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Proud to be an Australian company.
Dear Sir

I am sure that we are all indebted to Mr G K Andrews for his excellent article RAN Tugs. (The Navy April/June 1989). There is however one statement which I believe requires correction.

IMAS St. Giles did not take part in the search for IMAS Sydney. The tug concerned was IMAS Heroes.

The Sydney - Kormoran action was fought on November 16-161941. St. Giles did not leave Sydney for Fremantle until New Years Day 1942. The ship arrived in Sydney in the early part of May and paid off at Morts Dock. I am not sure whether St. Giles & Heroes were sister ships but there were certainly some marked similarities in their appearance. It is my understanding that Heroes recovered one Carley raft and a number of lifejackets.

Yours sincerely,

Andrews

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Yours sincerely,

L. K. Wood

BOLD PLAN TO MAKE AUSTRALIAN FLAG SHIPPING COMPETITIVE

by Geoffrey Evans

During the last eight or nine years the Australian shipping industry has been the subject of nine government-sponsored and at least two non-government inquiries into its performance and costs. The R.A.N. has also carried out several detailed studies to determine the importance of the industry to the nation's well-being.

While all the inquiries have been of value in one way or another, so far as the seagoing element of the industry is concerned the most visible results have flowed from Sir John Crawford's 1982 report "Revitalisation of Australian Shipping" and the Maritime Industry Development Committee's 1986 "Moving Ahead". The findings of a third major inquiry, the Industrial Assistance Commission's 1988 report on Coastal Shipping, have been less easy to discern and are unlikely to be of any real importance.

Another important inquiry, that of the Inter-State Commission into shore-based activities - stevedoring, cargo handling etc. - has not been completed and the Commission's quite drastic recommendations to improve waterfront efficiency have not at the time of writing this article been accepted by the government. The seagoing and shore-side elements of the industry are separate but intimately linked and improved efficiency in one will be of small value unless matched by improvements in the other.

With a plethora of generally critical reports and dozens of recommendations to band, in November 1986 the government appointed a "Shipping Reform Task Force" composed of government, shipowner, union and shipper representatives. The task force was required to identify and negotiate the changes necessary to establish an internationally competitive Australian shipping industry. This was a wider reference than that given to the IAC which was required to report and make recommendations on coastal shipping.

Given the importance of the task, the time provided to the Task Force to carry out its work was quite short - barely three months and that over the Christmas-New Year period. The short time is to some extent reflected in the report given to the Minister for Transport and Communications in April; identifying problems is one thing, negotiating solutions another (the parties mainly concerned, shipowners and unions, have however agreed to complete their negotiations within a very tight time frame).

The Task Force devoted its attention to the seagoing element and if its objectives are accepted by the government and realised, and are matched by increased efficiency ashore, Australia may yet have an internationally competitive shipping industry. Irrespective of reform, more competitive Australian-flag ships should benefit Australian industry, as something like 90% of tonnage moved around the coast is carried in ships owned by the shippers a number of whom are much less dependent on outside sources to load and unload cargoes.

The Task Force examined the cost structures of Australian-flag shipping and found that measured against the costs of a range of OECD countries and a typical Flag-of-Convenience ship governed by International Transport Federation conditions, the capital costs incurred by Australian vessels were similar to those of a number of other countries; this could change however with a decrease in the current fiscal regime (a levying grant and accelerated depreciation for new ships is not extended beyond the present expiry date). The Task Force noted that the shipping industry worldwide operates under beneficial fiscal arrangements.

Labour costs were identified by the Task Force as the major cause of the present uncompetitiveness of Australian shipping, accounting for some 75% of the 'cost gap'. Substantial reforms are therefore proposed for this area including:

- A further reduction in crew sizes.
- Some reductions have already been made as a result of the Crawford and MIDC inquiries.

- An extensive training/retraining programme to allow integration of the duties of deck and engineer officers into a single category of officer by qualifying existing officers for electrical duties.

- A voluntary early retirement scheme and redundancy arrangements for displaced officers respectively (officers and engineers are employed under an industry 'pooling' arrangement and officers are employed by individual companies).

- A review of conditions of employment and structure of the Maritime Industry Seagoing Award to allow more flexibility in ship management to be completed by

Page Two

THE NAVY

July-September

Page Three

THE NAVY

July-September
October 1989. By 1989 it is envisaged modern Australian ships will be manned by crews of 17 or 18, half the size of crews manning comparable ships a few years ago.

To increase competition in the coastal trade, the Task Force has advocated the use of the "permit" system which enables foreign-owned ships to carry cargoes around the Australian coast in particular circumstances. The Task Force has rejected proposals to withdraw the "permit" system, pointing out that virtually every country with a significant coastal trade operates a similar system.

The Navy League expressed similar views on both the opinions expressed by the Reform Task Force and the opinions expressed by the Reform League.

Surprisingly, national security considerations do not appear to have been a major factor in the review of the Australian shipping industry and exposing the industry to unfettered foreign competition may be the most likely result.

Responses by government spokesmen so far indicate the complexity of what has already been achieved and that further developments are planned, albeit at a greatly accelerated rate. As previously remarked however, increased efficiency at sea will have to be matched by greater efficiency ashore if Australia is to become a maritime nation.

The shipping reform plan is ambitious and would seem realizable if all the parties involved agree to the process to be undertaken together with the necessary powers for a fixed three-year term.

Surprisingly, national security considerations do not appear to have been a major subject of discussion in the various inquiries over the past few years. The Department of Defence has made it quite clear that a viable Australian-controlled shipping industry is extremely important to the nation's security and so has the Navy League.

The Navy League believes that the opinions expressed by the Reform Task Force are basically the same as those held by the League. The Navy League does not believe anything is to be gained by withdrawing support from the Australian shipping industry and exposing the industry to unfettered foreign competition; chaos on the waterfront would be the most likely result.

Membership of SRTF

Chairman: Mr D Kevan
Managing Director: Vietnam Motor Manufacturing Company

Members:
Mr W Bolo
Chairman: Australian National Maritime Association
Mr D Card
President: Australian Naval Officers' Union
Mr R Dailcy
Australian National Maritime Association
Mr P Geraghty
Federal President: Seamen's Union of Australia
Mr R Taylor
Secretary: Department of Industrial Relations
Mr R Hutchinson
Secretary: Australian National Maritime Association
Mr P Newman
Ministerial Consultant

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Any lingering doubts in the minds of the superstitious must surely have been dispelled when the new frigate MELBOURNE, bathed in a momentary flash of sunlight, kissed the waters of Port Phillip Bay for the first time on 5 May 1989.

The launch could hardly have gone better: the wind, a source of concern for the organisers in the hours leading up to the event, fell away to a zephyr at exactly the right moment, the words of the launching lady, Mrs Hazel Hawke, rang out loud and clear and the bottle of neat Western broke cleanly to the cheers of the crowd. Then an expectant hush fell on the pairs of eyes matched the ship for the first sign of movement.

The trial shot did not come away cleanly, but the organisers had been ready. Amid cheers of 'Go on, Kevin', a burly worker stepped up with a sledgehammer for his moment of glory. Two swift blows to the ingate piece of timber and lights flashed and a klaxon sounded and MELBOURNE needing no further help, slid gracefully into her natural element. AMECOON has little chance of getting that hammer back.

The crowd watched as the tugs nullied around the frigate, shepherding her into the dock where the real work is about to start. Then it was time for the speeches. The speeches were short and enthusiastic. The Chief of Naval Staff, VADM Michael Hudson, said to the general agreement of all present that this was a special day for the nation and that Australia was back in the business of building naval ships. AMECOON’s chairman, Mr George Polites, thanked Mrs Hawke for accepting the invitation to officiate and presented her with a jewel AMECOON logo and the official ribbon-cutting scissors as a momento of the occasion.

Responding, Mrs Hawke said that she had been surprised and honoured to be asked. She praised the commitment and professionalism of those who go down to the sea in ships and deluged the crowd by saying, without recourse to any notes, that she felt quite grandmotherly about the whole thing and would keep a personal interest in MELBOURNE’s career.

The new ship MELBOURNE (she will not be known as HMAS until accepted and commissioned by the Navy) is the first ship built for the RAN by AMECOON since the company bought the then Williamstown Naval Dockyard from the Government in February 1980.

She is the first combatant ship built in Australia since HMAS TORRENS was launched at Cockatoo Dockyard in 1976. MELBOURNE will be the fifth of her class to the RAN. AMECOON has already started work on the sixth, to be called NEWCASTLE. The four earlier FFF class ships, ADELAIDE, CANBERRA, SYDNEY and DARWIN, were all built for the RAN in the United States.

The weight of the frigate at launch was close to 1800 tonnes—around half her completed displacement. Her hull and superstructure is now complete and all major machinery is in place. After launch she entered drydock for completion. She will be fitted with propeller shaft, propeller, rudder stock and rudder as well as her complex sensors, weapons systems, computing equipment and all interior furnishings.

She is scheduled to be delivered to the RAN in August 1991, commissioned in September 1991 and to join the Fleet in March 1992.
LAST SUNSET FOR A GRAND OLD LADY

A forlorn sight, the proud old lady of the RAN, SDB 1325, laid up in the HMAS STIRLING small craft compound. The vessel alongside is the RNC training boat LANCELIN

by VIC JEFFERY, Navy Public Relations Officer (WA)

The RAN's last World War Two patrol boat is sadly, up for disposal.

Despite her age, 46 in November, Seaward Defence Boat 1325 is described as being in reasonable condition and excellent for her age. She long ago shed her grey wartime garb and associated armaments and today is a truly resplendent sight with her navy blue wooden hull and white superstructure.

SDB 1325 is the last of the 28 vessels of this type which saw wartime service in the Royal Australian Navy. Originally classified as Harbour Defence Motor Launches (HDML's) they were designed for the British Admiralty in 1942 for patrol work in harbour approaches, estuaries and coastal waters.

The first three to enter RAN service, HDML's 1074, 1129 and 1161 were constructed in the United Kingdom and saw service in the Royal Navy prior to their transfer in 1943. They were followed by another nine built in Australian yards and 16 in the USA. The locally constructed vessels, 1321 to 1329 were built in three yards; Purdon & Featherstone Pty. Ltd., of Hobart (1321, 1322, 1327), McFarlane & Sons of Bilkemhead in South Australia (1323, 1324, 1328); and E. JACK of Launceston (1325, 1326, 1329). Seaward Defence Boat 1325 first entered Service as Harbour Defence Motor Launch 1325 at Launceston on 3 November, 1943. She dis-...
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The Lesson Goes Unlearned

In 1983, the Department of Defence recommended to the Hawke Government that the fixed wing Fleet Air Arm be disbanded and its aircraft removed.

At the time this was done, the best professional authorities, both inside and outside Navy, pointed out that there remained a need for the A4 Skyhawks for ground attack work in support of Army and for training Navy's surface ships in anti-aircraft warfare. Navy attached primary importance to this latter need which assumed much greater significance with the scrapping of the aircraft carrier MELBOURNE.

Deprived of fighter protection, Navy became wholly dependent upon her area defence surface to air missile, point defence and close in weapons systems for defence against aircraft and missile attack. To maximise skills in these vitally important roles, Navy needed high performance aircraft piloted by officers skilled in low level attack against warships.

It was argued that both ground attack and fleet training would be provided by Air Force's Mirages, Macchis and (later) the FA18s.

The S2 anti-submarine Trackers were considered, but rejected, for the coastal surveillance role.

Navy's advice was ignored. Even worse, there is some evidence that the Minister of the day was deliberately deprived of access to the highest professional opinion available - that of the Royal Australian Navy.

On one aspect of the decision to disband the fixed wing Fleet Air Arm, documentary evidence has been published (by Ian Hamilton, Pacific Defence Reporter, August, 1983, page 51) that the then Chief of Naval Staff was concerned at "the level of consultation that took place in regard to the use of S2 Trackers and the incomplete picture that formed the content of the submission as forwarded" (to the Ministers). In this case, the Chief of Naval Staff personally was excluded from consultation on effectiveness. Navy advice was limited to "costing, manpower and performance data."

Subsequently, the S2 Trackers were offered for sale on the international market. Several potential buyers were rejected on political/diplomatic grounds. Now, at a time when other nations are upgrading their S2s for a new lease of life, Australia's S2s remain rusting and disused at Nowra.

Coastal surveillance, performed by civilian companies, has become the subject of protracted legal wrangles and contractual disputes.

Navy's A4 Skyhawks were sold to the
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This is not the only time such expensive mismanagement has occurred. Indeed, the case of Williamstown Dockyard was even worse.

It is generally known that Williamstown dockyard degenerated from badly run to worse to nigh on useless. Well qualified Committees sat and recommended remit and organisation. Well qualified Managers were hired from outside the public service. However, after more than a decade, the situation still did not improve significantly.

It is clear that Williamstown failed because parts of the Defence Department and at times other Departments 'protected their patches' by maintaining functional authority in Canberra. To further their own administrative positions, they refused to delegate sufficient authority to Williamstown's management to run the yard properly. There were other problems, but this lay at the root of the failure.

The fact that Williamstown has now been sold, and is to the point of becoming a productive organisation and a very valuable defence asset to Australia, does not obviate the fact that massive mismanagement occurred. Those responsible will go unpunished. Gross mismanagement and incompetence will have got away with it again.

There is another example. This affects the Australian Defence Force as a whole - not just Navy.


That Report recommended that 'in view of the continuing failure of ... FDA Division to develop adequate defence guidance and the lack of confidence that this has engendered in the force development process generally... certain major organisational changes be made.

In spite of this very severe major condemnation, no relevant change has been made. All that has been done is to change the title of one or two public servants and to transfer the Natural Disasters Organisation from one group to another. We have resisted the temptation to wisecrack. In spite of its unhappy name, the NDO is widely respected as efficient and valuable.

The role of the Force Development and Analysis Division (as specified in the Functional Directory for May 1985 and today) remains unchanged - word for word. It must be concluded that nothing will be done when things go wrong at top management level in Defence.

Industry and commerce prosper when Management take responsibility for what they do. For success, they are rewarded. For mismanagement, they are fired or otherwise penalised.

Unless and until these principles are applied in Defence, and responsibility steered home to individuals involved, it will be very difficult for management to improve on the public service side of the Defence community.

perhaps the most interesting part of it is that this is not the only time such expensive mismanagement has occurred. Indeed, the case of Williamstown Dockyard was even worse.

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DEFFENCE MEANS BUSINESS
IN WESTERN AUSTRALIA

Defence Growth
The first naval dockings at the new marine support facility at Jervoise Bay represent significant progress in Western Australia's long-term goal to create a supportive defence industry for the three armed forces.

Since announcement of Australia's two-ocean defence policy, Western Australia has been preparing for the transition to a major strategic region.

Half the navy's operational fleet will be homeported on the west coast over the next 10 years.
To date, three destroyer escorts, one submarine and three patrol boats are based on the west coast. But the fleet will be substantially strengthened with the addition of six destroyers, three submarines and eight mine warfare ships.

The Pearce RAAF base north of Perth and stations in the far north - Learmonth and the recently commissioned Derby provide coastal surveillance, covering the navy's expanded role in the Indian Ocean, and frontline fighter aircraft.

A new role for the army includes deploying highly mobile counter-insurgency units in the rugged north-west. This means introduction of new all-terrain vehicles and advanced communications technology.

Sky and ground watches are being established via the Jindalee 'over the horizon' radar at Merredin and the satellite communication monitoring station at Geraldton.

First Dockings at the ASI Marine Support Facility

Marine Support Facility
When opened on its 18ha site directly opposite the naval base at Cockburn Sound, the facility's shiplift was 105m long with a lifting capacity of 6,000 tonnes.

This is now being extended to 132m to accommodate the next generation of homeported vessels, as well as cater for a wider commercial market.

The ultimate plan is to further extend the lift to 165m and the lifting capacity to 12,000 tonnes.

Now the facility is producing tangible results and benefits are seen to flow from this aspect of defence work.

Western Australia is placing greater emphasis on building up other defence support sectors and promoting more industry involvement.

State Government Initiatives
To generate a higher profile for the defence industry and to attract a bigger share of the $6 billion federal defence budget, the State Government is developing a Defence Technology Precinct opposite the marine support facility.

Integration of Defence Precinct Activities

Maritime Work
The Western Australian Government is vigorously encouraging development of a defence industry to meet the support and maintenance demands of such a large expansion of military forces in the west.

An important accomplishment in pursuit of this goal is the recent completion of stage one of Australian Shipbuilding Industries' (ASI) marine support facility and its successful bid for naval and commercial maintenance contracts.

The facility, opened in February, has already completed maintenance worth $1.5 million on the Oberon-class submarine, the HMAS Oxley and is carrying out a $16 million refit on a destroyer-escort, the HMAS Swan. It has also completed repairs on a sheep carrier and has a $42 million contract to build three commercial ships.

Western Australia's defence industry is also bidding for the depot level maintenance of three of the navy's six Oberon-class submarines, valued at $170 million over six years.

The three Oberons are scheduled for major refits. A refit involves refurbishing and upgrading systems, each costing $50 million and lasting two years.

In addition, the submarines undergo mid-cycle and intermediate maintenance, totalling an extra $20 million.

Altogether, the maintenance programmes could add up to about 18 dockings.

The six new Type 471 submarines now being built in South Australia, the first of which will be launched in 1993, will progressively replace the Oberons and provide ongoing maintenance opportunities for the marine support facility.
In an Australian/Solomon Islanders operation, Navy clearance divers have blasted a new, much needed shipping channel for a large village in the Solomon Islands.

An RAN team of about 30, including 14 members of Clearance Diving Team 1 from HMAS WATERHEN in Sydney, are carrying out more than one month of Australian Defence Cooperation tasks in the island group. The divers travelled on board the landing craft HMAS BRUNEI, captained by Lieutenant Chris Curtis, for duties including disposal of World War II explosive ordnance and provision of a channel capable of taking 110 to 120 tonne coastal vessels under all tidal conditions within Rerewa Passage, about 250 nautical miles north-west of Honiara.

Near Mbiula Village in the Western Provinces, Navy divers were involved first in trials with two drums of Australian-manufactured Tovex 650 explosive to be used for the task. Satisfied with the initial results, the clearance divers and crew of BRUNEI working alongside local islanders placed in the passage a total of 25 tonnes of the explosive, manufactured by Dyno Wefarmers Ltd. at Bogan Gate near Parkes. The divers, led by LEUT Mike Gough, connected a total of 84 205-litre drums and six smaller 60-litre drums of explosive with plastic explosive primers into a single firing loop with detonating cord.

With the area cleared of villagers shortly after 9am local time, the divers touched off safety fuses. The $100,000 blast pushed 110,000 tonnes of water skywards in a plume reaching a height of more than 300 metres. Weight of the water helps direct the blast downwards and the explosion provided a channel 250 metres long and 11 metres wide, and about three metres deeper than the previous floor of the passage.

Solomon Islands Government vessels "proved" the new channel by sailing from the sea into the lagoon a short time after the blast. The passage will also improve access for the Solomon Islands patrol boat LATA (provided under the Australia-funded Pacific Patrol Boat Project) and SAVO.

BRUNEI with the divers embarked is continued through the Western Provinces to 11 more sites returning to Honiara before returning to Sydney on May 25th. Since 1979, the RAN has undertaken a program under Defence Cooperation to clear navigational channels and shipping hazards in the Solomon Islands.

The last operation was conducted around Makira Island in July last year.

On-the-job refresher training and technical training is being provided to Solomon Islands Marine Division divers during the operation. Australia's defence cooperative activities in the South Pacific focus on assisting the development of maritime surveillance capabilities in response to the South Pacific countries' concerns for their economic security and national sovereignty.

The Defence Department plans to spend about $20.6 million on Defence cooperation with the South Pacific this financial year.

More than 100,000 tonnes of water are driven skywards from the detonation of 25 tonnes of explosive.

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Branches throughout Australia
Garden Island in 1921-22. Alongside, from left to right are: the light cruiser HMAS ENCOUNTER, the oiler KURUMBA, the light cruiser PSYCHE and a Town class cruiser. Other ships lie alongside the latter.

From the deck of an AUSTRALIA and ship, the decommissioned battlecruiser sloop UNA lie at anchor ofrt the Island.

GARDEN ISLAND
1921-1922

Netherlands Navy Today

All surface units of the Royal Netherlands Navy are deployed in three task groups, while the submarines operate as a single squadron. The maritime patrol aircraft operate in three squadrons, one of which provides training. Mine countermeasures forces are also divided into three groups, two operating off the Dutch coast and one operating under CHINEHAN command.

The present shape of the RNIN is largely the result of the 1974 Fleet Plan, which set a target of 25 ships. Three of these had to be air defence (AAW) ships and flagships - two survive today as the DLOs Tromp and de Ruyter. There were a dozen old destroyers, six von Speijk class frigates (copied from the British Leander design), and six small corvettes. Plans were already in hand to replace the destroyers with 12 Kortenaer class 'Standard' or 'S' type.

By ANTONY PRESTON

The new air defence frigate WITTE DE With.

The Royal Netherlands Navy (RNIN), according to NATO planning, shares with the Royal Navy the main burden of surface warfare in the Eastern Atlantic. The two navies also share a number of overlapping responsibilities in the North Sea.

frigates, and to give an extensive update to the von Speijk class.
All targets were achieved within the 10 year-span of the Fleet Plan. The ships were put up a fine performance in building the frigates, two of which were sold on the ship to Greece. In view of the escalating air threat the two RNIN replacements were re-designed as air defence flagships - the Jacob van Heemskerk and Witte de With were designated the 'L' type, and were completed in 1985-86.

In 1984, when a new ten year plan was being prepared, it was clear that the corvettes were of marginal fighting value. It was also clear that the Dutch shipyards were in trouble, typified by the bankruptcy of the Rhijn-Scheide group in 1981.

Plans to replace the corvettes by a new compact frigate known as the 'M' type were in hand, but orders were not placed until 1987. To stave off disaster in the yards four were ordered, with options on another four - to replace not only the six corvettes but also the von Speijk class in the 1990s.

The new frigates, named after several changes the Karel Doorman class, are sophisticated anti-submarine ships armed with Harpoon anti-ship missiles, vertically-launched Seacat point-defence missiles and a Goalkeeper close-in gun system.

Propulsion is Combined Diesel or Gas Turbine (CODOG), with Rolls-Royce Marine Sperry gas turbines and Werkspoor...
A bigger merchant fleet need not be an asset

The campaign to 'Expand Australia's Merchant Fleet' being run by the Seaman's Union of Australia may at first sight seem attractive and worthy of support to people concerned about Australia's defence. However, it isn't necessarily so.

Before such a campaign is supported, we should know exactly what it entails and how the proposed expansion is to take place. If it is to be done by increasing direct or concealed subsidies the disadvantages may outweigh the advantages.

We would all like to see Australian ships manned by Australian seamen. The reason we may not be able to do it is that we are competitive. Australia's present merchant fleet is extremely expensive. Since its infancy it has been protected from competition with very poor results. In a major study of the economics of Australian coastal shipping, Mr Ross McLean has written:

One would expect Australia to have a substantially robust and effective shipping industry.

After a long coastline with all the major population centres on the seaboard... Only 3% of Australia's 13 P-3C Orions maritime patrol aircraft are developed jointly with Thomson-Sinatra, using a Dutch-developed sonics processor and French arrays.

Financial Cutbacks

The smooth planning has been interrupted by the sort of cash-crisis which has hit other NATO navies. For the RNZN's Type 2026 frigate class were ordered in 1977 and today 14 out of 15 are in service. Plans are now in hand for a further class of ten minesweepers which are due to be laid down next year, further funding and will be in service by 1992. Planning is for the Fokker F-27 Marilimes and 22 Lynx maritime patrol aircraft. The RNZN has three F-27s, nine SH-14As and two developed jointly with Thomson-Sinatra, using a Dutch-developed sonics processor and French arrays.

After a long coastline with all the major population centres on the seaboard... Only 3% of Australia's... The same applies to all manner of other industries. McLean and his colleagues had hoped that Australia's coastal shipping would not only give the RNZN its own ship and seenance for defence, but had seriously eroded the competitiveness of other industries and imposed enormous costs on many sections of the economy.

The Australian National Line is wholly owned by the Commonwealth Government. It was established because at the end of World War II the government found itself owning a collection of merchant ships, it could have sold only at a knock. ANL has had no meaningful review of its purpose since then.

In recent years ANL has had some rationalisation. A capital injection of $160 million improved its gearing ratios and in 1984-85 it paid its first dividend in 14 years. However, it was still carrying losses of $10 million in 1987. No private concern could have survived such a history of losses. $10 million could have been spent directly on the navy, for example to help buy a second-hand British aircraft carrier to replace HMAS 'Melbourne'. Even if bargains in special equipment in freighters and other modern warships are not always available, such an amount would have gone a long way towards creating the interest on major warship acquisitions.
The West Australian based River Class Destroyer Escort HMAS DERWENT celebrated 25 years at sea with the Royal Australian Navy (RAN) when she returned from her latest South East Asian deployment in April.

The present DERWENT is the sixth ship, and first RAN ship, to bear the name. The previous five included four British ships, ranging from an 18 Gun Brig of the Channel Command serving in the Napoleonic War to a Hunt Class Destroyer of the Second World War, and a Naval Depot in Hohart.

The Fighting 49 is primarily designed as a submarine hunter, equipped with the Australian-designed IKAKA anti-submarine missile that will allow the ship to strike at a submarine before it can become a threat. For close in anti-submarine self defence the ship is fitted with two sets of triple barrelled torpedo tubes. To provide protection against surface and air threats, DERWENT has the tried and tested 4.5" Mk 6 Gun able assisted by the optically guided Seacat missile system.

Built in Williamstown Naval Dockyard, DERWENT was launched by Lady Burrell, wife of Admiral Burrell, in April 1961 and commissioned into the RAN in April 1962. DERWENT began her service career with a bang when she fired one of her Seacat missiles, giving her the distinction of being the first RAN ship to launch a guided missile. Once worked up the Fighting 49 embarked on her operational duties, and before her commissioning year was out had started a 3 month patrol of South East Asia, the first of many to come.

During the 17 years from commissioning to her modernisation refit in 1981, DERWENT spent more than 12 years deployed to South East Asia and the Indian Ocean, taking Australia abroad, visiting such exotic places as Singapore, Bangkok, Mombasa and Bahrain to name but a few. In doing so DERWENT and her company showed themselves as a professional and hard working unit of the RAN to many Navies of the world, many of whom are now old friends.

The modernisation refit took 4 1/2 years to complete. DERWENT recommissioned in May 1985 and rejoined the Fleet in November as a better equipped and more capable peacemaker. After successfully completing trials, which went well into 1986, DERWENT participated in the Fleet entry into Sydney to mark the start of the RAN's 75th Anniversary celebrations. The year was rounded off when the ship received a Silver Platter Award from the Catering Institute of Australia for displaying the best culinary skills in the Fleet, not an easy task!

Early in 1987 DERWENT changed homeport, from Sydney in the East to Fremantle in the West, and effected a full crew changeover with HMAS STUART in 3 days. One of DERWENT's first duties in the West was as support ship for the defence of the Americas Cup off Fremantle, in addition to the normal weapons firings and small exercises. The second half of the year started with another eagerly awaited, SE Asian deployment and culminated with participation in the arrival of the Tall Ships and First Fleet into Fremantle. Further trips to SE Asia followed in 1988 as deployment and exercise tasks flooded in, including escorting HMAS ARK ROYAL, Flagship of the Royal Navy's Global Task Group into Fremantle.

The start of DERWENT's 25th Anniversary Year sees the Fighting 49 deployed to SE Asia, for the third time in 9 months, including a visit to Mandalay, the first by an RAN warship in ten years. DERWENT returned home in time for her 25th Birthday Party on 30 April which was marked by a whole weekend of events to celebrate the occasion including a traditional Naval Mess dinner to which the Governor of WA was invited.
OUT OF THE PAST

BRITISH BATTLESHIPS OF WORLD WAR ONE

By RA Burt
Published by
Arms and Armour Press, London, 1986

One in a generation a book is published which becomes a classic in its field. Dr Oscar Parkes' British Battleships 1860 - 1950 was just such a book. Unfortunately, for warship enthusiasts, this book has been out of print since the 1960s and is extremely hard to come by and the only alternative has been a range of mediocre books covering various aspects of the design, development and history of British battleships. The saviour of those interested in the design, development and history of British battleships generally, and British battleships in particular, has been Mr R A Burt. In British Battleships of World War One he has written a book that will always be favourably compared to Dr Parkes' classic and in many ways surpasses it. Unfortunately, this excellent book only covers the period from the DREADNOUGHT through to the ships ordered in the 1915 estimates.

Each class of battleship is dealt with in a separate chapter and these chapters are generally arranged to cover such aspects as: design, armament, armour, machinery, appearance changes and ship histories, including their final fate. The chapters of the book abound with a wealth of technical data and first rate line diagrams showing various aspects of the ship's hull and appearance. Supporting these diagrams are over 300 photographs carefully selected to highlight the various technical and appearance aspects described in the text.

One problem the author of a book like British Battleships of World War One faces is how to present the mass of technical data available and ensure the book is readable at the same time. Mr Burt has succeeded in doing both with ease. If there is a weakness in the book then they are limited to the fact that the book only covers the period of World War One and not the full period of British battleships up to and including VANGUARD. The periods before and after World War One are to be covered by separate books. This will make covering the period of British battleships expensive, however, if these other books are of the same high standard as Mr Burt then it will be well worth it.

In summary, Mr Burt has written an excellent book which is bound to be the standard work of its type for a long time to come.

SHIPS AND AIRCRAFT OF THE US NAVY

By Norman Polmar
Published by
The Naval Institute Press, Annapolis, Maryland, 21402, USA

Pursuing a massive 600 pages this book is the total reference work for the United States Navy today. It is divided into 32 sections plus four appendices, preface, indexes and addenda. The major part of the book is devoted to the USN, its ships, equipment, aircraft and organisation. However chapters are provided for the Coast Guard, National Oceanic and Atmospheric Administration and Miscellaneous ships.

It is hard to know where to start reviewing a publication of such magnitude. Selecting section 17, Amphibious Ships, the reader will be introduced to the ship type by a well informed narrative, supported by tables of lift capacity and the various class. Each individual ship or class is then separately covered with technical and historical data, narrative including design, costs, electronics, modernisation and classification. The descriptions also include the armament specifications and engineering. Together with an excellent selection of black and white photographs the entire ship or class is completely described.

Each section also details the recent, post 1945 history of that particular group of
The Ships and Aircraft of the US Fleet is described. To all naval enthusiasts' libraries. A valuable addition an excellent publication from the stables of the US Naval Institute. A quality hard cover book of 120 pages, featuring 50 colour photographs and 126 black and white photographs which are complemented by an informative text covering naval life and events of the RAN's 75th Anniversary year.

PICTORIAL REVIEW - NAVY 75TH YEAR

By: JOHNNY MORTIMER

A quality hard cover book of 128 pages, featuring 80 colour photographs and 126 black and white photographs, which are complemented by an informative text covering naval life and events of the RAN's 75th Anniversary year. Prices at $23.95 post included.

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NAVY LEAGUE AND CADET NEWS

CYCLONE BOAT HONORED

A Royal Australian Navy patrol boat has been honored for its part in delivering aid to more than 30 Pacific island communities battered by cyclones last year.

The Darwin-based HMAS Cessnock was presented with the Navy League's Community Shield award at a special function yesterday afternoon. The annual award recognizes excellence in aid to a civilian community by a navy division.

Navy League NT president, Mr Colin Orr, said HMAS Cessnock had acted commendably in supporting cyclone relief operations.

But the award was made more significant by the fact that the assistance was given by a ship's company of only 21 men.

He said their actions were in the finest traditions of the navy.

Cessnock's commendable work began in February last year when it landed building materials, clothing and emergency provisions on 10 islands in the Banks and Torres groups, north of Vanuatu.

The area was ravaged by tropical cyclone Anitua January. A few weeks later the Cessnock's capabilities were called on again - this time to aid Pacific communities.

The naval boat delivered 15 tonnes of emergency stores and transported military and civilian relief workers between 11 islands in central Vanuatu following cyclone Beth. HMAS Cessnock also received the award in 1984 for bringing help to Gulf of Carpentaria communities after cyclone Kate.

The Darwin HMAS Cessnock shore base has received the award in 1986.

CORAL SEA WEEK VISITORS

The Navy League was pleased to be invited to entertain one of several distinguished Americans who visited Australia to mark the anniversary of the battle of the Coral Sea.

In the course of a 24-hour visit to Melbourne, Rear Admiral Henri B. Chase, U.S.N., a naval aviator and currently Commandant of the U.S. 7th Fleet Amphibious Forces, accompanied by his wife Genny and U.S. Consul-General Peter Higgins, attended a function arranged by the Federal President and members of the Victorian Division of the League at the Federal President's home.

The Navy League enjoys a very good relationship with the United States Navy and many lasting friendships have been made over the years. This can only be in the best interests of both countries.

EFFICIENCY EARN NAVY LEAGUE TROPHY

The Naval Reserve Cadet unit in Albany, Training Ship Vancouver, has been awarded the Navy League Trophy as the most efficient unit in Australia.

BOOK REVIEWS

CONTINUED

Carronade (IPS-1) was launched 26 May 1953 by Puget Sound Bridge & Dredging Co., Seattle, Wash. sponsored by Mrs L. Herndon, and commissioned 25 May 1955. Lieutenant Commander D.D. Down in command.

Carronade departed Bremerton for her home port, San Diego, 21 July 1955. She arrived 24 July, and was inspected by Secretary of the Navy C.S. Thomas on 26 July. The first ship of her design, Carronade carried out extensive training in the San Diego area until 19 March 1956 when she sailed to Pearl Harbor for a month of operations. Returning to San Diego for local exercises she made a goodwill visit to Vancouver, B.C. (28 August-1 September), and then participated in amphibious operations demonstrating the effectiveness of the imtihb fire support ship (November 1956-January 1957).

Carronade resumed local operations, upkeep and overhaul in the San Diego area until a tour of Far Eastern duty (15 January-15 July 1958). She returned to the west coast and local operations the autumn of 1959 when she departed on another cruise to the Orient. Sailing back to San Diego in February 1960, Carronade remained there and was decommissioned and placed in reserve on 31 May 1960.

The ship was returned to service for the Vietnam War and operated from 1965 to 1970. Paid off on 24 July, Carronade was finally broken up in 1974.

As built the ship was 1500 tons, with a length of 245 feet and beam of 39 feet. Her top speed was 13 knots with a range of 5000 miles at 12 knots. The ship was fitted with one 3 inch, four 40mm and two 20mm weapons plus eight twin rocket launchers. Carronade operated from 1955 to 1971. Paid off on 24 July. Finally broken up in 1974.

The area was ravaged by tropical cyclone Anitua in January. A few weeks later the Cessnock's capabilities were called on again - this time to aid Pacific communities.

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Carronade resumed local operations, upkeep and overhaul in the
Each cadet unit in Australia was inspected by the local naval authority responsible for the operation of the Naval Reserve and Cadets in that area.

The inspecting officer assessed the unit on the basis of the standard of training of the cadets, which includes parade ground, seamanship and sailing activities.

They were also assessed on their enthusiasm for these activities, the relationship between cadets and the unit staff, in the administrative and instructional abilities of the staff.

The inspecting officer nominated TS Vancouver as the most efficient unit in the area and the unit was then nominated for the Navy League Trophy.
WE GO TO GREAT DEPTHS

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- Australian Defence Force Academy, Canberra

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ANZAC FRIGATE SELECTED

A NEW HMAS WESTRALIA

RAN MINESWEEPING CAPABILITY

IRONCLAD RAM BUFFEL

LAST KIWI HDML RETIRES

BOOK REVIEWS
GET BACK IN TOUCH WITH TELECOMMUNICATIONS ENGINEERS & TECHNICAL OFFICERS

The Telecom Network Engineering Switching Unit designs, develops, tests and delivers the advanced technology of communications - the hardware and software which provides Australia with one of the best telecommunications networks in the world. We're working at the leading edge of our field, in both software and hardware for communications switching systems, in technical consultancy for the commissioning and operation of these systems, and in the establishment, ongoing development and introduction of new and sophisticated telecommunications products and services. Now we're looking for additional versatile engineers and technical officers to work on a range of activities from the development and testing of software through to project management of the implementation of these exciting technological challenges of the 1990's. If you possess engineering qualifications admitting to graduate membership of I.E. Australia (or other acceptable qualifications) or hold a Certificate of Technology or suitable trade certificate, we would like to meet you. Relevant experience would be valuable, but we are ready to provide training or training assistance to highly motivated people.

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Dear Sir,

Yours faithfully,

Page Two

M. Gordon
Pott Point 2019

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THE NAVY
October-December

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CHECKING ON VISITORS

A slow start twenty or so years ago, surveillance of the maritime approaches to Australia has become a growth industry, particularly in the fields of fisheries, quarantine, offshore exploration responsibilities, and so on. The exchange of information is very important. A number of authorities have intelligence-gathering facilities and these are vital elements in the detection of illegal activities. The facilities vary in sophistication and so does the nature of the intelligence, because of the large number of people involved, the "security" of information can cause problems.

It is argued there is a difference between "defence" and "civil" surveillance, and that the Services must not be distracted from their primary role in war. Many believe the flow of illegal drugs into Australia is itself a form of war. The Navy League does not agree that surveillance of the maritime approaches can be split into defence and civilian elements, and that the Services must not be distracted from their role in war. Many believe the flow of illegal drugs into Australia is itself a form of war. The Navy League does not agree that surveillance of the maritime approaches can be split into defence and civilian elements, and that the Services must not be distracted from their role in war. Many believe the flow of illegal drugs into Australia is itself a form of war. The Navy League does not agree that surveillance of the maritime approaches can be split into defence and civilian elements, and that the Services must not be distracted from their role in war. Many believe the flow of illegal drugs into Australia is itself a form of war. The Navy League does not agree that surveillance of the maritime approaches can be split into defence and civilian elements, and that the Services must not be distracted from their role in war. Many believe the flow of illegal drugs into Australia is itself a form of war.

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THE NAVY
October-December

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GEORGE EVANS
Federal President

Page Three
NAVY WEEK SYDNEY
1 - 8 OCTOBER 1989 Programme of Events

SATURDAY JUNE 30 & OCTOBER 1:
HMAS ships CANBERRA and HMAS BRISBANE open for public inspection at the Garden Island Fleet Base between 1pm-4pm.
HMAS PALUMA open for public inspection at Circular Quay 1pm-4pm.

SUNDAY OCTOBER 1:
ECUMENICAL SERVICE at the Garden Island Naval Chapel 10.30am Colour Party and Sydney Port Division Band will be in attendance.
Free “SOUNDWAVES” Concert at the Sydney Town Hall featuring the Fleet Band and Naval Support Command Band. Commences 2pm.
HMAS PALUMA open for inspection at Circular Quay 1pm-4pm.
HMAS ships BRISBANE & CANBERRA open to public between 1pm-4pm. SPDR Band will play between 2pm-4pm.

MONDAY OCTOBER 2:
Landing Craft Hrhoy (LCH) HMAS BRUNEL open for public inspection at Circular Quay 1pm-4pm.
HMAS SHOALWATER (Inshore Minehunter) open for inspection at Manly Seaworld 1pm-4pm.
HMAS CURLEW (Inshore Minehunter) open for inspection at Pier One (near south-western pylons of Sydney Harbour Bridge) 1pm-4pm.

TUESDAY OCTOBER 3:
HMAS BRUNELI open for inspection at Circular Quay 1pm-4pm. HMAS SHOALWATER open for inspection at Manly Seaworld 1pm-4pm. HMAS CURLEW open for inspection at Pier One.
Fleet Band will perform at Hornsby Westfield Shopping Centre at 11am and Navy Divers Exhibition.

WEDNESDAY OCTOBER 4:
HMAS BRUNELI open for public inspection at Manly Seaworld 1pm-4pm. HMAS IPSWICH open for public inspection at Pier One 1pm-4pm. HMAS SHOALWATER open for inspection at Manly Seaworld 1pm-4pm. HMAS CURLEW open for inspection at Circular Quay 1pm-4pm.

THURSDAY OCTOBER 5:
HMAS RII open for inspection at Manly Seaworld 1pm-4pm. HMAS IPSWICH open for public inspection at Pier One 1pm-4pm. HMAS SHOALWATER open for inspection at Circular Quay 1pm-4pm. HMAS CURLEW open for inspection at Circular Quay 1pm-4pm.

FRIDAY OCTOBER 6:
HMAS Submarine OTAMA enters Darling Harbour.

SATURDAY OCTOBER 7:
11am-12 noon: Free Concert at Tumbalong Park (Darling Harbour) featuring Fleet Band and Naval Support Command Band.
12 noon-5pm: Minor War Vessels open for inspection at Darling Harbour.
12 noon-3.30pm: Dynamic Flashing and Flag Hoisting Display at Darling Harbour.
1pm-1.30pm: Dynamic Diving Display featuring Clearance Diving Team 2 and Seahawk helicopter.
2pm-3pm: Naval Reserve Cadets in rowing events on Darling Harbour.
4pm-5pm: Dynamic Flashing and Flag Hoisting Display at Darling Harbour.

SUNDAY OCTOBER 8:
8am: Host the Colours (Huge Australiana White Ensign) 11am-12 noon: Band Concerts at Tumbalong Park also featuring Navy Physical Training Instructions.
12 noon-5pm: Minor War Vessels open for public inspection.
12 noon-12.30pm: Dynamic Flashing and Flag Hoisting Display at Darling Harbour.
1pm-1.30pm: Dynamic Diving Display featuring Clearance Diving Team 2.
2pm-4pm: Rowing events featuring Naval Reserve Cadets.
4pm-4.30pm: Dynamic Flashing and Flag Hoisting Display.
4pm-5pm: Band and Gymnastics Display.
5.45pm: Ceremonial Sunset at Darling Harbour. *Note: The Prime Minister will arrive by Admiral’s Barge for this ceremony.

NAVY WEEK MELBOURNE
1 OCTOBER TO 9 OCTOBER, 1989

PROGRAMME

SUNDAY OCTOBER 1:
-9.30am - St. Augustine’s Church Service
Contact Mr. Mill, Ph. 499 0035 Colour Party
-11.00am - St. Luke’s Church Service
Contact Mr. D. Blackett, Ph. 383 2128 Colour Party
-12.45pm - Naval Association Greyhound Race Royal Victoria (Contact Mr. H. Wood, Ph. 805 2555)

MONDAY OCTOBER 2:
-7.30am - Golf Tournament Waverley Golf Club
Contact Mr. T. Brown, Ph. 805 2967
-10.00am - HMAS Wizzard open for public inspection at Circular Quay
Contact Commander, Ph. 952 2660
-12 noon-5pm - Minor War Vessels open for public inspection at Circular Quay

TUESDAY OCTOBER 3:
-12 noon-5pm - Minor War Vessels open for public inspection at Circular Quay

WEDNESDAY OCTOBER 4:
-12 noon-12.30pm: Dynamic Flashing and Flag Hoisting Display at Circular Quay
-1.30pm: Dynamic Flashing and Flag Hoisting Display at Circular Quay

THURSDAY OCTOBER 5:
-10.00am - HMAS Wizzard open for public inspection at Circular Quay
-12 noon-5pm - Minor War Vessels open for public inspection at Circular Quay
-1pm-4pm: Dynamic Flashing and Flag Hoisting Display at Circular Quay

FRIDAY OCTOBER 6:
-10.30am - Australian National Day at Circular Quay
-11.30am: HMAS Submarine OTAMA enters Port Phillip Bay.
-12 noon-5pm: Minor War Vessels open for public inspection at Circular Quay.

SATURDAY OCTOBER 7:
-9.30am-10.45am: HMAS Darwin open for public inspection at Circular Quay
-11.15am: Naval Band and Gymnastics Display at Circular Quay
-12 noon-5pm: Minor War Vessels open for public inspection at Circular Quay
-12 noon-3.30pm: Dynamic Flashing and Flag Hoisting Display at Circular Quay.

SUNDAY OCTOBER 8:
-10.30am: Band Concert at Seddon Park also featuring Navy Physical Training Instructions.
-12 noon-5pm: Minor War Vessels open for public inspection.
-12 noon-12.30pm: Dynamic Flashing and Flag Hoisting Display at Circular Quay
-12 noon-5pm: Band and Gymnastics Display
-5.45pm: Ceremonial Sunset at Darling Harbour. *Note: The Prime Minister will arrive by Admiral’s Barge for this ceremony.

Continued on Page 17
NAVY MATTERS

NAVY Chooses MEKO FRIGATES

Following a unanimous Navy and Defence Department recommendation, the Government has decided to make a contract with AMECON to build ten MEKO 200ANZ frigates. Under the contract, the Government will have the option to reduce the number of eight ships or increase the number to twelve. This flexibility was necessary to permit the later inclusion of either two or four ships for the Royal New Zealand Navy.

The new ships will be classified FFGH. The MEKO 200ANZ frigates will be powered by one LM250 gas turbine and two MTU diesel engines, operating in J combined cycle arrangement.

The ships will be equipped with a gun with an interdiction capability, a point defence missile system, an anti-submarine weapon, fire control system, surveillance radar, target identification radar, command and control (C2) system, torpedo decoy, chaff dispenser and one helicopter.

The hangar and helicopter handling equipment will be able to accommodate the SIHIB helicopters already ordered for Navy's FFGs. However, the type of helicopter to be ordered for the Anzac class has not yet been decided. This will be a reconnaissance helicopter only. It is very unlikely that funds will be available for more SIHIB helicopters whose price reflects their diverse and potent capabilities in the air to air, anti-submarine and SSGW targeting roles.

The type of gun to be fitted has not been decided. The choice is between the 76mm OTO-Melara gun as mounted in our FFG7s and the 127mm Mark 45 (5 inch) gun - a new version of the gun that is more than offsets the higher initial cost. The PEAB 9LV453 Mk 3 command and control system has been chosen.

The Thomson Sintra Spherion B hull mounted sonar is expected to be fitted. Theoretically, subcontractors can still press to have their equipment substituted for equipment listed above. That includes the diesel engines and sonar choices. However, authoritative shipbuilding sources say it is unlikely that major changes will be made other than at Navy's request.

AMECON plans to build and launch up to five ships at Newcastle, and tow them to Williamstown for fitting out. The precise number depends on how many ships, if any, New Zealand decides to order.

A further possibility, mentioned by both Minister Beazley and Admiral Hudson (Chief of the Naval Staff), is that additional Mekos may be ordered for the RAN as successors to the Adams class DDG.

This is only a possibility at this early stage, and depends upon the capabilities needed for the DDG successors. However, an option would be to adopt the Melo 360 design. This would involve lengthening the hull by one module or 10 to 15 metres to accommodate the larger missile launching capability needed for an area defence SAM system and second helicopter.

Meanwhile, AMECON and their subcontractors must concentrate on concluding the final contract with Government and getting on with building the initial eight MEKO/200ANZ frigates.

The project cost for these eight ships is A$5.5 billion. If New Zealand decides to buy, she is likely to pay the marginal cost for additional ships. This is understood to be about A$520 million per ship.
The first HMAS WESTRALIA fitted out as an armed merchant cruiser.

HMAS WESTRALIA

Work began on the new liner in the middle of 1928, and she was christened WESTRALIA when launched on 25 April 1929, being completed four months later. Departing Belfast on 17 August, WESTRALIA went first to the Clyde, sailing from there the next day on her delivery voyage, which took the liner through the Mediterranean, passing along the Suez Canal on 28 August and calling at Aden on 1 September. She then proceeded directly to Melbourne, arriving on 18 September, and five days later berthed in Sydney. Since the other new owners, MANOORA, was already in service, the contract between the two liners caused much comment. WESTRALIA provided accommodation for 360 passengers in first class, and only 90 in third class, with the result that her internal fittings were on a grand scale. On 28 September WESTRALIA made her first voyage from Sydney to Fremantle, with calls at Melbourne and Adelaide, and unlike most of the other liners on that route, operated to Fremantle all the year. The arrival of the new liner once again placed Huddart Parker at the top of the trade, but seven years later three new and larger liners would be built by other companies. In fact WESTRALIA was destined to be the last passenger ship to be built by Huddart Parker, as the only other ship they added to their fleet afterwards was WANG AN ELLA, bought second hand. Throughout the thirties WESTRALIA plied between Sydney and Fremantle, managing to retain a share of the market after the three new liners entered service, and when war broke out in 1939 it appeared that she would not be needed for Government service, although most of the other liners were requisitioned. One of the ships to be taken over was DUNTRON, which was slated to be converted into an armed merchant cruiser, but the liner had a long history of engine problems. The Navy inspected the ship and decided she was unsuitable for conversion because of these mechanical faults, and she was handed back to her owners. This left the Navy short of a ship for conversion, and on 2 November 1939 WESTRALIA was requisitioned to take the place of DUNTRON. She was sent to Garden Island in Sydney where the conversion work was done, including the installation of seven 6 inch guns and two 3 inch anti-aircraft guns. Still sporting her black hull and yellow funnel, the ship was commissioned into the Royal Australian Navy as HMAS WESTRALIA on 17 January 1940, and then did her working up exercises along the east coast of Australia. WESTRALIA left Sydney on 28 March for Darwin, arriving on 7 April, and then going on to relieve MANOORA on the Malay Force. En route to her patrol area, WESTRALIA intercepted the Norwegian cargo ship FERNDALE, which was captured and sent to Singapore with a prize crew. In May WESTRALIA was sent to Fremantle, arriving on 28 May, and on 25 June she sailed from there to Colombo to operate with the East Indies Station until December, returning to Fremantle again on 3 January 1941. From there the vessel was sent round to the east coast for patrols in the Nauru area until the end of the year. On 10 December 1941 WESTRALIA boarded 445 troops in Darwin, and joined up with ZEALANDIA to land them at Kokang in the Timor on 12 December, returning to Darwin four days later, and then resuming her patrols in the Pacific for most of 1942. Towards the end of the year WESTRALIA was used as an accommodation ship for several months at Port Stephens, north of Newcastle, while the shore training depot HMAS ASSAULT was under construction at Salford Bay. When this duty ended, WESTRALIA was sent to Sydney, and on 9 February 1943 she was taken to Garden Island to be converted into a Landing Ship Infantry, having 18 landing craft installed. On 19 May she moved to Cockanook Island for dry-docking and then was recommissioned on 31 May. Following training at Salford Bay, the vessel went to Cairns, boarded 1,100 troops, and in company with MANOORA left there on 2 August to arrive at Milne Bay two days later, where the troops landed. For the remainder of 1943 WESTRALIA was used to carry troops from Townsville, Melbourne and Brisbane to Milne Bay, Goodenough Island and Oka Bay, and also spent several weeks in further training at Salford Bay. Early in December the vessel arrived at Goodenough Island to prepare for her first
RAN MINESWEEPING CAPABILITY

By John Mortimer

The peak of minesweeping activity was during the Second World War, when the development of a minesweeping force which eventually comprised 35 auxiliary minesweepers, requisitioned merchant vessels, and 56 BATHURST class vessels (20 of which were built for the Royal Navy). Minesweeping groups were based in ports around Australia, with one each at Sydney, Melbourne, Hobart, Adelaide, Fremantle, Darwin, Brisbane, and Newcastle.

Historical Perspective

During the First World War, offensive minefields were laid off the Western Approaches to Bass Strait and Sydney, and off the coast of New Guinea. Japanese submarines also laid minefields in Australian waters during both World Wars. The peak of minesweeping activity was during the Second World War, when the development of a minesweeping force which eventually comprised 35 auxiliary minesweepers, requisitioned merchant vessels, and 56 BATHURST class vessels (20 of which were built for the Royal Navy). Minesweeping groups were based in ports around Australia, with one each at Sydney, Melbourne, Hobart, Adelaide, Fremantle, Darwin, Brisbane, and Newcastle.

One of the initial steps undertaken by Australia during the Pacific War offensive minefields were laid off the Australian coast by German raiders. Japanese submarines also laid minefields in Australian waters during both World Wars.

The Australian response, during the Second World War, was the development of a minesweeping force which eventually comprised 35 auxiliary minesweepers, requisitioned merchant vessels, and 56 BATHURST class vessels (20 of which were built for the Royal Navy). Minesweeping groups were based in ports around Australia, with one each at Sydney, Melbourne, Hobart, Adelaide, Fremantle, Darwin, Brisbane, and Newcastle.

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Geostrategic Background

The Australian Government has indicated that it requires a defence force able to undertake current and foreseeable peacetime operational tasks, deal effectively with the kinds of military pressure that could arise in the short term, and be built up relatively quickly. Laying platforms are also readily available; conversions to existing aircraft, ships and submarines could be relatively quickly accomplished. Recent developments in mine technology also make it difficult to accurately assess a potential adversary’s mine stocks or capabilities. For example, bombs can be converted to ground mines by means of small conversion kits or old mines.

Within this planning framework, priority measures initiatives are currently in progress, including:

- development of a side scan sonar system
- development of a surveillance system
- development of a mine detection system
- development of a mine countermeasures capability
- development of a minehunting craft (MHCAT) system
- development of a mine countermeasures capability

Mine Countermeasures

Mine type and the environmental characteristics of a particular sea area have a dominant influence on the form of mine countermeasures to be employed to effectively counter a threat.

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Evolution of the Royal Australian Navy’s COOP Concept

The development of mine countermeasures techniques is a dynamic process, influenced by technological advances and operational needs. The Royal Australian Navy’s (RAN) approach to mine countermeasures has evolved over time, adapting to the changing threats and environments it faces. The COOP Concept, which stands for Counter-Offensive/Offensive Package, is a strategic framework that guides the development and deployment of mine countermeasures.

The COOP Concept emphasizes the integration of various capabilities, including sonar systems, minehunter ships, and explosive ordnance disposal teams. It considers the tactical and operational aspects of countermining, ensuring that the RAN is prepared to deal with a wide range of mine threats.

Key elements of the COOP Concept include:

- Minehunter ships: These are vessels specifically designed for mine countermeasures operations, equipped with advanced sonar and detection gear.
- Mine-sweeping vehicles: These are smaller vessels that can operate in shallow waters and confined spaces, effectively clearing minefields.
- Explosive ordnance disposal teams: These teams are trained to identify and dispose of unexploded ordnance, ensuring safe environments for personnel and operations.

The COOP Concept is continuously assessed and updated to reflect the latest technological advancements and operational requirements, ensuring that the RAN remains a capable and effective mine countermeasures force.

The most recent acquisitions have been the COOP vessels, including KORAGA, SALVATORE, and WAVE RIDER.
RAN MINESWEEPING CAPABILITY

Page Fourteen

TROIKA unmanned drone influence sweeper concept. An increase in cost and in the context of a study by Navy in 1974 which addressed the relative capability and other implications of acquiring a conventional minesweeper (the Hunt class) for inshore minehunting. The Hunt class was in service and not intended for offshore minesweeping. In reviewing the Hunt class vessel was renamed BROLGA in 1988. At a lower cost but higher risk option based on the Inshore Minehunter and the same range of minesweepers. These options were rejected for possible use as targets for drone weapons. The study examined the option of acquiring three conventional minesweepers or eight smaller craft with limited specialist manpower resources than minesweeping and also the relatively limited minesweeping capability (ie. the sweeping by relatively safe means of sensitive mines that might be specifically targeted against mine countermeasures vessels). The Mine Warfare Group at the then Royal Australian Navy Research Laboratory (RANRL) had a close involvement in the development of the minesweeping requirements and between 1972 and 1983 produced a series of studies. A constant theme in the work had been the advocacy of two complementary types of vehicles to meet the required minehunting mission; namely:

- small magnetically and acoustically safe vessels in shallow inshore waters; and
- larger vessels with less stringent magnetic and acoustic signature constraints for operations in deeper waters.

Concurrently, RANRL had been developing a new type of influence sweep. This system was based on a permanent magnetic field and a pipe noise-maker. This influence sweep offered the advantage that, unlike conventional influence sweeps, it did not require electrical power to be supplied by cable from the towing vessel. Therefore, any craft with an acceptable magnetic and acoustic signature could be used to tow the sweeps. The problem of the unacceptably high cost of a purpose built influence sweep for doctrinal reasons led to the development of a system with cheaper vessels. It was established that helicopter launched systems were likely to be more successful in the development of these magnetic sweeps. The first auxiliary minesweeper acquired since 1939-45, BROLGA, with the SALVATORE V. WAVE RIDER between 16 February and 17 August 1988. Only six fishing vessels were inspected before three were approved by Government in the context of the Mine Warfare Group at the then Royal Australian Navy Research Laboratory (RANRL). A data base has also been successfully developed and it has been arranged in 1986 and 1987. The chartered vessels were required in order to tow the minesweeping equipment, and posting of mine countermeasures training. It was envisaged that additional COOP would be chartered as required for shorter periods for RANR training. COOPs was issued in July 1988 and closed on 17 August 1988. Only six fishing vessels were offered and four short listed vessels were subsequently progressed to 1987-88. The charter of a replacement vessel was requested to examine other solutions. This concept: acquisition, deployment, training, commercial availability, and also to trial a prototype side scan sonar system. The process of acquiring additional COOPs was initiated in 1987-88 to charter a replacement vessel. The process the Department of Transport's MV LUMEN was being declared for disposal and embarkation procedures were initiated in 1987-88. The requirement for an interim minesweeping capability was recognised and also to trial a prototype side scan sonar system. The process of acquiring additional COOPs was initiated in 1987-88 to charter a replacement vessel. The process of acquiring additional COOPs was initiated in 1987-88 to charter a replacement vessel. The process of acquiring additional COOPs was initiated in 1987-88 to charter a replacement vessel.
Letter to the Editor...

THANKS for your article on the Victory at Sea "published in the Royal Australian Tugs" and L. K. Wood in July/Sept issue "View Point".

L. K. Wood was correct in that it was the "Heros" that was the "St Eth?). I can remember in 1943 reading the name "St Ives" on the bell attached to the forward mast. "St Ives" is said so I think this must have been "Heros" original name.

We have a lot of Navy Associations, Cruisers, Destroyers, Corvettes etc. I think it's about time we had a Navy Tag Association, what do you think Mr. Editor?

Regards,
R. TIMBRIDGE
Lake Heights 2502
(Ex Stoker on "Heros")
BUFFEL - IRON CLAD RAM

The CSS Virginia brought in the age of the ironclad ram when she sank the USS Cumberland at Hampton Roads in 1862. She started a fashion in warship design which didn't really die out until the First World War. In that 50-year span, nearly every major warship was built with a ram bow.

Battleships were designed for fleet actions like cavalry charges, where size of design and numbers of guns made up for the lack of skill of seamen. Smaller ironclads were designed specifically as rams, with gun armament secondary or absent. The Dutch ram Buffel was one of them.

There aren't many survivors now of the fleets of Queen Victoria's age, but Buffel is one. In the first half of this century, the Dutch showed themselves reluctant to cast away their obsolete warships. The turret battleship Konink Der Nederlanden, launched in 1874, was serving as a depot ship when she was scuttled at Samsby in 1942. Other veterans of the last century saw active service as German floating batteries during the Occupation.

The Dutch modified Buffel into an accommodation ship, and she survived as a hulk until the 1970s. Then she was saved for a museum ship, and now she's still afloat, looking her old self again, moored in a dock basin at Rotterdam. She's one of the most interesting naval relics in existence.

"Ironclad ram" sounds quaint and comic now, but in her day ramming enthusiasts pointed out that big guns then were slow-firing and inaccurate, and readily fooled by armour plating. Virginia and Monitor had sunk the CSS Cumberland, so it was an attractive prospect. The Dutch modified Buffel into an accommodation ship, and she survived as a hulk until the 1970s. Then she was saved for a museum ship, and now she's still afloat, looking her old self again, moored in a dock basin at Rotterdam. She's one of the most interesting naval relics in existence.

In the American Civil War, both sides were keen on ramming. At Hampton Roads the Virginia and the USS Monitor each tried to ram the other. The CSS Albermarle rammed and sank the gunboat USS Southfield. The Confederate had the rigging and ironclad ram Stonewall built in France. In Europe, in the Seven Weeks' War of 1859, the Austro-Hungarian and Italian ironclad fleets met at Lissa. The Austrian flagship Ferdinand Max rammed the Italian ironclad Re d'Italia, which sank like a stone with two-thirds of her crew.

This was ramming's biggest boost. Ramming enthusiasts pointed out that big guns then were slow-firing and inaccurate, and readily fooled by armour plating. Virginia and Monitor had sunk the CSS Cumberland, so it was an attractive prospect. The Dutch modified Buffel into an accommodation ship, and she survived as a hulk until the 1970s. Then she was saved for a museum ship, and now she's still afloat, looking her old self again, moored in a dock basin at Rotterdam. She's one of the most interesting naval relics in existence.

In the ironclad era, the Dutch navy was rather small. It had never recovered its strength after its defeat at Camperdown in the French wars. Now it settled for a force of coast defence ships for home service and unarmoured cruisers to police the East Indies. In the 1860s the Dutch rebuilt a 2400-ton screw frigate as a small broadside ironclad, and they ordered a 3400-ton rigged turret ship from Royal D'italia had bought it because she'd been momentarily dead in the water, a sitting target. Successful ramming attacks were only possible in a confused close-quarters action, and then they probably be the result of luck rather than skill.

Meanwhile, new ramming ironclads were given ram bows. That didn't cost much, after all. Purpose-built ironclad rams were small, with few guns and small crews, so at least they were cheap. Big navies built them as experimental additions to their fighting strength. Small navies bought them because they couldn't afford anything more impressive.

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Buffel was one of the first of more than a dozen small rams and monitors added to the fleet in the 1860s and 1870s. Her sister, Guinevere, was built at Amsterdam, but Buffel herself was ordered from Napier at Glasgow. The Dutch yards then new to iron shipbuilding. Napier's yard had already produced several more or less successful ironclads, including HMS Black Prince, HMS Hector, and the Dutch turret ship Re d'Italia. The Dutch navy wanted the benefits of the latest British practice. Only a handful of purpose-built rams had yet been delivered. The Royal Navy had the rigging HMS Pallis. Stone wall was sold to Japan, and a sister to Princess. The French had just built the stubby turtle-decked Taureau, and laid down four improved versions. None of these were turret ships.

BUFFEL in the dock basin at Rotterdam, surrounded by other old Dutch craft. Her original waterline was roughly the top of the red stripe along her hull. Note the fairly modest, safe proportions of her business end.

BUFFEL's rather nicely shaped stern. Old-fashioned gilt-painted quarter gallery windows, auxiliary helm on poop. More or less clear flush deck, but for funnel, turret, skylight, bridge, hatches.

Ramming's opponents pointed out that lots of other ships at Lissa had tried to ram and failed. The Re d'Italia had bought it because she'd been momentarily dead in the water, a sitting target. Successful ramming attacks were only possible in a confused close-quarters action, and then they probably be the result of luck rather than skill.

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When Buffel was laid down in 1868, most existing turret ships were American monitors left over from the Civil War. They had
clumsy Ericsson turrets and freeboards best measured in inches. They were slow, unhandy, and liable to sink in bad weather. Their Royal Navy had two coast defence ironclads. The Italians and the Danes had one each.

The value of the turret was so hotly debated then as the value of the ram bow. On the one hand, they allowed bigger guns to be carried really well over the side, in the form of a battery of six or eight-inch guns. On the other hand, their weight meant they couldn’t be carried high above the water, so ship-owners had to get by with reduced freeboard and reduced seakeeping ability.

Masses and rigging obscured the arcs of fire of the turret guns, but a square rig was still obligatory for a seagoing ironclad. Obviously, Buffel wasn’t as seagoing as she said. That was meant for short-range work close to the Dutch coast. Nonetheless, she was designed to carry an imposing brig rig.

In theory, turret guns with wide arcs of fire were especially valuable on a ram. They could readily engage the enemy ship ahead, being rammed. In practice, it was feared, a turret might be blown out by the shock of ramming. Buffel’s turret was placed well aft, just forward of amidships, as far as possible from the danger zone, and where its shooting would be least affected by the ship’s motion.

Ramming enthusiasts argued among themselves over the best design for a ram bow. A long jutting beak would readily penetrate the enemy’s hull, but it then might be wrecked at sea, turning leaks, or it might become trapped, so the doomed ship took the ram down with her. But a tall, steep, slightly curved bow might chop a tall gash in the enemy, then disengage without trouble.

But a tall bow needed to be broad to hit out of the way, making it a big target. A ram needed to be short and handy to manoeuvre its target. It also needed to be low in the water, to make a small target for the enemy’s guns. Finally, the long, jutting sort would have any ship a fine, speedy, aggressive took. But the Barris’s designed extra tall. The brits brig rig just didn’t get any thinner than the enemy’s guns. It would then be wrecked at sea, turning leaks, or it might become trapped, so the doomed ship took the ram down with her. But a tall, steep, slightly curved bow might chop a tall gash in the enemy, then disengage without trouble.

Buffel’s performance wasn’t exciting even by these moderate standards. Her length to beam ratio of about 5 to 1 wasn’t bad for a ram. But the Danish Ebel, which had a length to beam ratio of only 4 to 1, reached 12 knots with only 1600 hp. Her long ships suggest that the ironclads were a doubtful operational prospect, and that Buffel wasn’t an awfully successful example of the type. This wasn’t so obvious when she was built, of course, as before she went into trouble in heavy weather on her delivery voyage across the North Sea. Her officers considered she was dangerously unstable, because of the weight of the turret high in the ship.

They may have been exaggerating from lack of experience with ships of her kind. On the other hand, they may well have been right. In any case, that appears to have been her biggest adventure. In Dutch service she led a very quiet life. The Dutch navy wasn’t going to see action in European waters until 1940.

She had a crew of 117 officers and men. Her list shows the captain, 6 other officers, 2 cadets, 22 petty officers, 37 warrantors, 9 boys, 5 engineers, 2 assistant engineers, 17 stalkers, a petty officer of marines, 14 marines, a pipe and a drum major. It was a fine class ship’s complement in its way. The Dutch navy could keep on the division between deck and engine officers for longer than most.

After some years of service, Buffel’s gun armament was updated. The 6-inch muzzle-loaders were replaced in the turret by a single Krupp 22-calibre 11-inch breach-loading. The 6-inch guns were removed, and four 1-pounder quick-firers and two 1-pounder revolvers were issued on her upper deck. Apparently trepidation were never fired.

Buffel was never really fast enough to look like a useful ram, and her ramming ability made her an unacceptable defender of the Dutch coast. She was finally taken off the effective list in 1896, and converted into a floating barracks.

This conversion was a thorough job. Her guns and turret were removed, her engines and boilers were fitted out and the 8-inch armour was strengthened by removing more than a third. Then an extra deck was built up all along her hull, partial, or it could look like a giant houseboat or a Noah’s Ark. The Barris’s was built, of course. It became more obvious when she got into trouble in heavy weather on her delivery voyage across the North Sea. Her officers considered she was dangerously unstable, because of the weight of the turret high in the ship.

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EARLY USN MISSILE SUBMARINES

**PHOTOGRAPHS COURTESY A.D. BAKER III**

The American Navy's postwar experiments with guided missiles captured from Nazi Germany soon led to tests on launching and controlling such weapons from submarines. The missile used was the Loon, a copy of the German V-1 "buzz bomb," which was launched from the CUSK (SS 346). The CARBONERO (SS 337) was at first used only as a control ship but later was fitted with a launching ramp like that on the CUSK. Shortly a watertight hangar capable of holding two missiles was installed abaft the conning tower of each boat but for some reason the CARBONERO was never classified as an SSG during her service as one. A number of other fleet boats were fitted with guidance equipment to pick up and direct the missile to its target after it had passed out of the range of the launching vessel.

The Loon program was terminated in 1953 and the CUSK was converted to a fleet-snorkel submarine while the CARBONERO, although similarly modernized, was kept in use for tests of a new missile, the Regulus I. This was a so-called cruise missile that resembled a pilotless airplane and was considerably larger and more powerful than the Loon. Under the so-called Trounce program this missile was perfected for submarine use and the TUNNY (SS 282) was converted to an SSG in 1953 to carry it. Her conversion involved the removal of one main engine and the auxiliary engine, the installation of a missile hangar, a retractable launching platform, a snorkel and streamlined sail, and the rearrangement of much internal equipment in order to make room for the missile control and servicing equipment.

In 1955 the BARBERO (SSA 317) was converted from a cargo submarine to a guided-missile carrier as an interim measure, pending the anticipated delivery of a new class of nuclear-powered submarines armed with the Regulus II missile. But this program was curtailed in favour of the Polaris ballistic missile. The BARBERO had lost two main engines and her stern torpedo tubes in the earlier conversion, and her officers' and crews' quarters had been rearranged. A hatch connected the hangar to the main hull and six crewmen had their bunks up there with the missiles. The submarine later received a streamlined Guppy-type sail to go with her snorkel.

With the completion of the test phase of the Regulus I program the BARBERO had her missile handling and control equipment removed, and reverted to normal attack-submarine duties in 1961. Three years later the Regulus I was itself phased out of service, at which time the much-altered BARBERO was stricken from the register and the TUNNY was reclassified briefly as an ordinary submarine before undergoing a new conversion to a transport submarine.

The Regulus II missile which followed into service, was carried by the two diesel submarines USS GRAYBACK and USS GROWLER and the lone nuclear boat USS HALIBUT. In the two conventional boats the missiles were housed in a large compartment forward of the bridge and wheeled out for launching on the deck. Four missiles were carried. With the advent of the Polaris missile force the need for the boats lessened and in 1964 the pair were withdrawn and used as attack submarines.

Later GRAYBACK, in 1968 was converted to an amphibious transport submarine and her missile area used for carrying troops, swimmers and their gear. She was finally stricken in 1984. HALIBUT reverted to the role of an attack submarine in 1963 and was paid off in 1976.
On 14 March 1944 sixteen Harbour Defence Motor Launches were commissioned into the RNZN. One of these motor launches, Q1348 remained in service as TASMAN 11948-51, ML 3563 until mid-fifties, then as P1563 and since 1967 as KUPARU until 2 February 1989, when she was destroyed, awaiting disposal.

KUPARU saw service in Fiji, from November 1944 until November 1945 (a long passage for a 72ft wooden ship, with a speed of 10-12 knots, and subsequently served with each of the four Reserve Divisions (HMNZS Venus, Otahuhu, Pegasus and Ngapapa), and with the Fishing Protection Squadron. Since 1984 she was based in Auckland, to provide navigation and seamanship training for young officers attending the Officer Training School at HMNZS Tamaki.

Many thousands of regular and volunteer reserve officers and sailors, trained aboard KUPARU and her sister ships, and her retirement will evoke many memories, and recall the distinctive smell and dampness of these cramped craft.

Her last official duty in the RNZN was to tow the contestants in the Hawea Cup Race on 1 March 1989.

The Navy's role as catalyst in the development of Australian naval aviation is described and illustrated within the 320 pages of this most comprehensive account of AUSTRALIAN CRUISER TYPES OVER A 40-YEAR PERIOD.

From the 1922 Omaha-class cruisers of the first World War, to the large number of drawings, depicting every conceivable part of the ship from overall views to specific items of equipment. As the publication describes a class of ships, the author (and also illustrator) has successfully highlighted a number of the units involved in the life span of the type. There are several ships involved in the large number of drawings, depicting every conceivable part of the ship from overall views to specific items of equipment.

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successful in negotiating a low interest loan form them $20,000 repayable over 10 years. Letters were sent to all ex service organisations throughout the district requesting donations towards the project but unfortunately. outside a few. no assistance was forthcoming.

In September/October 1988, contracts were signed to commence building operations. Local Solicitor and RSL member, Peter Cormont handled all legal work at no cost to the committee. Just as building operations got under way, down came the rain which finally put the project some three months behind schedule. Cadets commenced full time parades at the new headquarters in April 1989 but a lot of work remains to be done to complete the main building and the overall concept.

It is to the credit of the Ballina Ex service organisations, together with the Naval Association Sub Sections from Ballina, Lismore and Mullumbimby and the Ballina RSL Club Ltd that the Unit committee could take advantage of this magnificent offer from Ballina Shire Council.

At the time of discussions regards the land, Ballina Shire Engineer, Mr Woods, made the offer of an old dredge tender of no further use to Council, to use as a training vessel. The Commanding Officer, T.S. Lismore, Lieut Earle Dundas, NRC, together with several members of the Ballina Sub Section of the Naval Association, inspected the vessel. She was of timber construction, some 30' in length, weighed in at nine ton, about 26' were below the water and she was powered by an old 3 cylinder Gardner Diesel, somewhat the worse for lack of maintenance. A programme of restoration was undertaken and after an estimated 1400 man hours, which saw her stripped of paint, several major jobs undertaken by the "Chippies" and overhaul of the engineering plant by several Ex engineering branch members and a paint job by the Ex navalmen in Ballina, she took to the water resplendent in her new role as a cadet training vessel. The Commanding Officer of TS SHROPSHIRE, LEUT Mike Richards RNFORC, who incidently, built the model for the League, came to inspect the vessel. She was of timber construction, some 30’ in length, weighed in at nine ton, about 26’ were below the water and she was powered by an old 3 cylinder Gardner Diesel, somewhat the worse for lack of maintenance. A programme of restoration was undertaken and after an estimated 1400 man hours, which saw her stripped of paint, several major jobs undertaken by the "Chippies" and overhaul of the engineering plant by several Ex engineering branch members and a paint job by the Ex navalmen in Ballina, she took to the water resplendent in her new role as a cadet training aid to better equip the youth of the unit in the ways of the sea.

In November 1988, the flag officer, Naval support command, Rear Admiral Tony Horton and Mrs Horton with the Director of

Naval reserves and cadets, Captain Tom Lewis, took to the water in the old girl for a short cruise on the Richmond River.

The vessel has been recommissioned as the Richmond the previous vessel of the name being a long serving pilot boat in Naval service. Now on static display at the naval and maritime museum in Ballina.

TS SHROPSHIRE WINS INAUGURAL PETER BALLESTY MEMORIAL TROPHY

TS SHROPSHIRE, the Naval Reserve Cadet Unit at Grafton, New South Wales, had a double occasion for celebration on Saturday, 22nd July.

The NRC Unit was the first to be awarded the Peter Ballesty Memorial Trophy, a trophy donated by the New South Wales Division of the Navy League as a memorial to the late Commander Peter Ballesty RFD RD RANR, a former President of the NSW Division of the League and a former Commanding Officer (Reserves) of the Sydney Port Division of the RANR.

The trophy is a scale model of HMAS ARCHER, an Attack Class patrol boat, once commanded by Commander Ballesty and formerly used for training by the RANR. The trophy is to be awarded annually to the NRC Unit in New South Wales demonstrating the greatest proficiency in seamanship judged by the Unit’s performance during the year and on results obtained in examinations for higher ranks.

On the day of the award TS SHROPSHIRE was being inspected by Captain T. E. Lewis, RAN, Director of Reserves – Navy, as the Unit had also been judged to be the Most Efficient NRC Unit in the NSW & ACT Area and

Captain Lewis presented the Unit with Tie Yarra Shield, a shield awarded by HMAS YARRA.

The parade was supported by the presence of a large number of local dignitaries, parents and friends.

Pictured is Mrs Marec Balk-sty presenting a photograph of the trophy, which is permanently housed in HMAS WATSON, to the Commanding Officer of TS SHROPSHIRE, LEUT Mike Richards RNFORC who, coincidently, built the model for the League.

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