to four 12 metre sea boats, a range of manned and unmanned air, surface or underwater vehicles or up to 11 20ft containers or 'capability modules', and the most advanced sensors available to the fleet," it says in a statement.

Essentially put, switch around a few components of its amidships cargo bay and you have a pirate-hunter to patrol the troubled waters of North Africa and Indonesia.

Fill the space with rigid-hulled inflatable boats and the frigate is ready to deploy specialist troops. And there's no need to string up hammocks: there are 28 extra bunks on board.

Replace these with standard shipping containers, and you have emergency supplies to supplement the disaster relief capabilities of Australia's LHD carriers.

And mobile, modular compartments can be accommodated to provide additional capabilities, such as drone operation, mine-warfare and command-and-control — among others.

The Type 26 also has an unusually large stern helicopter deck. This can hold an enormous twin-rotor Chinook troop transport.

While this monster won't be able to fit in the frigate's hangar, one of Australia's MH60 Seahawk anti-submarine helicopters will. Reportedly, the ship can also carry and operate several unmanned drone helicopters.

DELIVERANCE

Prime Minister Malcolm Turnbull says the project will form a "truly sovereign national Australian shipbuilding industry" while ensuring the country's security.

But Mr Clark says there is irony in the Type 26's choice.

"It was meant to be exportable, but the consensus was that it had become too big, sophisticated and expensive to achieve success," he says. "But the change in the strategic maritime focus has breathed new life into high-end requirements."

BAE Systems is set to embrace Australia's ASC as a subsidiary and take over its shipbuilding facilities at Port Adelaide's Osborne plant. But, once production is complete, the ASC will revert to Commonwealth Government control.

Ship construction is set to begin in 2020, the first ships are expected to enter service almost 10 years later.

The Royal Navy has two of the Type 26 ships under construction. They have an order placed for another six.

Australia's proposed fleet of nine vessels will be the most massive peacetime warship building project in Australian history. It is designed to give the nation a standalone, ongoing warship building capability.

The Hunter class will be built using Australian steel, and all technology transferred via BAE Systems will remain in Australian government hands.

The skills transfer process has already begun, with Flinders University saying it had signed a research and development memorandum of understanding with BAE Systems Australia to help prepare a shipbuilding workforce.

"(We) will have access to BAE Systems' digital shipbuilding tools, processes and methodologies and turn these into development programs to train the people who will build the Future Frigates and integrate the ships' complex operating systems," a Flinders University statement reads.

BAE TYPE 26 SELECTED FOR SEA 5000

Source : ADBR Online

Prime Minister Malcolm Turnbull has announced that the BAE Systems Type 26 Global Combat Ship – Australia design has been selected as the preferred solution for the Royal Australian Navy's Project SEA5000 Future Frigate requirement.

The announcement was made with Defence Minister Marise Payne, Minister for Defence Industry Christopher Pyne, Finance Minister Mathias Cormann, Chief of Defence Force ACM Mark Binskin, Chief of Navy VADM Tim Barrett, Deputy Secretary of CASG Kim Gillis, and BAE Systems Australia CEO Gabby Costigan.

To be called the 'Hunter' class in service, the nine vessels will be built by ASC Shipbuilding at the Osbourne Naval Yard in Adelaide starting in 2020. The first vessel will enter service in 2027 to start replacing the eight-ship 'Anzac' class, with the final vessel due to be delivered to the RAN in 2042.

During the Hunter class build, the Commonwealth-owned ASC Shipbuilding will become a subsidiary of BAE Systems, making the company fully responsible and accountable for the vessels' delivery.

"At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment," a joint Prime Ministerial and ministerial release reads. "By the conclusion of the frigate build, ASC Shipbuilding will

be a strategic national asset capable of independently designing, developing and leading the construction of complex, large naval warships.”

Australian content on the vessels is expected to exceed 65 percent. To this end, BAE has pre-qualified more than 500 Australian companies located in every Australian state and territory as part of its proposed supply chain for the build program.

“The Future Frigates... will be built in Australia, by Australians, using Australian steel,” the release says. “This \$35 billion program will create 4,000 Australian jobs right around the country and create unprecedented local and global opportunities for businesses large and small.”

In a separate release, BAE Systems Australia Gabby Costigan said, “Construction of the Global Combat Ship – Australia is expected to make a significant contribution to the nation’s economy, creating thousands of jobs, supporting new industries and boosting the national supply chain for decades to come. We are committed to creating a strong, sustainable and innovative naval shipbuilding industry that will see highly skilled Australians building and sustaining warships for the Royal Australian Navy.

“We are proud to have been selected as preferred tenderer to provide the Royal Australian Navy with a world-class ship, equipped with the latest technologies and designed specifically to meet its needs. The Global Combat Ship – Australia will help protect our shipping lanes and regional trade routes, serve humanitarian missions and provide the nation with a formidable naval capability.”

The Hunter class will specialise in anti-submarine warfare and will be equipped with an S2150 hull mounted sonar and an S2087 towed array. It will also incorporate a four-faced CEA Phased Array Radar that will be integrated with the Lockheed Martin Aegis combat management systems and a Saab 9LV interface.

The Type 26 is 150m long, displaces 8,800 tonnes full load, and has an approximate complement of 180. It can embark an MH-60R Romeo Seahawk helicopter in the hangar and an additional helicopter or an unmanned aerial system in the mission bay forward of the hangar.

The vessel will be armed with MU90 torpedos and a Mk45 Mod4 5in gun, and the Mk41 vertical launch system will be able to employ SM2 and ESSM surface-to-air missiles, new generation anti-ship missiles, and the BAE Nulka active decoy system.

The Type 26 beat out rival bids from Navantia with the F5000, and Fincantieri’s FREMM design. The UK Royal Navy is also buying the Type 26, the first two of which are currently under construction. The first RAN vessel is currently scheduled to be the fourth Type 26 built.

FRIGATE ANNOUNCEMENT GREAT FOR AUSTRALIAN DEFENCE INDUSTRY: DEFENCE TEAMING CENTRE

Source : DEFENCE CONNECT 03 July 2018

The nationally focused Defence Teaming Centre (DTC) has commended BAE Systems' successful tender for the \$35-billion SEA 5000 Future Frigate program.

“This has been a hotly contested competition and I congratulate BAE Systems on its win,” Margot Forster, CEO Defence Teaming Centre said.

DTC supported the government's decision to make Adelaide-based ASC Shipbuilding responsible for building the new Hunter Class anti-submarine frigates in collaboration with BAE Systems through a subsidiary arrangement, which will see the government-owned asset transformed over the course of the construction phase of SEA 5000 commencing in 2020.

This subsidiary status will ensure that BAE Systems is fully responsible and accountable for the timely delivery of the frigates and guarantees the work will be carried out by Australian workers and create Australian jobs. The Commonwealth government will retain a sovereign share in ASC Shipbuilding while BAE manages the program, the Prime Minister said.

At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment.

According to the Prime Minister, this will ensure that, by the conclusion of the frigate build, ASC Shipbuilding will be a strategic national asset capable of independently designing, developing and leading the construction of large, complex naval warships.

As a member-driven organisation, Ms Forster said the Future Frigates program is also, of course, an enormous opportunity for Australian businesses to become involved in the defence industry and we anticipate a number of opportunities for members.

Ms Forster said “this will guarantee the skilling of the Australian shipbuilding workforce and is an important step towards building truly sovereign shipbuilding industry capability in this country.”

“While these vessels will be built in Adelaide, the government’s naval shipbuilding plan is truly a national endeavour and we must all work together to deliver these critical projects for the Navy as well as develop the capability in Australia to support these ships well in to the future,” says Ms Forster.

BAE SYSTEMS AUSTRALIA WINS FUTURE FRIGATES UNDER SEA 5000

Source : ADM Katherine Ziesing 29 June

The government has announced that BAE Systems Global Combat Ship design has taken out of the most hotly contested competitions in Defence under the \$35 billion Sea 5000 program.

The Global Combat Ship, based on the Type 26 currently being built for the Royal Navy, was up against the F-5000 from Navantia and the Italian FREMM from Fincantieri. *ADM* has explored each of the competing capabilities over the last [two years](#) and like many insiders, was hard put to choose a front runner throughout the entire process.

The nine ships to be known as the Hunter class will be delivered progressively from the late 2020s from Adelaide where BAE Systems will operate the formerly government owned and operated ASC Shipbuilding as a subsidiary.

“The Commonwealth of Australia will retain a sovereign share in ASC Shipbuilding while BAE manages the program,” according to a joint statement from the Prime Minister, Defence Minister, Defence Industry Minister and Finance Minister. “At the end of the program the Commonwealth will resume complete ownership of ASC Shipbuilding, thereby ensuring the retention in Australia of intellectual property, a highly skilled workforce and the associated equipment.”

ASC was split into [three arms](#) in late 2016 and now operates as separate business across submarines and shipbuilding. The company will be returned to government ownership at the conclusion of the Hunter class program, complete with a highly skilled Australian workforce. This underpins the commitments made in the National Shipbuilding Program to consolidate and enhance Australian sovereignty in this part of the economy.

“The Hunter class will provide the ADF with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty,” the government statement said. “The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region.

“Incorporating the leading edge Australian-developed [CEA Phased-Array Radar](#) and the US Navy’s Aegis combat management system, with an Australian interface developed by Saab Australia, the Hunter class will be one of the most capable warships in the world.”

Hyperlinked article is replicated below.

The deciding factors behind the decision came down to a mix of a close relationship to the UK and the Australian Industrial Capability (AIC) alongside cutting edge technology in anti-submarine warfare *ADM* understands.

"BAE expects the Australian Industry Content for the Hunter class build will be 65-70 per cent which will create and secure thousands of jobs for decades. BAE has prequalified over 500 Australian businesses from every state and territory to be in the Hunter class supply chain," the government statement said.

CEA RADAR FOR ROYAL NAVY'S TYPE 31?

10 November 2017

The British Government will look at the feasibility of fitting cutting-edge Australian radar on future British warships, according to Defence Industry Minister Christopher Pyne.

The announcement made by the Under Secretary of State for Defence Procurement, Harriet Baldwin during her visit to Adelaide today, is for a capability study to fit CEA Technologies' 'CEAFAR' radar to British ships and it will begin early next year. The radar is already in-service with the RAN's Anzac class frigates.

"The decision came after the Australia/UK Defence Industry Dialogue which took place in the United Kingdom last week," Minister Pyne said. The partnership is seen as a vehicle for accelerating co-operation between the two nations.

The Government has mandated that Australia's future frigates will have a CEA radar as one of its core capabilities.

While in Australia, Minister Baldwin also flew in an E7 Wedgetail airborne early warning and control aircraft and drove a Thales Bushmaster vehicle to deepen her understanding of these capabilities.

According to Minister Pyne, the meeting also discussed Australia's soon to be released Defence Export Strategy; as well as the UK's recently released National Shipbuilding Strategy.

ADM Comment: Early 2012 designs for the Type 26 featured the Type 997 Artisan 3D air search radar but the Global Combat Ship design for Sea 5000 submitted by BAE Systems includes the CEAFAR phased array radar. If not for the Type 26, perhaps the UK is considering the use of CEA technology for the Royal Navy's Type 31e frigate, also known as the Type 31 frigate or General Purpose Frigate, for which a competitive tender began earlier in the year.

Parting with its tradition of bidding for such projects as prime, BAE Systems will partner with Cammell Laird, with an opposing bid expected from a partnership between Babcock International and naval designer BMT. The Type 31 is intended to enter service in the 2020s alongside the more advanced Type 26 frigate, currently being built by BAE Systems and a contender for Australia's Sea 5000 Future Frigate program as the Global Combat Ship.

AUSTRALIA REQUESTS AEGIS COMBAT SYSTEM EQUIPMENT

Source : [Shephard News](#) 3 July

The US State Department has made a determination approving a potential foreign military sale of equipment for the integration of the [CEAFar 2](#) phased array radar system with the [Aegis](#) combat system to Australia, the Defense Security Cooperation Agency announced on 26 June.

Under a package worth \$185 million, Australia has requested long lead items, engineering and development activities, establishment of engineering development sites and commencement of development activities associated with the integration of the CEAFar 2 phased array radar system with the Aegis combat system.

The request includes Aegis weapon system technical equivalent components including command display system consoles (including two consoles in gun weapon system configuration); multi-mission display systems and cabinets; and global C2 system - maritime.

The package also includes cooperative engagement capability sites systems, to include processing rack, simulation equipment and workstation; AN/SPQ-15 converter/receiver and signal data converter equipment; defence visual information distribution service cabinet; AN/SQQ-89 sonobouy processing core computing system racks, with console and laptop; Aegis simulator racks and workstations; Aegis training system; and various ancillary equipment and support products.

Australia has plans to add nine Aegis capable Future Frigates over the next 20 years and upgrade their existing three Aegis capable Hobart class destroyers with the latest technology and capability. This equipment will significantly improve capability and interoperability with US Navy Aegis combatants in the region.

If the sale goes ahead, Lockheed Martin Rotary and Mission Systems will be the prime contractor.

RULE BRITANNIA AS MALCOLM TURNBULL CHOOSES UK DESIGN FOR \$35B FRIGATE CONTRACT

Source : AFR by **Andrew Tillett**

British defence giant BAE Systems has won the \$35 billion contract to build nine frigates in Adelaide, completing the final piece of the Turnbull government's \$89 billion naval shipbuilding plan and forming the backbone of the navy for the next three decades.

And as forecast by *The Australian Financial Review*, the government-owned shipbuilder ASC will be given a role in the project, although there is no word yet whether Perth-based Austal will have any involvement.

Cabinet's national security committee met on Thursday evening to finalise the choice, with BAE seeing off Spain's Navantia and Italy's Fincantieri.

Prime Minister Malcolm Turnbull will announce BAE as the winner in Adelaide on Friday, promising the project will create 4000 Australian jobs and deliver one of the world's most advanced frigates to hunt submarines.

Under the plan, ASC will become a subsidiary of BAE Systems during the build, with the British company to be fully responsible and accountable for delivery of the warships.

However, the Commonwealth of Australia will retain a sovereign share in ASC Shipbuilding while BAE manages the program, and will resume complete ownership of ASC at the end of the program, retaining intellectual property, a skilled workforce and the associated equipment.

The new arrangement does not affect ASC's existing work, which includes construction of two offshore patrol vessels from November, completion of the final Air Warfare Destroyer and maintenance of the Collins class submarine. Nor does it prevent ASC from pursuing other shipbuilding contracts.

Mr Turnbull said at the end of the build, ASC Shipbuilding would be "a strategic national asset capable of independently designing, developing and leading the construction of complex, large naval warships".

Businesses pre-qualified

BAE has told the government 65 to 70 per cent of the ships will use Australian industry content, with 500 businesses already pre-qualified for the supply chain

The frigates, to be known as the Hunter class, will begin entering service in the late 2020s and replace the eight ANZAC class frigates. There has been speculation New Zealand could also order Australian-built frigates to replace its ANZACs.

"The Hunter class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty," Mr Turnbull said.

"The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region.

"The frigates will also have the flexibility to support non-warfare roles such as humanitarian assistance and disaster relief."

The frigates will be fitted with the Australian-developed CEA Phased-Array Radar and, crucially for interoperability with the US Navy, Lockheed Martin's Aegis combat management system. Saab Australia will provide a homegrown interface, giving the frigates a uniquely powerful capability.

BAE had been the hot favourite for the contract and a decision had been expected last week but there had been a hold up over what role, if any Austal, would have in the project.

Multiple defence industry sources have told the *Financial Review* Defence Department officials did not want Austal involved but this met fierce resistance from West Australian Liberals, three of whom – Foreign Minister Julie Bishop,

Finance Minister Mathias Cormann and Attorney-General Christian Porter – sit around Cabinet's national security committee.

BAE is judged as the riskiest design because it was the only company with its offering not in the water yet.

One industry source said Fincantieri had offered the best industrial package – crucial to the government's hopes of building a defence industry. However the British government lobbied hard to turn the tide in its favour, touting the benefits to the Five Eyes security arrangement of having a common platform as well as boasting it offered the most advanced design for anti-submarine warfare.

BAE SYSTEMS FRIGATE DEAL SECURES SA SHIPBUILDING FUTURE

In awarding the contract to build nine high-tech, anti-submarine frigates to BAE Systems, the Federal Government has not only secured thousands of jobs in the Australian shipbuilding industry, it has laid a platform to increase the capabilities of its own shipbuilding operation ASC.

The deal will see ASC build the nine Hunter Class frigates in South Australia, but it will be in the role of a subsidiary of BAE Systems for the duration of the contract, Finance Minister Mathias Cormann revealed during the announcement of the contract win in Adelaide.

A sovereign share of the company will be retained by the Commonwealth, with full rights over any matters of national security.

However, on conclusion of the project, ASC will revert to Commonwealth ownership, retaining all the expertise and intellectual property gained in the building of the nine vessels.

Both the Prime Minister, Malcolm Turnbull, and the Defence Industries minister, Christopher Pyne, were at pains to point out that the deal that had been struck would see the vessels built “in Australia, by and Australian workforce and using Australian steel.”

BAE Systems has already qualified more than 500 Australian businesses (including 100 in South Australia) as well as signing deals with both BlueScope and Liberty OneSteel for the supply of more than 48,000 tonnes of Australian steel.

The Hunter Class vessels will be a variant of the Type 26 antisubmarine warship that is currently being manufactured in the UK.

All told, the \$35 billion frigate contract is expected to create 4000 jobs in Australian, 1500 of which will be in the ASC shipyard.

Interestingly, the deal is being hailed as a success for the UK economy as well as the Australian industry, despite the vessels being built in Australia.

British Prime Minister, Theresa May, said the export of a British design for the frigates would be an “enormous boost” for the UK economy and touted the deal as an example of opportunities that would open up for Britain after Brexit.

TASMANIAN COMPANY TO BENEFIT FROM SEA 5000

Source : Defence Connect Maritime and Undersea Warfare 06 July

Liferaft Systems Australia (LSA) has been specified to supply marine evacuation systems (MES) for each of Australia’s Hunter Class Global Combat Ships, worth approximately \$10 million.

Tasmania-based LSA has already successfully contracted with BAE Systems UK to provide MES for the first batch of three Type 26 Global Combat Ships (GCS) for the UK Department of Defence. The Hunter Class ships for the Australian Navy are based on the Type 26 GCS.

LSA currently employs 70 full-time equivalent (FTE) staff, with this contract likely to increase the staff at the Derwent Park facility to around 80 to accommodate the new project.

"There will be two 11-metre inflatable evacuation slides with 115-person liferafts attached and two 14-metre evacuation slides with a 115-person liferaft attached. The contract will be completed over about 10 years," said LSA managing director Mike Grainger.

Tasmanian defence advocate Rear Admiral (Ret'd) Steve Gilmore congratulated LSA and highlighted his recognition of the considerable capabilities that are resident in the state and now being more routinely chosen by primes.

Grainger said, "When built, the new vessels will be the first class operating in the Royal Australian Navy to have LSA MES installed. We look forward to working closely with BAE Systems Australia to supply our world-class product to one of the world's best shipbuilders and navies."