



To: Australian Senate Inquiry into Naval Shipbuilding
Committee Secretary
From: Ross Roberts
Date: 2.2.2017

Dear Sir /Madam,
Thank you for the opportunity to provide a submission.

Overview;
Capability Statement.

Overview:- The Harwood Slipway is a private freehold Marine facility in Northern NSW on the Clarence River, which was built in 1969 and has just completed 28 months of privately funded shipyard upgrades and repairs, where the yard closed down operations, still managing to keep and pay all of their employees, and carried out installing new in- water foundations that were completely re-piled and renewed, and the whole slipway basin approx. area 34mtrs wide X 150 mtrs long has been concreted with 50 mpa concrete. Any contaminants were removed prior to works, making this one of the only fully environmentally compliant shipyards in Australia. We know of no other similar shipyard, with a fully concreted in-water slipway basin.

The new foundations were built to approximately 12,000 tonnes capacity.

A new 6 rail Slipway Cradle was built and a new 100 tonne line pull slipway winch purchased.

A travel Lift installation and finger piers were created in the works to replace the former small slipway and will have a capacity of 460-500 tonnes, suitable for Navy Patrol Boats, and a small travel lift of 55tonnes.

Location:- Centrally located on the East Coast of NSW. Better latitude for painting and blasting, as well as more work days per due to better weather.

Capacity: Slipway Cradle-5000Tonnes
Travel Lift Small- 55 Tonnes
Travel Lift large 460-500 Tonnes

Equipment: 100t, 23t, 18t ,5 t cranes on site, as well as cherry pickers, forklifts, trucks, trailers and all general engineering, welding, blasting and painting equipment.

Land description: Industrial zoned Land approx. 60 Acres, total land area 190 acres. 1.2 klms of waterfront area.

Employment: Harwood Marine employs a wide range of labour, including but not limited to :- Shipbuilders, Boiler makers, Welders, Fitters, Mechanic, Electrician, Diesel engineers, Sheet Metal workers, Aluminium Fabricators, Marine Engineers, Naval architects, Hydraulics, Crane drivers, Riggers, Dogman, Coxswains, Labourers, Apprentices, trainees,



Harwood Slipway Pty Ltd is DNV-GL Accredited
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Administration staff etc. Due to the nature of Shipbuilding, being labour intensive, to ensure a constant flow of trades and skilled employees, *approximately 30% of our employees are either Apprentices or Trainees, and approximately 50% of our employees are 30 years or under.*

Certification: DNV/GL International Classification, ISO 9001-2008.

Largest vessel built by Harwood Marine in the last 5 years is the steel and Aluminium construction, 80 Mtr , 2862 tonne French ship Tuhha Pae 4 built for Tahiti, and 2 x 23 mtr Aluminium research vessels for the Phillipine Government. These were built by us in Cebu Philippines but could have easily been built at our Australian Shipyard, if there was a genuine desire in this country to support local employment and job training for youth.

Terms of reference:-

I have looked at the terms of reference and can make the following comments which I hope will assist in improving your understanding of Shipbuilding in Australia, which naturally includes Navy, but should not just be limited to Navy, as this is one of the reasons I believe of the boom bust nature of Navy shipbuilding, as it appears it is not planned to encompass, Border Security and marine shipbuilding in general, to ensure continuity. Amberly air base is a good example of military and no military operations complimenting each other to ensure financial viability.

e) Benefits to Local jobs and the economy

This is the most relevant to our shipyard in Northern NSW.

We have noticed the money supplied to shipyards and facilities around Australia by the States and Federal Government, in particular recently a promise of \$24 Million to Cairns by the Prime Minister for marine upgrades.

Well we have just upgraded our facility at Harwood in NSW with private money which we have borrowed to make sure we are suitable and compliant and into the future. This location is absolutely perfect as a strategic Navy facility in the middle of East Coast of Australia.

We have very high unemployment in our area and particularly with youth, so industrial type jobs, trades and training are almost non-existent in our region, and yet our operating and living costs are relatively low compared to the cities, so this makes it a great opportunity for Defence.

Summary of benefits of utilizing the Harwood Marine facility for Naval Shipbuilding

- The Facility has been upgraded with private funds 2017
- The facility has the highest Environmental rating and has no in water contaminants, like many other shipyards and defence facilities.
- The company has a proven record of successfully repairing, and building large vessels in both steel and aluminium to 80 mtrs in length to international standards over 40 years.
- The company trading as Harwood Marine is Australian owned and registered.
- High unemployment in the Northern NSW region needing skills and training.
- The Port of Yamba is a deep water ocean uncluttered port with very few ship movements.



Other Terms of reference comments.

a) Development of Contracts....

These should be made less complicated and onerous and more along the lines of commercial shipbuilding, to ensure there is not needless bureaucratic cost blow outs.

b) Design, Management and Implementation....

Again this could be simplified, so normal Australian business operators can compete rather than a select group who have the access to Defence templates and contacts.

c) Local Content and supply chains...

This is obviously important to enhance, to protect against a lack of supply from overseas should there be some unforeseen issue.

d) Offshore design.. no comment.

e) Benefits to local jobs and economy.. as above

f) any related matters

Please give Australian Companies priority for work with our tax dollars, because we are on our knees trying to survive in business with all of the Government red tape that syphons off any profits, if there are any. Only Government can afford to pay the real costs of operating shipbuilding in this country, so we need a share of this defence work to supplement our low paying commercial operations.



Harwood Slipway concrete basin

Slipway facility after refilling the basin.

Thanks you,
R.A. Roberts
Managing Director
Harwood Marine.



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