

## MARITIME SQUADRONS ASSOCIATION



PO Box 554  
Hamilton Central,  
QLD 4007

[maurice.ritchie@outlook.com](mailto:maurice.ritchie@outlook.com)

Mobile: 0404 265334

web site: [www.msa.asn.au](http://www.msa.asn.au)

# Newsletter

September 2020

---

### *President's Message*

#### **President's Report – October 2020**

The following is the report that I would have presented at the 2020 AGM, if it and the associated Brisbane dinner had not been cancelled.

This year has presented us with, arguably, Australia's most challenging year since World War II. We began with catastrophic bushfires, then floods and then the COVID-19 pandemic. I trust you are all managing to stay safe and well and are surviving the social isolation measures and associated restrictions. Hopefully, we are now over the hump in Australia and may return to some semblance of normality in the not too distant future.

Regrettably, due to the COVID-19 pandemic we have had to cancel all of our regular MSA activities that were planned to have been held this year, the Canberra function in March, the Adelaide lunch in May, the NSW Dinner in July and the Brisbane dinner and Annual General Meeting (AGM) scheduled for 24 October 2020.

#### **Postponement of AGM**

Clause 33 of the Constitution allows for the AGM to be postponed in 'extraordinary circumstances':

33. *The Annual General Meeting (AGM) normally shall be held each calendar year at a time and place determined by the National Executive. In the event that extraordinary circumstances prevent the holding of the AGM in any particular calendar year, the President's report, Treasurer's financial statement and any other relevant reports shall be circulated by email/post to all members. The AGM is then to be held as early as practicable in the next year.*

The constitution also stipulates that a quorum at an AGM 'shall be not less than ten (10) financial members, including at least two members of the national executive'. This means that, unless at least two members of the national executive plan on attending one of our southern functions in NSW or the ACT next year, the earliest practicable opportunity to hold the postponed AGM may not be until the 2021 Brisbane dinner. The national executive considered this matter during a recent online committee meeting and agreed that this would be in accordance with the constitution and should not pose a problem.

## **Financial Situation**

Full details of our financial situation are provided in the Treasurer's Report. Suffice to say that Geoff Hyde has again done a great job in managing the Association's finances.

## **Vale Departed Members**

It was with great sadness that we received news of the passing of the following members during the past year:

- Jim Roche (FLTENG – 11SQN)  
November 2019
- Tom Trinder (PLT – 10SQN, 11SQN)  
25 March 2020
- Peter Hodge (INTEL – 10SQN)  
22 May 2020
- Mike Guest (SIG/AEO – 11SQN) 1  
August 2020

## **MSA Membership**

Currently, we have 207 members in MSA, which is slightly down on last year's figure of 218. If you know of any current serving or former members who would be eligible to join MSA, please

encourage them to do so. As with any organisation, the injection of new blood is essential if we are to remain relevant and viable.

### **Thanks to Committee and State Representatives**

I would like to recognise the efforts and work of the MSA National Executive Committee and State Representatives over the past 12 months. In particular, I would like to thank Barry Collins for his efforts as Vice President and Queensland Representative, and Maurice Ritchie and Geoff Hyde for their support and hard work as Secretary and Treasurer respectively. Noel Shelton (SA Rep) and Rod Smallwood (NSW Rep) also deserve recognition for their valuable support at a State level.

### **Business Arising from the Minutes of 2019 AGM**

#### **Eligibility of 10 Squadron Members to Join MSA in the Future.**

Contrary to my earlier advice that we were planning on introducing some new conditions regarding the eligibility of 10SQN members to join MSA in the future, the National Executive has reviewed the situation and has now decided not to go ahead with such action. During our deliberations on this matter, the following points were noted:

- The question of eligibility to join MSA can be a complex one. The Association functions to keep members in touch with each other and to facilitate gatherings in various geographic areas for this to occur. The Constitution is set with broad terms to allow us to accept members 'who have served in a RAAF squadron associated with a maritime squadron or served in a RAAF unit associated with maritime duties'.
- While 10SQN may no longer be a 'maritime' squadron as such, in its ISR role it may well conduct maritime-related operations in the future (some form of ocean surveillance, for example), which would mean that a member could qualify for MSA membership.
- What does 'maritime' mean these days (and in the future)? Maritime operations encompass much more than the traditional ASW and open ocean surveillance.

- The changing nature of the maritime role makes the possible membership dynamic, and we should be willing to accept this potential dynamic change in our membership base. We would not wish to see MSA go the way of previous associations (Sunderland and Catalina) where restricted membership criteria eventually saw them disappear.
- We should continue to adjudicate on membership applications on an individual case basis. This way we can continue to encourage new members to join and to stay in contact with our community.

### **Guidelines for State Representatives Organising MSA**

**Functions.** Guidelines were sent out to all State Representatives in June 2020.

I hope you all retain good health and look forward to future functions when we can renew personal contact. Regards,

*Keith Brent*

President

October 2020

## *Member News*

### **Departed Members.**

Since the last Newsletter we have noted with much sadness the passing of the following friends and members:

- Mike Guest 01 August 2020

### **New Members**

Only one new member has joined the Association since the last newsletter.

Please welcome.

Al Fraser

## Member Updates

### QTH

**Email** – if you are receiving this newsletter via Australia Post & you have an email address, then you can choose to receive newsletters and other updates via email (and save the Association some money). Just let the Secretary know your email address.

**If you change your address or email, please inform the Secretary!**

### *Information please.*

Nothing this newsletter.

### *News from here and there*

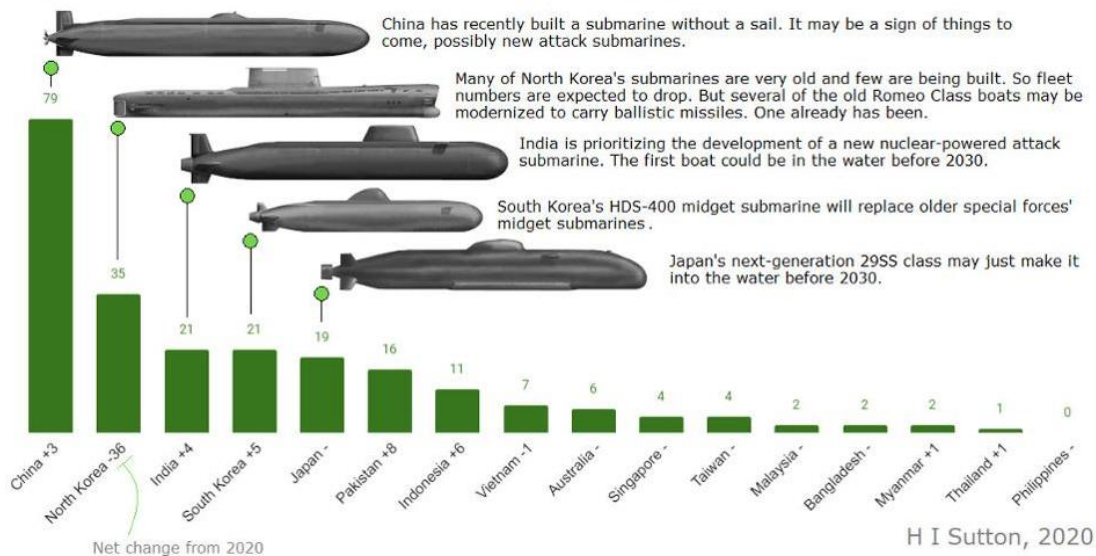
#### **The Untold Story of the Development of the Indian Submarine Force.**

In 1957, the government of India requested Lord Mountbatten, then the First Sea Lord, to provide India a target submarine which could be the oldest and cheapest available to serve as a foundation to build a submarine force for the Indian Navy (IN), a request he flatly refused to consider. In 1959 the Indian Navy asked the UK for three operational submarines, this never happened as the UK refused the soft credit terms sought by India. The USSR provided the Indian Navy with eight Foxtrot class submarines between 1967 & 1974.

In 2000 the Indian Navy adopted a 30 year submarine building plan which would see the induction of 24 new submarines by 2030 with 18 SSKs (Submersible Ship Killer) & 6 SSNs (Submersible Ship Nuclear) joining the fleet by 2030. This was later tweaked to 24

SSKs with all 6 SSNs getting their own separate category & \$14Bn approval under the strategic nuclear submarine program in February 2015. The plan called for half the strength of 24 SSKs or 12 boats to be built on two simultaneous lines with foreign collaboration by 2012 with another 12 to be built completely of an indigenous design between 2012-30, needless to say that plan lies in tatters.

### Projected Asian Navies' Submarine Strength, 2030



### Russia to develop Tu-204 into antisubmarine aircraft



The Russian Navy prepared technical requirements for the latest antisubmarine plane based on the Tu-204 passenger aircraft. It will

be armed with the latest armament and equipment Izvestia Daily reports. Sources in the Defense (sic) Ministry said a technical assignment was prepared for the new antisubmarine airborne complex (PIAK). Tu-204 passenger aircraft or its Tu-214 option are the main candidates. The already available aircraft will be transformed into combat planes.

Tu-204 is fit for antisubmarine defense, former Navy Chief-of-Staff Admiral Valentin Selivanov said. "In peacetime, they have to keep adversary submarines away from our coast. In case of threats, they have to detect deployment areas of hostile warships to destroy them right after an order arrives. Nuclear submarines are a major adversary which can inflict big damage. Therefore, it is necessary to pay major attention to defense against them," he said.

Detection and destruction capabilities determine the effectiveness of an antisubmarine aircraft. Homing torpedoes have to become the main weapon. One torpedo is enough to destroy a submarine, the admiral said.

The new aircraft with turbojet engines can patrol assigned areas at major altitudes for hours and remotely control sea drones. High cruising speed allows it quickly reaching any point of the search. Mobile robotics will increase the detection of submarines.

"The Navy has been facing the necessity to renew the fleet of antisubmarine aircraft since mid-1990s," expert Dmitry Boltenkov said. The Russian naval aviation operates three types of aircraft to destroy adversary submarines. Il-38 built in 1960s control the brown waters. Media said 15 aircraft remain operational and eight were upgraded to Il-38N level with improved devices. The number of operational Be-12 amphibious antisubmarine aircraft is even less.

Tu-204/214 are close in characteristics to Boeing 737-800 which was developed into Poseidon P-8. The Tupolev aircraft made non-stop flights from Moscow to Vladivostok. They can patrol for a long time and offer comfortable conditions for the crew and operators of antisubmarine weapons.

## **The Australian Government has signed a new deal for P-8 support.**

Minister for Defence Industry Melissa Price said: "The initial A\$300m (\$214m) contract provides a highly experienced maintenance, engineering and logistics workforce to defence.

“This will grow the workforce to over 160 from Boeing and their sub-contracted personnel from Airbus Australia Pacific, delivering vital services to the P-8A capability.

“Our Australian workforce is vital to the continued sustainment and upgrades which are critical to the Poseidon’s capabilities.”

The six-year contract is expected to generate 40 new job opportunities.

Under the contract, the company will maintain and support the Royal Australian Air Force’s (RAAF) P-8A Poseidon multi-mission maritime aircraft at RAAF Base Edinburgh.

The contract will strengthen the Australian industry’s capacity to operate and maintain the advanced aircraft

Air Force Technology

## **Strategy aims to secure region’s position as Defence hub**

A new 10-year strategy aims to ensure Townsville and North Queensland remains one of Australia’s key Defence locations for decades to come.

Townsville City Council has adopted the Townsville North Queensland Defence Strategy 2020-2030.

“This strategy will allow Council to influence high pay-off opportunities to deliver mutually beneficial outcomes for our city through defence investment.

Cr Hill said Townsville and North Queensland was already benefitting from planned infrastructure projects that would increase both regional Defence capabilities and make the case for additional Defence capability investment.

These projects include the extension of the runway at RAAF Base Townsville, the expansion of the Port of Townsville, the Defence Supply Chain and Manufacturing Hub, and new Defence infrastructure associated with the Australian Singapore Military Training Initiative (ASMTI).

“Our vision is to be a preferred location for Armed Forces training globally, an ADF home base of choice and Defence’s Joint



Forward Mounting Base will be pursued through five key strategic goals,” Cr Hill said.

The five strategic goals are:

- Position and promote the Townsville Region as a strategic location for Defence capability and as a posting preference for Australian Defence Force personnel and families.
- Cultivate a capable and responsive local Defence industry aligned to Sovereign Industrial Capability priorities and future Defence capability programs.
- Support and enable opportunities for local industry to access regional, national and global Defence supply chains.
- Encourage collaboration between Defence, Defence Industry, Government and Academia, focusing on research development and innovation; and
- Develop strategic infrastructure that supports the ongoing and future needs of Defence, the local industry and the community.

## **Amid border tensions, India moves to purchase six more Poseidon-8I aircraft from US.**



Under a \$2.1 billion deal signed in January 2009, the Indian Navy inducted eight Boeing-manufactured P-8I aircraft and in another

\$1.1 billion contract signed in July 2016, the delivery of the same number is set to begin by December later this year. (File photo)

In a big move to boost the strength of Indian Armed Forces, India has formally kickstarted the acquisition process for six more long-range Poseidon-8I aircraft from the United States for around \$1.8 billion, reports Times Of India.

While India has eight naval P-8I patrol planes that are already in use for surveillance missions over the Indian Ocean as well as eastern Ladakh, a plan is also under-way to fast-track the procurement of six Predator-B armed drones amid the heightened military border tensions with China.

India's long-range anti-submarine, reconnaissance, surveillance and electronic jamming capabilities in the Indian Ocean Region are going to get a further boost with the arrival of four more P-8I multi-mission aircraft from the US next year, The Hindustan Times reported.

India has the option of buying another six from Boeing to be negotiated later in 2021, people familiar with the developments in New Delhi and Seattle said.

Beijing has a 70% stake in Kyaukpyu port in Myanmar, which sits in the Bay of Bengal; Hambantota port in South Sri Lanka dominates the Indian Ocean; Gwadar port in Pakistan sits on the mouth of Gulf of Oman; and the port of Jask in Iran is located on the edge of Persian Gulf.

India also inched closer to formalizing the anti-China QUAD — Quadrilateral Security Dialogue — strategic grouping. The United States, Japan and Australia are the other members.

### **Airbus eyeing interim German P-3C fleet replacement.**

Airbus Defence & Space is pursuing an opportunity to provide Germany with an interim maritime patrol aircraft capability, after Berlin axed a delayed modernisation of its Lockheed P-3C Orion fleet.

The German navy has operated eight of the four-engined type since 2006, after acquiring them from the Netherlands. Cirium fleets data shows that the aircraft are aged between 35 and 38 years. The German Navy had planned to operate its Orions until 2035.

France and Germany have been jointly assessing their long-term requirements via a Maritime Airborne Warfare System (MAWS) effort, which is also intended to deliver replacements for the French navy's Dassault ATL-2 Atlantique platforms.

Under their agreement, the nations plan to select a European platform existing in 2023 to form the basis of their capability. Airbus in 2018 outlined its intention to use the A320neo for such an application.

"We are fully committed to provide an alternative solution [to Germany's P-3Cs], and to stay a leader in the MAWS project, to ensure that our customer will select our proposal based on the A320," Airbus Defence & Space head of tanker and derivatives programmes Didier Plantecoste tells FlightGlobal.

While Germany's P-3C mission system enhancement project has been abandoned, a rewinging contract placed with Lockheed and Airbus in July 2015 will continue. The European company has already completed work on two aircraft at its Manching site near Munich.

## **Aussie Poseidons sharpen trident in successful training operation**

Royal Australian Air Force personnel attached to No. 11 Squadron, supported by No. 92 Wing from RAAF Base Edinburgh, deployed to RAAF Base Learmonth to support the training of the force's P-8A Poseidon aircraft as part of Exercise Trident Trap, July 2020.

Trident Trap was a No. 92 Wing-led joint training activity, exercising Air Force's P-8As' anti-submarine and anti-surface warfare capabilities in partnership with Navy.

The deployment also marked the first time No. 92 Wing forward deployed a P-8A Mission System Fly Away Kit (PFAK). No. 11 Squadron Commanding Officer Wing Commander Simon van der

Wijngaart said it was an important milestone in support of operational readiness.

"The PFAK allows a small footprint of detachment staff to download and archive mission data to enable rapid post-flight analysis and intelligence assessments. Importantly, it also provides support for subsequent missions by enabling aircrew and support staff to update the mission system data for each sortie," WGCDR van der Wijngaart explained.

Another key component of Trident Trap was a two-day multi-static active coherent (MAC) trial. The P-8A MAC system is an advanced, active-acoustic sensor that uses complex, multi-path sound propagation between sonobuoys to detect submarines at increased ranges.

No. 92 Wing Commanding Officer Group Captain John Grime said this was the wing's second evolution of MAC trials with the co-operation of an Australian submarine.

## **The Pepsi submarine force.**

In a year that is bizarre beyond belief, it's important for you to know that in 1989 Pepsi-Cola had the sixth-largest submarine force in the world.

In that year Pepsi was looking to up its Russian business with another 26 bottling plants and Gorbachev was looking for anything to improve his nation's economy and standards. Gorbachev had to come up with something to make the deal work. He turned his eyes to his ever-growing collection of surplus military equipment.

In what was described as "one of the oddest commercial agreements ever signed," he closed the deal by bartering instead of money, giving PepsiCo 17 diesel-powered attack submarines, a cruiser, a destroyer and a frigate, then threw in a few civilian oil tankers – and exclusive marketing rights for Pepsi, of course.

This stuff was all obsolete – those diesel submarines would be about as hard to track as a jackhammer with today's technology. But I'll bet, if PepsiCo wanted to, they could have done a number on Grenada or Tobago and rule its own island nation now.

Instead they used their navy for scrap. But they didn't forget their role in history. Kendall from PepsiCo would joke with the Bush administration, "We are disarming the Soviet Union faster than you are."

## **Defence's continued commitment to Operation ARGOS**

A Royal Australian Air Force P-8A Poseidon maritime patrol aircraft is deploying on Operation ARGOS for the second time this year to enforce United Nations Security Council sanctions on North Korea.

Operating out of Kadena Air Base in Japan, the Poseidon aircraft will conduct airborne surveillance to monitor and deter illegal shipments of sanctioned goods.

Minister for Defence, Senator the Hon Linda Reynolds CSC said this latest deployment reinforces Australia's commitment to stability and security in the region.

"Our commitment to Operation ARGOS demonstrates our resolve for a secure, stable and prosperous Indo-Pacific," Minister Reynolds said.

"Our contribution through dedicated air patrols supports the international campaign to address illicit trade, sanctions evasion and their associated networks."

This operation is part of a multinational force with contributions from countries including Canada, France, Japan, New Zealand, the United Kingdom and the United States.

The Poseidon aircraft and its crew will deploy from RAAF's 92 Wing and quarantine at Kadena Air Base in line with Japan's COVID-19 entry requirements. Operations will commence in late September and are planned to conclude in late October 2020.

This is the seventh deployment of a maritime patrol aircraft by the ADF since the commencement of Operation ARGOS in 2018. The ADF has also deployed naval frigates on three occasions to support the enforcement of United Nations Security Council sanctions on North Korea.

## **Rare satellite photos have revealed what appears to be a secret underground Chinese submarine base.**

Pictures circulated online this week show a submarine using the base on Hainan island in the South China Sea.

American imaging company Planet Labs took the snaps, which were later posted on Radio Free Asia's social media accounts.

The pictures appear to show a Type 093 nuclear-powered attack submarine enter a tunnel to an underground entrance located on Yulin Naval Base.



Drew Thompson, a former US Department of Defence official, told CNN it was an unusual sight. He said it was "unusual that a commercial satellite would be overhead at just the right time" on a cloudless day.

The expert claimed that the mysterious underground base was a means of China covertly storing its military hardware - which included submarines and missile systems based inland.

He continued: "The Chinese have tremendous experience building underground facilities. "It's in keeping with their strategic culture".

## **Asia's Submarine Powerhouse You Might Not Know About**

Indonesia is also well on its way to becoming a major submarine power in the Pacific—for the second time in its history.

On April 17, Indonesia re-elected president Joko Widodo, who has presided over a rapidly growing economy, even as his originally liberal politics have taken an increasingly conservative bent. The unique Muslim democracy consist of seventeen thousand islands spanning from South East Asia to the waters off Australia. With over 269 million inhabitants, it is also the fourth most populous country on the planet, ranked just behind the United States.

The latest milestone was the launch of the KRI Alugoro on April 11, 2019 from Semarang Dock in Surabaya, Indonesia—the first ever submarine built by the island nation, though with some assistance from the type's Korean manufacturer DSME.

Two Korean-built sisterships, the Nagapasa and Ardadedali were commissioned by Indonesia in 2017 and 2018.. The new boats join two nearly forty-year-old Type 209/1300 submarines named Cakra and Nanggala, which are being upgraded with new sensors and combat systems.

The Type 209 was first prolifically built by Germany than approved for license production in South Korea as the Chang Bogo-class. The Nagapasa-class submarines are Improved Type 209-1400 submarines with new German sonars, radars and navigation systems.

In 2019, the Indonesian Navy announced it would purchase three more Improved Type 209s from DSME for \$1.02 billion, and that they would enter service by 2026. Furthermore, the Indonesian Navy may aim for a total of twelve submarines by procuring six more

advanced submarines, potentially Type 214 export submarines with air independent propulsion.

In fact, for around a decade Indonesia had the largest indigenous submarine fleet in South East Asia. During the 1950s, newly independent Indonesia sought to expand its political control over outlying islands, some of which still flew Dutch colonial flag. Under independence leader Sukarno, Jakarta began purchasing extensive Soviet arms to support its “Confrontation” policy of using military pressure.

Those acquisitions included twelve Soviet Whiskey-class diesel electric submarines and a submarine tender (KRI Ratulangi) to support them. During the 1950s, Soviet shipyards churned out over 200 Whiskey-class boats, which were based on acquired technology from Nazi Germany’s Type XXI “electric boat” U-Boat.

The 1,470-ton submarines were delivered between 1959–1962 along with then-advanced SAET-50 anti-ship acoustic homing torpedoes. The initial Indonesian crews received nine months of training in Gdansk, Poland from Russian instructors in English, including cruises on the Baltic.

Jakarta soon put the subs to use in its campaign for control of Western Guinea, as described by Rear Adm. Agung Pramono in “The History of the Indonesian Submarine Squadron.”

“There were three submarine deployments during the military operation—called JAYA WIJAYA 1—against the Dutch forces in the West Papua. KRI Nagabanda (403), KRI Trisula (402), and KRI Tjandrasa (408) successfully launched an attack on the Dutch forces in the West Papua area; in operation TJAKRA II, Tjandrasa managed to infiltrate the enemy’s area to land a group of Indonesian Special Forces on the island. [15 personnel near Sentani airport.]



# *History Segment*

## *In Europe*

### No 10 Squadron

Due to heavy shipping losses being experienced at this time in the South-Western Approaches, from August 1940 all convoys were routed around the north of Ireland to the ports of Glasgow and Liverpool. To provide additional air cover over this area, between August 1940 and April 1941, a detachment from No.10 Squadron composed of four aircraft and their crew, plus a maintenance party, were based at Oban on Scotland's west coast.



Oban esplanade

With the German occupation of France, the U-boats gained access to Bay of Biscay ports from July-August 1940, cutting transit times to the Atlantic by half and allowing U-boats to remain longer on station. Brest, Lorient, Saint Nazaire, La Rochelle and Bordeaux became home for eight flotillas, each with a nominal strength of 25 U-boats, plus one Italian flotilla of 23 submarines. Despite the lack of U-boat sinking's, constant patrolling over and around convoys was beneficial in warding off attacks.

Reconnaissance flights over Biscay ports were carried out to report on the build-up of German shipping and barges in preparation for

an expected cross-channel invasion. Two squadron aircraft were dispatched to the western Mediterranean to reconnoitre Vichy French activities along the North African coast.

The majority of No.10 Sqn's flying for August 1940 was operated by the Oban detachment, with aircraft cycled through Mount Batten due to its superior maintenance facilities.

Mk.I ASV (Air to Surface Vessel) radar, although with limited capability, became available round this time and squadron members commenced both ground and air training in its operation.

September 1940 was pivotal when RAF Fighter Command denied the Luftwaffe air ascendancy over Britain. Before this victory became assured, however, it was necessary to maintain a reconnaissance watch on a massive build-up of naval craft assembled in Dutch, Belgium and French ports to transport Germany's invading army across the English Channel. No.10 Sqn flew a number of patrols around the Brest peninsula during the month to report on the disposition of German naval traffic that might lend itself to any invasion attempt.



Sunderland Mk II (note open upper gun positions)

During this period, the squadron lost its first aircraft. On return to Oban at night following a convoy escort, poor weather conditions encountered when alighting led to a wing striking a rock outcrop and the Sunderland sinking. All crew members managed to escape.



"Watch your head Fred". Sunderland Mk1 upper gun positions with wind defectors lowered.

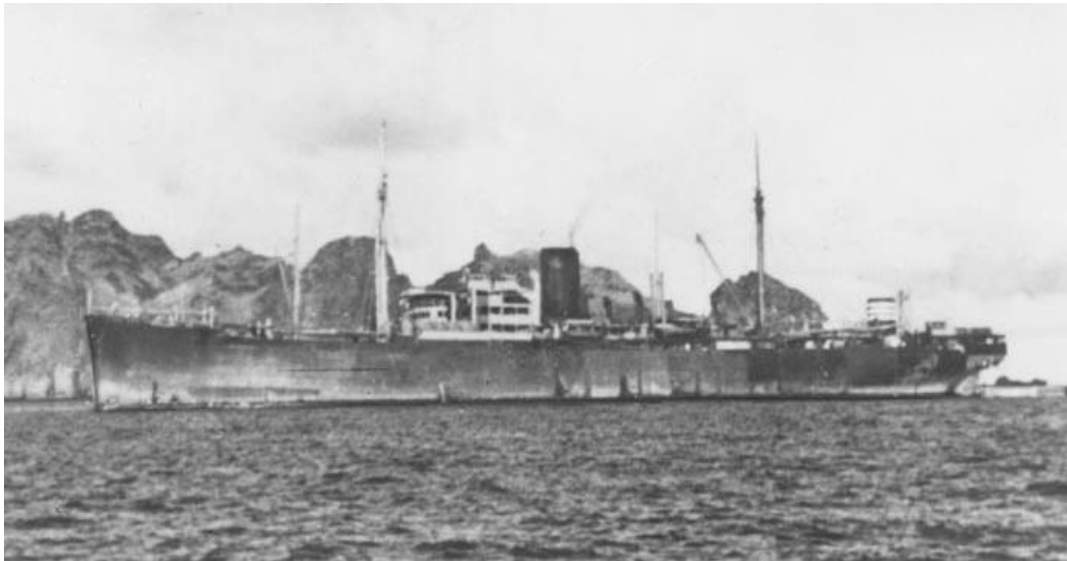
On 25 September 1940, another No.10 Sqn aircraft on patrol from Oban was responsible for the rescue of a lifeboat with survivors from the sinking of the liner City of Benares (11,000 tons) on 17 September 1940. Among the 400 plus crew and passengers were 90 children being evacuated from Britain, of whom only 13 survived, with six in the lifeboat rescued by a destroyer summoned by the Sunderland's crew.

## *In Australia*

### **No 6 Squadron**

During June 1940, this squadron from RAAF Richmond (using Lockheed Hudson aircraft) flew escort to the Naval convoy transporting the 2<sup>nd</sup> AIF to the Middle East. This convoy included the Queen Mary and the Queen Elizabeth.

An unsuccessful search for a German surface raider (Orion) was conducted in August. This raider had sunk the New Zealand merchant ship S.S Turakina in the Tasman Sea on 20 August with the loss of 34 lives.



*German raider "Orion"*

## **No 11 Squadron**

In June the Squadron establishment increased from 11 officers, 100 other ranks and 33 natives to 15/179/65.



AUSTRALIAN WAR MEMORIAL

P02557.010

A18-11 after modification with two upper gun positions.

By the start of August 1940, the Squadron had four C-Class flying boats in service: A18-10, -11, -12, -13.

Operations from Pt. Moresby mostly involved searching for Japanese shipping.

The Squadron were also involved in the search for ships such as the German merchant raider “Orion” and the suspicious Italian ship “Romolo”. Aircraft were temporarily based at Rabaul, Tulagi and Vila for these searches.

In May 1940 they had assisted the HMAS Manoora to search for the Italian motor vessel Romolo. This vessel had been operating in New Guinea waters.



MV Romolo

At 09:00 on 11 June 1940, Eastern Australian time, war with Italy began. The *Romolo* was intercepted by HMAS Manoora north east of Brisbane and scuttled itself.



## No 13 Squadron

Bogged down by the weather.



## No 14 Squadron

Most flying at this time was in support of troop convoys leaving from Albany for the Middle East. **No 25 Squadron** using their Avro Anson aircraft also contributed to the protection of convoys leaving for the Middle East.

## No 24 Squadron

Formed at RAAF Amberley on 17 June, this was the second of three squadrons raised during 1940. During the second half of the year it was re-equipped with Lockheed Hudson aircraft. Its main tasks were seaward patrols and searches for German surface raiders, submarines, suspicious ships and floating mines.

## **A Final Thought**

“May you live in interesting times”.

A Chinese curse or today’s paradigm?

# FINANCIAL STATEMENT

## MARITIME SQUADRONS ASSOCIATION

Financial Year 1 July19 – 30June20

### ADMINISTRATION ACCOUNT

Opening Balance 1 July 19	4028.66
---------------------------	---------

### INCOME

Membership Fees	684	
Brisbane Dinner	4032	
Ties Badges	154	
Interest	0.37	

	4870.37	
--	---------	--

Total		8899.03
-------	--	---------

### EXPENDITURE

Secretary Account	75.16	
Canberra Dinner	342( Note1 )	
NSW Dinner	386	
Brisbane Dinner	4491 (subsidy 624)	
President (cards)	7.69	

	5301.85	
--	---------	--

Closing Balance		3597.18
-----------------	--	---------

### CASH ASSETS

NAB Account	3597.18	
Deposit at USC	300	
Secretary cash at hand	168.0	
Treasurer cash at hand	<u>0.0</u>	
Total	<u>4065.18</u>	

### STOCK AT HAND

Ties Badges Cuff links	<u>2114</u>	
------------------------	-------------	--

<u>TOTAL</u>	<u>6179.18</u>	
--------------	----------------	--

Note 1. Refund of deposit which was forfeit when function was cancelled

Total function subsidy	1010.0	
------------------------	--------	--

Secretary Expenses	114.45	
--------------------	--------	--

Treasurer Expenses	65.10	
--------------------	-------	--

# FINANCIAL STATEMENT

## MARITIME SQUADRONS ASSOCIATION

Financial Year 1 July19 – 30June20

### TERM DEPOSIT ACCOUNT

Deposit at start of term	\$18,274.74
Interest credited during financial year	540.00
Deposit at end of financial year	\$18,814.76

The term deposit matures 6 AUG 2020 when approximately 135.17 will be credited to the account. This amount will be re-invested including this interest. The interest earned is higher this year due to fixed periods overlapping the financial year, some of this was earned in the previous year.

### TREASURER'S REPORT

The covid-19 pandemic has caused havoc with our planned meetings. The expenditure reported for NSW and Brisbane are part of the previous year's allocation however the payments were made in the reported year's accounts. The meeting cycle that starts at the beginning of calendar year 2020 were cancelled and so expenditure was reduced. MSA remains in a healthy financial position.

Assuming the pandemic restrictions are removed next year a subsidy of \$25 will be used to make up for the missed functions.

Very low interest rates continue to affect our income however I am confident we can continue to meet our goals of subsidising our member gatherings. During the period of this report interest rates remained low and this will continue into the future. The latest rate is 1.05%.

Geoffrey Hyde  
Treasurer MSA