

MARITIME SQUADRONS ASSOCIATION



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Newsletter

Sep 2025

President's Message

"I would like to acknowledge the efforts and work of the MSA National Executive Committee and State Representatives over the past year. Special appreciation is extended to Barry Collins for his service as Vice President and Queensland Representative, as well as to Maurice Ritchie and Geoff Hyde for their support and hard work as Secretary and Treasurer, respectively. Noel Shelton (SA Rep) and Dave Charles (NSW Rep) also deserve recognition for their valuable support at a state level.

At last year's Annual General Meeting (AGM) it was agreed that, in order to gain more exposure to potential members, we should post notices about MSA in publications such as Air Force News and Wings (RAAFA). We have now taken action accordingly with both these publications, plus also the VETAFFAIRS newsletter. A community notice has already appeared in Air Force News and, hopefully, we will soon see similar placements in Wings and the VETAFFAIRS newsletter.

The AGM is scheduled for Friday 31 October 2025, in association with the Brisbane Dinner. Details on both the dinner and AGM are included in this newsletter. As with many similar organisations, it is often difficult to persuade members to serve on the committee but, for the Association to remain relevant and continue to prosper, it is essential that new blood and new ideas be injected on a regular basis. To that end, I would encourage

members to consider serving on the National Executive and/or as State Representatives.

On a more personal note, I must advise that I will not be seeking re-election as President at the AGM. The health issues that I have faced over the past year or two have now reached a level that prevent me giving the time and attention necessary to continue in this role. Barry Collins has agreed to accept my nomination for him to stand for the position.

Regards, Keith Brent

President Maritime Squadrons Association

Member News

MSA HARS DINNER 2025

On the evening of 19 July 2025, HARS hosted a hangar tour, Neptune engine run and dinner for members of the RAAF Maritime Squadrons Association. This continues a long tradition of such events.

For various reasons, attendance at this year's event was much lower than in previous years. A total of eleven attendees – four of them wives – participated.

HARS founder Bob De La Hunty conducted the hangar tour. A HARS volunteer was on hand providing drinks. At sunset, Bob, ably assisted by Curly Ware, performed an engine run of both reciprocating engines of the French SP-2H.



We then had a most enjoyable dinner, following which Bob spoke most-eloquently about how HARS originated, and where it is going from here. John Travolta's QANTAS Boeing 707 will be added to HARS fleet.

I have received zero complaints from those who attended. Well done, HARS!

Vale Departed Members

John Rossiter	23 Jun 2025	Nav	84yo
Col Price	03 July 2025	AEO	79yo
Gerry Gunton	06 Aug 2025	PLT	88yo
Tony Lowe	27 Sep 2025	AEO	

In Memoriam

No. 21 Navigators Course

East Sale 1960



Standing L-R: Frank Cox, John Dahlitz, Les Fisher, Max Woolf, Peter Dienelt.

Kneeling L-R: Bob Bruce, Bob Howe, Peter Hodgson, John Rossiter, Neil Pollock.

No. 3 AEO Course

1968



Standing L-R: Jim Button, Jo Hamwood, Gary Keleher, Jeff Day, Colin Price, Val Bukmanis.
Front L-R: Geoff Lydeamore, Dave Maxwell, Jeff Hill, Brian Warner, Rick Jones.

No 18 Pilots Course

16 Jun 1955



Standing L-R: Barry Roberts, Gerry Gunton, Alan Thurecht, Eddie Smith, Ron Fisher, Noel Charlton, Tom Thorpe, Ray Morritt.

L-R; Barry Roberts, **GERRY GUNTON**

“Gerry was captain of my first Neptune flight - 10SEP63. He performed an amazing feat of balance, that involved four empty tall beer bottles, in the mess in Townsville one afternoon. Unforgettable! RIP, sir!” Dave Charles

No 16 Signallers Course

September 1962



Front rank L-R McDonald, Sykes, Tony (Bones) Lowe

New Members

Please welcome.

**Stephen Gray
Allen Chiesa
Brett Newell**

Member Updates

Email

If you are receiving this newsletter via Australia Post and 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 as soon as possible.

Curly Ware is trying to contact Sqn Ldr (ret) Kev Murry (AEO). If you can help, please contact Curly at curlyw2@bigpond.com

News from here and there

Spain's First C295 MSA Ready for Flight Tests



Spain first C295 MSA (Airbus)

Airbus has rolled out the first C295 MSA (Maritime Surveillance Aircraft) for the Spanish Air and Space Force. The aircraft, assembled at the company's Seville facility, has entered the development and certification phase, with its first flight expected later in 2025.

This is the first of eight C295 MSA aircraft ordered to replace Spain's aging CN-235 VIGMA fleet, which has been in service since 2008. The new aircraft will support missions such as maritime surveillance, anti-smuggling, border patrol, and search and rescue (SAR). includes 16 C295 aircraft in total – 8 MSA and 8 MPA (Maritime Patrol Aircraft) variants. The MPA version will feature advanced sensors, anti-submarine warfare capability, and weapons integration. The aircraft will replace the fleet of CN-235 VIGMA turboprops in maritime surveillance missions from 2026.

Italy considers purchasing Japanese Kawasaki P-1 patrol aircraft to strengthen anti-submarine defence

Italy is currently considering acquiring the Kawasaki P-1 maritime

patrol aircraft to enhance its anti-submarine warfare capabilities. Since the retirement of the Breguet Atlantic in 2017, the Italian Air Force has experienced a gap in this area. The Leonardo P-72A aircraft currently in service, based on the ATR 72, are primarily used for surveillance and are inadequately equipped for ASW.



[Ronnie Macdonald | Wikimedia Commons](#)

The Kawasaki P-1, a four-engine jet aircraft specifically developed for maritime patrol, entered service with the Japanese Maritime Self-Defence Force in 2013. With a range of approximately 8,000 kilometres and extensive sensor suite, including a magnetic anomaly detector, the P-1 is optimized for anti-submarine warfare. It features eight external mooring points for anti-ship missiles, as well as internal weapon bays for torpedoes, mines, or depth charges. Unlike many other maritime patrol aircraft, the P-1 was designed from the ground up for its specific mission.

General Luca Goretti, Chief of Staff of the Italian Air Force, acknowledged the P-1 as a potential option for strengthening Italy's maritime patrol capabilities. He emphasized the close bilateral relations between Italy and Japan, which have been further strengthened through joint defence initiatives such as the Global Combat Air Program (GCAP).

Designed and developed by Kawasaki, the type performed its first flight in September 2007 and entered mission service in 2013. The type is used with the JMSDF, primarily for patrolling over the

country and for ASW. The agency has 70 aircraft on order with 33 examples of the type in service. More than 30 P-3 Orion are still in service.



Poseidon News

Denmark ignites Arctic strategy with P-8A Poseidon consideration

In the icy waters of the North Atlantic, where the strategic GIUK Gap serves as a critical chokepoint for global maritime traffic, Denmark is considering a step to enhance its military capabilities. According to reports from Danish public television DR, the Danish Ministry of Defence is exploring the acquisition of U.S.-built P-8A Poseidon maritime patrol aircraft, a move that could reshape the kingdom's role in Arctic security.

This potential purchase, discussed in collaboration with Norway, which already operates five of these advanced aircraft, comes as Copenhagen grapples with mounting geopolitical pressures, including Russian submarine activity and the strategic importance of Greenland. The decision, still under review, signals Denmark's intent to strengthen its contribution to NATO and secure its northern frontiers.

While the purchase is still to be confirmed, the potential is for Scandinavian cooperation to address evolving security challenges. Norway's experience with the P-8A, coupled with Denmark's need

to modernize its aging fleet of Challenger 604 patrol aircraft, makes the Poseidon a compelling candidate.

RAAF on Indian Ocean patrol out of Goa, India



Flying from the city of Goa on India’s west coast, Royal Australian Air Force P-8A Poseidon crews have stretched their wings alongside their Indian Navy counterparts.

In June, a RAAF P-8A Poseidon and contingent deployed to Indian Naval Station (INS) Hansa, located near the city of Goa. The deployment follows previous deployments by RAAF P-8As to airfields in India, including to Goa in 2022, and deployments by Indian P-8Is to Australia.

INS Hansa near Goa is one of the bases for the Indian Navy’s fleet of P-8I Neptunes, a similar variant of the maritime patrol aircraft flown by the RAAF.

Flying missions over the northern Indian Ocean, Australian and Indian P-8 crews supported the Royal Navy aircraft carrier HMS *Prince of Wales*.

Deployed to the Indo-Pacific region under Operation Highmast, *Prince of Wales* forms part of a carrier strike group

conducting an eight-month deployment from Europe with ships from 12 nations.

India Suspends Purchase of P-8 Poseidon Aircraft due to tariffs Imposed by President Trump



Eight Indian P-8I anti-submarine patrol aircraft.

India TV News reports India has suspended the purchase of P-8 Poseidon anti-submarine patrol aircraft due to tariffs imposed by President Trump.

The new tariffs increase the cost of purchasing Boeing aircraft by more than 50%, which does not suit the Indian government, which planned to receive six more aircraft of this type with a total value of USD 2.42 billion.

South Korea's P-8 Poseidon Enters Naval Operations

The Republic of Korea Navy (ROKN) has formally operationalized the Boeing P-8A Poseidon maritime aircraft as of 03 July, following a year of induction and crew training. South Korea ordered six P-8As in 2018, with the first three delivered in June 2024.



Boeing secures \$15.7 million to upgrade two more Australian P-8A Poseidon aircraft

The U.S. Department of Defense confirmed on 28 August that it has activated a contract option for the modernisation of additional Royal Australian Air Force patrol aircraft. The \$15.7 million agreement covers two Boeing P-8A Poseidon aircraft, with funding provided entirely by Australia under the Foreign Military Sales framework.

Most of the work will take place at Boeing's maintenance, repair and overhaul centre in Jacksonville, Florida, which specialises in servicing the Poseidon fleet. According to the Pentagon, the upgrades on the two aircraft are due to be completed by July 2026.

This marks the second batch of RAAF Poseidon aircraft to be upgraded to the Increment 3 standard. A first contract, covering three aircraft, was awarded in December 2024, with Australia currently the only export operator of this upgrade package.



Photo: Royal Australian Air Force.

The Royal Australian Air Force operates twelve P-8A Poseidon aircraft, all delivered by the end of 2019, and ordered two more in December 2020. The Increment 3 modernisation programme is expected to continue until 2030.

The upgrade provides new satellite communications and reconnaissance systems, while also integrating the aircraft with additional weapons. These include the Lockheed Martin AGM-158C Long Range Anti-Ship Missile, which is in the final stages of integration.

Germany Eyes Purchase of Up to Four Additional P-8A Poseidon Aircraft to Enhance Maritime Patrol Capabilities

Germany is actively working to enhance its maritime patrol capabilities by considering the acquisition of up to four additional P-8A Poseidon aircraft.

This decision comes as part of the German Navy's ongoing efforts to bolster its fleet, which currently includes eight P-8A aircraft already on order. The funding request for this expansion was detailed in the Navy's latest budget proposal, which is now under review by the German Parliament. The move aligns with NATO's

increasing emphasis on surveillance over the North Atlantic, reflecting a broader commitment to national and regional security. Boeing has begun construction on the fleet of eight aircraft ordered by Germany in October 2024. The delivery of the first of these aircraft is expected later this year.

US Navy's P-8 Poseidon Aircraft Intercepted By Russian Jet During Surveillance Mission Over Black Sea.

On August 27, 2025, a U.S. Navy P-8 Poseidon was intercepted over the Black Sea, as reported by Russian Air Force pilot footage published on the Telegram channel Fighterbomber. The video, for the first time, revealed the aircraft's AN/APS-154 Advanced Airborne Sensor extended during a mission. The incident highlights the increasing contest over surveillance dominance in the region. At a time when NATO reconnaissance flights near Crimea are intensifying, this interception underscores the strategic importance of airborne sensors in modern naval competition.

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The interception of the U.S. Navy P-8 Poseidon on August 27 provides a rare glimpse of the AN/APS-154 Advanced Airborne Sensor in active use, confirming its operational deployment Picture source: Telegram-channel:

Greece Navy accepts first upgraded Orion

Tanagra, Greece – After more than a decade of delays, technical hurdles, and political controversy, the Hellenic Navy’s first upgraded P-3B Orion maritime patrol aircraft has successfully completed its maiden flight over Tanagra Air Base on 01 September 2025.

The successful test marks the beginning of a new chapter for the Hellenic Navy, which has lacked a long-range maritime patrol aircraft for over a decade.

The modernization of four P-3B Orion aircraft was approved in 2015, with the first delivery initially expected in 2019. The remaining three aircraft were scheduled for delivery by 2022. However, as of September 2025 – only the first upgraded aircraft has completed its maiden flight.

Modernizing an aircraft designed in the 1960s has proven a technical nightmare. At the heart of the upgrade is the Flight2 avionics system, transforming the analog cockpit into a “glass cockpit” with digital displays, advanced navigation, and modern tactical awareness capabilities.

With the first aircraft airborne, focus now turns to the remaining three. According to program sources:

- The second aircraft is approximately 65% complete**
- The third aircraft is about 40% complete**
- Work on the fourth aircraft is expected to begin later**

The aim is to complete all four aircraft before 2030, though further delays have not been ruled out.

The program’s €500 million price tag has sparked criticism. Opponents argue that the funds could have been better spent on modern platforms like the P-8 Poseidon or on long-range unmanned aerial systems (UAS), offering more future-proof capabilities.

Despite its vintage design, the P-3 Orion remains a highly capable maritime patrol and ASW platform.



With Turkey expanding its naval capabilities and acquiring new Type-214 submarines, the Hellenic Navy sees the P-3 as a strategic asset – a force multiplier until a next-generation maritime patrol aircraft is procured.

The P-3 must now undergo an intensive flight test and certification program, including mission simulations and endurance trials. If all goes as planned, the first aircraft will be delivered to the Hellenic Navy Air Command by the end of 2025.

Regional News

Japan

Chinese Fighter Jet Has Near Miss with Japanese Surveillance Aircraft

Over the weekend of 07 and 08 June, a Japanese Maritime Self Defense Force P-3C conducting surveillance over the Pacific Ocean was intercepted by Chinese J-15 fighter jets, resulting in two close encounters that the Tokyo Defense Ministry is calling “abnormal approaches”. In two separate instances, Japanese P-3C

aircraft came into extremely close proximity with J-15 fighter jets, raising concern with Japanese officials.

The Japanese P-3C Surveillance and Anti-Submarine Warfare (ASW) aircraft was monitoring and following the People's Liberation Army Navy's Shandong aircraft carrier as it was about 550km off of Miyakojima, Okinawa on June 7,

In both instances the J-15s were launched from the aircraft carrier that the Japanese were following and were armed with air to air missiles.

Singapore

Singapore selects Boeing P-8 Poseidon as its next Maritime Patrol Aircraft

Singapore's Ministry of Defence said in a news release that Defence Minister Chan Chun Sing told US Secretary of Defense Pete Hegseth about the decision during a meeting at the Pentagon on 09 September.

The release said that Singapore will acquire four P-8As as the first phase of Singapore's recapitalization of its maritime security capabilities, which seek to strengthen its maritime situation awareness and ability to counter sub-surface threats.

The P-8As will replace five Fokker 50 maritime patrol aircraft currently operated by the Republic of Singapore Air Force.

History Corner

World War Two

June 1945

10: Australian troops land on Brunei.

13: The Australian army captures Brunei.

: Japanese Admiral Ota Minoru, along with thousands of his surrounded Naval brigade, commits ritual suicide for failing to defend Okinawa, Japan.

16: The Japanese are in a general retreat in central China.

19: The United Kingdom begins demobilization.

22: The defeat of the Japanese on Okinawa is now complete.

26: The United Nations Charter is signed in San Francisco.

July 1945

01: Australian troops land at Balikpapan, Borneo in the Western Allies' last major land operation of the war.

05: General Douglas MacArthur announces that the Philippines have been liberated.

06: Norway declares war on Japan.

14: Italy declares war on Japan.

16: The U.S. conducts the Trinity test at Alamogordo, New Mexico, the first test of a nuclear weapon.

24: Truman hints at the Potsdam Conference that the United States has nuclear weapons.

26: The Labour Party win the British general election by a landslide. Clement Attlee replaces Churchill as British Prime Minister and immediately flies to the negotiating table at Potsdam. The Potsdam Declaration is issued.

30: The USS Indianapolis is sunk shortly after midnight by a Japanese submarine after having delivered atomic bomb material to Tinian. Because of poor communications, the ship's whereabouts are unknown for several days. 879 of the 1196 crew drown or are taken by sharks in the next four days.

August 1945

06: The B-29 bomber Enola Gay drops the first atomic bomb "Little Boy" on Hiroshima.

08: The Soviet Union declares war on Japan; the Soviet invasion of Manchuria begins about an hour later which includes landings on the Kuril Islands. The Japanese have been evacuating in anticipation of this.

09: The B-29 bomber Bockscar drops the second atomic bomb "Fat Man" on Nagasaki.

10: The Japanese government announced that a message had been sent to the Allies accepting the terms of the Potsdam Declaration provided that it "does not comprise any demand that prejudices the prerogatives of the Emperor as sovereign ruler."

**14: Japanese military personnel and right-wingers attempt to overthrow their government and prevent the inevitable surrender.
: The last day of United States Force combat actions. All units are frozen in place.**

15: Emperor Hirohito issues a radio broadcast announcing the Surrender of Japan; though the surrender seems to be "unconditional", the Emperor's status is still open for discussion.

The last aerial engagement of World War II in the Pacific, often referred to as the "last dogfight," during a mission by US Navy Air Group 88 against a Japanese airfield near Tokyo. This engagement took place shortly after the announcement of Japan's surrender but before the official cessation of hostilities, resulting in the loss of four American navy pilots.

16: Emperor Hirohito issues an Imperial Rescript ordering Japanese forces to cease fire.

17: Indonesia declares independence from Japan.

19: At a spontaneous non-communist meeting in Hanoi, Ho Chi Minh and the Viet Minh assume a leading role in the movement to wrest power from the French. With the Japanese still in control of Indochina in the interim, Bảo Đại goes along because he thinks that the Viet Minh are still working with the American OSS and could guarantee independence for Vietnam. Later, Ho Chi Minh's guerrillas occupy Hanoi and proclaim a provisional government.

: Hostilities between Chinese Nationalists and Chinese Communists break into the open.

22: Japanese armies surrender to the Red Army in Manchuria.

27: Japanese armies in Burma surrender at Rangoon ceremonies.

30: Royal Navy force under Rear-Admiral Cecil Harcourt liberates Hong Kong.

31: General MacArthur takes over command of the Japanese government in Tokyo.

September 1945

02: The Japanese Instrument of Surrender is signed on the deck of the USS Missouri in Tokyo Bay.

: The commander of the Imperial Japanese Army, General Tomoyuki Yamashita surrenders to Filipino and American troops at Kiangon, Ifugao in Northern Philippines.

: Ho Chi Minh issues his Proclamation of Independence, drawing heavily upon the American Declaration of Independence from a copy provided by the Office of Strategic Services. Ho declares himself president of the Democratic Republic of Vietnam and pursues American recognition but is repeatedly ignored by President Truman.

04: The last German troops surrender on Svalbard, Norway.

05: Singapore is officially liberated by British and Indian troops.

13: British forces under Major-General Douglas Gracey's 20th Indian Division, some 26,000 men in all, arrive in Saigon to disarm and accept the surrender of the Japanese Occupation Forces in Vietnam south of the 16th parallel. 180,000 Chinese Nationalist soldiers, mainly poor peasants, arrive in Hanoi to disarm and accept surrender north of the line. After looting Vietnamese villages during their entire march down from China, they then proceed to loot Hanoi.

16: The Japanese garrison in Hong Kong officially signs the instrument of surrender.

22: The British rearm 1,400 French soldiers from Japanese internment camps around Saigon. In Saigon, on the night of 24 September, a mob composed of Viet-Minh militants and sympathizers attacks French colonial administration and kills around 150 European civilians. An estimated 20,000 French civilians lived in Saigon.

In Europe

No 10 Squadron

In June 1945, the squadron ceased operations as part of Coastal Command. A reorganisation of RAAF units in Britain resulted in No. 466 Squadron RAAF being redesignated as No. 10 Squadron and moving to Bassingbourn, in Cambridgeshire to commence conversion to Consolidated Liberators.

No 461 Squadron

No. 461 Squadron was disbanded at Pembroke Dock on 04 June 1945. The squadron lost 20 Sunderlands to enemy action and accidents. A total of 86 squadron members of all nationalities were killed on operations, including 64 Australians. The squadron was awarded six battle honours for its wartime service.

During the war No. 461 destroyed a total of six German U-boats. These were:

- U-332 (1 May 1943)
- U-461 (30 July 1943)
- U-106 (2 August 1943)
- U-571 (28 January 1944)
- U-385 (10 August 1944)
- U-270 (13 August 1944)

In the Middle East

No 458 Squadron

The squadron disbanded at Gibraltar on 09 June 1945.

Losses during the war amounted to 141 personnel being killed, of whom 65 were Australian.

In Australia and the Pacific

Continuing from May, the three Squadrons of No 78 Wing were joined by a detachment from No 11 Squadron and flew mining and

bombing missions in support of the forthcoming Operation Oboe Six, the Battle of North Borneo (Tarakan) and also Oboe Two, The Battle of Balikpapan (Borneo). Some Catalinas concentrated on mining the approaches to Surabaya Harbour while others bombed airfields in Java and the Celebes alongside RAAF B-24 Liberators. The Catalinas and Liberators combined again to bomb any airfields that the Japanese could use to threaten the landings at Balikpapan.

RAAF minelaying operations were confined to areas south of China, so the number of worthwhile targets was reduced. The last mining mission by Squadrons of No 78 Wing was on 16 July 1945. In addition to mining the Squadrons dropped propaganda leaflets, over one million in June alone.

After the Japanese surrender the Wing remained at Darwin and the Squadrons conducted routine patrols, transported supplies and medicine to Allied POWs and assisted in their repatriation to Australia.

September 1945 saw the arrival of the last Catalina (A24-386) at No. 1 FBRD Lake Boga. The RAAF had received 168 Catalinas and had lost 229 crew members during the Pacific War.

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Lake Boga during the 2010 drought

No 11 Squadron (FJ)

After the cessation of hostilities, the Squadron began mercy flights to various islands delivering food and medical supplies and

personnel to POW camps. Return flights evacuated released personnel back to Australia.

14 Squadron (PN)

By September the need for the squadron had disappeared and its Beaufort aircraft began to be sent to storage at Wagga Wagga.

No 20 Squadron (RB)

After the surrender of Japan, the Squadron continued surveillance patrols and mercy missions through the islands to the North of Australia. It also delivered medical supplies and evacuated released Allied POWs.

No 32 Squadron (JM)

The Squadron continued its necessary but monotonous and uneventful patrols from Lowood, QLD until Japan surrendered.

No 42 Squadron (RK)

After the cessation of hostilities, the Squadron continued to patrol and evacuated released POWs from Manila and troops from Labuan.

No 43 Squadron (OX)

Like No 42 Squadron after the Japanese surrender, the Squadron continued to patrol and also evacuated released POWs.

No 67 Squadron (MK)

The Squadron unit became non-operational on 17 August 1945.

107 Squadron (JE)

Beginning in early August 1945 the Squadron started relocating their aircraft to No 1 Flying Boat Repair Depot, Lake Boga, Vic with the last delivery made on 29 August. The Kingfishers flew over 4000 hours of anti-submarine, convoy escorts, air-sea rescue and other tasks while based at Rathmines.

NOMINATION FORM FOR MSA DINNER AND AGM
TO BE HELD FRIDAY THE 31st OCTOBER 2025

NAME:

EMAIL:

NAME OF GUESTS:

Guests are welcome, but the subsidy only applies to wife/partner. Membership of MSA not required for guests.

SPECIAL DIETRY NEEDS:

TABLE PREFERENCES: Tables of 8 preferred, tables of 10 can be accommodated.

COST: The cost, to members for this years function is \$115.0. The cost to non-members is \$135.0.

PAYMENT: I have paid \$ _____ for myself and guests to attend the dinner. Payment was by electronic transfer(preferred)/ cheque/cash on the night (please indicate).

Payment by Electronic Transfer to : Maritime Squadrons Association

BSB 084-034

ACC 784607918

EMAIL: geoffhyde@bigpond.com

Mail submission and cheques can be sent to: GEOFF HYDE

P.O. BOX 907 STRATHFIELDSAYE

STRATHFIELDSAYE VIC 3551

R.S.V.P: PLEASE REMITT FORM AND PAYMENT BY 17 OCT 2025

Nomination for Executive and State Representatives of the Maritime Squadrons Association for 2025 AGM

I..... Membership No:.. Signature:

Hereby nominate the following person to the position indicated for the Year 2025:

..... Membership No:.. Signature:

Seconded by..... Membership No:.. Signature:

President..... . Vice-President.....

Secretary..... Treasurer.....

State Representative:.....

Date

MARITIME SQUADRONS ASSOCIATION

PROXY VOTE

I of, being a member of the above-named Association, hereby appoint of, or failing him/her, I appoint of as my proxy to vote for me on my behalf at the Annual/Special General Meeting of the Association, to be held on the day of 20...., and at any adjournment thereof.

Signed this day of 20.....

Signature:

This form is to be used * in favour of / * against the resolution.

** – Strike out whichever is not desired. (Unless such direction is given, the proxy may vote as he/she thinks fit.)*

Members may appoint the 'Chairman of the meeting' as their proxy, rather than an individual member.