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The captured German yacht KOMET photographed on 4th November, 1914. During this period the vessel was being converted to a warship by Cockatoo Island Dockyard and thirteen days later was commissioned as HMAS UNA. She is shown here in the Filmy Dock with the River class torpedo boat destroyer TORRENSS to the rear. (Photo — Cockatoo Island)

ADVERTISING AND PUBLICATION: PERCIVAL PUBLISHING CO PTY LTD

THE NAVY
The magazine of the Navy League of Australia

VOL 42  MAY/JUNE/JULY, 1980  NO 2

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Greetings to RAN

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Editor's Comments

The statement by the Minister for Defence, the Honorable D. J. Killen, on 25th March, 1980, provided further news of equipment acquisitions for the Royal Australian Navy.

The most important of these are undoubtedly a fourth FFG, a second underway replenishment ship, two Sea King helicopters, additional Mk 48 torpedos and a further ten patrol boats. The last surviving "Daring" in commission, HMAS VAMPIRE will be retained in the training role after 1982 to 1986. Plans are also in hand to modernise the Perth class to a greater degree than previously planned. As well, studies are in hand for the "follow-on" destroyers, to be built in Australia.

The issue of the Tactical Fighter Force (75 aircrafts) for the RAAF was also highlighted by the Minister. In this regard Vice Admiral Sir Richard Peek and Commanders Geoffrey Evans and A. W. Grazebrook of the Navy League, have prepared a paper "The Tactical Fighter Force and Maritime Airpower", which is reproduced within this magazine, commencing on page five. The study was sent to members of the Parliament, Opposition and defence academics and to date is serving its purpose, reminding people of the importance of projecting airpower at sea beyond the range of shore based aircraft. As yet no decision has been made in respect to a replacement for HMAS MELBOURNE, due for retirement in 1985, although designs for a new carrier are currently being evaluated.

An important event of recent times was the official launching of the new amphibious ship TOBRUK at Cerrington shipyards near Newcastle, on 1st March, 1980. A photo supplement illustrating the day's main event appears in this issue.

A selection of new book titles has been received and a new feature lists naval publications to be released during the ensuing quarter.

As an aftermath of Sydney's recent Japanese Midget Submarine/April Fools' Day hoax, many newspapers reported the submarine found was, in fact, K XII, a Dutch boat. To put the record straight, the true story of K XII, written and illustrated by one of her owners, is published for the first time.


The next issue of The Navy will include articles on Naval Field Forces and The United States Navy today. James Coom, the magazine's new European correspondent, will present his first report and Warship Pictorial will feature Cruisers of the Royal New Zealand Navy, The August/September/October issue will also contain the programme of Navy Week activities throughout Australia.

READER'S REQUEST

Lists of Army and RAAF operated vessels from the World War II era are required for a forthcoming issue. If you can assist please drop me a line.

ROSS GILLETT

May, June, July, 1980

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The Tactical Fighter Force and Maritime Airpower

by Vice Admiral Sir Richard Peck and Commanders Geoffrey Evans and A. W. Greenbrook

A wide-ranging statement on foreign affairs and defence in the Parliament on 19th February, 1980, the Prime Minister referred to two major defence equipment projects which have been the subject of much discussion in and outside the Defence Department for a number of years — replacement of the Mirage fighters (the TFF project) and the options available to project airpower at sea when HMAS MELBOURNE retires in 1985 or soon after.

The relevant parts of the statement are:

"We will enter into a commitment later this year for 72 new tactical aircraft..."

"Projects under consideration include: Capabilities we might acquire when our aircraft carrier HMAS MELBOURNE retires...."

The Prime Minister's statement needs to be read in conjunction with two other statements concerning the TFF, both by the Defence Minister in Parliament, which are in part:

"TFF capabilities encompass air defence, air superiority, interdiction — including anti-shipping capability — tactical reconnaissance and close support of ground forces" (April 1978), and announcing a short list of four aircraft in October 1978 — "The short list of contenders aircraft has been chosen taking full account of their capabilities in the air-to-air role. In addition, an important consideration has been the potential these aircraft offer in the air-to-surface roles of interdiction (including anti-shipping operations) tactical reconnaissance and the close support of ground forces."

The list was later reduced to two United States aircraft, General Dynamics' F-16 and the McDonnell-Douglas F-18, both essentially air superiority fighters. It is not the purpose of this study to query the strategic reasons prompting the need for this particular type of fighter — it is noted that the Prime Minister's statement does not appear to commit the Government to either of the aircraft nominated — but it does raise the question of their effectiveness in Australia's maritime environment, and it is to this matter that we address ourselves.

The answer to the question involves a number of major factors:

(1) To what extent in a conflict involving Australia the air superiority role would be relevant to maritime warfare, the outcome of which would almost certainly determine our country's future.

(2) The practicability of equipping and training the replacement fighter squadrons so as to be effective in maritime warfare. For example, throughout their service life Mirage squadrons have had extremely limited opportunities to be controlled by naval ships or to participate in maritime exercises.

(3) Whether the relatively limited radius of action inherent in air superiority fighters could be extended sufficiently for maritime operations, either by use of air-to-air refuelling or by the construction of additional airfields, or by a combination of both.

Also to be taken into account are the types of operation in which our maritime forces are likely to be involved, quite possibly on their own, during the 1990s and beyond. This in turn depends on an assessment of the forces likely to be in the hands of regional powers at the time. In this latter regard a number of assumptions can be made:

- By 1990 the USSR will have made available to any regional country which had been unable to obtain the West's Sea Harriers, VSTOL aircraft of the Forger (or descendant) type Small aircraft carriers are already available from Britain, France, Spain and Italy to any buyer prepared to pay the relatively low price.
- Soviet designed and manufactured land-based aircraft of the Bear — and possibly more sophisticated — type will be available. With a radius of action of some 2500 miles, the propeller driven Bear Long Range Maritime Patrol (LRMP) aircraft can range the Indian and Western Pacific Oceans but is vulnerable to air defence fighters and cannot be escorted by land-based fighters in Australia's maritime approaches.
- The now 18-year-old Soviet KRYNO class cruisers, and the succeeding KRESTA I class, will have found their way into regional navies by 1990. They will bring with them not only the comparatively short-range SS-N-2 surface-to-surface guided missile but the much longer range (150-250 nm) SS-N-3 "Shaddock" system, and area defence anti-aircraft missiles supplementing the point defence anti-aircraft missiles already in service in regional navies.
- Apart from the threat posed by Soviet nuclear powered and armed submarines to any country at any time, modern and very effective diesel-electric submarines are available for sale from a number of Western and other countries. There is little doubt that regional navies will continue to move forward technologically and that the number of such craft Australia's sphere of interests will increase.

To summarise, it must be assumed that the coming years will see a considerable growth of regional maritime power —

- Guided missile equipped surface forces
- VSTOL aircraft for offensive and defensive purposes
- Submarines and mining capability

It must be assumed that all these forces will be available irrespective of any forces "outside" powers might deploy.

As the safe passage of ships and their cargoes to and from Australia is a pre-requisite to the country's survival, it must be asked:

- How is this to be ensured?
- Is the planned tactical fighter force relevant to the task?
- Is it in the right place in our order of priority for defence equipment?

The tasks of the Maritime Forces

The tasks of Australia's maritime forces — air, surface and subsurface — in order of probable need are:
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HMS INVINCIBLE. (Photo - Royal Navy)

(1) To protect our overseas trade against attack by submarines or mines.
(2) To protect our coastal trade against attack by submarines or mines.
(3) To protect our overseas trade against attack by seaborne aircraft (VSTOL), long range maritime patrol aircraft, surface forces, or by a combination of all three and submarines.
(4) To assist in detering or defeating an attempt to invade Australia.

If these tasks are to be successfully performed in the face of hostile maritime forces of the kind listed above, quite possibly without the assistance of allies (who could be otherwise occupied) or allied bases overseas, distance and the range of our equipment become paramount importance. It must also be appreciated that these are significant strategic differences in the tasks required of our maritime forces, differences misunderstood or unrecognised in the Australian community and not least by the media.

The protection of coastal shipping requires virtually constant watch over all the sea and air space in the vicinity of Australia so that ships carrying vital cargoes such as fuel, ore etc. can use the local shipping lanes. A rather similar requirement exists in an "invasion situation" — the ability to move personnel and materials to any part of the continent under threat with the greatest possible freedom. Land bases, including airfields, facilitate this type of operation although the latter in particular are restricted in both number and capability.

On the other hand overseas cargoes, generally in convoys of ships, must travel great distances and once they leave the Australian coast steadily remove themselves from the protection of land-based facilities including aircraft. And in most cases will be out of reach of them for some time. These convoys will require "on the spot" protection in certain areas, but unoccupied parts of the route will not need constant protection.

It is important that the distances involved in transit the overseas routes be recognised. Trade to the west of Australia will require safe passage for some 2,700 miles towards the Cape of Good Hope, and northwards towards the Suez Canal and the Straits of Hormuz at least as far as the equator.

In trade with Japan it would be unwise to count upon safe passage through the Indonesian Archipelago even with the goodwill and support of our Indonesian neighbours. Such trade may well have to be routed north-east into the Pacific, 1,100 miles or so towards the Santa Cruz Islands before turning northwards.

Trans-Pacific trade, including replacement ammunition and spaces for the US made or designed ships and aircraft which by mid-1980s will constitute a substantial part of our equipment, will probably follow a similar route — towards the Santa Cruz Islands and then north-east across the Pacific. Even our trans-Tasman trade must transit 1000 nautical miles.

THE TFF AND THE MARITIME TASK.

Brief reference has been made above to limits imposed by number and capability of airfields available to enable assistance to be provided for maritime operations. If the new field is constructed at Townsville, it would not provide the proposed replacement aircraft with sufficient range to reach much more than halfway to the Santa Cruz Islands. Furthermore, as surface forces move away from Australia they draw closer to islands which may well become voluntary hosts to submarines, surface or air forces in time of war.

To the north and north-west, our bases are better placed to make a major contribution. However, air superiority (whether those likely to be in service in the 1990s) would not be "long-legged" enough to provide cover for forces operating in the approaches to the Lombok or Sunda Straits — even when the proposed new airfield at Derby is completed.

In the Indian Ocean area our mainland airfields will provide nowhere near the cover needed to protect overseas trade. Existing airfields at Learmonth and Pearce, together with the proposed Derby airfield, provide cover only for the coastal routes and final stages of the overseas approaches.

Our off-shore Territory, the Cocos Islands, is better placed, at least as far as traffic from the Persian Gulf is concerned. The Cocos Islands however exemplify the difficulties which obtain at other airfields on our west coast. Whist our trans-Tasman airfields and some fuel storage facilities exist they are really little more than staging posts. Further, unlike ships and submarines, they are in a fixed position which will be well known to any potential enemy, resupply problems in the face of an enemy maritime threat would be formidable, and it will be necessary to guard them, if possible, against any attack.

The Cocos Islands in particular are an ideal point for an attack by submarine based Commandos or by surface and seaborne air forces. To guard against such an attack it would be necessary to deploy a significant number of troops and combat aircraft for the defence of the Cocos Islands.

As remarked, the facilities currently available are limited and in general consist of airfields able to take aircraft up to the size of the ORION P3 and the HERCULES C130 (take-off weight of 60...
and 70 tonnes respectively) at Pearce and Learmonth, and reserves of some types of fuel. There are virtually no reserves of ammunition and spare parts, and personnel accommodation is limited in capacity and in habitability. They have air traffic control facilities, but no capability for the tactical direction of combat aircraft, nor an air defense system.

Modern control communications and sensors accommodation for the essential vertical range of aircraft and for base staff, reserves of ammunition and maintenance equipment to avoid time-consuming and frequent returns to the RAAF's bases in southern and southern-eastern Australia — all this must be carefully thought out. Their function as anything other than staging posts. The facilities can either be bought and pre-positioned in peace-time, a fairly costly exercise (and it must be remembered that Earmonth, Derby and Darwin are liable to cyclone damage or moved in as a war need arises. The limited information published indicates the latter course is envisaged but presents its own problems.

The aircraft available for personnel equipment moves the HERCULES C130 of which the RAAF has twenty-four. It is difficult to discuss the various types of civil aircraft, both the RN and RAAF probably the slightly heavier 727 (66 tonnes): the C-141 and probably the slightly heavier 727 (66 tonnes). The C-141 is a somewhat different category and its use would appear to be restricted to major bases and airports. The projected use of civil aircraft would also involve fuel storage considerations.

In the unlikely ultimate of an invasion attempt, the time takes to move (say) a dozen air superiority fighters, their essential radars, control equipment etc. and the required communications, is such that the extremely mobile enemy invasion forces could vary the point of attack to outside the range of the operational area. Flexibility in air operations involves far more than merely flying in aircraft from one base to another.

Air-to-air refueling has been suggested as a means of increasing the range of air superiority fighters to enable them to play a worthwhile part in maritime operations. The United States Navy has had some experience in the practice and the nuclear-powered attack carriers normally include four KA-6. It is therefore included in the RAAF's aircraft complements; however ii is 6 INTRUDER aerial tankers in their supercarriers. The United States Navy is familiar with the tactics of action and role of their aircraft in their own base. Operations in an attack or strike mode to support maritime operations would be secondary unless command arrangements were made to ensure that a suitably equipped part of the TFF was committed to maritime operations to the extent and for the period required. Bearing in mind the distances involved, such operations may well last for several weeks and it would be manifestly unacceptable to despatch maritime forces on an operation on the assumption that air support would be available, only to find after the naval or merchant ships were irrevocably committed that the air forces have been arbitrarily assigned to some other activity. This may seem obvious but the tactical control of elements of the armed forces with separate army, navy and air force commands has been a vexatious issue since the advent of "the flying machine" and the perceived need of naval and army commanders to have air support for land and land operations. So far as the former is concerned some nations have overcome the difficulty by assigning shore-based combat aircraft to their navies on a permanent basis eg the USSR (which also operates a growing sea-borne air force), China and West Germany. The United States Navy overcomes this difficulty with its own very large air force operating from naval air stations ashore and carriers at sea. Australia, with a single defence force command and provision for a maritime commander (whose wartime role is exercised in peacetime in operations such as Kargaran III), theoretically at least, better off than some countries in the matter of overall command arrangements.

However problems arise when a task group commander at sea has to ask the air commander to provide tactical air support, which he will usually want to be provided in such a manner as to ensure that he has other more important demands, and that he and his group commander receive air support too late or not at all — clearly a highly unsatisfactory situation. The need for a commander to have an air force on hand and under his control.

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USS ORINAWA, 6th November, 1976. (Photo — R. Gilles)

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— HEI YEN
Japanese Coast Defence Battleship

CONSTRUCTED as the armoured gunboat PING YUEN, for the Chinese Navy, HEI YEN was built to German plans at the Foo Chou dockyard. This ship was laid down in 1883, launched in 1850 and completed for service the same year.

As originally commissioned, PING YUEN displaced 2,150 tons normal and 2,640 full load on a length at waterline of 230 feet, a beam of 40 feet and draft of 13 feet 6 inches mean and 18 feet 6 inches maximum. The ship was powered by two shaft reciprocating triple expansion engines. 1HP was 2,400 giving a maximum speed of 10.2 knots. Bunkers totalled 350 tons of coal.

PING YUEN served with the Chinese Fleet until 12th February, 1895, when she was captured by Japan at Wei-Hei-Wei and renamed HEI YEN. About 1906 she was refitted to carry one 10.2 inch, 22 calibre BL (1 x 1), two 6 inch 40 calibre QF (2 x 1) and eight 3 pounder QF guns (8 x 1), as well as four 18 inch torpedo tubes mounted above water. Reclassified as a first class gunboat she later became a gunnery training ship and during the Russian-Japanese war assisted other obsolete Japanese ships in support of the army during coastal bombardment actions.

However, on 18th September, 1904, in position 38°57' North, 120°16' East, the ship was sunk by a Russian laid mine, west of Pigeon Bay, Port Arthur.

HEI YEN was one of two Chinese battleships captured by Japan on 12th February, 1895. The other CHEN YUAN, renamed CHIN YEN, followed a similar life before being scrapped in 1914.

In the accompanying photograph HEI YEN's main 10.2 inch weapon is visible on the forecastle, with a single 6 inch QF on the port side amidships.

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For the hospital, polishes into a large separate area is almost empty of ships following the mid-war period. The former depicts the onboard views, showing armament and other equipment, complementing the fine views of the ships present, including the author's own collection. One very interesting set of photo in the book shows Wilhemshaven in 1918 and during the mid-war period. The former depicts the High Seas Fleet at peak strength in the New Age Western infantryman's rifle. Many of the opponents in the field did not contain a change of clothes for a weekend away from home! It is interesting to note that the Red Army has apparently acknowledged that the very compactness of the AK does not make it a graceful ceremonial parade weapon, and for this purpose has retained the slim but obsolete Sks Simonov carbine. Rarely noticed in detail amongst a guard of honor; the Sks appeared in close-up on the front cover of the February 11, 1980 issue of an American weekly news magazine, resting on the shoulders of what were obviously 'show' troops.

Wide dispersal of proven weaponry makes glaringly obvious a great flaw in the face of survival logic has been an absolute plethora of small arms systems with few (if any) common users designing and adhering to weapon systems with similar propulsion/warhead combinations. The same can be said of the NATO forces' arsenal of infantry small arms. The AK-47 and AKM series of assault rifles is a prime example. This weapon is either distributed to or manufactured by all the Warsaw Pact nations, and so prevents burnouts. It is worth noting that these two weapons, amongst others, have been encountered in use by even the IRA, so widespread have they become. The larger-ground launched 'Stinger' AT-3 anti-tank missile was distributed in great quantities to the Arab forces opposed to Israel, and Israeli tank crews discovered to their horror that the little fibre-glass suitcases carried by many of their opponents in the field did not contain a change of clothes for a weekend away from home! It is interesting to note that the Red Army has apparently acknowledged that the very compactness of the AK does not make it a graceful ceremonial parade weapon, and for this purpose has retained the slim but obsolete Sks Simonov carbine. Rarely noticed in detail amongst a guard of honor; the Sks appeared in close-up on the front cover of the February 11, 1980 issue of an American weekly news magazine, resting on the shoulders of what were obviously 'show' troops.

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One of the earliest ship plans in the world, complete with the designer's calculations in an Elizabethan hand. From a work known as "Fragments of Ancient English Shipwrighty", which once belonged to Samuel Pepys. It is usually dated to 1586 and provides a rare illustration of the types of ships that defeated the Spanish Armada.

From "Sailing Ships of War". (Photo — Conway Maritime Press)

**SAILING SHIPS OF WAR 1400-1860**

**BY DR FRANK HOWARD**

Published by: Conway Maritime Press
Reviewed by: Ross Gillett

This book will certainly be well received by ship lovers and ship modelers alike, as it contains a wealth of information on practically all phases of ship construction of the period indicated. The writer has set out to put a first class text book on the market, and has well and truly succeeded.

Dr Howard describes the various types of vessels that have been built for war at sea, and gives examples of the methods of construction, the armament carried and details of spars and rigging. He illustrates each section with a combination of old prints and pen drawings.

Some of the old prints are masterpieces, and for this point alone the book will find a place in the library shelf of the general non-fiction reader.

Through the various chapters of "Sailing Ships of War", the reader is apt to ponder on the fact that while these old wind powered fighting ships were usually required to be built with utmost speed, such a lot of time was spent in producing the ornate carvings on the stern castles of ships which were probably expected to be heavily damaged by the broadside shot fired at them by equally beautifully decorated ships.

Most of the illustrations are from old prints, but a few photographs do appear of preserved old timers, including H.M.S. VICTORY and U.S.S. CONSTITUTION.

There are a number of detail photographs of ship models and the quality of the photography in this case is first class.

"Sailing Ships of War 1400-1660" is a well produced work, and it is one which I personally feel will be used as a standard text book. Conway always put out a good book and this one is no exception to the high quality to which we have become accustomed.

**MAN O'WAR I & II**

**BY: ALAN RAVEN & JOHN ROBERTS**

Published by: RSV Publications Inc
Price: $10.75 each
Reviewed by: "Gayundah"

**THE "MAN O' WAR" series was first released in Australia during 1979. Each book is devoted to a famous class of warship from the Second World War period, emphasizing new data and photographs. Up to now five books have been released:**

No 1 "County Class Cruisers"

No 2 "V & W Class Destroyers"

No 3 "Nelson and Rodney"

No 4 "Hunt Class Escort Destroyers"

No 5 "Fiji Class Cruisers"

The elaborately carved and gilded stern of a model of the PRINCE of 1660. One of the 'greatest and most famous ships of her day, the PRINCE took an active part in many of the hard-fought battles of the Dutch Wars. (From "Sailing Ships of War" published by Conway Maritime Press) (Photo — Conway Maritime Press)

No 1 "County Class Cruisers"

No 2 "V & W Class Destroyers"

No 3 "Nelson and Rodney"

No 4 "Hunt Class Escort Destroyers"

No 5 "Fiji Class Cruisers"

The latter is quite extensive, listing all the armament, aircraft, machinery, performance and modification details. The summary of war service is just that, a summary, and no attempt has been made to detail complete careers.

A fine centre spread by John Roberts shows H.M.S. SUFFOLK wearing her 1942 camouflage scheme. Other ships are also depicted in a smaller scale. Without doubt the most pleasing aspect of "County Class Cruisers" is the number of excellent photographs used to illustrate the thirteen ships: AUSTRALIA, CANBERRA and SHROPSHIRE are depicted no less than sixteen times within the 56 pages.

Much the same can be said for "V & W Class Destroyers", save that the grade of pages used is slightly inferior and only one RAN ship, VENDETTA (as H.M.S. HMS) is given an amasship view sometime in the 1970's. The same format is employed in the book, with the usual good text accompanying. Poor cutting by the guilotine operators has deprived the reader of many bows or sterns, as the case may be. Several photographs taken during the original fitting out of the destroyers VETERAN and VENOMOUS are reproduced as full page presentations and exemplify the extreme simplicity of the bridge structures. The V and W classes underwent many alterations during their long careers and each of these is explained and fully illustrated. Altogether 130 photographs are reproduced in the book.

The authors of this new warship series are to be congratulated for the very readable and well designed publications they have produced.
A week of activities, including ships open for inspection, the opening of several shore establishments and a museum featuring historical naval equipment, will highlight Navy Week, 1980, to be staged later this year.

Navy Week '80 will be held from 1st October to 6th October, in the Sydney area, to include 4th October, the date in 1913 that units of the then infant Royal Australian Navy first entered Sydney Harbour.

It's planned to begin Navy Week with the opening of a museum featuring items of historical interest, some dating back to the beginning of the Navy. The museum, with items drawn from the Navy's repository in Sydney, will be established in the dockside shed at No 2 Woolloomooloo, near the entrance to Garden Island Naval Base.

Throughout Navy Week there will be displays by the Naval Support Command Band and physical training instructors in the city, as well as other special activities. The week will end with a three-day period over the holiday weekend, 4th-6th October, during which ships will be open for inspection at Garden Island.

Also during the weekend four shore establishments will be open — HMAS PENGUIN and HMAS WATSON in Sydney, HMAS NORMRA at Quakers Hill west of Sydney and the Naval College, HMAS CRESWELL, at Jervis Bay.

ANCHORMAN '80

The accompanying photograph shows the Royal Navy's Aircraft Carrier, HMS HERMES, passing beneath the Queen Juliana Bridge at Willemstad, Curacao, on 1st February, 1980, at the commence ment of a five-day visit. The ship has recently been deployed to the Caribbean and Gulf of Mexico for training exercises.

HMS HERMES

The accompanying photograph shows the Royal Navy's Aircraft Carrier, HMS HERMES, passing beneath the Queen Juliana Bridge at Willemstad, Curacao, on 1st February, 1980, at the commence ment of a five-day visit. The ship has recently been deployed to the Caribbean and Gulf of Mexico for training exercises.

HMS BOMBARD entering Sydney Harbour during Anchorman '80. (Photo — Navy Public Relations)

The purpose of Anchorman was to work up RANK patrol boat crews, diving teams and forward and base support staff in a realistic multi-ship operation. This year, Anchorman '80 had Reservists from all Port Divisions participating, including several List One Officers from the Mercantile Marine.

The patrol boats exercised along the coast between Sydney and Moreton Bay, during which OOWMAN's, live firings and ships internal drills tested the mettle of the Reservists whose only respite from the tiring exercise was a brief visit to Brisbane. The scheduled port visit to Newcastle was cancelled because of the industrial problems at the time.

The Officer in Tactical Command was LCDR Tony Whybrow, from the Sydney Port Division. "We wanted," he said, "to make Anchorman '80 as realistic as possible, so, as in any operational patrol, we kept the boats at sea for as long as practicable."

But, like any training exercise, things go wrong. Radars fail, gyro scopes and engines malfunction. The Commanding Officer of HMAS ATTACK, Lt Peter Lyons said, "You expect things to go wrong in a training exercise like this and, although we'd prefer they didn't, it at least shows that Reservists can handle the problems. My crew, mostly from Melbourne, think it's been a pretty good exercise, even though a tough one at times."

The Officer scheduling the exercise was the Fleet Commander, Rear Admiral D. W. Leach and Officers conducting the exercise was COLAUSMINPAB, Commander Ted Keane, RAN.

At the conclusion of Anchorman '80 Commander Keane said, "They came back from a hard two-week exercise with their eyeballs hanging out and you knew it had been hard for them. But they overcame the problems and there was a noticeable improvement in their performance towards the end of the exercise."

The following support was received from COMAUSFLT on Escort Anchorman '80. "Anchorman '80 has been a success and all participants may return to their respective Port Divisions with a feeling of satisfaction in a job well done. Despite some nasty weather during the early stages, the enthusiasm and professionalism displayed is a credit to all, and a high standard has been set for next year. Bravo Zulu."

FLEET AIR ARM ON SHOW

The Navy's Fleet Air Arm went on show on Sunday, 4th May, when Navy Air Day 80 was staged at the Naval Air Station, HMAS ALBATROSS, at Nowra, on the New South Wales south coast.

A flying display, highlight of the Air Day, featured all types of fixed wing and rotary wing aircraft, operated by the Fleet Air arm and got under way at 1:00 for 1 1/2 hours. Aircraft part included Skyhawk jet fighter-bombers and Grumman anti-submarine Tracker aircraft, Mauch jett as well as Sea King, Iroquois, Wexxys and Bell 204 helicopters.

Displays included Naval Police guard dogs and their handlers in action, clearance divers at work, a display by the Illawarra model Aero Club, solo aerobatics by a Mustang aircraft, gliding by the RAN Gliding Association, sky diving by the Army's Red Berets and a fire fighting display.

Navy Air Day '80 is the first Air Show to be staged by the Fleet Air Arm since the Air Day which was held in 1977 during the Queen's Silver Jubilee celebrations in Australia.
T. S. "MERSEY"

One of six units in Tasmania "MERSEY" is situated at Devonport, its HQ's being South of Victoria Bridge on the eastern bank of the Mersey River.

"Mersey" in its early years, like many other units, found itself battling for HQ's and staff. Devonport Rotary Club formed a branch of the Navy League in 1960, which in turn encouraged the formation of a Sea Cadet Unit in 1961. The building of a HQ's commenced in 1962 but lapsed at the framework stage for several years, due to finance. Meanwhile, a succession of Commanding Officers took the unit from the Yacht Club to the Army Drill Hall and on to the Devonport Ship Yards. In early 1967, the local Navy League began an extensive fund raising campaign and due to the efforts of many people, including the local Naval Association, the present Headquarters were completed sufficiently for instruction in 1968. The unit was then under the command of LCDR A. H. Ley, MVO, RANVR. On the 4th July, 1970, Mrs J. M. Robb formerly opened and named the HQ's: T. S. MERSEY. At the same time the State Colour was presented to Mersey for the first time. Later that year Mersey was inspected by Cmdr B. L. Cleary, RAN, the Director of Naval Reserves and Cadets for the Australian Efficiency Trophy but was unsuccessful.

In 1972, LCDR Ley resigned and command of the unit passed to Lieutenant M. R. Ashton. During the period of his command, the unit acquired a 25 foot Motor Cutter, 27 foot Motor Whaler and an 18 foot Army Assault Boat all from Administrative Services disposals. Conditions of all three boats was poor, but with many hours work, all three are now in excellent condition and regarded as first class training aids. In 1976, Lieutenant Ashton was posted to

Divisional Staff and Lieutenant (Cadets)
D. A. Andrews then First Lieutenant assumes command.

The latter part of the seventies saw the introduction of weekend training camps, a very popular move with cadets and in September, 1978, a nine day camp was held. This was so successful that it was repeated in September, 1979.

1978 was a year of achievement for "Mersey". A grant of $1,500.00 for the purchase of radio equipment was received from the Queen Elizabeth II Jubilee Fund. The Prince of Wales Trophy was also bestowed upon the unit, for the project which most met the guidelines of the trust. Thanks to this award, "Mersey" has its own base station VK7DZ on 27.880 and 27.890 and all boats are equipped with radio. This enables the craft to tie in with the local air sea rescue group. To date, Mersey has taken part in two marine exercises.

Mersey received the Andrews Trophy as most efficient unit in Tasmania for 1978, from the Governor Sir Stanley Burburry at the State ACT at Port Direction in January, 1979. Devonport has its share of visits from visiting warships and cadets from "Mersey" visit these ships using unit boats for the journey down river to port area and alongside.

Authorised complement of Mersey is 45 and at the moment strength stands at 47. Accommodation at our Headquarters can be arranged for any cadet unit contemplating a visit to the best state in Australia. Address for any enquiries is 3 Harold Street, Devonport, Tas 7310.

Phone: (004) 24 1196.
Warship pictorial

Auxiliary minesweepers of World War II

(All photographs courtesy Historical Studies Section, Department of Defence.)

HMAS ALFIE CAM with her single 12 pdr gun elevated to maximum position. Built originally as the fishing trawler ASAMA, ALFIE CAM was requisitioned for service with the RAN and commissioned in July, 1940. She returned to trawling in July, 1944 and was eventually scrapped in the mid fifties after running aground in Twofold Bay on 10th July, 1953.

HMAS BERYL II. Built 1914 by Cochrane & Sons Ltd, Selby, Yorkshire, England, for Cam & Sons Pty Ltd, Sydney. Displacement 248 tons gross; length 121' 9 feet; beam 22' 6 feet; draught 12' 3/4 feet; speed 8 knots; armament 1 x 12 pdr Q.F. HA/LA, 1 x Oerlikon 20mm A/A, machine guns; complement 2 officers and 16 ratings. BERYL II was requisitioned on 7th September, 1939, and commissioned on 9th October, 1939. Converted to boom gate vessel. December, 1943. Paid Off 15th December, 1945, and returned to owners 26th May, 1946.

HMAS WARRA WEE was requisitioned from Coast Steamships on 12th May, 1941, and commissioned at Melbourne on 24th September, 1941. The vessel served as a unit of Minesweeping Group 63, based at Port Adelaide. She was armed with one 12 pdr, two Oerlikons and machine guns and two depth charge chutes. WARRA WEE paid off on 24th September, 1945.

The wooden single screw steamer, alias auxiliary minesweeper, HMAS PATTERSON, lies alongside her berth with an uncompleted AMS (corvette) in the background.

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Page Twenty-One
THE NAVY
The departure of HMAS Albatross in 1938

by David Diment

The seaplane carrier HMAS Albatross was ordered by the Australian Government in 1924. She was laid down at Cockatoo Island in April 1926, launched in February 1928 and completed in December at a cost of $1.2 million.

The ordering of a seaplane carrier would perhaps seem to be a retrograde step in view of the Royal Navy's continuing refinement of the true flush-decked aircraft carrier idea — starting with Furious, through Argus and Eagle to Hermes — the first purpose designed carrier.

However, despite the fact that Albatross was a one-off design it must be remembered that the designs of aircraft carriers were still in the formative stage. The design of Albatross was dictated by money and manpower factors and, in the event, proved to be of considerable value if not in the seaplane carrier role. At the operations level, Albatross gave invaluable service as a seaplane carrier firstly and later, after 1942, as a repair ship in the South Atlantic and at Normandy on D-Day.

Despite the fact that Albatross was Shelved and torpedoed she survived to have a post-war career as a seaplane carrier. A good reference for Australian design and construction.

Albatross made a speed of 22.5 knots in trials but lack of speed was considered her greatest handicap as a useful warship. After only four years of service, Albatross was paid off into reserve in April 1933 because of the economic restraints of the Depression.

She stayed in 'C' class reserve until July 1938 when, flying a 400 foot paying-off pendant, Albatross sailed out of Sydney Harbour.

Albatross was off to England in part-payment for the cruiser Hobart. Shortly after 2 o'clock on the 11th of July, 1938 she pulled away from Garden Island with the crews of the Sydney, Canberra Yarra and Swan giving a cheerful farewell to the departing vessel.

The crew of HMAS Penguin (ex-Platypus) — the base ship at Garden Island formed in line on the northern corner of Garden Island to cheer while the band from HMAS Sydney played.

Albatross circled Fort Denison and saluted the farewell ships. Seaplanes from the RAAF accompanied the seaplane carrier down harbour, scudding along the water. The Albatross carried two Royal Navy ratings who had deserted from HMAS Dorsetshire while their ship was visiting Sydney earlier in the year. These two were dropped at Singapore en route to England.

Although only in the Royal Australian Navy for a few years, Albatross should be given great credit for actually starting the idea of a naval air arm in Australia. This pioneering role is commemorated in the Fleet Air Arm shore establishment HMAS Albatross at Nowra.

Albatross not only played an important role in the growth and development of the RAN but owns a unique place in naval architecture and Australian naval construction.
Deer Park Engineering are pleased to have been Awarded the Contract for One Only 5 tonne level Luffing Wharf Crane for Garden Island, NSW

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**UNITED & UNDAUNTED**

by: ROSS GILLETT

The exploits of the Royal Australian Navy’s Clearance Diving Teams are well known.

The branch celebrated its silver anniversary in 1976, and to mark the event a history of the service was produced by the Naval Historical Society of Australia. Since the end of World War II, the clearance divers have operated from eight diving tenders.

As well as these boats, the branch has used a torpedo recovery vessel No 734, (now No 802), a survey motor boat and a work boat. The latter, bearing the pentagon No. AWI 09, was fitted to carry divers from 1964 until she was wrecked after sinking in a gale at Hunter Bay in May, 1974. Divers have also operated from other fleet units, including the Oberon class submarines, but for the main have employed the following craft as their primary base of operations.

**OTTER AND SEAL**

Both of these diving tenders were constructed as fishing trawlers during World War II. They each displaced 45 tons gross.

OTTER was purchased from Mr E. Wolf of Ulladulla, New South Wales, and entered service with the RAN in 1942. She was later attached to HMAS RUSHCUTTER from 1948 to 1968, after which she returned to the fishing trade. SEAL was also attached to RUSHCUTTER and was in service from 1948 to 1968 when she too was sold at auction.

**PORPOISE**

The only all concrete vessel to serve in the Royal Australian Navy was PORPOISE. Originally built as an ammunition lighter, she was modified during the mid 50s for use as a diving barge, and was anchored off Clarke Island in Sydney Harbour.

She was acquired by the clearance divers in 1954, and with a training classroom added, entered service on 24th March, 1955. Four days later the first 18 candidates for Clearance Diver 3rd Class were despatched to PORPOISE.

Following these duties PORPOISE was taken to HMAS WATERHEN as a stores lighter and subsequently Artol Righth, where she remains to the present day.

**TOROISE AND TURTLE**

Designed as harbour and island service boats, TOROISE and TURTLE were built in 1945 by Slazengers (Australia) Pty Ltd, on the Cooks River, Marrickville, New South Wales.

Following World War II, both vessels were in service as ammunition carriers with the Royal Australian Air Force. After transferring to naval control in 1964, the boats were based at RUSHCUTTER and HMNZS PENGUIN. TOROISE and TURTLE displaced 54 tons each and measured 56 feet long by 16 feet across the beam. Top speed was eight knots and radius of service, 1200 miles. Between eight and 10 men comprised the normal crew. As cargo boats they could carry 24 tons.

TOROISE was sold for $10,000 on 26th April, 1974, for use as a salvage boat, while TURTLE sold on the same day.

**PORPOISE, 1974. The large ship behind the tender is the aircraft carrier SYDNEY. PORPOISE remains laid up in Actol Righth, in 1980.** (Photo — J. Mortimer)
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VICTORIA
League Members Visit HMAS CERBERUS

On Friday, 1st February, the Navy League was honoured when, at the invitation of the Commanding Officer of HMAS CERBERUS, (Capt. H. J. P. Adams, RAN), the Federal President of the League (Cdr. G. Evans, MBE, VRD, RANR) reviewed the Graduation Parade of Recruits.

Also, at the invitation of Capt. Adams, 21 members of the Victorian Division witnessed the parade and afterwards were the guests of the establishment.

All were warmly welcomed by the Captain and given an illustrated briefing on the functions carried out at CERBERUS. Following an excellent luncheon in the Wardroom, members were then taken by bus on a guided tour of the Depot where, at the various schools, an officer showed the party around.

TASMANIA

On 19th June the Launceston Branch will be holding a cray night at the Hostel. T.S. TAMAR will also hold an Open Day on 16th May, staging events such as relays, tug-of-war, etc., followed by afternoon tea.

WESTERN AUSTRALIA

The WA 150th birthday emblem swans which were worn on either side of DIA-MANTINA’s funnel during 1979 have been returned to the west. Although it now seems certain that “TINA” will rest in Queensland maritime museum, Western Australia will retain several moments, as the frigate spent all her active peacetime career based in the region.

The WA Executive of the Navy League wrote to DIAMANTINA’s last skipper, LCDR. Bob Burns, RAN, and asked if the swans could be returned to the west for preservation. This request was granted and one of the swans will be mounted in a naval display being organised jointly by the Naval Association and the Navy League in the new Fremantle Maritime Museum situated in Cliff Street. The second swan has been handed over to HMAS STIRLING awaiting a decision on its final resting place. Plans are already underway to mount a propeller from HMAS DIAMANTINA outside the administration block at STIRLING.

DIAMANTINA arrived in Western Australia in 1959 and departed in October, 1979, for the last time. She was affectionately known as the “Grey Ghost of the west coast”. Her original black swans are now proudly worn by the patrol boat HMAS ACUTE which is STIRLING based. This diminutive little warrior is known as the “Mini Grey Ghost of the west coast”.

Cadets WESTERN AUSTRALIA

It was a proud moment for the Naval Reserve Cadets of T.S. VANCOURV when they marched through the town of Albany on Saturday, 15th March. T.S. VANCOURV was exercising the right granted to them last year when they were given the freedom of the town. This is only the second time this honour has been extended to a reserve cadet unit.

It was a day of festivities in Albany and was climaxed by a parade and garden party. The T.S. VANCOURV premises are leased from the Navy League and they have received a large amount of money in sponsorship over the past five years.

SOUTH AUSTRALIA

Last month the division had a very successful function at “The Patch” restaurant in Adelaide, where about 70 members and friends attended for Sunday lunch.

On Sunday, 4th May, it is planned to hold a gathering at “Invercald”, the home of Hamish Findlay, at Macclesfield in the Adelaide Hills. A BBQ lunch will be provided and a good roll up is expected.

The next function after May will be in the form of a dinner at Stoneyfell Winery on Friday, 22nd August, 1980, and the division trusts all members and friends will keep this night free.

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VICTORIA
League Members
Visit HMAS CERBERUS

On Friday, 1st February, the Navy League was honoured when, at the invitation of the Commanding Officer of HMAS CERBERUS, (Capt. H. J. P. Adams, RAN), the Federal President of the League (Cdr. F. G. Evans, MBE, VRD, RANR) reviewed the Graduation Parade of Recruits.

All were warmly welcomed by the Captain and given an illustrated briefing on the functions carried out at CERBERUS. Following an excellent luncheon in the Wardroom, members were then taken by bus on a guided tour of the Depot where, at the various schools, an officer showed the party around.

TASMANIA

On 28th June the Launceston Branch will be holding a get-together at the Anzac Hostel. T.S. TAMAR will also hold an Open Day on 18th May, staging events such as relays, tug-of-war, etc., followed by afternoon tea.

WESTERN AUSTRALIA

Cadets

The WA 150th birthday emblem swans which were worn on either side of DIAMANTINA's funnel during 1979 have been returned to the west. Although it now seems certain that "TINA" will rest in Queensland maritime museum, Western Australia will retain several moments, as the frigate spent all her active peace-time career based in the region.

The WA Executive of the Navy League wrote to DIAMANTINA's last skipper, LCDR. Bob Burns, RAN, GM, and asked if the swans could be returned to the west for preservation. This request was granted and one of the swans will be mounted in a naval display being organised jointly by the Naval Association and the Navy League in the new Fremantle Maritime Museum situated in Cliff Street. The second swan has been handed over to HMAS STIRLING awaiting a decision on its final resting place. Plans are already underway to mount a propeller from HMAS DIAMANTINA outside the administration block at STIRLING.

DIAMANTINA arrived in Western Australia in 1959 and departed in October, 1979, for the last time. She was affectionately known as the "Grey Ghost of the west coast". Her original black swans are now proudly worn by the patrol boat HMAS ACUTE which is STIRLING based. This diminutive little warrior is known as the "Mini Grey Ghost of the west coast".

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THE NAVY LEAGUE OF AUSTRALIA

AN INVITATION

The people who run The Navy magazine will always have an interest in the use of their money to support maritime affairs. Some will be interested in the Royal Australian Navy and may even be active in community training and activities. A minority of readers will be members of the Navy League of Australia, which is very much involved in the maritime world.

To the majority of The Navy’s readers — the non-members — we are in The Navy League across all Australia. We join in supporting the Navy in many ways. By joining the Navy League you can contribute to the maritime strength of Australia — essential to the survival of our country in these turbulent times.

Don’t just read about the activities of the Navy League and be a spectator of events — make your contribution. If you are 13 or 18 years of age you can join us by paying a ‘member’ subscription of $3.75. Alternatively you can consider making a generous donation to the Navy League.

THE NAVY LEAGUE OF AUSTRALIA

Application for Membership

To The Secretary

The Navy League of Australia

...Division

I wish to join the Navy League of Australia with whose objects I am in sympathy.

Name

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(Your signature is required)

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Enclosed is a remittance of $... being the first annual subscription.

A minority of readers will be members of the Navy League of Australia. They are required to produce a certificate from their doctor to confirm that they are capable of carrying out the normal duties and activities of the Cadet Corps. In our capital cities, Cadets are required to pay an annual membership fee.

Subscriptions commence in January of each year and a subscription of $... (Australian Dollars) within Australia $... (seas mail) — your first year’s subscription to “The Navy” magazine.

Please make cheques, postal orders or bank drafts payable to “The Navy” Magazine.

Subscriptions are payable in advance and cannot be cancelled.

To the majority of The Navy’s readers — the non-members — we: in the Navy League extend an invitation to join us in actively promoting the well-being of our country through our local Navy League branches.

To join us, you need only fill in the attached form.

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For further information, please contact the Senior Officer in your State, using the address provided below:

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THE NAVY

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THE NAVY

Page Thirty-One
The moment of impact as TOBRUK touches water for the first time. (Photo — R. Gillett)

TOBRUK slides across the slipway — an eight second journey. (Photo — Navy Public Relations)

Another view of the ship, taken at approximately the same time as the previous photograph. (Photo — R. Gillett)

The resultant tidal wave created by the launching spreads across the man-made waterway as TOBRUK heads to port. (Photo — Navy Public Relations)

A stern view of the new ship. Note the vehicle ramp. (Photo — Navy Public Relations)

Safely afloat and contained by steel cables attached to the shore, TOBRUK presents an impressive sight. (Photo — Navy Public Relations)

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THE NAVY

May, June, July, 1980

K XII — the true story

K XII was one of three Dutch submarines built during 1924 for service in the Netherlands East Indies. After the outbreak of the Pacific War, in 1941, she and other vessels, made for Australia and safety.

K XII aground at Fairlight in Sydney Harbour. (Photo — M. Stephens)

In recent months reports of the discovery of the third Japanese midget submarine in Sydney Harbour led to reports in the press that the submarine found was not the midget, but in fact the K XII, which was still lying below the harbour waters.

Other reports suggested the submarine to be K IX. In the event, the Japanese midget submarine sitting proved to be an April Fool's Day promotion, but to set the record straight, the following is the true story of K XII.

The other Dutch submarine, K IX commissioned into the RAN and after the war was one of three Dutch submarines built during 1924 for service in the Netherlands East Indies. Following the sales of the Dutch submarine to the Netherlands East Indies, however, this fell through.

The post-war story of the Dutch submarine K XII began in 1945, when the vessel itself, the submarine would be taken to Neutral Bay to quieter waters. The Waratah Company's tug WARRANG took K XII in tow at 1.30 pm on 5th June, with four employees from the trolley company aboard the submarine. However, when battling into the heavy seas at the entrance to North Harbour, the tow rope snapped. A second rope was attached, but this parted almost immediately and the K XII drifted fast towards the rocks at Fairlight.

One man was washed overboard and three others were trapped on a submarine which was driven aground at Fairlight Beach, Manly, in the heavy swell yesterday. This the "Sydney Morning Herald" reported on Monday 6th June, 1949.

An attempt to refloat the boat was made by the Waratah Tug and Salvage Co on 10th June, 1949; however, this proved fruitless. The Syndicate engaged a number of professional divers and tender were called in the press for either purchase of removal. Diver Hellings contracted for the removal, but after five unsuccessful attempts was forced to withdraw, owing to financial embarrassment.

An offer to purchase was received from Melbourne, however, this fell through when the purchaser failed to raise the necessary finance. Following further advertising, the Syndicate was approached by a Mr A. Stephens, who subsequently agreed to purchase K XII and release the Syndicate from the responsibility of removing her from Fairlight Beach.

Another view of the former Dutch submarine at Fairlight. The exposed position of the vessel to the open sea is apparent. (Photo — M. Stephens)
The submarine is towed past Goat Island en-route to Ryde on the Parramatta River. (Photo — M. Stephens)

Conclusion:
K IX — Wrecked 8th June, 1946 off Seal Rocks.
K XII — Broken up in Sydney 1949 to 1951.
Third Japanese Midget — ?

Greetings from Sealane Supplies

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Page Thirty-Six
THE NAVY
May, June, July, 1980
In February, 1927 HM Trawler "WAKAKURA" arrived in Auckland to begin a long and useful career as a sea-going training ship for the New Zealand Division of the Royal Naval Volunteer Reserve. She was a small ship, but quite adequate for the duties required of her, and was only 10 years old.

Her delivery voyage was eventful to say the least. Machinery faults and sickness had taken their toll, and it was to take eight months to complete the voyage from the United Kingdom to New Zealand.

Her career was one to be proud of and it is interesting to note that she had at least six different owners at various times.

The vessel began life as HM Trawler "TR 1", a "Castle" class trawler built by the Port Arthur Shipbuilding Company in Canada, being a sister ship to the trawlers "GOOLGWAI" and "DURRAWEN" commissioned by the RAN in WW2. The Canadian "Castle" type were very attractive ships, of conventional steam trawler appearance.

"WAKAKURA's" dimensions were an overall length of 134 feet, a beam of 23 feet six inches, a draught of 12 feet 9 inches, carried on a displacement of 275 tons. Her single screw was driven by a triple expansion engine of 480 ihp which gave her a speed of 10 knots. Her main armament was one 12 pounder 12 cwt low angle gun.

Commissioned in the Royal Navy on 17-10-1917, she served until paid off in August, 1919 and placed on the sale list.

In 1920 she was purchased by a Captain Munro, who seems to have developed a business as a ship broker. She would have dropped completely out of sight had not the New Zealand Government taken a hand.

The New Zealand Division of the Royal Navy had been formed in 1921 and as an RNVR Division had been formed it was advisable to acquire a training ship for them. After viewing some of the ships available it was decided that "TR 1" would be quite suitable. Given the new name of "WAKAKURA" she was commissioned on 9th April, 1926.

Re-armed with a four inch gun and ready for service the ship was taken over by a small runner crew to make the delivery voyage, for which she was under the command of Lieutenant R. A. MacDonald, RN, the torpedo officer of HMS "DUNEDIN", who also doubled up as the squadron torpedo officer. The New Zealand Division was a very small unit, and the wearing of "two hats" was quite common.

All was not beer and skittles on the way...
out, but even so eight months was a very slow trip indeed. After an enforced stop of one month in Port of Spain, Trinidad, "WAKAKURA" finally came through the Panama Canal on the last leg of her voyage home.

Her troubles were still not over, for in November, 1936 she reported herself in difficulties off Honolulu. The USS "PITTSBURG" was sent to her assistance, thereby commencing an association between New Zealand and the US Navy that was to become a full partnership during the Pacific campaign of WW2.

On arrival in Auckland the ship was given a much needed refit, and then sent on her new duties. In following the practice of sailors the world over, the ship was given a nick name, and from then on was usually referred to very affectionately as the old "Waka".

Carrying a small permanent complement, the little trawler steamed about the Dominion training the reserves from the various provinces, and many amusing incidents have been recorded during this period. We must remember that at this time the Royal New Zealand Navy had not been formed, and about fifty per cent of the crews of the New Zealand ships were Royal Navy on loan.

The RNVR men probably contributed the largest group of locally enlisted men in the division, and we can sympathise with them for the cramped quarters in their old training trawler. But like all true "Waka" dogs" it appears that numbers were cut down to a bare minimum. The old "Waka" was to be no reprieve. She went to the scrap heap. For "PHILOMEL" this was to be the end of the line, but the "old Waka" was far better.

In the immediate post-war years a new coastal shipping line was formed under the name of the Tasman Steamship Company. "WAKAKURA" was on the sale list and the new company decided that the old trawler would be a good buy. In 1947 "WAKAKURA" began her peaceful operations as the Tasman Company's one and only ship. It is pleasing to note that very well loved ships were to be sent to the scrap heap. For "PHILOMEL" this was to be the end of the line, but the "old Waka" was far better.

On one occasion the Gunner had assembled a batch of paravanes and after a session of trial and adjustments considered that the P/V's were ready for issue. He decided that all that was required now was a coat of paint, which could be done on the way back to harbour. He turned over the painting to an RNVR leading seaman, and then retired to his cabin for a well earned rest.

On re-appearing on deck to take a final look at his toys he almost lifted his safety valve. He was confronted with the sight of a pile of parts with paint flying in all directions. The RNVR ladder had taken them all to pieces so that he could paint every part of them. Very commendable, but this enabled carrying out the complete series again after the paint dried.

It is thought that the poor old Gunner coined that familiar phrase "I could just scream" at this time.

CARRYING the pendant number T 00, HMS "WAKAKURA" served for the full period of the second world war. In September, 1941, the Royal New Zealand Navy came into being. "WAKAKURA" now bore the proud title of HMNZS "WAKAKURA", but to her crew she was still the old "Waka". She remained the old "Waka".

With the exception of "PHILOMEL" and "WAKAKURA" all the ships were of recent construction, either being built in the United Kingdom or New Zealand during the course of the war.

It was then decided to dispose of both the static training ship and the reserves training ship. In one stroke of a pen two very well loved ships were to be sent to the scrap heap. For "PHILOMEL" this was to be the end of the line, but the "old Waka" was far better.

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As a coastal freighter "WAKAKURA" was to be the end of the line, but by this time the old ship was too small for the trade. Larger ships were acquired, and the old "WAKAKURA" paid off. This time there was to be no reprieve. She went to her last and final owner, the ship breakers. After 40 years of faithful service the old "Waka" was finished.

So ended the story of a fine ship. Built for one world war, she was to serve in that one and the next. She had been built in Canada for Great Britain, and had trained New Zealand Seamen. She had carried out her duties in time of war, and in peace-time she had ended her career following those peaceful pursuits, and helped to restore full peace conditions to the Dominion she served so well.

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