THE NAVY

The magazine of
THE NAVY LEAGUE OF AUSTRALIA

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HMS CAROLINE • EXERCISE VALIANT USHER 92
BOOK REVIEWS • NAVAL NEWS UPDATE
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members of the Navy League are well aware that we live in a changing — and challenging — times. Human beings change, it is inevitable, but those of us who served in the RAN or RN during or after World War 2 could not have anticipated the rate or extent of change, especially during the last ten or so years. By and large, the RAN, generally regarded as a conservative organisation, has kept pace with, and sometimes anticipated, change in the wider community.

To an organisation such as the Navy League, founded at a time when naval power was all-important to the principal nations of the world, the changed circumstances for our nation's security are not entirely to be welcomed. To an organisation as conservative as the Navy League, has kept pace with, and sometimes anticipated, change in the wider community.

While national security may not worry a majority of citizens at the moment, the future of our country concerns many people. The League membership embraces a wealth of experience and expertise in an area vital to Australia's well-being, the maritime area and it would be a sad day if it was lost. How best to use such talent as the League may possess will be an important part of discussion at the forthcoming meeting of the Federal Council. I would be remiss if I did not include in this report my appreciation of the cooperation of the Chief of the Naval Staff, ADM Ian MacDougall, in keeping me up-to-date with changes in the national scene. This has been of great value in addressing audiences and performing those other duties thatbefall the League's office-bearers from time to time.

THE NAVY

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President

Gavin Ryan

THE NAVY, January-March, 1993

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**Submarine Squadron Celebrates 25th Anniversary**

by Ross Gillett

Submarines have, since their creation in the years prior to the First World War, been the most intriguing of all the warships in the Royal Australian Navy.

The popularity of the boats continues at the same high levels today, with lines of visitors stretching for hour after hour during the traditional Navy Week and other open days.

For HMAS Platypus, and her current operational units in the Sydney area, OTWAY and OVENs, the opportunity to promote "the silent service" was realised during "Submarine Week", seven days in late November, set aside to celebrate the Silver Anniversary of the present boats and the shoreside facilities in Neutral Bay.

The week of activities began on the Monday, 2 November, with the opening at the Australian National Maritime Museum of a display of photographs and artifacts from the establishment's own "museum". Since the arrival in Sydney of the first generation boats in 1945, the RAN has operated five classes of submarines, totalling 17 vessels.

The ANMM display highlighted the development of the submarine arm, providing a stark contrast to an existing museum display, the Japanese midget submarine, opened earlier in May by the New South Wales Governor, RADM Peter Sinclair.

Since its first commissioning in 1967, HMAS Platypus has developed strong local links with the North Sydney area. This was more than confirmed during the "Submarine Week". The Naval Support Band provided the musical interlude during its performance at Greenwood Plaza in the heart of the North Sydney business district on Thursday, 26 November and again the next day for the Freedom of Entry march through the streets.

No anniversary could be celebrated without a reunion party or commemorative book. For the submariners, they enjoyed both. The former was held in Darling Harbour, overlooking one of the boats moored in Cockle Bay and the book, authored by ex-submariner Graham White, was launched by another ex-submariner, now CNS, VADM Ian McDougall.

For the public, the chance to inspect the two boats came on Saturday and Sunday in Darling Harbour. For the second time, two Oberon boats were moored inside the bay. The weekend proved most successful, with many thousands visiting the two boats over an eleven hour period.

Sunday, 29 November, and the scene altered to the Naval Chapel on Garden Island. All Divisions, inspected by the Chief of Naval Staff, saw the church service attended by several hundred current and former submariners. After the ceremony, most in attendance retired to the northern hill for a BBQ lunch.

HMAS Submarines OTWAY and OVENs slipped quietly from their base on the Thursday evening to rendezvous with other surface Fleet units on Friday morning, 30 November. The occasion was a ceremonial Fleet Entry by the two boats, but this time with various Sydney media pharade. For the arm of Channel Nine's National Today Show broadcast live from the submerged boats while the commanding officers, LCDR Sinclair (OTWAY) and CMDDR Gladman (OVENs) spoke to more than half a million Sydney-siders tuned into the radio station 2UE.

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NAVAL NEWS

GUIDED MISSILE FRIGATE FOR THE MIDDLE EAST

The guided missile frigate, HMAS MORESBY, left Australia in mid-October for her first tour of duty in the Middle East.

HMAS MORESBY was first commissioned on March 6, 1964 and has worked off the Dockyard in New South Wales, the 2340 tonne vessel has recorded 999,150 nautical miles since 1974, first in Fremantle and since 1978, at Home-ported in Western Australia since October 17 and was on task in the north of the Red Sea, on November 13.

HMAS MORESBY TO SAIL INTO HISTORY

The Royal Australian Navy's hydrographic survey ship HMAS MORESBY sailed from HMAS STIRLING on 22 September on an historic deployment which will see her become the first RAN ship to reach 1,000,000 nautical miles, on 31 October.

At the time of departure, the graceful MORESBY had recorded 999,150 nautical miles during 73,459 hours underway since she was first commissioned on March 6, 1964. HMAS MORESBY reached the 'magical milestone' while surveying off Echo Island, of Amsterdam.

Boasting a white hull, buff funnel and unmarked Mark, it is carrying small arms. MORESBY is the only ship in the Navy to boast a trunk deck.

Her appearance is deceiving as she spends more than 150 days at sea each year. MORESBY is the only ship in the Navy to boast a trunk deck.

Commanded by Commander Mark Hudson, HMAS MORESBY carries a complement of 140 officers and sailors, including 13 females.

Home-ported in Western Australia since 1974, in Fremantle and since 1978, at HMAS STIRLING Fleet Base West, MORESBY will continue to 'follow the sun' on her survey seasons for at least another three years.

NAVY HOSPITAL SETS THE STANDARD

Admiral National Hospital on Sydney's Middle Harbour has scored an Australian first by being awarded accreditation by the Australian Council on Health Care Standards (ACHS).

The award recognises the high standards of service provided by the hospital which is the first Australian Defence Force health care facility to receive such an award.

Balmoral Naval Hospital volunteered to participate in the ACHS programme which involves evaluation by a team of professionals who are experts in all aspects of health care and administration.

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The new 310 metre Fleet Pier under construction at Fleet Base West, HMAS STIRLING. The $40m finger pier will double the available berthing capacity when completed in mid 1994. (Photo - RAN)

NAVAL OFFICER TO BECOME NEW CHIEF OF DEFENCE

The new position of Chief of Defence Force is to be filled by Admiral Peter Gration, 50, who will retire after 44 years of service, as of him as Chief of the Defence Force.

Admiral Peter Gration was appointed to the position of Chief of The Defence Force. He will be promoted to full Admiral on April 1, 1993.

The appointment follows the approval of the Governor-General in Council of the appointment. Senator Ray said that "Admiral Beaumont is a vastly experienced officer who has headed up major reforms in Defence during his term as Vice Chief of the Defence Force."

"Admiral Beaumont has been exceptionally active in representing Australia at a regional level and is well liked and respected by the upper echelons of the Defence Forces in South East Asia."

Admiral Beaumont was born in Warahah, NSW, and educated in Newcastle. He graduated from the Royal Australian Naval College in 1951 and has been Vice Chief of the Defence Force since September 1989.

He is a widower with four children.

BIOGRAPHY

Vice Admiral Peter Gration was born at Warahah, NSW, on 18 December 1941, and was educated at Boolaroo Primary School and Newcastle Technical High School.

He graduated from the RAN College in 1961 with the Grand Aggregate Prize for academic studies.

After further training in the United Kingdom, he served in a variety of officer's postings in submarines and ships before specialising in a rear admiral's role. He then served as an exchange officer, first with the Royal Navy in minesweepers, and then at the US Navy's Fleet Anti-submarine Warfare Wing Atlantic.

He commanded HMAS Beagle in 1962.

Staff appointments in Canberra followed, before his posting as Executive Officer of HMAS Brisbane when he saw service in Vietnam waters.

Promoted to Commander in 1969, he served as commanding officer of HMAS Yarra, Director of Underwater Weapons, a student at the Joint Services Staff College and President of the Destroyer Project Officer.

He later commanded HMAS Vampire and became Director of Naval Plans and then Director General of Naval Policy and Plans in Canberra.

Promoted to Commodore in 1983, he became Director General Defence Force Administrative Policy, then served briefly as Commander of the RAN Reserve (Policy). He became Chief of Staff to the Chief of Navy's Secretariat and Deputy Naval Support Commander in 1986, then before promotion to Rear Admiral and an appointment as Assistant Chief of Naval Staff (Policy), he became the inaugural Assistant Chief of the Defence Force (Policy) at the end of 1986, and as Chief of the Defence Force (Policy) in September the following year.

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NAVAL NEWS CONTINUED

HMAS PERTH HOME FROM DEPLOYMENT

The guided missile destroyer HMAS PERTH returned to Sydney on 16 November, after a three month deployment. During this time PERTH took part in the Starfish '93 exercise in the South China Sea and the more recent Valiant Usher exercise held off the WA coast with ships from the US Navy.

MAJOR WARFARE TRAINING

Principal Warfare Officers (PWO) from Australia and New Zealand were under intense pressure recently as they began their sea training phase off the west coast.

The nine Australian and two New Zealand Officers began their initial training some thirty weeks ago at HMPS WATSON in Sydney, NSW and were now entering the final stage requiring them to take control of the operations of the ship's warfare systems, which include gunnery, anti-submarine and anti-aircraft activities.

Following successful completion of the the Principal Warfare Officers will then undertake specialisation in either Communications, Gunnery, Navigation, Direction and Anti-submarine warfare fields.

Units involved were HMAS Ships PERTH, BRISBANE, TOORRIN, the submarine HMAS OCEANS and HMSN Ships WARRAM and ENDEAVOUR, HSH 15 SEAHAWK and HSH 17 SEAFALO Helicopter Squadrons, RAN 2 Flying Training School and No.25 Squadron and RNZAF No.2 SKYHAWK Squadron.

HMMS MELBOURNE JOINS THE FLEET

Australia's newest warship, the guided missile frigate HMAS MELBOURNE, is now (Sept. 92) officially part of the Fleet.

Since her commissioning in February, the ships has completed an extensive trials and preparation program. Her performance proved that Australia has the capability for building modern sophisticated warships.

The Chief of Naval Staff, Vice Admiral Ian MacDougall, praised the builder. "AMECON's management and staff have been extremely supportive and the quality of work throughout the ship is very high."

"The sixth ship of the FFG class for the Royal New Zealand Navy of the former Union Steamship Co. of New Zealand's container ship UNION Rotorua. The plan, yet to be approved, would see the 203m long ship converted to a logistic support ship for use by both the Army and Navy. With a top cruising speed of 19 knots, the ship would be rebuilt to embark two Sea King size helicopters, with her decks strengthened to accept tanks. Cost of the ship plus conversion has been suggested as $35 million NZ, with the modifications costing $30m.

As built in the late 1970s, UNION Rotorua and her sister UNION Rotorua, operated between Sydney/Melbourne to New Zealand ports, with access to the ships' interiors via stern and bow ramps. Both ships boast massive superstructures abreast and aft, the former for accommodation and bridge and the latter for machinery, funnel uptakes and the rear ramp mechanism.

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NAVAL NEWS CONTINUED

NEW ZEALAND LOGISTIC SHIP

Reports from across the Tasman Sea have indicated the acquisition by the Royal New Zealand Navy of the former Union Steamship Co. of New Zealand's container ship UNION Rotorua.

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The former submarine OXLEY in an advanced state of demolition at ASI Cockburn Sound, Western Australia in September, 1992 (Photo - RAN)

UNION Rotorua (Photo - John Mortimer)

The former submarine OXLEY in an advanced state of demolition at ASI Cockburn Sound, Western Australia in September, 1992 (Photo - RAN)
DEFERRAL OF WA BASING

The Royal Australian Navy has decided to defer homeporting the trials and safety ship HMAS PROTECTOR in Western Australia. Chief of Naval Staff Vice Admiral Ian MacDougall has announced: “PROTECTOR will remain homeported in Sydney probably until late 1993 to provide continuing support to submarine trials and to perform general support tasks.” Admiral MacDougall said.

PROTECTOR was to be homeported at HMAS STIRLING in WA from December 1992 to avoid the integration of the P sad submarine (which was to provide a submerged recovery capability) and then support Collins Class submarine trials to begin in early 1994. Because of a recent decision by the Navy to review the development of the submerged recovery capability there is no longer a requirement on the west coast for PROTECTOR until the start of the Collins Class submarine trials which are to begin in early 1994.

Because of the above decision, homeporting in the West does not impede PROTECTOR until the start of the Collins Class submarine trials that are to begin in early 1994.

The decision to defer PROTECTOR’s homeporting in the West does not impede progress towards implementation of the Two Class submarine trials.

The Navy has recently achieved a major milestone with the arrival in the West of HMAS ADELAIDE, the first guided missile submarine.

INDONESIAN EXERCISES

Two Indonesian patrol boats conducted maritime exercises with HMA Ships GAWLER and GERALDTON between 20 October and 1 November. Supported by RAAF Orions the two forces practiced patrols on the Timor and Arafura Seas and developed procedures for the tasking of both ships and aircraft. Named PATROLEX 92, the two day exercise increased the level of naval cooperation with the Indonesian boats visiting Darwin for a planning conference.

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CENTRALISATION CAN GO TOO FAR

The Need for Balanced Decisions

A Navy League View by A.W. GRAZEBROOK and F.G. EVANS

In this way, Defence has sought to ensure that the taxpayer gets the maximum value for every scarce defence dollar. Steps taken have included developing budgetary management skills amongst serving uniformed Australian Defence Force personnel, devolving much of the budgetary authority to lower levels in Defence in Canberra and the ADF commands elsewhere.

A further very important step has been to centralise into Headquarters Australian Defence Force, much key decision making and the preparation of major proposals for presentation to Government for approval. In this way, the number of personnel involved has been reduced and significant dollar savings have been achieved.

The major proposals now prepared in HQADF include all significant new equipment projects.

With the long lead-times sometimes more than a decade) necessary for major new equipment, these decisions can and should set the structure of the Australian Defence Force for many years to come.

Therefore, it is absolutely essential to make the right major equipment decisions. To do this, we must have the right balance of input at top levels in HQADF and in the Defence Department.

Under the organisation now in place in HQADF, major equipment (Force Development) proposals are prepared under the direction of the Assistant Chief of the Defence Force (Development) — a two star position which may be held by a Rear Admiral, Major General or Air Vice Marshal.

Under ACFD (Development) there are three Directorates: General of Force Development, DGFD (Sea) is a Commodore, DGFD (Air) is an Air Commodore and DGFD (Land) is a Brigadier. Thus the senior single service input to vitally important long term decisions is at one star level.

ACFD (Development) responds to the Vice Chief of the Defence Force on three star positions, which may be held by an officer from Navy, Army or Air Force.

In turn, VCDF responds to the Chief of the Defence Force who with the Secretary of the Department of Defence, responds to the Minister of Defence.

Under this organisation, a new force development proposal is prepared in the appropriate Directorate of the Central Force Development Committee. The proposal is debated amongst the three services at one star level. Proposals may not be progressed without the agreement of the ACFD (Development).

Thereafter, the proposal progresses upwards in HQADF. Force Development proposals predominantly for one service are necessarily often presented in Committee by an officer of another service.

The organisational necessity for an officer of one service to present a proposal that is primarily for the benefit of another service can result in an imbalanced view of that proposal being advanced amongst the high echelons of HQADF. This is possible not so much because of inter-service rivalry but because the officer has been trained in a particular element — be it land, sea or air — and understandably his knowledge of his own sphere of operations is much greater than that of those in which he is less experienced.

Under the present organisation, any imbalance can be adjusted at key senior committee stages by the presence of the relevant service Chief of Staff — CNS, CCS, and CAS. These senior committees include the Chiefs of Staff Committee and the Defence Program Management Committee.

At lesser, but still more important committees such as the Force Structure Policy and Programming Committee, balance is provided by including the DCNS, DCGS, and DCAS.

Everyone familiar with Service life and practices is well aware of the potential influence an extra stripe on the arm, or pip on the shoulder, can have on the presentation of cases in debate. The effect is inevitable, however hard a senior officer may try to prevent it.

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NAVAL MATTERS

Allied Forces

"Attack" the WA Coast

Ross Gillett

Since the commissioning of HMAS STIRLING, Perth and Western Australia have provided the scenario for many RAN exercises. One of the better known has been the Valiant Usher series, now held nine times, the most recent in October 1992.

Co-ordinated by the Maritime Headquarters, Sydney, the major aim of VU92 was the undertaking of structured joint/combatant maritime and amphibious training, designed to improve the interoperability between the participating navies. Led by CMDR Nigel Perry and his twelve man staff, additional local support was provided by the RWC, CMDR Dave Thomas and his operation's team to provide support, ship liaison and harbour movements.

As well as a large presence from the "senior service", additional assets and personnel were provided by the RAAF and Army. Seven Fleet units joined in the exercise by one Royal Navy frigate and four USN ships, including an FFG and three large amphibious vessels.

Following the work of naval Taskforces, the third or tactical phase began 13/14 October with the departure from Fremantle and JBF of the coalition and adversary forces. In overall charge of the "Blue" or coalition ships was CAPT Geoff Walpole, commanding officer of HMAS PERTH. The departure had previously been delayed after the goodwill mission visit by the American ships indubitably plagued Somalia.

The WA based Clearance Diving Team Four was allotted the responsibility of clearing the beachhead at Lanclon prior to the amphibious landing on Saturday, 17 October. US Marine Corps helicopters then ferried afloat loads of marines for the beach assault. Prior to the landing, the "Blue" forces were harassed by the "Orange" or Rakan forces (fictitious forces), represented by HMAS ADELAIDE, HMAS GELDING, HMAS EAGLE and HMAS HINDE.

For the FFG ADELAIDE, the exercise was the first since her homing trip, to STIRLING earlier in the month. Naming of the mythical "enemy" forces as told to the local media at an onboard press conference prior to the third phase was for the MACAUST, RADM (Rakan) Wal.

From the air, came another threat to the landing, RAAF FA 18 and F 111 aircraft plus USN P3s, and USMC EA-6Bs playing the roles of Tornadoos, MiG 23s, C 130s and Badger Js respectively.

Prior to the actual landing a rehearsal was undertaken on Friday, 16 October with all participating units. A heavy media day concluded the launch/operation of landing craft with all movements continued to helicopters. A media day was provided for the local press, television and radio, the teams flying out from ex HMAS LEEUWIN, now Defence Centre Perth, by Sea Knight helicopters. The loss of the RAN's heavy landing ship HMAS TOBRUK prior to VU92 meant that the participating Australian Army troops were transferred to the US TARAFA for the amphibious operations.

Also taking a brief part in the exercise was the FFG HMAS CANBERRA, with CMDR Raydon Gates in command. The period at sea was employed to maintain the ship's level of readiness for her forthcoming "Gulf" deployment. The vessel subsequently sailed for the middle east on 19 October. Forewarned by families and friends and the Minister for Defence, Senator Robert Ray.

For the city of Perth, the return of the VU92 units on the 19th marked the beginning of Navy Week, with the USN ships remaining in port for another eight days. The following Sunday, HMAS STIRLING opened its gates to the public, with more than six thousand visitors moving across the causeway.

The WA Air Force exercise from Fremantle, an USN/USMC collection raised more than $26,000 for a local Perth family, whose daughter was in urgent need for medical attention at a specialist centre in the USA.

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The Navy, January-March, 1993
While attached to the 1st Royal Highland Fusiliers, for my first Northern Ireland tour of duty in February, 1971, I was a member of the holding company for the Barrack Ship HMS MAIDSTONE, an ex-nuclear submarine depot ship, given a ten year reprieve from Inverkiething breakers cutting torches, to act as an accommodation ship for troops sent to the troubles in Belfast.

In the course of my duties, I came across the high ill ram bow of an old training ship HMS CAROLINE, languishing in the backwater of Milewater Basin in Belfast Docks, all but forgotten by the modern Navies new fangled gas turbine destroyers and through deck cruisers. I believe that CAROLINE is the only First World War cruiser afloat and still in service. Certainly she is one of the oldest Royal Navy vessels flying the White Ensign and at present she remains the depot ship to the Ulster Division of the Royal Naval Reserve Belfast, where she has served for many years in a training role.

On successive tours of duty with my parent Regiment, I always made a point of visiting CAROLINE where I was always made very welcome.

HMS CAROLINE was laid down by Cammell Laird Yard on the 25th January, 1914 and commissioned on the 17th December the same year. I doubt whether any yard today could lay down, launch and complete a vessel the size of CAROLINE in only 11 months.

CAROLINE was the name ship of her class of eight light cruisers of 3750 tons, 40000hp giving a speed of a good 25 knots. all members of her class made well over 31 knots. Her armament consisted of two 6 inch Mk XIV guns, firing 7 RPM and eight 4 inch Mk IV, quick firing guns 20 RPM, four on the forecastle and four in the waist of the ship, plus a 3 inch AA all the funnels.

On commissioning, CAROLINE joined the 1st Light Cruiser Squadron of the Grand Fleet and took part in many sweeps across the North Sea. In 1916 she led the 4th Light Cruiser Squadron at the Battle of Jutland. After Jutland a single 6 inch gun and two 3 inch AA guns replaced the four quick firing 4 inch guns on the forecastle, also a tripod mast was fitted in place of the pole mast. For the remainder of the war CAROLINE undertook convoy duties and further sweeps across the North Sea. It was said of her “that she was at sea more than in harbour”. After Jutland all ships of the class became much overloaded and rolled badly.

All the class, other than CAROLINE, were mined during the First World War, but kept afloat and made harbour to be refitted and sail again.

After the Armistice in November 1918 she saw service in the East Indies on flag showing duties, until paid off in 1922 as surplus to requirements for a peace time fleet, much reduced after the war to end all wars.

With the establishment of the Ulster division of the RNVR, CAROLINE was converted for use as a Drill ship. For her new role she underwent extensive alterations including the removal of her armament, boilers and between decks for classrooms etc.

By the Second World War, CAROLINE, although immobilised, rendered service as a training ship and later, as a base support ship to a flotilla of armed trawlers. She also provided signals and cipher facilities throughout the war.

After the end of hostilities CAROLINE reverted to her role as depot ship to the RNVR later the RNR. Every five years she is towed to Harland and Wolff’s yard to be surveyed and refitted. The report from the yard is always the same, “no deterioration”. So with their lordships approval, we may hope to see the sexiest bow in the Royal Navy, gracing Milewater Basin for a great many years to come.
The city of Armidale, NSW, was the scene for three colourful and emotional days in late November/early December, when the 50th anniversary of the sinking of HMAS ARMIDALE was commemorated.

HMAS Armidale about to berth at Port Moresby after serving troops from Australia (AWM origin: 26622)

T he 900-tonne corvette was sunk by Japanese torpedo bombers off the coast of Timor on December 1, 1942, in a controversial operation that cost 100 lives, but resulted in an historic sea survival drama and an act of incredible selfless heroism.

To honour the ship and her crew, the RAN sent a band, a colour party and guard to the city to feature in three days of commemorative functions arranged by the RAN Corvettes Association.

The high point was the ceremony at the HMAS ARMIDALE memorial in Central Park on the anniversary of her sinking (Tuesday, December 1). At precisely 3.15pm - the time of the sinking - the acting commanding officer of HMAS GEELONG cast a wreath on the sea over the wreck of ARMIDALE lying at 2000 fathoms, his words broadcast by satellite to the ceremony in Armidale city.

The ceremony was preceded by a march through the city by the RAN contingent and band, ex-servicemen and a dinner held by the RAN Corvettes Association on Monday, November 30. The RAN band performed a concert in the town hall on Monday, November 30. The Armidale museum also mounted a special naval exhibition and in the art gallery, on display, a painting of the sinking, on loan from the Australian War Memorial, Canberra.

The painting depicts Ordinary Seaman Ted Shean firing his 37mm gun at the Japanese planes which were strafing his shipmates in the water. He went down with the ship, still firing his gun and even after ARMIDALE had vanished, tracer bullets from his gun curved up into the sky in 800-foot bizarre arcs.

ARMIDALE had been sent from Darwin to take reinforcements to the Australian soldiers fighting in Timor. On the way to Timor she was frequently bombed, and the constant zig-zagging made her late for her rendezvous. Finding nobody there, she stood off to sea to wait orders from Darwin.

At 3.12pm, the order came: go back in. Even though ARMIDALE was within 30 minutes flying time from a major Japanese air base, she was still at action stations for three days - then soflted down to routine, secondary warfare.

At 3.15pm, the solemn moment arrived. The commander in charge in Darwin replied: "Aerial attack is to be accepted as ordinary, routine, secondary warfare" - one of the most extraordinary signals ever sent in naval history. ARMIDALE did not even get the signal, because she had already been sunk by "ordinary, routine, secondary warfare".

At 3.12 two aerial torpedoes tore ARMIDALE apart. At 3.15 she sank. Ten of her crew were killed in action, along with 37 of the reinforcements who were soldiers of the Netherlands East Indies army. The remaining 102, of whom 75 were ARMIDALE sailors, clung desperately to anything that floated, but not many things did - just the ship, bullet-riddled motor boat, a Carley float about the size of the average car and two small rafts not much larger than a life-buoy.

Only about half the men could clamber into them. The rest had to take pot luck in the water. Sharks, frightened away by the explosions, nosed their way back around sunset - their feeding time - and throughout the night there were sinister rustlings and thrashings in the water and muffled cries.

By noon next day, the captain realised that the only sensible course of action was to take the badly wounded with him in the motor-boat, which had petrol for 150km, to try to get to the area patrolled by Allied planes. It was late in the night of December 6, five days after the sinking before they were rescued. That alone was a feat of endurance and courage, and two of the 21 men crammed into the boat died on the way back at the scene of the sinking an even greater drama was unfolding.

Somehow or other, the ship's whaler (a nine-meter-long wooden boat normally manned by five rowers and a coxswain) freed itself from the sinking ship and floated up to within a metre of the surface. The remaining 102, of whom 75 were ARMIDALE sailors clung desperately to anything that floated, but not many things did just the ship, bullet-riddled motor boat, a Carley float about the size of the average car and two small rafts not much larger than a life-buoy.

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Japanese Submarine I-124

More than fifty years ago, on 20th of January 1942, Australian Navy vessels sunk a Japanese submarine outside Darwin harbour. The wreck of the I-124 still lies there with her crew and tons of iron, but the submarine's relation has been lost as early as the book "Wrecks in Darwin Waters". Tom Lewis outlines the history of the first Japanese warship to be sunk by Australian forces.

In January 1942, the Japanese submarine I-124's captain made the mistake of attacking ships outside Darwin harbour. Perhaps his division commander, Captain Keyes Endo, ordered a mission to "boote up" shipping operations with a quick sinking. The Japanese forces knew there were over forty ships in the bay deep-water port. Together with her three sister vessels in the first months of Japan's war, the Japanese submarines mission was to harass shipping off the Australian coast. But the only distinction this submarine would have was that of being the first Japanese vessel to be sunk by Australian ships in the early morning of the 20th of January 1942. The supply ship was escorted by two destroyers. As the torpedoes were seen on the surface the defending destroyers turned and launched depth charges, but soon the destroyers lost their contact and broke off the attack. Later at 1335 hours while making her way to the scene of the charges, the destroyers attacked with torpedoes a US Navy supply ship. The Japanese submarine was by now very close to her target. At 1341 hours, the Deloraine reported the submarine's contact. Captain Keiyu Endo, the submarine's commander, ordered the attack to resume, and for the next forty minutes the surface was searched. After pattern of depth charges were dropped. Finally the bridge lookout noticed the submarine surfacing and, about 150 yards astern a black painted conning tower was clearly visible. (p. 9)

Frank Marsh also confirms the surfacing. "I remember seeing the sub's periscope come out of the water a few feet; it turned its hood to face us and then promptly dove. More depth charging went on, and torpedoes were fired. But the Japanese did not respond. After what seemed like forever, the submarine surfaced again. It was fast and elusive, making it difficult for the destroyers to maintain a steady course. The Deloraine even attacked another submarine nearby the next day. (p. 211)

The torpedo approached, according to the Deloraine's report, "at a range of 1335 on a bearing of 200 degrees. The ship was suddenly struck by a large explosion, with a loud noise. The ship listed to port and began to sink rapidly. The crew attempted to abandon ship, but were unable to escape due to the speed of the sinking. The ship was later salvaged and examined, revealing the "fatal weakness" of their design. But any other investigation was stopped.

The Deloraine's report indicated that the submarine was a "new" wreck. Other stories suggest that the I-124 was involved in the sinking of the USS Edsall and the USS Harlan. Some reports state that the submarine was with the I-124 also be ruled out. Other stories suggest that inside the wrecked boat the submarine could contain an answer: a secret message from the Japanese Empire congratulating submarine crews on the participation of one of their number in the Sydney sinking.

So more than the prospect of salvage has encouraged attempts the last fifty years to explore the wrecked submarine or front compartment - that sometimes has even been described in curious terms. Divers intending I-124 salvage in 1974 reported diving on what they thought was an "old" wreck, but instead found a submarine with a hangar and planes on its foredeck. Others reported finding a submarine with a German compass on its bridge.

Whether there is a second submarine or not, the stories and rumours concerning the I-124 and its possible partner are indeed numerous - and sometimes contain a picture of the wrecked submarine as including a hull. Who Sunk The Sydney by Michael Montgomery suggests that the "new" wreck could be that alleged helper submarine that was with the I-124. Other Sydney stories say that a seaplane was sighted in the vicinity of the Sydney. Many Japanese submarines did carry folding planes in a hangar on the foredeck.
contribute to the location of the wreck during their exploration, but the dives were not pursued and the submarine had been located and identified by divers, who applied for salvage rights. However, opposition due to the shares paid by the Federal Government. In 1991, the wreck was examined by the New Zealand government, and no mines were detected. Other visitors to the wreck were subject to special permits and fees.

The wreck of the submarine I-124 was reported to be trying new recovery attempts. The theory that the 'trim' tanks of the boat were filled with highly toxic mercury which could lead to dangerous levels of the chemical in fish. However, Mike McCarthy of the Western Australian Museum has researched the submarine's history extensively and has concluded that mercury was not used or carried in the I-124.

The New Zealand government has expressed concern about the possibility of mercury being used in the wreck, and has requested that the wreck be surveyed before any attempts are made to recover it. The government has also indicated that it may seek to ban the export of the submarine to Japan, due to the possibility of mercury being contained in it.

The management committee has reported financial stability for the year. In December 1991, John Paterson, Honorary Federal Secretary, distributed the annual report to ships and establishments by the KAN and to new agents. The management committee has reported financial stability and to ensure the continued high quality of the editorial content of the magazine, and to distribute the magazine to schools and establishments by the KAN and to new agents.
Changes in Office Bearers

Arthur Hewitt, formerly Treasurer of the WA Division, and Graham Strachan & Henshaw of the Northern Perth suburb of High School, The Western Australia Division has established a building fund to aid in the acquisition of new headquarters, estimated to cost $200,000. It is a difficult time to raise funds, even for the benefits of young people, but the League has been successful in the past and is hopeful of success.

Acknowledgements

I wish to place on record the appreciation of all members of the Navy League for the invaluable service Sir Anthony and Sir Victor have rendered the League over the years.

FINANCE AND ADMINISTRATION

The secretariat, under the energetic guidance of the Honorary Secretary/Treasurer, John Milkins, has worked well during its first full year. Three staff members, who 'share' with the Electrical Development Association of Victoria - Ray Corboy, Ann Giddings, and Karen Exley - have worked in much more time than we are entitled to expect on the affairs of the League. The following statistics indicate the extent of the administrative tasks:

- Photocopying: 512 pages
- Postage: 711 articles of correspondence
- Facsimile: 928 pages
- Typing: 326 letters

Until recently the Federal Council has had no overall responsibility for the affairs of the eight divisions that comprise the Navy League of Australia. However, as a national body responsible for national affairs and in fear of reorganization with another national body, it is hard to escape responsibility for what is said and done in the League's name. I can say that the Secretary/Treasurer and I, bearing in mind the fate of numerous company executives in Australia, work hard to avoid responsibility for what is said and done in the proceedings of this meeting.

The Navy, January-March, 1993

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26TH ANNUAL GENERAL MEETING

The Navy, January-March, 1993

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TABLE 1: PROJECTED AUSTRALIAN NAVAL SHIPBUILDING PROGRAM

<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>NO. OF PROJECTS</th>
<th>COST (Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australian Frigate</td>
<td>2</td>
<td>1993-1996</td>
</tr>
<tr>
<td>Collins Class Submarine</td>
<td>6</td>
<td>1987-1999</td>
</tr>
<tr>
<td>Fremantle Patrol Boat</td>
<td>15</td>
<td>1992-2002</td>
</tr>
<tr>
<td>Oceanographic and Hydrographic Vessel (2)</td>
<td>5</td>
<td>1993-2000</td>
</tr>
<tr>
<td>Coastal and Oceanographic Vessel</td>
<td>4</td>
<td>1994-2002</td>
</tr>
<tr>
<td>Helicopter Support Ship</td>
<td>2</td>
<td>1994-2000</td>
</tr>
<tr>
<td>Offshore Patrol Vessel (1)</td>
<td>3</td>
<td>1997-2000</td>
</tr>
<tr>
<td>Destroyer (1)</td>
<td>3</td>
<td>1997-2002</td>
</tr>
</tbody>
</table>

Analysis by Type of Expenditure

- Australian Frigate:
  - 1993-1996
- Collins Class Submarine:
  - 1987-1999
- ANZAC Ship:
  - 1992-2000
- Fremantle Patrol Boat:
  - 1992-2002
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  - 1993-2000
- Coastal and Oceanographic Vessel:
  - 1994-2002
- Helicopter Support Ship:
  - 1994-2000
- Offshore Patrol Vessel:
  - 1997-2000
- Destroyer:
  - 1997-2002

Note: Cost values are approximate and subject to change based on current market conditions.

A STRONG AUSTRALIA

Liberal/National Party Naval Defence

MARITIME DEFENCE CAPABILITIES

Control of Australia's maritime environment is an essential part of a credible defence policy. Our naval forces must have a blue-water capability to patrol our exclusive Economic Zones and to reach territorial waters, such as those off Christmas and Cocos Islands. The Navy's capacity for resource protection and patrolling of the North will be enhanced. The Coalition will fast-track the acquisition of coastal mine-hunters to compensate for our current total lack of capability in this area.

The following table outlines the current projected shipbuilding program for the next ten years.

Of the three DDG's that will be built, the first will be delivered in 2000, the second in 2001, and the third in 2002. The Australian Defence Force will have a blue-water capability to patrol our exclusive Economic Zones and to reach territorial waters, such as those off Christmas and Cocos Islands. The Navy's capacity for resource protection and patrolling of the North will be enhanced. The Coalition will fast-track the acquisition of coastal mine-hunters to compensate for our current total lack of capability in this area.

THE FEDERAL ADVISORY COUNCIL

Reported with regret is the 1991 Federal meeting in which a strong member, John Milkins, has worked well during its first full year. Three staff members, who 'share' with the Electrical Development Association of Victoria - Ray Corboy, Ann Giddings, and Karen Exley - have worked in much more time than we are entitled to expect on the affairs of the League. The following statistics indicate the extent of the administrative tasks:

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The Navy, January-March, 1993

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management will forestall the need to review the question of additional helicopter support. The Coalition’s proposal will provide an initial $126 million investment in the purchase of two new vessels for the purposes of helicopter support. This investment will be shared between the Navy and the Air Force, with the Navy receiving 70% of the total investment. The purchase of these vessels will provide a significant increase in the capability of helicopter support, with the new vessels having a range of capabilities, including the ability to support operations in the South Pacific region.

COASTAL MINE-HUNTERS

The Navy’s proposed acquisition of new mine-hunters is part of a broader effort to improve the ADF’s capability to conduct mine countermeasure operations. The new vessels will be designed to operate in both shallow and deep water environments, and will have the capability to conduct both mine-sweeping and mine-detection operations. The Coalition’s proposal will provide an initial investment of $126 million in the purchase of two new vessels for coastal mine-hunting, with the Navy receiving 70% of the total investment. The purchase of these vessels will provide a significant increase in the capability of coastal mine-hunting, with the new vessels having a range of capabilities, including the ability to operate in both shallow and deep water environments.

HMAS JERVIS BAY

An additional function for the HSS would be to act as a training ship after the Jervis Bay is decommissioned. But if the HSS is not procured, we must ask if we need to buy a new training ship. The Jervis Bay decommissioned in the 1990s.

The answer is no. There is no dedicated training ship for the RAN today. But it is also clear that the HSS is not needed for any other role.

The heavy landing craft maintained by the Navy is a luxury the RAN cannot afford given the limited size of the fleet. Just as the ADF is now largely focused on training, the Navy will have to think hard about its need for a large ship to be used for training.

The total cost of the project has been estimated at $600 million, the early phases of which have already been factored into budget projections.

AUXILIARY

LABOR’S STRONG AUSTRALIA

Co-operative Regional Defence

The government will continue to support the development of a co-operative regional defence arrangement. This will provide a significant increase in the capability of regional defence, with the arrangement having a range of capabilities, including the ability to conduct joint operations with other countries in the region. The government has already invested $126 million in the development of this capability, and will continue to do so in the future.

HMAS TOBRUK

There will continue to be a requirement for an amphibious heavy lift ship after the Tobruk.

LANDING CRAFT HEAVY (LCH)

The heavy landing craft maintained by the Navy is obsolete and of questionable relevance to ADF requirements. They provide the ADF with an air-landing capability, but this is matched by many civilian barges. The government recognises there is a declining strategic requirement for the Landing Craft Heavy, but the remaining LCHs are invaluable remaining service life, the Coalition will commit to extending their service life until a new capability is available. This will ensure that the government can meet its commitment to maintain the RAN’s amphibious capability.

FREMANTLE CLASS PATROL BOATS

The Force Structure Review proposes to modernise the 15 Fremantle Class patrol boats in a production phase lasting from 1995 to 2000. The government estimates that this will be an effective and efficient capability for up to 10 years, with an option for a further two years. The decision to replace them is due to a lack of funds in the long term for this type of vessel. The government will seek to find alternative funding for this capability in the future.

OFFSHORE PATROL VESSELS

The Force Structure Review also approves the development of a new Offshore Patrol Vessel, designed to replace the Coastal Patrol Vessel. The government estimates that this will be an effective and efficient capability for up to 10 years, with an option for a further two years. The decision to replace them is due to a lack of funds in the long term for this type of vessel. The government will seek to find alternative funding for this capability in the future.

FLEET AIR ARM

The primary function of this aircraft is in electronic warfare training. The government will limit the use of the aircraft in VIP transport in order to concentrate VIP transport with the RAAF.

The Sea King, with its powerful deck landing capability, is currently not operated by the RAN. The decision to abandon the Sea King will continue to provide useful service, but the government recognises that the Sea King will be replaced by a new capability in the future.

The Sea King will continue to provide useful service, including with the RNZAF. The government recognises that the Sea King will be replaced by a new capability in the future.
Exercise Dugong
Major Mine Warfare Exercise

Photographs by JOHN MORTIMER

A Dugong is a mammal that was often mistaken as a mermaid by sailors sailing the high seas. But for men and women participating in exercise DUGONG 2/92 in Townsville, the preparations for this exercise left no doubt as to what DUGONG was all about.

Exercise DUGONG was previously a bi-annual Explosive Ordnance Disposal (EOD) and Diving exercise between the Western Pacific USN EOD Team based in Guam and the RAN Clearance Divers supported by the USN, USAM and RAFF monthly capable aircraft. Last year, Exercise DUGONG 292 was expanded in scope to be the largest Mine Warfare exercise conducted by the RN for more than a decade. The aim of DUGONG was to exercise the participants in minehunting, mine-countermeasures (MC) and EOD techniques, whilst providing Australian and American service personnel the opportunity to practice using different equipment and techniques and promote cooperation between the two nations.

Phase One of the exercise commenced on 13th October, COMAUSMINFOR staff deployed with 19 containers to establish the Forward Support Unit (FSU) which was housed at the local MCM Headquarters, on No. 4 Wharf Townsville to support the units deployed for the exercise. Despite the dramatic change of climate from Sydney, all appeared well with "local" being erected in time for the arrival of the first participating unit. Auxiliary Mine-counter AM (Si KORAGGA) followed soon after by AM (Si BROLGA) on 16 October.

Phase Two - Peace-time operations, commenced with route survey being conducted by the two MSA (Si) and by the charter vessel JAMES KIRBY, manned by Mine Warfare reserves in the Townsville area. Another locally chartered fishing vessel, PACIFIC ADVENTURE has also been used to commence trials on an acoustic drone boat. In conjunction, the laying of inert mines at Halifax Bay during range commenced. Two US Airforce B52s patrolled a magnetic picture as they swept across the Townsville skids, and with the RAFF P3 ORIONS, laid approximately 650 USN exercise mines.

CONTINUED ON PAGE 28

The Story of the Royal Navy's Tank Landing Ship of WWII is the subtitle to this new book from Arms and Armour. LST or Landing Ship Tank or large slow target, whatever you call them, this ship satisfied a most important requirement for the Royal and many other Allied navies.

The standard LST 2 was in reality, a 300 foot long box, buoys a flat bottom but able to carry a load of 20 tanks and 37 tanks across a beach during the many amphibious operations conducted between 1939-1945. All of the LST 2 came, the LST 3, six of which were later transferred to the RAN in 1946. The new ships were 45 feet longer, but they predecessors remained the ugly ducklings of the fleet.

Australia's LSTs spent most of their time in service, laid in reserve, the exception being LABUAN, which provided support for the Antarctic Bases before paying off in 1953.

Ships Without Names is well illustrated, but for readers expecting dramatic views of the ships, the forgotten heroes, that launched the Allies to victory in the Second World War. As well, the book includes the factual records from official sources, with a selection of interviews from former crew members. Well recommended.

The Guinness Encyclopedia of Warfare is an authoritative survey of warfare designed to appeal to the military enthusiast and the general reader. A commendable reference work.

The History of H.M.A.S. Voyager I

BY RALPH DYMOND

A MAJOR NAVAL HISTORY PROUSLY ILLUSTRATED JUST RELEASED

Direct from the publishers Southern Holdings, PO Box 6, Hurstville, NSW 1916, for $29.95 plus $2.60 P & P. Credit Card orders Phone/Fax (02) 9641122.


Each section is divided and contains numerous illustrations and concise feature articles covering topics such as The Evolution of the Fighting Galley; Roman Naval Warfare; From the Spanish Armada to Tsushima; and Naval Warfare, and concludes with articles such as Precision Guidance and Dismantling the Cold War Arsenal.

Running across the bottom section of pages throughout the reference work are feature highlights containing summaries and maps of crucial battles on land, sea and air in chronological order beginning with the Campaign of Thun device III in 1481BC.

Many naval battles are included: Spanish Armada, Trafalgar, Tsushima, Jutland, Cape Matapan, Midway, Destruction of Convoy PQ7; etc. Each battle and campaign has an explanation as to why and how they fought.

Lavishly illustrated throughout, this book, a good introduction to the world of black & white photos, graphics, maps and reproductions of ship paintings. Two paintings of which caught my attention being Horatio Nelson after being wounded at Tenerife in 1797 and the US Civil War submarine CSS Hunley at Charleston on December 6, 1863 - two months before she sank the Union's USS Houstoun at Charleston before going to the bottom herself.

The Guinness Encyclopedia of Warfare is a survey of warfare designed to appeal to the military enthusiast and the general reader. A commendable reference work.

The Wheels Still Turn

A History of Australian Paddleboats

By Peter Plowman

Published by Kangaroo Press

Photographs by ROSS GILLET

In his introduction to this book, the author states that the paddleboat played a major role in the development of the nation. For the Navy, both colonial and Commonwealth, the Flinders were included in their ranks. A small number of paddlesteamers were used as ainary service in the Derwent River in the late 1880s and 1890s to the former Port Phillip paddlesteamer WEEROONA, taken over by the United States Navy in 1942 for use as an accommodation vessel.
For WEREONA, the changes affected for war service made her virtually unrecognizable. Her hull was altered to a large finer, three of the boilers removed and deckhouse increased. With her formal service in New Guinea completed the ship returned to Sydney. The renamed land at Kurnell Bay, until 1951. She was broken up. Another paddle tug to enjoy long naval service was the tug GANNET employed as a auxiliary by the Victorian Colonial Navy from 1884 to 1933. Built in England, the iron-hulled ship was typical of the paddle tugs of the late 19th century. Of particular interest is The Wheel Still Turn, the section devoted to the mechanisms of paddles including diagrams of operating wheels. The Wheel Still Turn is highly recommended to all readers.

THE LINE OF BATTLE
The Sailing Warship 1650-1840
Brian Lavery
Published by Conroy Maritime Press

This is the second volume to be published in Conway's Pioneers History of the Ship series and it analyses the world's warships from the mid-seventeenth century until nearly two hundred years later when the development of the steam engine brought about the demise of sailing navies.

A DICTIONARY OF AUSTRALIAN MILITARY HISTORY
from colonial times to the Gulf War
Ian Grant
Published by Random House Australia
20 Alfred Street, Milsons Point, NSW 2061.

RRP $29.95, 414 pages.
Reviewed by Vic Jeffrey

I must admit to being somewhat sceptical when I saw this book titled as 'a dictionary of Australian military history, which covers the enormous expanse of our 204 year history.' A limit of around 500 entries was fixed to make this a manageable project with accounts of each major conflict in which Australia was involved with campaigns and individual battles.

As Australian servicemen and women have served on battlefields as far removed as Russia, Vietnam, South Africa and the Middle East, from the Maori wars to the Gulf War, conflicts seldom out of our minds.

The Royal Australian Navy is well represented with a 19 page summary and many individual ships and classes along with biographies of prominent individuals. My one disappointment in this area is no individual mentions of our World War Two submarines AE-1 and AE-2, although they are included in the summary.

The first two entries in the book are Adams Class, Charles F. (Vietnam War, RAN) with cross references to the ships of this class and the war itself and Adelaide, HMAS (Second World War, RAN). Among other names of naval entries are: HMAS Arnhem, Bathurst-class minesweepers, Battle-class destroyers, Coastal shipping, Coastwatchers, Collins, W. Creswell, L. Goldsworthy, Grimsby-class sloops, MV KRAT, Q-class destroyers and HMVS Victoria.

Described as concise A-Z reference book, this work is indeed a handy quick ready reference for amateur military historian sand students.

EXERCISE DUGONG CONTINUED

BROLGA and KORAAOA were also required to plan their part having USN MK6A bottom mines and the Stonemine Exercise mine.

With all preparations and most importantly mines in place, the Auxiliary Minehunter Tugs AMT1 WALLAROO and BADMCPOT arrived on 6 November to participate in the exercise. During the operational phase of Exercise DUGONG, mines located were dealt with in a simulated threat environment. This was the first time all MSAs had exercised in MCM scenarios.

Above BANDICOOT towing Sweep Mike off Townsville during Dugong 92.

Asset Services

The Asset Services Division of The Department of Administrative Services provides total Asset Management service to our clients.

Asset Management consists of a coordinated program of repairs and maintenance to buildings or engineering services, planned to ensure the Client has maximum use of the asset within an acceptable limit of cost and downtime. An integral part of the Asset Management service is the services provided by the Business Centres. To provide a highly responsive and coordinated building management service, groups of trades people and workshop facilities are located in the Melbourne Metropolitan Area.

Services
The Business Centres carry out work in all trades covering such areas as:

- Air Conditioning
- Electrical
- Plumbing
- Carpentry
- Painting
- Fire safety
- Security
- Lifts
- Floor finishes
- Mechanical Plant

Urgent and Minor Repairs
Our Tradespeople will quickly respond to requests for repairs, both in and out of working hours. In the majority of cases where the client nominates the response time:

Immediate requests will be responded to in two hours.

Urgent requests within two days.

Minor requests will be completed within two weeks.

There is a varying cost scale depending on the response time requested and the nature of the repair.

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We have skilled operators to attend to items such as boilers, pumps and incinerators. The services generally include consumables, labour, supervision and support costs.

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We can carry out many minor works including fitout, electrical work and additional air conditioning.

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Planned Specific Maintenance
For a fixed price, our Tradespeople also carry out planned maintenance such as internal or external painting, replacement of plant and items of fitout.

For further information on the availability and costs of the services contact your local Business Centre.

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Derek Melder
Business Manager
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Department of Administrative Services
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For Orders or Enquiries
Phone: (042) 71 4944
The Navy League of Australia

APPLICATION FOR MEMBERSHIP

HISTORICAL

The Navy League was established in Australia in 1901, initially in the form of small branches of the United Kingdom Navy League (established in 1897) and since 1950 as an autonomous national body headed by a Federal Council consisting of a Federal President and representatives of the six States, the Australian Capital Territory and the Northern Territory.

The Navy League of Australia is now one of a number of independent Navy Leagues formed in countries of the free world to influence public thinking on maritime matters and create interest in the sea.

The Navy League of Australia cordially invites you to join us in what we believe to be an important national task.
MEMBERSHIP
Any person with an interest in maritime affairs, or who wishes to acquire an interest in, or knowledge of, maritime affairs and who wishes to support the objectives of the League, is invited to join.

OBJECTIVES
The principal objective of the Navy League of Australia is “The maintenance of the maritime well-being of the Nation” by:

- Keeping before the Australian people the fact that we are a maritime nation and that a strong Navy and a sound maritime industry are indispensable elements of our national well-being and vital to the freedom of Australia.
- Promoting defence self reliance by actively supporting manufacturing, shipping and transport industries.
- Promoting, sponsoring and encouraging the interest of Australian youth in the sea and sea-services, and supporting practical sea-training measures.
- Co-operating with other Navy Leagues and sponsoring the exchange of cadets for training purposes.

ACTIVITIES
The Navy League of Australia works towards its objectives in a number of ways:

- By including in its membership leading representatives of the many elements which form the maritime community.
- Through soundly-based contributions by members to journals and newspapers, and other media comment.
- By supporting the Naval Reserve Cadets, and assisting in the provision of training facilities.
- By encouraging and supporting visits by recognised world figures such as former United States Chiefs of Naval Operations and Britain’s First Sea Lords.
- By publishing “The Navy”, a quarterly journal reporting on local and overseas maritime happenings, past, present and projected.
- By maintaining contact with serving naval personnel through activities arranged during visits to Australian ports of ships of the Royal Australian and Allied Navies.
- By organising symposia, ship visits and various other functions of maritime interest throughout the year.

Member participation is encouraged in all these activities.

JOINING THE LEAGUE
To become a Member of The League, simply complete the Application Form below, and post it, together with your first annual subscription of $20.00 (which includes the 4 quarterly editions of “The Navy”), to the Hon Secretary of the Division of the Navy League in the State or Territory in which you reside, the addresses of which are as follows:

VICTORIAN DIVISION: C/ 4 Eleanor Court, Donvale, Vic. 3111
QUEENSLAND DIVISION: C/ PO Box 170, Cleveland, Qld. 4163
AUSTRALIAN CAPITAL TERRITORY DIVISION: C/ 45 Skinner Street, Cook, ACT, 2614.
SOUTH AUSTRALIAN DIVISION: GPO Box 1529, Adelaide, SA, 5001.
TASMANIAN DIVISION: C/ 42 Amy Road, Launceston, Tas, 7250.
WEST AUSTRALIAN DIVISION: C/ 23 Lawlor Road, Attadale, WA, 6156.
NORTHERN TERRITORY DIVISION: GPO Box 2612, Darwin, NT, 0801.

Subscriptions are due on 1st July in each year, and your membership will be current to 30th June immediately following the date on which you join the League, except that if your first subscription is received during the period 1st April to 30th June in any year, your initial membership will be extended to 30th June in the following year.
JOIN THE
NAVAL RESERVE CADETS

If you are between the ages of 13 and 18 years:

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For further information, please contact the Senior Officer in your State, using the addresses provided below.

NEW SOUTH WALES: Staff Office Cadets, HMAS Watson, Watsons Bay, NSW, 2030.

QUEENSLAND: Senior Officer NRC, HMAS Moreton, Merthyr Road, New Farm, Queensland, 4005.

WESTERN AUSTRALIA: Staff Office Cadets, HMAS Leeuwin, PO Box 58, Fremantle, WA, 6160.

SOUTH AUSTRALIA: Staff Office Cadets, HMAS Encounter, PO Box 117, Port Adelaide, South Australia, 5015.

VICTORIA: Staff Office Cadets, HMAS Lonsdale, Rouse Street, Port Melbourne, Vic, 3207.

TASMANIA: Staff Office Cadets, HMAS Huon, Hobart, Tas, 7000.

AUSTRALIAN CAPITAL TERRITORY: Commanding Officer, TS Canberra, PO Box E52, Queen Victoria Terrace, Canberra, ACT, 2600.

NORTHERN TERRITORY: Commanding Officer, TS Darwin, PMB 13 Winnellie, NT, 0820.


“THE NAVY”

All enquiries regarding the Navy Magazine, subscriptions and editorial matters should be sent to:

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• VIEWPOINT • RAFA BILOELA • SOUTH AFRICAN NAVAL FORCES
• NEW DIVING LAUNCHES • BOOK REVIEWS • NAVAL NEWS UPDATE
CONSULTATION

To enable Service families to participate in the development of new projects and to highlight any general matters occurring in their areas, a Housing Committee has been established. Meetings are held monthly, and if you are interested in attending, please advise us on (03) 770 1544.

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The Authority’s Self Help program is proving to be very popular with tenants who want to try out minor improvements on their homes. The most common requests are for pergolas, top soil and shrubs. However, many tenants are carrying out maintenance work such as replacing fly screens and tap washers. For obvious reasons, maintenance cannot be carried out by tenants unless they are qualified in plumbing, electrical and security work.

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For further information contact your local Housing Management Centre.

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You should report all repairs and maintenance requirements direct to the Authority.

Telephone:
(03) 770 1099 All Hours

Open Door Policy

The Mornington/Gippsland Manager is Bruce Anderson
The Centre has an ‘Open Door’ Policy and would welcome a visit or phone call from you to discuss a housing matter.

CONFLICT

The opinion or assertion expressed in articles in “The Navy” are those of the authors and are not necessarily those of the Federal Council of the Navy League of Australia, the Editor of “The Navy” or the Royal Australian Navy.

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OUR COVER PHOTO

The South African Navy’s Ton class coastal minesweeper SAS Durban (SAM)

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THE NAVY LEAGUE OF AUSTRALIA

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A Slide into Disorder

The Peacekeeping role of the Defence Force

When this edition of THE NAVY appears Australia will have a newly elected government. It might seem that Viewpoint should contain some comment on what, if any, changes might be in for the defence establishment; publishing deadlines however require Viewpoint to be written with the election and certainly, in mid-February, the winter is not prepared to hazard a guess as to which way the winds might blow in the political storms that will be the sequel for the next three years.

It is safe to say there will be changes, but defence has been in the process of changing in many ways for years and this will continue whatever the results. To many people seem to think, those who manage the nation's security affairs are not oblivious to the great changes taking place in the world, and as ready as anyone can be to adjust to altered circumstances.

Although there are a number of differences between the defence policies of the Labor and Coalition parties, there are several important similarities; these include recognition of the vital importance of being able to control the sea and air to Australia (see note on Australian military strategy on page 126) and agreement that peacekeeping overseas is a legitimate and necessary task for the ADF.

Despite political and widespread community support for the ADF's peacekeeping role, there has been some criticism based on a claim that the ADF lacks sufficient contributions to world affairs. This is based on the fact that the ADF has not deployed personnel to the Middle East, an area of great importance to this country, and has not provided relief for that country's starving population. In addition, Australia has not contributed to the United Nations Peacekeeping Force in Somalia, helping to enforce the arms embargo on that country.

In recent years the United Nations has been involved in many peacekeeping operations around the world. These operations have included efforts to bring about a truce in the Middle East, a cease-fire in the Falkland Islands, and efforts to provide a just solution to the conflict in Afghanistan. Australia has borne its share of the cost of these operations, and has contributed personnel to several of them.

The ADF's peacekeeping role is significant, and it is important that the Australian government continues to support the ADF in this vital role. The ADF has a long history of providing a professional and dedicated response to international crises, and it is important that it continues to be able to do so in the future.

The peacekeeping role of the ADF is important, and it is important that the government continues to support it. The ADF has a long history of providing a professional and dedicated response to international crises, and it is important that it continues to be able to do so in the future. The ADF's peacekeeping role is significant, and it is important that the Australian government continues to support the ADF in this vital role. The ADF has a long history of providing a professional and dedicated response to international crises, and it is important that it continues to be able to do so in the future.
SECOND GUIDED MISSILE FRIGATE FOR W.A.

The guided missile frigate (FFG), HMAS DARWIN, will be homeported in Western Australia from December, the Minister for Defence, Senator Robert Ray, has announced.

The ship will join nine other commissioned vessels now based at the Navy’s Fleet Base West at HMAS STIRLING, south of Perth. The fourth and last FFG built in the United States, HMAS DARWIN was commissioned into the RAN in July 1984 and recently distinguished herself in the first, third and fifth RAN Gulf Task Force deployments enforcing United Nations Security Council sanctions against Iraq.

Senator Ray’s announcement of her basing in the west follows the homeporting of sister ship HMAS ADELAIDE in Western Australia last October (1992).

Senator Ray said that the arrival of DARWIN will bring the number of commissioned RAN units based in the west to 10. Apart from ADELAIDE, others currently homeported at HMAS STIRLING include the destroyers ex RAN Ships SWAN, TORRENS and DERWENT, HMA Submarine ORION, underway replenishment ship HMAS WESTRALIA, hydrographic survey ship HMAS MORESBY, and Fremantle class patrol boat HMA Ships BUNBURY and GERALDTON.

“The basing of DARWIN in Western Australia will represent a significant enhancement of the destroyefrigate force now at STIRLING,” he said.

Senator Ray added that about half the RAN’s major combatants will be based in WA by the year 2000, “and in the longer term will employ about 2500 Navy personnel at STIRLING and in WA based ships.”

“... The population has also grown steadily from about 500 and their dependants in 1984 to about 1800 plus dependants today,” he said, “and in the longer term will employ about 2500 Navy personnel at STIRLING and in WA based ships.”

Senator Ray added that about half the RAN’s major combatants will be based in WA by the year 2000.

The homeporting of DARWIN is a further demonstration of the Government’s and Navy’s commitment to the two-ocean basing policy,” he said.

LARGEST NAVY SHIP - NEWCASTLE REFIT

The Royal Australian Navy replenishment ship HMAS WESTRALIA arrived in Newcastle on Saturday 4th January to begin a four month refit with FORGACS Engineering Ltd.

The $3 million plus contract was awarded to Newcastle on Saturday 9th January to the ship with the equipment bound for the United States.

The vessel was recently scuttled in Moreton Bay (Courier Mail).

The first FFG homeported in WA, HMAS ADELAIDE towers over the DES HMA Ships DERWENT and SWAN (RAN).

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COOPERS PLAINS

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The Navy, April-June, 1993

The final moments of the BREMER, a landing craft built for the Army in WWII. The vessel was recently scuttled in Moreton Bay. (Courier Mail)

WASHINGTON CONTINUED

continued their own work-up program to prepare themselves fully for their support role to the Australian Army for the duration of Operation SOLACE.

Major Damage Control exercises, small arms training and Defence Team training has been a constant part of TOBRUK's daily activities. Morale is high, as everyone onboard is aware of the importance of their task and the hope that Operation SOLACE will bring.

On the 17th January HMAS TOBRUK rendezwoused with HMAS JERVIS BAY who on her return trip from unloading Army supplies and troops in Mogadishu, TOBRUK will transfer mail and some personnel to JERVIS BAY for the return to Australia via Singapore.

TOBRUK arrived in Mogadishu on 20th January and spent four days unloading and assisting the Australian Army. She will then sail down to Mombassa in Kenya to pick up more supplies for the Army in their continued support of this United Nations humanitarian mission. HMAS JERVIS BAY arrived on 12th January.

USS RANGER VISITS SYDNEY

The United States aircraft carrier USS RANGER sailed into Sydney Harbour, Saturday 9th January. Accompanying her was the guided missile frigate FFG DARWIN, which has a home port at Sydney.

The visit of USS RANGER is in line with the United States and Australia's continued cooperation in the defence area. The visit was extended to four days from her scheduled three-day tour due to last minute provisions on Saturday, a plan the United States military called "an extraordinary show of support for Australia.

The visit is the first official visit of an American warship to Sydney since the end of the Cold War era.

Austalian officials said the visit was a major event in the region, with the carrier expected to stay in Sydney until 20th January. The visit is expected to bring a significant boost to the local economy, with reports that the carrier will contribute to the local economy to the tune of $10 million.
Above USS RANGER arrives in Sydney Harbour (APRH Penrose)

Right USS CHOSIN (LSPH A. Gay)

Thousands of Sydney-siders flocked to harbour vantage points at North and South Heads, Cremorne Point and the Domain to witness the arrival of the 'Top Gun of the Pacific Reel' as she steamed up harbour to her berth in Woolloomooloo Bay. RANGER was manned by 5170 officers and men with an embarked air wing of 70 plus aircraft.

USS RANGER is the second USN "super carrier" to visit Sydney in two years. In May 1992, her sister-ship USS INDEPENDENCE berthed in Woolloomooloo Bay for the Centenary Sea Anniversary.

SINGAPOREAN AND AUSTRALIAN SAILORS PARTICIPATE IN WEST COAST DIVING EXERCISE

More than 40 clearance divers from the Republic of Singapore and Royal Australian Navies have participated in a 10-day clearance diving exercise in Bunbury, about 150 kilometres south of Perth.

Exercise AXOLOTL1/93 involved the efforts of 22 clearance divers from the RAN's Clearance Diving Team Four (CĐT4) and about 20 from Singapore Naval Diving Unit in mine counter measures and explosive ordnance demolition techniques.

A Navy spokesman said mining of ports is considered to be a problem of common regional interest and that AXOLOTL exercises helped to establish common procedures between regional forces to deal with the threat.

 prominently in the clearance of two ports in Kuwait of sea mines and a vast quantity of other ordnance including explosive body traps ashore, left in the wake of the retreating Iraqi troops.

Exercise AXOLOTL1 1993 finished on January 21.

"SILVER PLATTER" FOR HMAS PERTH

The Royal Australian Navy guided missile destroyer HMAS PERTH, commanded by CAPT Geoff Walpole, has been awarded the RAN's "Silver Platter" the Fleet Service Award in the "senior service" category.

Mr. Bill Galvin, President of the Catering Institute of Australia, presented the award to the ship's company on 21st January. For HMAS PERTH it was the second time the award has been won by any one RAN ship.

The "Silver Platter" was first awarded to an RAN unit in 1983 as an incentive to improve food service standards throughout the Fleet. The award takes the form of a wall plaque and is judged throughout the year by members of the Fleet Supply Staff. Finalists are then assessed during inspections by members of the Catering Institute who then select the eventual winner.

The Commanding Officer of NIRMBA, Captain Geoff Cole, thanking the Governor for presenting the trophy (won by NIRMBA for...
the second time) said “NIRMBA will retire from the contest undefeated”.

**MAJOR MARITIME EXERCISE**

More than 2,500 officers and men, manning eleven Australian and New Zealand naval ships sailed from Sydney on Monday, 8th February to conduct joint maritime and air exercises off the New South Wales coast.

The eight RAN and three RNZN ships included three guided missile destroyers (PERTH/HOBART/BRISBANE), two guided missile frigates (SYDNEY/MELBOURNE), two destroyer escorts (DERWENT/TORRENDS), two frigates (CANTERBURY/WAIKATO), a submarine (OVENS) and two oilers (SUCCESS/ENDEAVOUR).

During the war phase the ships were joined by RAAF and RNZAF aircraft plus “live” firings of naval guns, missiles, torpedoes and helicopter operations at sea. The Fleet Concentration is designed to test and evaluate the operational readiness of the crews in a “high pressure” environment.

**SYDNEY MONUMENT**

The Royal Australian Navy has officially “recommissioned” the famous mast of the first HMAS SYDNEY, on Bradleys Head at Mosman. The mast had just completed a major restoration, as part of an appeal to restore the “fighting top” of the First World War light cruiser. More than $100,000 was raised by the Navy to ensure the mast would stand on the shores of Sydney Harbour well into the next century. First erected on the headland in 1934 by the Mayor of Mosman the mast was last refurbished during the 1960s. The 1992 restoration ensures the visual significance of the site will not be lost to the current generation of sailors and users of the Harbour and foreshores. To commemorate the occasion a brief ceremony was held from 10.45 to 11.30.

The first HMAS SYDNEY won the RAN's initial battle honours in the First World War when she sank the German raider SMS EMDEN at the Cocos Islands, en-route to the Mediterranean with the First AIF convoy.
TOP AWARD TO HMAS HOBART

The Governor of Australia, Mr Brian Hawke, presented the Navy's top efficiency award to the guided missile destroyer HMAS HOBART. HOBART was awarded the Gloucester Cup for most efficient ship in the Fleet in 1992.

The ship also displayed another major Fleet awards for proficiency in gunnery/missile firing, communications, anti-submarine warfare and combat systems operations. These awards were also presented by the Governor General.

The Gloucester Cup was received by the Commanding Officer, Captain Mike Jones, RN, on behalf of the crew of HMAS HOBART, who had been a busy year for the ship. She took part in commemorations marking the 50th anniversary of the Battle of the Coral Sea, and several major fleet exercises, the highlight being RIMPAC '92 held off San Diego.

EXPANSION OF SUBMARINE FACILITIES

The Minister for Defence, Senator Robert Ray, announced on 5th February that the Collins submarines were coming into the west. The new submarines were expected to be delivered to the Western Australian Navy.

The project was expected to be completed in 1998, and the submarines were expected to be homeported in the west. The total cost of the relocation was expected to be about $13 million. Senator Ray said, "We could have destroyed Blue Force on the first day out but it was not until virtually the last day that the constraint was lifted." About 180 Australians, New Zealanders and Canadian naval rear services were also involved in Naval control of shipping.

"It was a considerable task to establish what merchant shipping was entering and moving through our waters," he said. "There was considerable interest within the Merchant Shipping community and we received a response from every (Merchant Shipping) company in New Zealand within 48hrs of notifying them of the exercise." Cdr Moir added that 19 large ships had been led through mythical minefields.

The Maritime Commander Australia, Rear Admiral Wills, was asked for justification for this type of exercise "when most military commitments seem to be for peace-keeping and disaster relief," Cdr Moir said. "If you train for peace keeping and disaster relief then, when something else comes along, you won't be able to do it.

"The Force Commander for Tasmanex 93, Commodore Richard Moore, said that from his point of view the exercise had been a period of tension but constraint. "Most of the time Orange Force was under very strict constraints," he said. "We could have destroyed Blue Force on the first day out but it was not until virtually the last day that the constraint was lifted." About 180 Australians, New Zealanders and Canadian naval rear services were also involved in Naval control of shipping.

"It was a considerable task to establish what merchant shipping was entering and moving through our waters," he said. "There was considerable interest within the Merchant Shipping community and we received a response from every (Merchant Shipping) company in New Zealand within 48hrs of notifying them of the exercise." Cdr Moir added that 19 large ships had been led through mythical minefields.

TASMANEX 93

Tasmanex 93 ended on 25 February with the entry of 15 Australian and New Zealand ships to Auckland and flypasts of the governor general. The exercise was intended to provide practice to help the Defence Forces meet the test of time. The exercise was a great success, the highlight being the entry of 15 ships into Auckland.

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The South African Navy, which celebrated its Seventieth Anniversary during 1992, has a proud record of achievement both in war and in peace. In this article, Commander Allam du Toit RN, whose recently published book South Africa's Fighting Ships is reviewed in this issue, traces the development of the South African Navy since its formation in 1922.
In addition to their brave exploits on the supply run to the besieged Australian troops at Tobruk, South African vessels in the Mediterranean theatre also played a notable part in later operations along the North African and Levant coasts and in the final phase of the Italian and Adriatic campaigns.

On 1 August 1942, the rapidly growing SDF, and the RNZVS, which had grown to unprecedented levels, amalgamated to form the South African Naval Forces (SANF). From that date, all members of the RNZVS served with the Royal Navy throughout the world, automatically becoming second members of the new SANF.

In October 1942, the enemy launched widespread submarine attacks on shipping using the routes round the Cape which were of vital importance to the Allied cause. Thirteen ships were sunk in the first four days of the offensive. Whilst maintaining anti-submarine patrols at the entrances to South African ports, SANF ships also took part in coastal anti-submarine operations throughout the offensive. In all, 133 merchant ships, totalling 743,544 tons, were sunk within 1,000 nautical miles of the South African coast during the war by submarines, whilst only two U-boats were destroyed.

The original functions of the SANF became more varied as the war progressed. Two SANF escort groups, under British operational control, operated in the Indian Ocean between Durban, Mauritius and Keral in East Africa between 1943 and 1945, and in early 1945, SANF representation in the war was widened by the dispatch of two vessels to Eastern waters. In addition to this, the SANF also manned two British River class frigates in the Indian Ocean during the closing stages of the war.

The greatest development in the wartime SANF occurred in mid-1944 when the British Admiralty presented three Loch class anti-submarine frigates to the South African Government. The first two units, GOOD HOPE and NATAL, were employed in British waters and in the North Atlantic during the final days of the war in Europe. NATAL, which had the distinction of sinking a German U-boat whilst on trials, the only Allied ship ever to achieve this unique feat, also served in Eastern waters during the closing stages of the war against Japan.

In addition to vessels of the SANF, 7,660 officers and 21,511 ratings were seconded to the Royal Navy. As a result, "Springbok" sailors served in just about every type of ship and took part in nearly every major naval operation of the war. A number made the ultimate sacrifice, and significant South African losses were sustained when the NEPTUNE and GUINEA WIFE were sunk by the Japanese in the Mediterranean and the DORSETSHIRE and HERMES were sunk by Japanese warships in the Indian Ocean.

The greatest development in the wartime South African Naval Process occurred in mid-1944 when the British Admiralty presented three newly converted anti-submarine frigates to the South African Government. Pictured here is HMAS TRANSVAAL in the Clyde in May 1945. After the war, she subsequently paid a highly successful visit to Australia during January 1951 to attend the Commonwealth's Jubilee Celebrations (Cmd H. E. Fougstedt).

12 The Navy, April-June, 1993
As part of the extensive naval modernisation programme instituted in the mid-1970s, it was decided that South Africa would acquire six Reshef class fast missile-carrying strike craft which were considered to best meet the SAN's operational requirements. What the first three units were built in Israel, all subsequent vessels were built by Sandock-Austral in South Africa.

The four River class coastal minehunters, which entered service in 1981, are propelled by two ZM40 engines and are equipped to provide excellent manoeuvrability and quietness of operation. Pictured here is SAS UMKOMAAS.

...
reconciled on the all-embracing mandatory arms embargo which was tabled and accepted by the United Nations in November 1977. Whilst the three strike were identified in Paris, cancelled the sale of the corvettes and submarines leaving the SAN with no reserve for new ships.

As a result of the embargo, the SAN was left with an elderly fleet of anti-submarine vessels which could not be replaced except through the costly option of local development and construction. To make matters worse, the SAAF faced a similar problem without a replacement for their ageing Shackletons. The SAN was consequently forced to abandon its role as a pro-West "Guardian of the Cape Sea Route", and from 1978, concentrated entirely on the protection of South Africa’s coastline and maritime interests.

The outcome of the arms embargo was a special period of growth for the South African arms industry, including the local construction of six Minister class missile armed strike craft — similar to those supplied by Israel — between 1978-82, as well as new River class corvettes to supplement the existing Ton class vessels, and more recently the replenishment vessel SAS DRAKENSBERG. These programmes have produced substantial technical, economic, and strategic benefits, and most importantly of all, have placed South Africa firmly on the road to designing and building submarines and corvettes locally to meet the SAN’s future needs.

At the same time, in line with its new direction, the Navy’s “blue water” capability all but disappeared with the final passing of the war-built Loch Type 15 and W classes follow suit by the end of the decade. STEYN which was stripped for spares and the PRESIDENT KRUGER which was sadly lost after collision with the TAFELBERG off Cape Point in 1978. The sole surviving frigate in the SAN, the PRESIDENT BADE, which had been retired from service in 1980 with the withdrawal of her operational reserve in 1985 principally for economic reasons, and is currently listed for disposal.

With the introduction of the strike craft, a valuable operational asset and base facility was established at Salisbury Island in Durban. Other developments during this period included the conversion of the SAN’s three remaining submarines into minewarriors, the extensive upgrading of the TAFELBERG patrol vessels, and the support amphibious operations and the reappearance of a Marine Branch in 1979 primarily for harbourside and coastal security reasons.

As part of a force rationalisation programme intended to improve the effectiveness of the SAN, a number of ships were approved for decommissioning. These included six Ton class mine countermeasures vessels and all five Ton class mine countermeasures boats. At the same time, the SAN’s command structure was also reorganised, with the three area and three functional commands being replaced by an Eastern and Western naval command, with headquarters at Durban and Silvermine, respectively.

As a result of much reduced defence commitments and the political shift away from security to welfare, an extensive rationalisation programme for the entire SANF, involving drastic cut-backs and cut-downs, was announced in January 1991 to reduce state expenditure in the interests of the new South Africa and all its people. In the case of the Navy, the Marine Branch and a number of bases which were established to accommodate its harbour protection units, were closed down to enable the Navy to concentrate on its traditional seagoing role. In addition to this, the control of the navy was centralised at SA Navy Headquarters in Pretoria, the two area commands — Naval Command East and Naval Command West, were disbanded and a number of other units were restructured, scaled down or consolidated. This painful restructuring and rationalisation process, which necessitated the retrenchment of about 2,400 uniform and civilian personnel of all ranks, resulted in a substantial reduction in the SAN’s operational capability.
The Force Structure Review, which included the decision to abandon further construction of Bay class inshore minehunters and build coastal minehunters instead, assumes that the coastal minehunters will meet the need for mine-sweeping. Thus, the craft of opportunity programme, for converted fishing vessels and tugs to serve as auxiliary mine sweepers, should be discontinued.

Until the coastal minehunters enter service, the auxiliary mine sweepers (three small fishing vessels and two larger "tug" type) would remain in service as the RAN's interim Mine-Sweeping Force. With the two Bay class inshore minehunters and the clearance diving teams, the auxiliary mine sweepers are to provide the RAN with a mine warfare capability until the coastal minehunters enter service. As a result of the two-year delay, the interim minesweeping force will have to remain in service for markedly longer than had been intended.

The clearance diving teams are an important part of the RAN's mine warfare capability, not least because of their participation in the Gulf War and subsequent mine clearance operations. The CDTs are the only part of the RAN's mine warfare group which has "real" war experience. Now they have a fully capable minesweeping system, the Atlas Elektronik MWS80-5, with the DSQS-11 hull mounted sonar, the Bay class inshore minehuniers RUSHCUTTER and SHOALWATER were fitted with these tools in the Troye shipyard. The excellent performance of the CDTs is entirely due to the foresight and unailing efforts of Rear-Admiral Sir William Clarkson, C.M.G., K.B.E., M.L.N.A., third naval member, director of transports and controller of shipping. This important step in Australian shipbuilding carries with it the following records:

1. The entire vessel, including all details, was designed in Australia.
2. The largest vessel constructed south of the equator.
3. The construction was carried out in five and a half months.
4. The work proves that Australia is capable of entirely constructing large vessels from the raw materials of the country.
5. The launching ceremony was held on the 10th April, 1919 at Sydney, on the 10th April, marked the most important step taken in the ship building industry of Australia. The launching was entirely due to the foresight and unailing efforts of Rear-Admiral Sir William Clarkson, C.M.G., K.B.E., M.L.N.A., third naval member, director of transports and controller of shipping.
Great width of the hatches. It was decided to make the hatch covers each carriage of special cargo or live stock if necessary. On account of the width, each 7 in. x 12 in., capable of lifting 11 tons at the rate of 250 tons per minute. Eleven cargo derricks are fitted, each capable of taking a 5 ton load. The engines and boilers, except the pressure parts, which are being made by Messrs. Hawke and Co., Kapunda, South Australia, and the tubes (which are being imported), are being built at Cockatoo, the auxiliary engines are being built by firms scattered over Australia, viz., Messrs. Robinson Bros. of Melbourne, who are supplying circulating pumps, electric engines, excavator, and fan engine, Messrs. Kelly and Lewis, of Melbourne, main feed pumps and oil fuel pumps; Jorgenson and Sons, of Bendigo, Vic., the steering engine; Welch, Perrin and Co., of Melbourne, the bilge and ballast pump, the Perry Engineering Company of South Australia, the warehouses, capstan and ashpit, Gibson, Battle and Co., of Sydney, the oiling machines; Mort's Dock and Engineering Co., of Sydney, the general service pump and forges for the propeller and crank shafts, and Messrs. H. P. Gregor and Co. of Sydney, the fresh water pump. The anchors being manufactured by Chas. Rowett Pty. Ltd., of Melbourne, all ship's cooking appliances by James Ward Ltd., of Sydney, while the government dockyard, Newcastle, have supplied a number of cast iron pipes.

Propelling Machinery.

Concerning the propelling machinery, this is of the latest type in accordance with the best practice for this class of vessel, and is capable of developing 2,300 h.p. under normal running conditions. Steam is generated in four water tube boilers of the Babcock and Wilcox type, having a heating surface of approximately 9,600 sq. ft., and grate area of 233 sq. ft. The tubes are of 4 inch diameter and the evaporative capacity in the neighborhood of 37,000 lbs. per hour at 180 lbs. boiler pressure. The boilers are supplied with air upon the Howden principle of forced draft, and furnaces are designed to deal with coal even when the latter possesses low calorific value and high percentage of ash. The furnace is carried to a height of some 78 ft. above the fire grate. 7 ft. 6 in. diameter, and fitted with an outer casing. The brickwork is composed of standard bricks in order to facilitate renewal as necessary. Requisite steam space is provided inorder to prevent priming in boilers by the use of a 3 ft. 10 in. diameter steam chest, and provision is made by internal means to check undue corrosion.

The engines are of the inverted type triple expansion (condensing). The diameters of the cylinders are h.p. 26 in., m.p. 34 1/2 in., and i.p. 67 in.; stroke, 48 in.; a piston valve is fitted to the h.p. cylinder, and balanced slide valves to m.p. and i.p. cylinders. Separate lines are fitted to h.p. and m.p. cylinders. The columns and stokehold are of the box section. The crank shaft is of the built-up type and three interchangeable sections, the diameter being 13 3/4 in. The crank web is case steel of special design and quality. The pistons are all cast steel, conical in section, and fitted with cast iron piston rings. The connecting rods were forged from solid ingots, as was also the main shafting. Revering gear is of the all-round type and can be operated by steam or hand power. The dependent pumps driven from the main engine are — Edward's air pump 20 in. diameter, stroke, 24 in.; and two bilge pumps 4 in. diameter, 24 in. stroke, lubricated by a 24 in. stroke pump. The condenser is of the return flow type, having approximately 2,300 sq. ft. of surface. The tubes are rolled naval brass of the standard 10 ft. length and 5/8 in. in diameter fitted with gland ferrules. The casing is built up of steel plate. Both steam and hand turning gear is provided. The reversing and turning engines are 6 in. diameter, 7 in. stroke. The thrust block is of the Michell design, one collar only being necessary to take the thrust of the engines. The collar runs in a bath of oil.

Several new features are introduced into the machinery, including safety valves of full bore type, as fitted in all Admiralty vessels, and main regulating valves with superheated jet valves.

Concerning the auxiliary machinery, the collier is very completely equipped with the following items under this heading, all of which have been manufactured in Australia:

- Main feed pump, 12 in. dia. x 10 in. stroke, auxiliary feed pump, 12 in. dia. x 12 in. stroke, bilge pumps, 12 in. dia x 10 in. stroke, steering engine, 8 in. dia. x 8 in. stroke.
- Electric light engine, 7 1/2 in. dia. x 5 in. stroke, ash hoist, 3 in. dia. x 5 in. stroke, capstans (2), 5 in. dia. x 12 in. stroke, winches, 9 1/2 in. dia. x 10 in. stroke; cooking valves (8), 7 in. dia. x 12 in. stroke.
- Auxiliary condenser, 680 sq. ft. of cooling surface.

The main engine feed pumps draw from the hot well and discharge to the heater. Feed water gravitates from the heater to the main feed pumps and is then discharged to the boilers. Filtration is effected between main engine feed pumps and heater. A system of by-passing is also arranged. Feed water can be introduced to boiler either from main engine feed pumps, main feed pumps, or general service pumps.
An Interview with John Winton

John Winton's prowess as a maritime historian is equalled only by his skill as a novelist. Over thirty years, this ex-officer has produced a number of novels, all dealing with various aspects of naval life. His history books continue to gain critical acclaim. Despite his success with his books, he is an unusual author: he has written a large number of non-fiction works but has also produced a number of novels, all dealing with various aspects of naval life.

A typical Winton history book is Carrier Girouges, released in 1986. It is a strange story, the tale of a British aircraft carrier sunk in World War II, sunk on a clear day along with her two escorting submarines. The novel is a panoramic study of the Victorian lower-decks in the Life of a Sailor. Winton has not confined his historical works to WWII. His history books continue to gain critical acclaim. Despite that, his books are written "from start to finish..." and are as complete a history of the incident as anyone could wish for. Yet this is only one of Winton's many books, for he has written a large number of novels, all dealing with various aspects of naval life.

In 1963 Winton left the Navy to become a full-time writer. He had served in a variety of capacities, amongst them being HMS EAGLE, HMS BIRMINGHAM and the submarines SPRINGER, ACHERON and EXPLORE in the Korean War and the Suez Crisis, and over some 25 years he had gone on to write a number of books, none of which was a success. Winton's principal characters can be identified with himself. "I did, in fact, identify with myself for a Polaris XO to a women's role in the naval air force," he recalls. "When a decision has been reached he speaks out firmly with the air of authority that must follow the politics and perils of a commander's appointment to an area: naval history."

An Interview with John Winton: the novel The Good Ship Venus, which followed up the adventures of the new submarine At port one day he had sent away the time Winton was an officer serving in a submarine, the vessel was sunk in the Straits of Gibraltar. Winton had a manuscript to a publisher. Eventually a publishermathrmer was found for his manuscript, which caused the First Lieutenant to scratch his head. "Very interested in publishing your book. Please call." The novel was released a year after the First Lieutenant had settled in the life of a sailor. Winton's principal characters can be identified with himself. "I did, in fact, identify with myself for a Polaris XO to a women's role in the naval air force," he recalls. "When a decision has been reached he speaks out firmly with the air of authority that must follow the politics and perils of a commander's appointment to an area: naval history."
New Diving Launches

A contract for the construction of three new 20 metre Diving Launches for Clearance Diving Teams One, Two and Four was placed with a West Australian Company during October 1992. All three craft are currently scheduled for delivery to the RAN during mid-1993.

PREVIOUS RAN CRAFT NAMED SEAL, PORPOISE AND SHARK

SEAL (I) which was transferred to the RAN from the Army Water Transport forces during World War II was allotted to the diving branch in 1945. She subsequently served as a diving boat for 25 years before being retired from service in 1968.

PORPOISE (I) The 200 ton Concrete Ammunition Lighter (CAL 207) was modified to a Diving Barge in 1955 and renamed PORPOISE. Her conversion included the addition of a classroom and the installation of a derrick post to assist in diving operations. When completed PORPOISE was towed to a mooring off Clark Island in Sydney Harbour. She was not commissioned. She was subsequently laid up during the early 1970s and finally sold in the early 1980s.

SEAL (II) and PORPOISE (II) During 1965 it was decided to purchase three second-hand Royal Navy HAM class inshore minesweepers for conversion to Diving Tenders. Two boats, POPHAM and WINTRINGHAM, were acquired in May 1966 and a third boat, NEASHAM, in March 1967. Of the first pair, WINTRINGHAM was converted by Halvorsen's and renamed SEAL II on entering service in December 1968, whilst NEASHAM remained laid up at Garden Island until 1972 when she was taken in hand for conversion by Storrs and Keers of Balmain. Renamed PORPOISE, she was handed over on 13 June 1973. As conversion costs for the first pair proved substantially higher than originally expected, the third unit, POPHAM, was not converted. She remained laid up in reserve before being listed for disposal in December 1975.

SEAL and PORPOISE subsequently served as diving tenders and navigation training craft until 1989 where they were finally withdrawn from service and disposed of after reaching the end of their useful lives.

SHARK

The 11.5 metre Naval Auxiliary Patrol (NAP) vessel SHARK was requisitioned for naval service on 17 July 1942. Armed with a 303

Above: DTV PORPOISE II at the Pittwater Torpedo Range in 1981. (R. Gillett)

Right: NAP patrol boat HMAS SHARK (RAN)

Vickers machine gun and four Mk 7 depth charges, she entered service on Sydney Harbour on 25 August the same year. SHARK, which was purchased outright by the RAN in April 1944, finally paid off on 27 August 1945. She was subsequently sold back to her original owner in 1946.
COASTAL DEFENCE GUNS
OF ANOTHER ERA

by VIC JEFFERY, Naval Public Affairs Officer

Many visitors to Rottnest Island, one of Western Australia’s most popular holiday and tourist resorts, have no idea that the island was the main obstacle to Japanese seaborne attack or invasion in the west during World War Two.

An unsinkable fortress located 20 kilometres off Fremantle, the island boasted two 9.2-inch and two 6-inch guns plus a number of anti-aircraft gun emplacements.

Today the two remaining 9.2-inch guns on Rottnest Island are a grim reminder of the threat of Japanese attack in World War Two. When Australia’s coastal artillery was completely disbanded in 1963, the two 9.2-inch guns were purchased by the far-sighted Rottnest Island Board for the princely sum of a shilling (10 cents) each!

At that time the guns, which had been in combat storage since 1945, were still completely intact and capable of being fired. Since then the guns have been pillaged and vandalised with souvenir hunters removing movable parts.

When handed over, they were still under the scraper’s torch by the early 1960s. Two of only three 9.2-inch guns still mounted in their emplacements in the world, the third being at Gibraltar, they were the centrepiece of the Fremantle Fixed Defences Coast Artillery Batteries to protect Australia’s major west coast port and the City of Perth.

Known as the Oliver’s Hill Battery, they were considered an engineering feat when they were erected with their associated works including tunnels, engine rooms, control and shell magazines, first aid casualty stations, battery and fortress plotting room, hydraulic pump chambers and air compressors - all underground.

Setting up the Rottnest Island gun emplacements was a formidable and challenging task for the army engineers as all materials and equipment had to be brought in by sea from the mainland.

There was no heavy machinery on the island, few roads and inadequate water storage facilities.

An initial survey of the island was carried out in 1933 and the following year detailed planning for the batteries commenced.

Construction commenced in earnest in 1935 and two old vessels, the motorised barge AGNES and the forty-FOOT SHIP WARE was used to transport the many thousands of tons of materials needed for the massive works program.

A narrow gauge railway was one of the first construction requirements and it snaked its way around the island. Commencing from an army jetty located near the Kingstown Barracks, servicing the Oliver’s Hill Battery with a spur line veering off to the 6-inch former naval guns of Bickley Battery on the southern tip of the island.

Two petrol locomotives were purchased, one a converted 1914-1918 four-wheel-drivetrolley and the other a modified tractor with rolling stock recovered from the site of the ill-fated World War One abandoned Henderson naval base project on the mainland south of Fremantle.

Army sappers and gunners toiled long and hard alongside civilian contractors and day labourers to erect the fortifications and install the guns.

Water supplies was, and still is a ongoing problem today on Rottnest Island. A bitumen catchment area with a capacity of five million gallons was erected at Mount Herschell pre-war.

The Bickley Battery 6 inch gun barrel which saw service aboard HMMS MELBOURNE in the Great War

New on display at the former Kingstown Barracks (V. Jeffery)
A new communication cable was laid between the mainland and Rottnest Island in 1935, replacing a deteriorated cable system. Even with the growing war clouds gathering, the peaceful surrounds of the island must have made the threat of conflict seem a world away. It took some three years to construct the gun emplacements and associated facilities.

When completed in 1937, the Oliver's Hill battery of two modern 9.2-inch guns had a limit of 35 degrees elevation and could fire a high explosive armour-piercing shell 35.5 kilometres with an effective fighting range of 28.5 kilometres at a maximum rate of three rounds a minute.

A tall concrete building still stands near the Wadjemup lighthouse on Rottnest Island. It housed the battery and fortress observation posts, and sprinkled around the tranquil island you can still see the remains of often overgrown concrete observation posts.

It took 11 gunners to operate a 9.2-inch gun with another team of 1 men always on stand-by to help move the ammunition up to the gun and to hand-operate the gun if the power system failed.

Under normal power operation five men were needed in the revolving gun house or turret, including the sergeant in command and six men in the gunpit for ammunition supply.

The two 9.2-inch guns, with their 11.2 metre long barrels, had a 360 degree arc of fire and they could have been brought to bear on the mainland if necessary.

In fact during World War II two fire control data was prepared for this eventuality. Fortunately the guns on Rottnest Island were never fired in anger, but were removed for their accuracy shelling targets with radar assistance.

When the 9.2-inch guns were proofed in 1938 with full charges, the blast blew out a number of shutters and windows in nearby army huts. It’s reported that an army cook went bonk and was seven hours before he emerged from the dense thicket!

Oliver’s Hill Battery’s strength was 160 all ranks with Rottnest boasting more than 2500 servicemen and women on the island during the dark days of 1942.

Located on Rottnest Island was the Navy’s Port War Signal Station which challenged all ship approaching the bustling wartime port of Fremantle with the coastal large guns training west of Rottnest Island, also at night.

2500 servicemen and women on the island during the war.

Fremanile with the coastal large guns training.

Kingstown Barracks. There have been claims of the German commerce raider KORMORAN being seen in the lee of the island rather than make her presence known in Fremantle during 1940. All her communications were passed through Kingstown Barracks.

There have been claims of the German commerce raider KORMORAN being challenged off Rottnest in 1941 and the mysterious disappearance of a number of people from the island during the war - including the island commandant, Colonel H. Kuring.

Then of course there was the night when the guns of Bickley were tampered with and another occasion when gunners watched what appeared to be a ship on fire art sea to the south west of Rottnest Island, also at night.

Today one of the 9.2-inch guns (H1), has been restored as a tourist attraction by army engineers and volunteers with plans underway to restore the other gun, H2.

The long hidden underground tunnels have been restored with new lighting erected and plans to restore more of the above and below ground facilities including the railway.

The two 'mothballed' 6-inch guns of Bickley Battery which saw service on the World War One RAN (Light cruisers HMAS BRISBANE) which had been cut in half were re-joined by an army workshop on the mainland and returned to Rottnest Island.

After cutting one gun barrel in half, it was obviously considered too costly an exercise and it was left. The second barrel was burned in the sand nearby.

Salvaged for refurbishment by the Australian Army, the intact barrel (ex-HMAS BRISBANE) was mounted outside the Army Museum in East Perth while the second (ex-HMAS MELBOURNE) which had been cut in two was re-joined by an army workshop on the mainland and returned to Rottnest Island.

Today this barrel is on display near the former Kingstown Barracks parade ground, the barracks having been handed over to the WA State Government in 1984 and renamed the Kingstown Environmental and Education Centre.

The two remaining 9.2-inch guns, today a most popular tourist attraction, still point aggressively seawards, seemingly guarding the memories of a past era.
Over the past twenty or so years many books have been published on the history of naval warfare. This includes books by former South African naval officers and historians, such as A. K. du Toit. His book, "South Africa's Fighting Ships," is a comprehensive guide to the history of the South African Navy from its inception in 1905 to the present day.

The book is written in an accessible style, making it suitable for both naval historians and general readers. It covers the development of the South African Navy, from its early days as a small coastguard to its role in modern times, including the modernization of the fleet and the deployment of modern weapons.

The book includes information on the various classes of ships, including destroyers, frigates, submarines, and auxiliaries. It also provides details on the role of the South African Navy in various conflicts, including World Wars I and II, and the various operations in which the South African Navy has been involved.

Overall, "South Africa's Fighting Ships" is an excellent resource for anyone interested in the history of the South African Navy and its role in modern naval warfare.

Reviewed by Ross Gillett.

This compact book has been published by Maritime Press since the late 1970s as a simple, easy-to-read guide to the Royal Navy. In the book, the author describes the Royal Navy via photos, brief facts and data, and a selection of the earlier craft. Whilst in part it could be argued that this is due to the records being incomplete, it could be the reason for not including detailed descriptions of submarine training, employment of submarines in modern warfare and some detail on life on a submarine. All of these could have been included by drawing on books written by former Royal Navy personnel.

While the book only included a small number of technical terms, it does present a readable and interesting picture on Australia's naval history and defence. Unfortunately, it has not fully lived up to its potential. However, for those interested in the history of the Royal Navy, this is a welcome addition to the growing number of publications on Australia's naval history and the quick and interesting picture of the Royal Navy's service.

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"HOSPITAL SHIPS"  
by Rupert Goodman  
Published by Botarong Publications  
12 Brookes Street, Bowen Hills, Queensland 4006  
RRP $34.95  
Reviewed by Vic Jeffery  
"Hospital Ships" is a unique book as it covers the changing role of hospital ships from the days of Sir Francis Drake in the 16th century to the recent Gulf War.  
Containing 61 photographs, this book details Australia's First World War hospital ships before covering the careers of the Second World War MANUNDA, WANGANE1.LA, CENTAUR and ORANJK.  
For centuries the hospital ship has been a long range ambulance, transporting battle casualties from theatres of war to general hospitals or to their homeland.  
The hospital ship's role changed recently with the Vietnam, the Falklands and the Gulf conflicts seeing it used more as an offshore hospital where definitive care could be undertaken immediately.  
Although international agreements such as the Geneva and Hague Conventions gave hospital ships of all nations special immunity from attack providing they met certain conditions, these agreements were not always honoured.  
The First World War saw 11 British hospital ships torpedoed and sunk by the Germans with a tremendous loss of life.  
In the Second World War, Australia's hospital ships were not immune to attack from the Japanese with the bombing of MANUNDA during the first aerial raid on Darwin in 1942 and the torpedoing of CENTAUR off the Queensland coast the following year.  
There could be no question that this important book fills a void in Australia's military history. Highly recommended.

WARSHIP 1992  
Edited by Robert Gardiner  
Published by Conway Maritime Press  
Reviewed by John Martinez  
The 1992 edition of Warship is an update of its predecessors and includes a number of naval articles on a wide range of subjects. As such it is reliant on the purchaser being interested in several ankles to justify investing in the publication.  
For those with an interest in the RAN, there is a short article on the loss of AEI as well as a number of photographs of RAN warships, notably Yandora, HMAS SYDNEY, KORMORAN, Second World War Cruisers and Later the Dreadnought. The LE HARDI Class (French destroyers), Second World War Cruisers - War Armour Really Necessary, Allied Warships in German Hands, Romanian Submarine Operations in the Second World War, KORMORAN, Second World War Cruisers - War Armour Really Necessary, Allied Warships in German Hands, Romanian Submarine Operations in the Second World War, KORMORAN, Second World War Cruisers and Later the Dreadnought. Overall, the 1992 edition is probably the best that has yet been produced in this series and is recommended.

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