COVER PRICE INCREASE

We regret that it has been necessary to increase our cover price due to substantial increases in printing and distribution costs. This is our first increase for 5 years although our costs have more than doubled in that time.

CONTENTS

Viewpoint ...................................2

CORAL SEA 92 ..........................5
- Highlights and Photographs
- Townsville Commemoration

Naval Matters .........................15

Kangaroo 92 ...........................16

Newcastle launched .............18

Naval News ............................19

Australia to the Rescue ........23

USS PROTEUS
- 50 Years Old and
still going strong ........24

Book Reviews ..........................26

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CHANGES IN THE MARITIME SCENE

In the course of an address to the Melbourne Branch of the Company of Master Mariners recently, the writer reflected on some of the changes he had observed in the shipping industry and the navy during his term as Federal President. The Navy League - the following is an edited version of the address.

When I took up office in 1971, the days when P&O and Orient Liner could be seen at Station Pier every day were over. The large passenger ship and the other outward bound, had passed for ever. P&O and Orient had joined forces, but "Orient" was about to be dropped from the name.

Nevertheless, they still maintained a regular UK/Australia service that became more and more irregular as the jet aircraft edged those ships out of the coastwise trade. Indeed, most of them ventured into the Far East, which is a shrewd move for P&O, but out of business, I suppose, is a form of business, and very profitable, but it is not quite the same.

The era of containerised and specialised cargo ships had just begun and with it came many changes.

As a boy, I knew of Melbourne very well. My grandfather was the Chairman of the Melbourne Harbor Trust (as it was then known) for many years, and every weekend, I accompanied him as he inspected some part of the port he was largely responsible for designing.

It is a very different port today, with most of the changes taking place over the past 20 years. The specialised cargo ships saw to that. All ports have had to change, some adapting much more quickly than others.

One factor that has changed in the ports - in layout and facilities - has been the growth of container ships. They have increased enormously, particularly tankers, and ships such as the Matson-Maersk have lost their grace and look like floating apartment blocks.

Technological developments also engine rooms to be controlled from the bridge. But ships have not only reduced the need for tugs for berthing and unberthing. They have reduced the number of men at sea as well as on land, the less we still have to learn is what to do with the people displaced.

The decline of the traditional professional divisions - seamen, engineer-room, cooks and stewards and so on, has started to disappear and, to some extent, has the social structure of the ship's company.

One cannot avoid reference to union influence in our Australian maritime history.

There can be no doubt that unions have had an considerable influence on the industry over the years. Their efforts, particularly in the building of ships and the improvement of working conditions, are well recognised. However, this assertion seems doubtful, for few of our students of the period are aware of the many to query the ability of the ADF to adequately protect their industry.

In my time, there have been subtle changes in the military forces of allies. Rather, the need was for a change to the way ship designs were being developed to cope with new forms of attack. One paragraph, however, I felt was particularly pertinent. It read: "Throughout history, we have seen cycles where offensive systems dominated defensive systems, and then the reverse: where the surface combatant has been threatened then prevailed. This is no reason to believe that this (present phase) will prove any different."

You will note the term "surface combatant" in the quotation. I hope our defence planners will not forget the vulnerability of merchant ships and that the emphasis of this phase of naval operations rests on the safety of merchant ships when threatened."

GEORGE FINCH
Federal President

The National Flag

While rarely portrayed as such, one of the most regrettable political developments in recent times was the decision of the Australian Parliament, in 1901, to adopt the Union Flag.

The Federation of the 6 Australian colonies required a special flag for use on board vessels of the Federation. The Federation of the 6 Australian colonies required a special flag to distinguish the nation, one important reason being to enable the new nation to participate in international affairs.

At Federation, the first Union Flag created was to be known as the "Southern Cross" flag. It displayed the Southern Cross on the right hand side, the Union Jack at the top and the Star of Federation with its seven points - one for each of the six States and one for the Territories. The selected Australian National Flag was first flown on 3 September 1901 at the Exhibition Building in Melbourne.

For many years the blue version was regarded as an official flag, flying at half mast, as in the case of the death of a member of the British Royal family, or hoisted on flagpoles on most ships. The red merchant flag was often flown privately on land. However, in 1941, the Prime Minister, Mr Menzies, extended recognition to the red merchant flag.

Since 1901 it has been flown proudly by our armed forces and overseas missions, but its significance seems to be diminishing. One of the reasons underlying this decline is the increasing emphasis on the use of the red merchant flag as the symbol of the nation. It is not quite the same as the Union Flag, but it is more in keeping with modern times.

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prevailing in other countries. Again it is argued that our flag is often confused with that of New Zealand. This argument seems to have some substance, but there are many who consider that this is more a problem for New Zealand than for Australia.

Strong views against change are held by many of our citizens who consider our flag to be beautiful, very distinctive, part of the fabric of our society and indicative of our past history, origins and culture. Emotions run high, particularly among many ex-servicemen and women whose relatives and friends, for many soldiers, sailors and airmen have fought and died for Australia under our flag in the many wars in which we have taken part in the last 91 years. To them, the presence of the Union Flag in our flag is a reminder of the origins of the early citizens who discovered, formed and developed the nation. It is a reminder of the priceless legacies of the many institutions we have inherited, and in no way indicates subservience to any nation.

Perhaps the arguments for and against boil down to the very personal psychological approach of individuals: whether the presence of the Union Flag in our flag is seen as part of our history and origins, or whether it is seen as representing subservience to Britain. Maybe one day the flag will be changed, but if a new one is to become a national unifying symbol many believe it will need to be based on some deep national experience with the great majority of our citizens supporting the change. Should it be imposed on the people, a new flag could become a factor for disunity, or even disintegration of the Union Rag is seen as part of our history and origins, or whether it is seen as representing subservience to any nation.

Emotions run high, particularly among many ex-servicemen and their relatives and friends, for many soldiers, sailors and airmen have fought and died for Australia under our flag in the many wars in which we have taken part in the last 91 years. To them, the presence of the Union Flag in the corner is a reminder of the origins of the early citizens who discovered, formed and developed the nation. It is a reminder of the priceless legacies of the many institutions we have inherited, and in no way indicates subservience to any nation.

The NAVY reports with regret the death on 28th March 1992, of Sir John Bates, CBE, VRD, Chairman of the Australian Navy League Council 1947-50 and first President of the Navy League of Australia. 1950-55. John Bates was born in England on 1st March, 1894, and educated at Plymouth Grammar School. After a short spell with Thomas Cook & Company he went to sea as an Assistant Purser in the Orient Line and served that company afloat and ashore for many years. He left the sea in 1929, married in Australia the following year and took up a series of appointments with the Orient Line, Company in Sydney, Brisbane and Melbourne. He became General Manager of the Company in Australia in 1954 and Deputy Chairman of P & O-Orient when the two Companies merged in 1960. Awarded a CBE in 1962, John Bates became Chairman of the Australian Tourist Commission in 1967 and held that position until 1969, when he was knighted. Sir John then served for three years as Australian Consul-General in New York. He was a Director of several Companies and a Trustee of the Art Gallery of NSW. John Bates joined the R.A.N.V.R. in 1932 and during the war served at Navy Office Melbourne 1939-40, on the staff of the Naval Liaison Officer, London. 1940-41, and as Deputy-Director Far Eastern Liaison Officer 1943-45. He held the rank of Commander.

Lady Bates died several years ago and Sir John is survived by his son, David, who lives in southern Tasmania. Sir John was to have been guest-of-honour at the Navy League's Federal Council meeting in November, 1992, but sadly, he was not well enough to attend.

Vale — Sir John Bates

Rear-Admiral (Rtd)
Vice President The Navy League of Australia
THE EXERCISE

Sixteen ships and submarines, 90 aircraft and more than 8000 sailors and airmen were involved in Exercise Coral Sea 92 off Australia's east coast from 22 April until early May.

The exercise was run in conjunction with the Australian-American commemoration of the 50th anniversary of the Battle of the Coral Sea, involving simulated maritime warfare.

Ships involved included:
- The aircraft carrier USS INDEPENDENCE;
- The guided missile cruiser USS MOBILE BAY;
- The guided missile destroyers HMA Ships HOBART and BRISBANE;
- The destroyer USS FLETCHER;
- The guided missile frigates, HMA Ships ADELAIDE and CANBERRA and USS REUBEN JAMES;
- The frigate, USS OUELETT; and
- The submarines, HMA Ships ORION, OVENS and OTWAY.

More than 90 aircraft of 13 types - including RAAF F111s, F/A18 Hornets and USN and RAAF P3C Orions operated from NAS Nowra, along with USN S3 Vikings; and US Navy F14 Tomcats, F/A18s (from INDEPENDENCE).

Coral Sea 92 provided for improved allied and joint interoperability between the RAN, USN and RAAF personnel involved as well as improving all areas of warfare in a combined and joint environment and the conducting of live firings in a structured exercise format.

Most participants in Coral Sea 92 later began a series of visits to Australian ports including Sydney, Newcastle, Melbourne, Brisbane, Darwin and Cairns from May 1.

USS INDEPENDENCE AIR DAY

The 80,000 tonne aircraft carrier USS INDEPENDENCE with her embarked air wing of eighty aircraft conducted an impressive demonstration of her long range aerial striking power, on 30 April off the NSW coast.

The sea day was organised as a prelude to the arrival in Sydney of the USS INDEPENDENCE and ten other RAN/USN ships to begin the 50th Anniversary Celebrations of the Battle of the Coral Sea.

INDEPENDENCE carried her normal airwing comprising fighter, attack, electronic warfare, early warning and anti-submarine aircraft (see details and profiles below).

The day was highlighted by demonstrations by most of the types, including catapult launches, arrested landings and "touch and go" onto and off the 4.1 acre flight deck. Later, in midday 16 aircraft were catapulted from the INDEPENDENCE to perform a flypast over the city.

Grumman A6 Intruders; alongside a Tomcat ready for launch and about to touch down.

F-14 Tomcats; prepared for the catapult launch

F/A-18 Hornets; catapult launch, leaves flightdeck and safe touch down with the aircraft hook catching the arrester wire.

Tomcats parked on the flight deck are prepared for next mission.

(Photos J. Straczek)
CARRIER AIR WING

The main battery striking power of the INDEPENDENCE is the Carrier Air Wing, composed of nine squadrons. Two fighter purpose fighter squadrons fly the Grumman all-weather F-14 Tomcat fighter, possibly the world’s finest all purpose fighter interceptor. It is capable of flying at twice the speed of sound. Their mission is to intercept and destroy enemy aircraft day or night and maintain air superiority in the vicinity of the battle group and any objective area. The Tomcat fighter carries missiles such as the Phoenix, Sea Sparrow, Sidewinder, and has a 20mm gatling gun. Recently added is the capability for photo and infrared reconnaissance in a Tactical Air Reconnaissance Pod, or “TARPS” mounted under the aircraft.

There are three attack squadrons aboard. Two squadrons fly the FA-18C Hornet, and one squadron flies the A-6E Intruder. Their weapons include air-to-ground rockets, guided bombs, a 20mm cannon, and missiles such as the Strike and Sidewinder.

The Carrier Airborne Early Warning Squadron flies the Grumman E-2C Hawkeye powered by turboprop engines. The Hawkeye is equipped with a powerful search radar and airborne tactical data system to send and receive information by data link between similarly equipped aircraft or ships. This extension of the effective range sensor coverage is invaluable to the carrier and her escorting ships.

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FLEET ENTRY

The combined fleet of Australian and American warships, led by the aircraft carrier USS INDEPENDENCE entered Sydney Harbour on 1 May at the start of the 50th Anniversary of the Battle of the Coral Sea. Crewed by nearly 5000 officers and men, the 320 metre long carrier sailed between the “Heads” at 6.30am, berthing alongside the Fleet Base and Garden Island at 8.00am.

The Governor General, His Excellency the Honourable W. Haydon, the US Secretary of Defence Mr. R. Cheney and other VIPs embarked in HMAS PROTECTOR, to review the entry of the remaining 10 ships from near Bradley’s Head. The first group of warships in the official salute included the flagship HMAS SUCCESS, command ship USS BLUE RIDGE and guided missile cruiser USS MOBILE BAY. HMAS SUCCESS and BLUE RIDGE both fired 21-gun salutes in honor of the Governor General.

Seven ships, comprising group two, were led in by HMAS HOBART. These included HMA Ships BRISBANE, ADELAIDE and CANBERRA and the US Ships FLETCHER, OUELLERT and REUBEN JAMES. All except HMAS CANBERRA rounded Fort Denison and proceeded immediately to other ports in Hobart, Newcastle, Melbourne and Brisbane.
The first USS INDEPENDENCE was a continental sloop of 10 guns under the command of Capt. John Young. The second ship bearing the name of INDEPENDENCE was a 74-gun vessel, launched in 1814. Until it was placed out of commission in 1912, the second INDY served as a flagship and a receiving ship. INDEPENDENCE number three lived a short life as a member of the Naval Overseas Transportation Service. It was commissioned in 1912 and decommissioned in 1919.

The fourth INDEPENDENCE, one of the first aircraft carriers to be converted from a cruiser hull, was launched in 1942. The INDEPENDENCE then joined up with the ESSEX and YORKTOWN in a strike against the Japanese held Marcus Islands. Then on Nov. 20, 1943, the INDY was attacked by Japanese torpedo bombers and took three hits in the starboard side of which only one torpedo exploded. The INDY then returned to Pearl Harbor for repairs and was again ready for action by July 1944.

Her first mission back in service was as a night carrier with a specially trained air group. Within a year’s duration the INDEPENDENCE was assigned as one of the target ships in atomic tests at Bikini Island. Damaged but not sunk she was towed to Kwajalein and decommissioned in August 1946. In two years of war, the ship earned eight battle stars.

On Jan. 10, 1959, USS INDEPENDENCE (CVA-62) was commissioned at the Brooklyn, N.Y., Naval Shipyard. Officials presiding at the ceremony included the Honorable Thomas S. Gates, Secretary of Naval Operations.

Capt. Rhodani Y. McElroy read his orders and was the first commanding officer to assume command of the aircraft carrier INDEPENDENCE.

After the ceremonies, congratulations came from countries throughout the world and from leaders of foreign nations. The most memorable of these congratulations was a telegram and gift, a silver coffee service, from the citizens of Independence, Iowa, population 4,005.

In 1962, INDEPENDENCE was ordered to the Cuban coastline by President John F. Kennedy as part of the naval blockade during the Cuban Missile Crisis. In 1964, the ship broke almost all of its own aircraft operational records during a 217-day area period that included over 100 days off the coast of Vietnam in the South China Sea. For her outstanding performance during the period INDEPENDENCE was awarded the Navy Unit Commendation.

Following a short yard period in 1966, INDEPENDENCE hosted the carrier suitability tests for the Navy's first vertical takeoff and landing aircraft.

In 1970, INDEPENDENCE was awarded the Meritorious Unit Commendation for her performance in Jordanian contingency operations. The ship hosted the change of command events for 2nd Fleet in August 1971, and a month later, crossed the Arctic Circle, making each crew member an official “Bluenose.” INDY’S 150,000th arrested landing occurred in February 1972, shortly after the Chief of Naval Operations, Adm. Elmo Zumwalt, visited the ship.

In 1973, President Richard M. Nixon delivered his annual Armed Forces Day address from INDEPENDENCE. In 1977, after INDY’S 12th Mediterranean deployment, she began a lengthy complex overhaul. The work lasted for nine months and cost over $90 million.

The ship was awarded its first Navy Expeditionary Medal in 1980 for her performance in Iran/Afghanistan contingency operation. During that deployment, INDEPENDENCE made the first carrier south-to-north transit of the Suez Canal after the canal’s reopening.

INDEPENDENCE made two more deployments, one to the Indian Ocean, and one to the Mediterranean. The Navy Expeditionary Medal was awarded to the ship in 1982 for its work with the multi-national peacekeeping force in Lebanon.

The year 1983 was the most exciting for the crew and her air wing. In Operation Urgent Fury, the ship participated in the assault of Grenada, and the combined INDY and USS JOHN F. KENNEDY carrier battle groups air strike against Syrian targets in Lebanon proved the ship ready to carry out its mission on short notice.

INDEPENDENCE’S 20th anniversary year, 1984, began with one Mediterranean deployment and ended with another. The ship was awarded its third Navy Expeditionary Medal, and its second Navy Unit Commendation as the result of the year's work. The following year, INDEPENDENCE was rewarded for her consistent outstanding performance by earning her first Atlantic Fleet 'Battle Efficiency Award' for the 18-month competitive period.

In 1985, INDY entered Philadelphia Naval Shipyard to begin the Service Life Extension Program (SLEP). The program consists of three phases – fleet modernization, ship’s life-enhancing alterations, and repair and replacement. The SLEP is truly a cross between new construction and comprehensive overhaul.

Having completed SLEP in June 1988, INDEPENDENCE changed homeports and cousins. She and her crew made the trip around the tip of South America and arrived at her new homeport of San Diego in October 1988.

In July 1990, INDEPENDENCE and her air wing, CVW-14, departed San Diego and steamed due west, which marked the ship’s first Western Pacific/Indian Ocean deployment. While performing routine exercise in the Indian Ocean INDY was called upon to deter Iraq from its invasion of Kuwait, code named “Operation Desert Shield.” On Oct. 2, 1990, INDEPENDENCE became the first aircraft carrier since 1974 to enter the Persian Gulf. On station in the Persian Gulf/Oman region for over 90 consecutive days, INDY earned the Armed Forces Expeditionary Medal.

After her tour in the Indian Ocean, INDEPENDENCE arrived on Sept. 11, 1991, in Yokosuka, Japan, to relieve USS MIDWAY (CV-41), and become the Navy’s only forward deployed aircraft carrier outside the United States.

**Facts and Figures**

- Overall length: 1,070 feet
- Height (keel to mast top): Equal to 25-story building
- Extent width: 252 feet
- Flight deck area: 4.1 acres
- Telephones: 2,300
- Operational displacement: 80,000 tons
- Horsepower: 780,000 shp
- Top speed: More than 33 knots
- Fuel consumption at full power: 150,000 gallons a day
- Propellers: 41 feet in diameter
- Anchors (2): 30 tons each
- Anchor chain: 360 lbs per link
- Rudders (2): 45 tons each
- Aircraft elevators (4): 110,000 lbs capacity
- Fresh water plant: 80,000 gallons daily
- Electrical power: Equal to city of 40,000
Coral Sea Open Days

More than 120,000 Sydney-siders inspected the four Coral Sea ships open for public inspection at the Fleet Base in Woolloomooloo on 2/3 May. The ships included the aircraft carrier USS INDEPENDENCE, cruiser USS MOBILE BAY, destroyer HMAS PERTH and frigate HMAS CANBERRA.

Cowper Wharf Road was closed by the police on both days to help ease traffic congestion and Sydney Ferries ran a catamaran shuttle from Circular Quay to Woolloomooloo Bay every 20 minutes.

Commemoration Service

The Australian American Association held the 50th Anniversary Commemoration Service to mark the battle of the Coral Sea at the Cenotaph on Monday, 4 May 1992.

The service began at 11.00am with a combined RAN/USN contingent present, along with members of the HMAS AUSTRALIA and HMAS HOBART Associations, the American Legion, an official Guard and bands from the RAN and USN.

Wreaths were laid at 11.10am, followed by Last Post, one minute silence and Reveille. The parade marched off at 11.50am.

Coral Sea Parade, Sydney, 2 May (Photo - RAN)

The streets of Sydney once again reverberated with the sound of marching feet as around 6,000 Australian and American serving personnel and veterans took part in the official Combined Services March on Saturday, 2 May.

Prior to the parade, the "troops" and spectators were entertained in The Domain by the "Andrew Sisters' Sisters".

Sixty-one groups participated in the parade, including fourteen bands. The parade commander, Vice-Admiral Sir Richard Jones Pick (Retired), who was a junior officer aboard HMAS AUSTRALIA during the battle, led the contingents which included officers and men from the US Ships INDEPENDENCE, MOBILE BAY and BLUE RIDGE, and HMA Ships SYDNEY and PERTH. In addition there was a large contingent of airmen and women from RAAF Bases Richmond and Glenbrook.

The parade commemorated Australians and Americans who fought side by side in the Coral Sea 50 years ago, and reinforced the strong bonds of friendship, co-operation and respect forged between both countries in this and other battles, and which is still strong today.

At 11.10am a flight of eleven RAN helicopters overflew the Town Hall as part of the event.

INDEPENDENCE SAILS

The USS INDEPENDENCE sailed from Sydney on Wednesday, 5 May, bound for the Indian Ocean and later the Persian Gulf. Slicing through the harbour waters, the carrier's departure was a precision exercise, ably accomplished by the attendant tugs, with RAN personnel embarked for pilotage duties.

Forming the centrepiece of the Sydney based Coral Sea 92 celebrations the enormous carrier was towed from her berth at the Fleet Base and with over fifty aircraft lining her flight deck, passed through the Heads just after 11.00am.

With the US navy crews spending more than $7 million during their brief stopover, the public of Sydney had come out in force to inspect the ships and meet those officers and men. The numbers were so large that the adjacent Cowper Wharf Road swelled with the huge number of interested families, ferries arrived packed on both decks and US/Australian flags adorned hundreds of buildings from the local hotel to everyday homes.

Outnumbered by more than 1,000 to one, the Sydney Peace Squadron again sarcastically claimed that they alone represented the citizens and that the visit was not approved by the vast majority. How these radicals can in any way claim to represent any member of the public is beyond all sensible logic.

As the INDEPENDENCE sailed down harbour, her crew lined the deck, waving to the Brilliant flotilla of boats and official craft. By midday the command ships BLUE RIDGE and cruiser MOBILE BAY had followed in the wake of the "INDY", watched by thousands of onlookers.

Not since the visits of the battleships MISSOURI and NEW JERSEY had the welcome to a visiting warship been so successful.

As the ships made their way to their next destination all spoke warmly of Coral Sea 92, the 50th Anniversary of the sea battle that forged the alliance and friendship between two navies and the two nations.
In afloat support, SUCCESS recent refit included modifications to permit the permanent embarkation of a Sea King utility helicopter. WESTRALIA is a very useful ship, but her lack of helicopter facilities is a limitation. SUCCESS and WESTRALIA play an important role in graduated response. Although the Sea King helicopters, retired from anti-submarine warfare, are in service in the utility (vertical replenishment etc), role, they need replacement soon. The acquisition of a good utility helicopter is essential.

The ADP's amphibious warfare capability, also an important aspect of graduated response, is limited by lack of embarked troop and military cargo carrying helicopter capability. The proposed helicopter support ship will rectify this deficiency.

Their high proportion of sea time demonstrates that the Fremantle class patrol boats fill an important role at the lower end of graduated response. The proposal that their successors be offshore patrol combatants - more seaworthy, with better sensors and the ability to carry a helicopter and, when necessary, more sophisticated weapons - would enable them to operate higher up the scale of graduated response.

When eventually completed, Navy's Mine Warfare Force will be able to participate in graduated response.

It should be noted that Navy's Mine Warfare Force, in the form of Clearance Diving Teams, participated in the Gulf War with the FFGs, DDGs and afloat support ships.

For an important part of graduated response is the ability to participate in international forces, such as those in the Persian Gulf.

However, if the principle of the deterrent is applied successfully, these forces will 'deal with the crises quickly and at the lowest possible level of violence', said Norman Friedman.

For dealing with crises quickly and at the lowest possible level of violence is what graduated response is all about.
The RAN faced many special challenges during Kangaroo 92, which was conducted in the Northern Territory and the Kimberly region of Western Australia.

Starting at a very low level the Kamarian Navy, a force of "small ships", trawlers and patrol boats, was firstly shadowed and then engaged as it went about its missions of surveillance and covert insertion of special action forces to attack vital installations at the Top End.

Much of the work done by the "Blue" Maritime forces - which included destroyer escorts, amphibious support ships as well as patrol boats and RAAF P3C aircraft - was merely an extension of the RAN's normal peacetime operation. Once hostile Kamarian operations escalated the action began in earnest.

As early as the second week of March Kamarian forces were observed inserting small raider units at remote locations on the coast. RAN patrol boats were kept busy during this time by a number of Kamarian "fishing boats" acting as intelligence gatherers and troop carriers.

Several were boarded and warned off by Blue naval units until the first action of the sea war on March 10 resulted in the sinking of a Kamarian trawler.

By the middle of the month a number of Kamarian trawlers and patrol craft had been dispatched by RAAF F3s and the fleet of DFEs and patrol boats participating in the exercise.

Proof that the "real world" still goes on out of exercise was had when the patrol boat CESSNOCK apprehended a foreign fishing vessel caught fishing illegally within the Australian Fishing Zone.

With a Kamarian submarine (alias the Oberon class submarine OTWAY) known to be operating in the area, the Destroyer Escorts SWAN and DERWENT were brought into the fray.

Supported by the tanker WESTRALIA, these ships patrolled the 80 nautical mile exclusion zone declared around the northern coastline and fought actions against the Kamarian air and naval forces.

Things did not go all Blue's way. Late in the month, as Kamarian army units infiltrated Melville Island in strength, a "lucky strike" by enemy aircraft managed to "sink" the escort DERWENT and caused the "loss" of the Heavy Lift Ship TOBRUK.

RAN patrol boats managed to limit significantly the ingress of Kamarians onto Melville as a series of fast, hard-hitting attacks frustrated the enemy's attempts to land.

On the whole, the winner of the "war" was neither Kamaria or Australia - but rather the ADF: our Services' standards of training and professionalism were again tested and found to be up to the mark.
Another milestone was reached at 1800 on Friday 21 February 1992 when the last of the FFG's, NEWCASTLE was launched at the AMECON Shipyard Williamstown. The weatherman in Melbourne turned on a splendid day for the launch of the new frigate — quite surprising if you've ever lived in Melbourne.

Following the blessing of the ship by Senior Chaplain Graeme Adssett, the Reverend Eric Runae and Father Graham Mitchell, the Lady Mayoress of Newcastle, Mrs McNaughton said those time honoured words “I name this ship NEWCASTLE and God bless all who sail in her”. She then cut the ribbon to release the bottle breaking mechanism. A second attempt was also unsuccessful but for the third try Mrs McNaughton pulled the string even harder. This time the bottle of champagne (Australian) broke and on cue an AMECON apprentice, Damien Sturrack, cut the rope that released the triggers which held the ship in place. To the cheers from the crowd of some 5000 people NEWCASTLE was on her way down the slipway into the waters of Port Phillip Bay where she was met by three tugs and towed into dry dock. She will now be outfitted and underwater work completed prior to her commissioning around December 1993. The vacated slipway will now allow work to start in earnest on the new ANZAC Frigates for the RAN and the Royal New Zealand Navy. Nearby, HMAS MELBOURNE, commissioned on Saturday 15 February 1992, looked impressive tied up alongside Nelson Pier where she was undergoing Post Delivery Availability in preparation for Post Delivery and Test and Trials in the East Australia Exercise Areas.

The former HMAS PARRAMATTA leaves Fremantle under tow. (Photo - Vic Ielly)

The 30 year-old PARRAMATTA was followed soon after by her sister ship, the former HMAS STUART which had been swinging around a buoy in Cockburn Sound for the past six months. STUART was towed away on 7 May bound for breakers yards in Singapore.

NAVY GOES MULTIMODAL

Yet another use for the ubiquitous shipping container came to light in Devonport on Friday when the Royal Australian Navy formally took delivery of the country's first partial forward support unit.

The PFSU - effectively a portable naval base - comprises 22 ISO 20-foot containers which, with the addition of two diesel generators, can be unpacked and reassembled to create a self-contained "village". It is intended for use with the RAN's Mine Counter-measures Taskforce of minehunters, minesweepers and Craft of Opportunity (civilian vessels fitted for temporary service) in locations where no base exists.

For the handover ceremony the PFSU was fully assembled on the Devonport wharves, where the director-general of naval production, Commander Peter Purcell of Canberra, accepted delivery. The base consists of:

- bedrooms to sleep 12 people;
- male and female toilets;
- fully-equipped galley complete with commercial-size cooking equipment;
- fully-equipped laundry;
- workshops;
- PUB;
- stores.

The Navy, July-September, 1992
**NEW FRIGATE HMAS MELBOURNE ARRIVES**

The Navy’s fifth guided missile frigate (FFG), HMAS MELBOURNE, arrived in Sydney for the first time on Tuesday, 17 March, 1992.

MELBOURNE was built by Amccon in Williamstown, Victoria, being laid down 12 July, 1985, launched on 5 May 1989 and commissioned for the first time on 15 February 1992. She is the third Royal Australian Navy ship to be named after the Victorian capital, the first a light cruiser (CANBERRA 1 - sunk in the Battle of Savo Island on August 9, 1942) against a Japanese attack, show the County Class Cruiser (CANBERRA 2) and the County Class Destroyer (STUART) where, respectively, at approx 8.15am berthing at the Fleet Base Sydney in Woolloomooloo at 9.02am. The ships Commanding Officer is Commander Graham Johnstone.

**A TALE OF THREE CANBERRAS**

Chief of Naval Staff VAFF Ian MacDougall recently presented mounted photos of the two RAN fighting ships to sail under the name CANBERRA; to Chief Minister of the Australian Capital Territory Rosalyn Forrester, in a brief ceremony in the National Capital.

The two photos, taken about 50 years apart, show the County Class Cruiser (CANBERRA 1 - sunk in the Battle of Savo Island on August 9, 1942) against a backdrop for the uncompleted Sydney Harbour Bridge; and the guided missile frigate with the harbour bridge and opera house background.

**RIMPAC EXERCISES BEGIN**

Five warships of the Royal Australian Navy sailed from Sydney on 18 May to take part in a major international military exercise off the west coast of the United States.

HMAS Ships SUCCESS (frigate), HOBAART (destroyer), CANBERRA, ADELAIDE (frigates) and OFWAY (submarine) departed the Fleet Base Sydney in Woolloomooloo.

More than 1000 Australian officers and sailors will participate in the exercise between June 19 and 7 August. Naval units from the United States, Canada, South Korea and Japan are also participating.

The RIMPAC exercise aims to conduct a realistic, multi-threat scenario to improve co-ordination of combined and joint forces in maritime operations. This is the thirteenth exercise in a regularly scheduled biennial series which provides invaluable training for the participating nations.

**GUNUNDAAL JOINS THE FLEET**

The former Royal Australian Navy prawn trawler, GUNUNDAAL, was commissioned into the RAN on 1 May 1992. The ceremony was attended by Commander Carolyn Brand NOQLD’s wife bring the ship into RAN service.

**FINAL FAREWELL FOR STUART**

The former Royal Australian Navy destructor escort HMAS STUART was finally towed away on May 7 after nearly eight months anchored to a buoy in Cockburn Sound, off Garden Island.

Known as the “Tottan Terrier”, she was de-commissioned on June 26 last year after 28 years in service.

STUART travelled more than 700,000 nautical miles and had many firsts in its career including being the first destroyer homeported in WA on January 29, 1985. By displacement of 10,000 tons, she was the most powerful surface combatant in the RAN’s fleet.

The ship was tasked with picking up and relocating live juvenile giant clams.

**Navy Rescues Thousands of Endangered Giant Clams**

The Navy and the Great Barrier Reef Marine Park Authority (GBRMPA) have completed at two-week operation north of Townsville to stage one of a plan to ‘rescue’ about 90,000 giant clams, listed as an endangered species, from sudden death from overcrowding.

Called Operation CLAMSAVER, the project began with an approach by the Authority to the RAN establishment, HMAS CARRNS, last year.

As a result, the Government recently accepted a recommendation that Navy participate in the operation and the heavy landing craft (LCH), HMAS TARAKAN, was tasked with picking up and relocating live juvenile giant clams.

The problem of clam overcrowding arose in the course of a research project by Dr Jeanette Wyman of the University of Queensland. The University’s School of Biological Science has successfully bred in captivity in Pioneer Bay about 90,000 giant clams ranging in age from two to eight years. The clams, which were native to the area, are listed as an endangered species in the Register of the International Union for Conservation of Nature.

“CLAMSAVER is an innovative project that has proved successful and could be readily applied elsewhere,” said GBRMPA Senior Project Officer Mr Bugler, “it has been too successful.”

The oldest clams now weigh up to 10 kilograms and are at least 20 kilograms wide and almost crowding each other.

It was virtually a race against time with about 6000 of the larger clams – the ones of the subject of stage one of the plan – overcrowding and beginning to die suddenly, without notice and in huge numbers.

Mr Bugler said a team comprising the 13-member crew of TARAKAN and three representatives of GBRMPA began loading the larger clams at Orpheus Island.

Safety of the clams over any small boat was the major concern.

The once proud warship was towed away from the Fleet Base Sydney, berthing at the Fleet Base Sydney, to a buoy in Cockburn Sound, off Garden Island.

Known as the “Tottan Terrier”, she was de-commissioned on June 26 last year after 28 years in service.

STUART travelled more than 700,000 nautical miles and had many firsts in its career including being the first destroyer
we approached the Navy for a landing craft - a vessel with the largest possible deck area.

"We obtained big tugs, laid out the area and shade cloth to cover the claims for the voyage to freedom."

Mr Bagley said the 6000 clams were distributed over a variety of reefs within reasonable sailing distance from Orpheus. There they became an integral part of a much larger study into the movement of planktonic larvae between reefs, and as a breeding stock reserve for future cultural projects.

The Commander of the Australian Patrol Boat Force, Commander Lou Rago, described Operation CLAMSAVER as an extremely worthwhile project.

"It provides an opportunity for the Navy to contribute to the betterment of the extremely worthwhile project."

TARAKAN, under the command of Lieutenant Rick Watson, continued with the clams until early June.

Former HMAS OXLEY being stripped by ASI in Cockburn Sound, WA, in March, 1992. (Photo: Rod Salweski)

"Australia" To The Rescue

By LCDR M. J. Gregory RAN (Rtd)

On Monday 28th October 1940, I was serving as an eighteen year old Midshipman in HMAS "AUSTRALIA" as an eight gunned cruiser. It was during the Civil War in Scotland, when a popular song was "Scotland Aye Scotland" and the words were popular with the people.

We suddenly sighted a group of airmen in the water with their life jackets on - the ship drifted towards them, and rescue ropes were passed.

However, the rough and icy Arctic prevented the airmen from securing a rope to themselves - they were too exhausted to tie a knot - salvation at hand, but were the elements going to win all over? "Australia" was rolling heavily, one minute the starboard side would be feet under water, then a heavy roll would reverse to port, and the starboard side would be well clear of the water. Given the force of the wind, and the state of the sea the only way to placate the survivors from the Atlantic was to send several sailors and officers over the side with bowls to secure in the airman.

We suddenly sighted a group of airmen in the water with their life jackets on - the ship drifted towards them, and rescue ropes were passed.

One by one, they had to be hauled onboard, with the ship rolling heavily, the airmen's heavy water gear loged gear made for a long and difficult task. Persistence, and sheer bravery from those over the side securing each airmen finally triumphed. Nine of the crew of thirteen were finally on board, suffering from exposure, but they would be safe after time spent in the sick bay.

The remaining four of the crew drifted out of reach past the "Australia". I can still recall the utter frustration of seeing trying to reach this group with heavy lines, but the wind force made it totally impossible to cast a line - it merely blew back in ones face before achieving its objective - to reach the doomed four.

At 1735 we were forced to abandon our rescue attempts, and altered course to the South, and proceeded at only 9 knots into the face of the storm.

The Sunderland had left its base at 1730 on Monday evening, sent out to mount a convoy but, the poor visibility prevented them finding their convoy, and the weather was too bad to enable the crew to obtain a D/F bearing of their base. The high winds caused more petrol to be used than normal, and so, at 0700 that morning, they ran out of petrol, and were forced to attempt a landing in the Atlantic ocean.

It was a magnificent feat of airmanship for the pilot to put his flying boat down into this raging sea without capsizing it.

The Sunderland had survived seven and a half hours in a howling Atlantic gale before their luck ran out, and the boat was overturned.

The airmen were all sea sick, and very weak from this ordeal. Although this rescue took place over fifty years ago, I can still visualize the joy on the faces of these rescued, and remember the anger and the sadness we all experienced at having to leave the remaining four to face a certain death.
During the recent celebrations of the fiftieth anniversary of the Battle of the Coral Sea, a number of American naval vessels visited Australian ports. Most attention was given to the giant aircraft carrier USS INDEPENDENCE, but almost no coverage at all was given to a most interesting vessel, the submarine tender USS PROTEUS, which visited Sydney and Brisbane. This was the third and last time this vessel would be in Australian waters.

PROTEUS is nearing the end of a long and illustrious career, being due for deactivation at this end of the year, fifty years after being launched at the Moore Shipbuilding & Drydock Company in Oakland, California. On 12 November 1942, PROTEUS was authorised under the 1940 program. These ships were contemporaries of the similar-design "Divxy" class destroyer tenders and the "Ajax" class repair ships. Although not classed as fighting ships, these submarine tenders were fitted with four 5-inch guns (not forward, but aft, and eight 40mm anti-aircraft guns along the upper decks. The underwater sections of the hull were also armoured plated, being almost three inches thick.

PROTEUS commissioned in San Francisco on 31 January 1944, and after working up, was first sent to Pearl Harbour, then Midway Island. In 1945, PROTEUS followed the advancing American forces to Guam, where she refitted submarines for the final onslaught against the Japanese. She was sent to Pearl Harbour, then Midway Island, and then to Guam, nineteen years after her previous stay. Guam, including regular visits to Subic Bay, and also going to Diego Garcia, Hong Kong, Singapore and Yokosuka in Japan. During the 25 years PROTEUS has been based at Guam, the vessel has been awarded a number of citations, including several Meritorious Unit Commendations, awards for Engineering and Battle Efficiency, and the prestigious Golden Anchor Award five times between the years 1981-1985, and again in 1989. Usually all grey, just prior to arriving in Sydney, PROTEUS was repainted in World War 2 camouflage colours.

I was fortunate enough to be allowed a tour of the vessel while it was in Sydney. I was first taken to meet the commanding officer, Captain William 'Bill' Evans, a truly affable and interesting gentleman. A tour of the ship was accomplished by cutting the ship in two along the dock, then building the new section down the dock, then building the new section on top of the old. The process required to make these changes was described in detail, starting with the new section to be added to the old. The new section contained a missile magazine, a six deck high section 44 passenger engineer rooms, and an additional workshop space and a missile magazine. A six deck high section 44 feet long was added amidships. This was accomplished by cutting the ship in two

USS PROTEUS departs Guam, sporting her WWII camouflage. (Photo USN)
power to ships alongside under repair.

Originally, PROTEUS was powered by General Motors diesel-electric motors, which gave a maximum speed of 19 knots. During the late 1970s, these were replaced by MAN diesels, and replaced by Atlas Chalmers diesels, of lesser power, so that the cruising speed of the vessel was now 11 knots. At the same time, the current on the ship was changed from DC to AC.

When completing PROTEUS carried a complement of about 750 officers and men. There were also large areas of accommodation set aside for the crews of submarines to stay on board when their houses were alongside the tender. With the change to nuclear submarines, the complexity of these craft required an increased number of services, so the crew of PROTEUS and other tenders steadily increased. The modern submarines provided better quarters for their crews, so the accommodation reserved for them on PROTEUS was allocated to her own crew, a maximum of 1,300, though the present complement comprises 44 officers and 1,010 ratings.

Due to the varied and specialised nature of their work, the crew of PROTEUS is divided into a number of sections. The largest of these, numbering almost 400 men and divided into eleven divisions, is the Repair Department, which provides logistics, maintenance and repair services to all types of vessels. If the unit is unable to reach PROTEUS, a Tiger Team can be sent from the ship to accomplish repairs and get the unit ready for sea.

Other sections on PROTEUS include the Executive Department, Operations and Navigation Department, Deck Department, Engineering Department, Supply Department, a Medical Department staffed with two doctors and a corpsman, and a fully equipped Dental Department, with two dentists and dental technicians. The Dental and Dental departments look after both submarine and surface vessel personnel at any one time.

The versatility of the vessel was almost demonstrated in July 1991, when PROTEUS was used to transport a large number of German and Japanese prisoners of war from Guam to Subic Bay following the eruption of Mt. Pinatubo.

Within hours of arrival, PROTEUS crew were massing shovels to clear ash both on and off the Subic Bay Naval Base. Meanwhile, the workshops were working 24 hours a day, while long queues waited patiently for their turn to have something made or repaired. According to Captain Evans, the greatest demand was for the repair of greater blades, which were quickly damaged by the volcanic ash. PROTEUS also provided power for the Subic Bay Naval Station, while the medical services were kept constantly busy. PROTEUS spent five weeks in Subic Bay, a period referred to by the crew as "Operational Peary Vigil".

Now the end is near for PROTEUS. In September, the vessel will arrive in Pearl Harbor to be decommissioned. Originally, it was planned that PROTEUS would be broken up, but now the old vessel is to be retained in a status capacity, acting as an accommodation ship. The crews from the merchant ships will assist the merchant crews as the last vessel is to be rebuilt and modernised to operate new generations of jet aircraft.

BATTLESHIP ARIZONA
An Illustrated History
by Paul Stittwell
Published by
Nautical Institute, P.O. Box 609, Maryville, Maryland, USA

Battleship ARIZONA was published in late 1991 and early 1992, to coincide with the 50th Anniversary of the attack on Pearl Harbor on 7 December, 1941. On that day the veteran battleship suffered more losses than any other ship in US naval history.

One thousand, one hundred and seventy-six sailors and officers of the deck were killed, and 318 were wounded. With the exception of the strikingly blonde Gloria Stuart in the film Here Comes the Navy, which was released in 1944, little has been published about the battle. The only other film to have used the ARIZONA was the 1953 movie, Here Comes the Navy. The story is told through interviews with former ARIZONA crew members, with their own photographs and paintings.

Pictorially, the book includes, mostly through official records and photographs and interviews with former crews and others involved with the Sea Battle of Pearl Harbor, the ARIZONA and her long job of removing most of the superstructure still protruding above the waterline, this work continuing into mid-1943. Finally, in 1992, a permanent memorial was opened above the sunken ARIZONA, followed in 1990 by a silver-anniversary visitors' information centre.

Battleship ARIZONA: a well researched and well written history, strongly recommended.

"ACTION STATIONS CORAL SEA: The Australian Commander's Story"

by Chris Coulthard-Clark

Allen & Unwin Australia, PO Box 744, North Sydney NSW 2059. ISBN 086239-92

1992 is the 50th anniversary of the Coral Sea battle, fought off Australia's north-east coast on 7-8 May 1942. This action marked the first time that the Japanese warships were fought in close proximity to Australia's shores. It was also the first battle which the opposing surface forces did not actually see and directly engage each other.

"We are all congratulating ourselves on a marvellous escape from the T.Bs when all of a sudden up above in perfect formation against the blue sky were nineteen H.L.B.s (high level bombers). Almost as I saw them I saw the bombs drop and again Captain Farncombe did the right thing and put the wheel hard to Starboard. The ship had started to swing and list when down wound the ships all around us and all on the Compass Platform crouched down..."

...I think most fell on the port forward of the starboard quarter so that we should have bought it good and heavy if the wheel hadn't come over when it did."

The Officer of the Watch on the AUSTRALIA remembered: "The weight of that water, as it came down over us on the Bridge, was so great the waterline, was sufficient to force us to our knees."

Ross Watton's latest book is a combination of the technical and career summary of VICTORIOUS supported by his superb technical drawings of everything from general arrangement, accommodation, flight deck, cockpits, flight deck environment, and the entire book is a collection of black and white photographs including onboard and close-up views of the ship. Highly recommended from the local bookstore.

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Kingfisher Publications, Southampton, England

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The Navy, July-September, 1992
The paintings depict ocean liners in many guises, with sections titled Liners as Royal Yachts, Liners In War Paint, and Liners As Artistic Inspiration.

Cleverly laid out, this book is prefaced by interesting articles on the shape of ships and maritime art. It concludes with detailed accounts of each liner and its history followed by technical details of each ship included and then the biographies of the artists whose works are included in this book.

Many famous names appear amongst the liners featured in this book – Queen Mary, Queen Elizabeth I & II, Normandie, Strathmore, Orcades, Lusitania, United States, Canberra, Titanic, Rawalpindi, Southern Cross and the Royal Yacht Britannia are amongst those included.

As can be expected, there are many and varied styles and interpretations amongst the 78 paintings used in this high quality book. There is certainly something for every ship lover and liner enthusiast in this unique book. Beautifully presented, it is not cheap at $75, but for the quality of the book and its reproductions it’s a steal. – Vic Jeffery.

KING GEORGE V CLASS BATTLESHIPS
by
V.E. Tarrant

Published by
Arms & Armour Press, London
Distributed in Australia by
Capricorn Link (Australia) Pty. Ltd. P.O. Box 665, Lane Cove, NSW, 2066
ISBN 1-85409-026-7
Recommended retail price $60.00
Reviewed by
Trevor Weaver

This penultimate class of British battleships were the largest and most powerful battleships to see active service in the Royal Navy.

All of the five ships of the class were laid down in 1937. KING GEORGE V, the lead ship commissioned on October 1, 1940 and proved to be a timely addition to the Royal Navy in time of need during the dark days of the Second World War. The author goes as far as to say that this class of battleship saved Britain from defeat. Their very existence enabled the British to command the seas around the United Kingdom and North Atlantic preventing German capital ships including the mighty TIRPITZ from breaking out into the Atlantic where they could have paralysed Britain’s vital seaborne trade.

The book gives a very complete history of the “KGV” Class from inception, limitations on tonnage, the main armament debate and how the ships were named. Had tradition been adhered to the lead ship of the first capital ship would had been named after the ruling monarch. As King George VI ascended to the throne on December 12, 1936 then KING GEORGE VI should had been the lead ship’s name but the King insisted that the lead ship should be named in honour of his father.

In the early chapters of the book after the design history the North Sea and Atlantic operations are related including a well documented narrative on the hunt for and destruction of the German battleship BISMARCK. Following the BISMARCK saga are the ship’s operations in Home waters and in the Mediterranean. This is followed by the loss of PRINCE of WALES and the destruction of Force “2” off the East Coast of Malaya on December 10, 1941. This ignominious loss is also very well documented. Fortunately this was the only loss of the Class during the war.

Further chapters include Arctic Operations in support of the Russian convoys, the Battle of North Cape and operations with the British Pacific Fleet against the Japanese.

The author completes the history of the class with a brief account of the ships short post war careers and their ultimate fates. The book is lavishly illustrated with photographs, line drawings, maps of operations and with tables of technical data. In one volume the book is a ready source of reference for this magnificent class of battleship, well presented, readable and is highly recommended to all ship lovers and those interested in naval history.
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The Australian National Maritime Association

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NEW WARSHIP NAMES CLIPSET VETERANS

A revised naming policy for RAN ships and the names selected for eight frigates, to be built at Williamstown and delivered between 1995/6 and 2005, were announced by the Chief of Naval Staff in July; the announcement caused some consternation among former naval personnel.

In the past, the RAN’s major warships (cruisers and larger) have had almost all carried names of Australian capital cities, with some exceptions, such as SHROPSHIRE, which retained her name on transfer from the RN to the RAN as a replacement for HMS CANBERRA, lost in the engagement of Savo Island in 1942. The name AUSTRALIA was given to the RAN’s first and only battle cruiser, commissioned in 1924 under the terms of the Washington Naval Agreement and then to one of the two heavy cruisers ordered as part of the 1924/25 5-year defence program (CANBERRA being the other). It was expected the carrier HMAS INVINCIBLE would be re-named AUSTRALIA when that ship entered RAN service, but unfortunately the plan came to grief as a result of Britain’s Falkland Islands War. The name may well go to the planned amphibious/training/helicopter support ship.

The RAN’s destructor-Federation vessels (AMS vessels, or corvettes as they are better known) named after an Aboriginal tribe) carried names heavily influenced by the RN’s naming customs; River class destroyers were named after Australian rivers, the Tribal-class after Aboriginal tribes and so on. There were exceptions. e.g. the third Tribal was allocated the name KURNAI but hastily renamed BATAAN as a reciprocal connection. A recent departure from custom has seen the Swedish-designed boats currently being built in Adelaide named after cities and towns or other entities (e.g. Ministry of Defence), and so on. There were exceptions. e.g. the third Tribal was allocated the name KURNAI but hastily renamed BATAAN as a reciprocal connection. A recent departure from custom has seen the Australian-designed boats currently being built in Adelaide named after cities and towns or other entities (e.g. Ministry of Defence), and so on.

The largest group of ships built locally, the WW2 Australian Minesweepers (AMS vessels, or corvettes as they are better known) carried “town” names; many of these have been passed on to the most recent generation of patrol boats.

Like their British counterparts, Australian submarines have been identifiable by the initial letter of their class name, e.g. the names of the Oberon-class all start with the letter “O” and have an Australian connection. A recent departure from custom has seen the Swedish-designed boats currently being built in Adelaide named after discussed Australian capital cities. The writer will comment on this later.

The names selected for the eight RAN Anzac-class frigates were all carried by previous warships (one is actually still in commission):

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<tr>
<th>Batch One</th>
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<tr>
<td>ANZAC</td>
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<td>ARNERRE</td>
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<tr>
<td>WARWARRUMUNGA</td>
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<td>STUART</td>
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<tr>
<td>Batch Two</td>
</tr>
<tr>
<td>PARRAMATTA</td>
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<tr>
<td>BALLARAT A</td>
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<tr>
<td>TOOWOOMBA</td>
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</tbody>
</table>

The writer has reservations about some aspects of the new policy. Firstly it departs from the custom of passing names to ships of comparable type. It would seem more appropriate to have reserved BALLARAT A and TOOWOOMBA for the planned new generation of patrol boats and PERTH for the projected DDG replacements along with the already allocated HOBART and BRISBANE. In any event, why allocate names so many years ahead?

Secondly, the naming of ships after people, especially in a small navy, seems risky (although the colonial navies did so occasionally).

Thirdly, the revised spelling of ARUNTA (ARRERNTE) and WARRAMUNGA (WARWARRUMUNGA), which has raised the ire of those who served in the ships (including the writer), has in effect introduced two new names rather than pass on two old names. There have been numerous variations as well as alternatives in the spelling of Aboriginal tribal names and languages over the years, possibly due to researchers talking to different individuals or groups within a particular tribe or area, and further interpretations cannot be ruled out. The decision to rename ARUNTA and WARRAMUNGA is hard to understand and hopefully will be reviewed.

Finally, it is surprising that with the exception of a destroyer gifted by Britain to Australia in 1919 and named DUNEDIN, and two small pre-Federation vessels named VICTORIA, Australia’s warships have not been named after Australian states: The United States, Britain, Canada and New Zealand have had many ships named after their states, counties or provinces. While “New South Wales” is rather a mouthful there are many two- and three-word names in other navies. Perhaps our state governments fear they might have to pay for the privilege!

| The Navy, October-December, 1992 | 3 |
DEFENCE MINISTER GREETS
HMAS DARWIN IN SYDNEY
AFTER LONG GULF
DEPLOYMENT

The Minister for Defence, Senator
Ruben Ray, greeted the Navy's guided
missile frigate, HMAS DARWIN when she
returned to Sydney after completing a six
month deployment in the northern Red Sea
on Friday 14 August.

Senator Ray flew out to the ship by navy
helicopter at 8.30am before DARWIN
entered Sydney Harbour. He was
accompanied by the Opposition's defence
spokesman, Alexander Downer and the
Maritime Commander Australia, Rear
Admiral Rob Walls.

A large crowd of family and well wishers
gathered to greet the ship's 220 officers and
men as she berthed at the Fleet Base in
Woolloomooloo.

HMAS DARWIN was sent to the Red
Sea last February to assist in the
enforcement of United Nations sanctions
against Iraq. It was her third deployment to
the region since 1990. During their 139 days
at sea, DARWIN's personnel boarded 296
foreign merchant vessels and steamed more
than 30,000 nautical miles.

NEW NAVY LANDING
CRAFT TRIALS ON HARBOUR

Thirty-six fully armed troops and other
equipment from 30 Terminal Squadron have
trialled the Royal Australian Navy's new
generation Landing Craft Vehicle and
Personnel (LCVP). The trials were
conducted on Sydney's Middle Harbour to
demonstrate the new vessel's capabilities.

The prototype LCVP was built by
Geraldton Boat Builders in Western
Australia, the first of four envisaged for use
aboard HMAS TOBRUK (two craft),
HMAS SUCCESS (one craft) with the
fourth attached to HMAS PENGUIN as an
operational spare.

Fully laden the new all welded
aluminium LCVP is capable of transporting
one 4x4 Land Rover and one half tonne
trailer and four and a half tonnes of cargo.
Temporary seating to accommodate the 36
troops for ship to shore movements can be
removed for the larger vehicle and cargo
load. Power for the LCVP is provided by
two 200 hp Volvo Pentru Sterndrives which
drive the craft at 22 knots laden and 15
knots fully laden.

A three man crew operates the LCVP, the
coxswain from the small
superstructure, which
also provides access to
the engines below. Forward a seaman raises
and lowers the bow door.

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than 30,000 nautical miles.

The Navy, October-December, 1992
NAVALNEWS CONTINUED

load and therefore a valuable training exercise for the operators our Sea King utility helicopters," he said. "We hope members of the public will eventually be able to see the aircraft when they visit the Naval Aviation Museum here."

HMAS CANBERRA - 50TH ANNIVERSARY OF LOSS

Veterans and the families of sailors lost in HMAS CANBERRA gathered at commemorative and church services around Australia on Sunday, 9 August to remember those who died as a result of the sinking of the vessel at the Battle of Savo Island.

The Royal Australian Navy cruiser, reportedly found uprights on the bottom in deep water near the Island along with other Allied vessels recently by an American oceanographic team, was "mortally wounded" by Japanese shells. The immobile hulk was later sunk deliberately by a combination of American gunfire and torpedoes to prevent any of her equipment falling into enemy hands.

A total of 84 of the 816 on board either died or were wounded or posted as missing killed. Many of the survivors were posted to another heavy cruiser, HMAS SHROPSHIRE, which was transferred from the RN to the RAN in 1943 as a replacement for CANBERRA and went on to see further action and witness the reversal of fortune of the Japanese Naval Royal Australian Navy in decisive battle - the Battle of Leyte Gulf in the Central Philippines.

The ordeal of the survivors of the CANBERRA disaster and subsequent action made for lively debate on the Hunley, reflected in the strength of the CANBERRA/SHROPSHIRE Association which, with the Naval Historical Society, organised services in six States and the ACT to remember 'absent friends'.

THE LOSS OF HMAS CANBERRA AND THE BATTLE OF SAVO ISLAND

At dawn on August 7, 1942, the first waves of US Marines landed at Guadalcanal and Tulagi, and soon secured the sites. The Japanese reaction was immediate, hastily organise a surface strike force of seven cruisers and a destroyer, they began to attack the Allied force without delay. It was a bold decision as the Allies were 20 daylight hours away from the Solomon.

The Americans split their forces into three groups. Two were guarding the channels on either side of Savo Island, AUSTRALIA in company with CANBERRA, CHICAGO and two destroyers, patrolled the southern channel, while the northern channel was guarded by the US cruisers VINCENNES, ASTORIA, and QUINCY, and two destroyers.

Shortly after midnight on August 9 the Japanese reached Savo Island and at 0136 began firing on the unsuspecting cruisers CANBERRA and CHICAGO. At 0143 an American destroyer, with the Allied ships brilliantly silhouetted by flares, frantically signalled: "Warning, Warning. Strange ships entering harbour."

CANBERRA had been caught while steaming slowly at 12 knots in a state of "modified second degree of readiness"; half her crew were asleep, her aircraft bombarded but defuelled, armament and damage control parties closed-up, her guns empty and trained fore-and-aft. The Australian cruiser was struck by 24 shells in two minutes. With both engine-rooms hit, her power and lighting gone and fires blazing amidstships and between decks, she listed to port. While CHICAGO was pursuing a lone enemy destroyer, the Japanese force destroyed the three American cruisers. In 32 minutes of gunfire and torpedo attacks the Japanese force had destroyed four Allied warships and inflicted 1,570 casualties, including 35 killed. At 0240 the Japanese force regrouped and headed for Rabaul.

It was decided the stricken CANBERRA had to be sunk. In total 253 rounds of five-inch shells and four torpedoes were poured into her hull by Allied ships and she slipped beneath the waves.

A Board of Inquiry was convened in the Australian Hydrographic Office to investigate the cause of the sinking. The Board found that CANBERRA was not in a state of readiness, but judged the crew's behaviour "satisfactory".

HMAS CANBERRA was a County-class (heavy) cruiser and sister ship to HMAS AUSTRALIA. Each had a complement of 548 officers and sailors, 80 feet long and displaced a total of 13,830 tonnes (full load). As a result of the battle of Savo Island just over 1000 Allied sailors lost their lives and another 700 were wounded. Australian casualties were 84 dead and 100 wounded.

FIVE COMPANIES TENDER

Five tenders have been received for the base support contract for the Naval Communication Station Harold E. Holt, at North West Cape in Western Australia.

Tenders were received from: Australian Defence Industries (teamed with Allied Building Services Ltd, and Nationwide Facilities Management); Cedestal (comprising Clough Engineering Ltd, the Department of Administrative Services and Telecom Australia); Dawson Brown and Root; Rockwell; and Sianlicit Electronics Ltd.

The contract, scheduled to be awarded before Christmas, will inject $10 million into the State economy and therefore a valuable training exercise for the operators our Sea King utility helicopters," he said. "We hope members of the public will eventually be able to see the aircraft when they visit the Naval Aviation Museum here."

The preferred tenderer will be responsible for providing all operational support and maintenance services to the Station, including management and administration, communications systems, utilities and emergency and fire protection.

LONG OVERSEAS DEPLOYMENT

The Royal Australian Navy's Guided Missile Destroyer HMAS BRISBANE sailed from Sydney on Monday, 3 August on a five month deployment to South East Asia. While overseas the ship will visit 15 foreign ports and participate in two major exercises with Australia's regional allies.

BRISBANE sailed at 1930hrs from the Navy's Fleet Base in Woolloomooloo. A big crowd of family members were there to farewell the ship.

LOGGERHEADS AT SEA WITH THE NAVY

The Royal Australian Navy and the WA Department of Conservation and Land Management (CALM) have put their heads together to overcome a problem that will not go away - not a dispute, but loggerhead turtles.

The Navy came to the fore with an unusual operation which saw the diminutive turtles taken onboard the HMAS STIRLING-based patrol boat HMAS GERALDTON before it sailed for northern waters on 22 July.

A CALM Marine Park Ranger delivered the returning turtles to HMAS GERALDTON in the HMAS STIRLING small craft compound where the patrol boat's Commanding Officer Lieutenant Commander Keith JOHNSON accepted custody.

After ensuring his 'passengers' were comfortable, had their sea-flappers and were safely secured on the upperdeck, HMAS GERALDTON sailed for the northern port of Dampier on the first leg of a deployment which will see her here away for three months.

HMAS GERALDTON then proceeded on a mid-ships deployment, which will see her visit Cocos and Christmas islands, Indonesia, Singapore, Papua New Guinea before circumnavigating Australia, visiting nine Australian ports in-custody.

WOLLONGONG GETS NAVY SURVEY OFFICE

The Minister for Defence, Senator Robert Ray, announced in late June that Wollongong would be the new location for the Navy Hydrographic Office.

The Hydrographic Office now occupies a Defence owned building and adjacent leased premises in North Sydney. With the expiry of the lease next year, Defence has been investigating a number of sites for possible relocation of the Hydrographic Office, which employs some 100 civilian staff and 25 uniformed personnel.

NEW FRIGATE A "TRIBUTE TO AUSTRALIAN SKILLS..."

As HMAS MELBOURNE enters her final year of war in her most recent warship, the frigate HMAS MELBOURNE, has returned to her builder's yard at Wollongong (Wc) after highly successful sea trials.

The ship entered dry dock on 10 June for her final big check, and the fit-out team has no receive some improvements which became available too late to be incorporated while she was being built.

The Assistant Chief of Naval Staff - Materiel, Rear Admiral Tony Hunt, said the ship had performed very well and was a "great tribute to Australian skills and workmanship."

WOLLONGONG will be with her builder, AMECO, for about three months after which she will become a fully-fledged operational unit of the Royal Australian Navy.

NAVY CELEBRATES SYDNEY 150th

Six warships and two thousand personnel from the Royal Australian, Japanese and United States Navies participated in the celebrations marking the 150th anniversary of the City of Sydney, from 17 July, 1992.

"This decision, under review for over a year, will inject $10 million into the State economy and the Wollongong region," Senator Ray said. "This is the new location for the office and Wollongong represents a major contribution to decentralisation of Defence activities to an important region of Australia."

The Hydrographic Service of the RAN was formed in 1920 and has always been based in Sydney.

"Staff have been kept informed as to possible relocation sites and I am anxious to make sure that full consultation with staff and their union representatives continues as the move is implemented," Senator Ray said.

The RAN Hydrographer provides essential information on conditions in Australia's maritime surrounds that affects the operations of naval ships and submarines in combat operations as well as in peace time. The hydrographer is also the national mapping authority for Australia's sea area.

The RAN Hydrographer has 6 survey vessels, two production facilities, and 260 survey and cartographic specialists.
Japanese destroyers sail up harbour for the Sesqui-Centenary Celebrations on 17 July

RAN INSHORE MINEHUNTERS TO ENTER SERVICE IN 1993

The Minister for Defence, Senator Robert Ray, has announced that the Royal Australian Navy has accepted a state-of-art minehunter weapon system for HMAS RUSHCUTTER and SHOALWATER. Three of the Atlas Electronik systems will be supplied to the Navy. One will be used in each of the Inshore minehunters while the third will be used for training at the Mine Warfare Systems Centre at HMAS WATERHEN. This will enable HMAS Ships RUSHCUTTER and SHOALWATER to enter full operational service in 1993.

Senator Ray described the MWS80-3, already fitted to HMAS RUSHCUTTER, "As a substantial achievement on the part of Atlas Electronik in meeting Australian requirements. It provides the RAN with a very capable solution to the problem of inshore and shallow water mines. It is significant that HMAS RUSHCUTTER is the first warship in the world to carry the system."

Warm water trials for the MWS80-3 will take place off Cairns over the next three months in conjunction with the IBIS V mine warfare system, developed by Thomson Sirroco Pacific and currently fitted to HMAS SHOALWATER.

RUSHCUTTER is the first warship in the world to carry the system. It is significant that HMAS RUSHCUTTER is the first warship in the world to carry the system."

The 30 metre high mast is in danger of falling on the mast and there is now a real possibility of it being declared a safety hazard to the public unless urgent action is taken to repair it. Rear Admiral Holthouse said several major Australian companies had already donated to the appeal, including Bellinger Instruments, MTU Australia, Westpac and the ANZ and Advance Banks, and he was confident of reaching the $100,000 target with support from the people of Sydney. Rear Admiral Holthouse also welcomed the support of Mosman Municipal Council which has formed a special committee to co-ordinate fund raising.

People who wish to make donations should make them payable to the "National Trust of Australia (NSW) Mast of HMAS SYDNEY Restoration Appeal". They may be sent to:

Mr G. HILTON
Director Resource Planning, Navy, Naval Support Command, P.O. Box 706, Darlinghurst NSW 2010 or to the National Trust of Australia (NSW) GPO Box 519, Sydney NSW 2001

Donations of $2 or more are tax deductible.
**WHYALLA: AN HISTORICAL JOURNEY**

When the original HMAS WHYALLA was launched at the Whyalla Shipyard in 1941, the proud shipbuilders of the day would have thought it inconceivable that more than 50 years later their first ship would still be serving, albeit a very different role. And it would have been just as incredulous to have suggested that the final resting place would be two kilometres inland and two metres off the ground.

But, in Whyalla, the unbelievable happened. HMAS WHYALLA (1941–1946), later to become the RIP (1947–1984), and was moved from the sea in February 1987 up the same slipway, now disused, that gave it birth, and transported through the BHP plant and across a saltbush landscape to be set down on foundations adjacent to the city's northern highway entrance.

WHYALLA is the focal point of a nationally unique attraction which includes the restored ship and museum building (Whyalla Maritime Museum) and the Whyalla Tourist Centre. The museum opened on October 29, 1988, with the Tourist Centre opening some 10 months earlier on December 23, 1987. Total cost of establishing the complex was $1.3m. Even earlier on December 23, 1987, the cost in excess of $560,000 to remove it from the sea and set it down on its specially designed foundations.

Although purchase price of the ship was just $5,000 it cost $540,000 to remove it from the sea and set it down on its specially designed foundations.

The Whyalla Shipyard, where the ship was built, is today a tourist attraction. The restored ship and museum building (Whyalla Maritime Museum) and the Whyalla Tourist Centre opened on October 29, 1988, with the Tourist Centre opening some 10 months earlier on December 23, 1987. Total cost of establishing the complex was $1.3m.

When WHYALLA was removed from the sea in February 1987, it was the first time it had been on dry land in 41 years. The ship was moved up the slipway on a specially designed track, which was raised on hydraulics to raise it off the water.

The ship was then moved to a special cradle on wheels, which was raised on a jacking system to allow for the lifting of the ship onto the special tramway. The ship was then moved along the slipway on the tramway, and then onto the special tramway on wheels, which was raised on a jacking system to allow for the lifting of the ship onto the special tramway.

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WHYALLA — An Historical Journey

The move was complete. The various contractors and local firms involved had worked their hearts out to bring the project to a successful end. They weren’t going to let the Reluctant Lady win.

WHYALLA — An Historical Journey

When built for the Royal Australian Navy, the ship was given the pendant number J153, now painted on the starboard side. When attached to the British Admiralty WHYALLA (launched May 12, 1941), KALGOORLIE (August 7), GAWLER (October 41) and PIRIE (December 3).

WHYALLA had a speed of 14.5 knots, and carried one four-inch gun, three anti-aircraft guns and 22 depth charges. First captain was Lieutenant Commander L.N. Morrison. Following commissioning and a “work up” period, WHYALLA went into service on escort and patrol duty on the Australian East Coast. She was in Sydney Harbour on the night of May 31, 1942, when the Japanese midget submarine attack took place, and was one of a number of ships allocated as escorts when Australian coastal convoys were instituted on 8 June, 1942.

WHYALLA continued East Coast convoy escort duty until December, 1942, when she proceeded to New Guinea. During this period she undertook minelaying duties, and also operated as a survey vessel charting the approaches to islands north of Australian prior to the Japanese being driven out. In June, 1943, the vessel returned to Australia for a major refit and was allocated East Coast convoy duty until February, 1944. It was then that WHYALLA was attached to the British Pacific Fleet. In 1945, and until the end of the war, she served on escort and anti-submarine patrol duty. During this time she served briefly in Chinese waters, returning safely to Australian in October 1945 after having steamed 111,000 miles on war service.

WHYALLA began a new life in 1947 after being sold to the Victorian Public Works Department and renamed RIP. She was employed on a continuous program of blasting operations designed to keep clear a dangerous stretch of water called The Rip at the entrance of Port Phillip Bay. Her duties also included work as a Barge Maintenance Vessel and attending the pile lights of Port Phillip Bay and other ports along the Victorian coast.

In 1948 the City of Whyalla became aware that the ship was to be sold as scrap, but after extensive negotiations it was sold to the Whyalla City Council for $5,000. The ship was sailed back to its home port from Williamstown in Victoria by a crew comprising mainly of volunteers augmented by professional seamen.

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Proof to be Associated with the Navy
**ANZAC FRIGATES NAMED**

The Chief of the Naval Staff, Vice Admiral Ian MacDougall, selected Navy's 81st birthday to announce the names for the ANZAC frigates, the first of which will be delivered in 1995.

The frigates will be collectively known as the ANZAC Class and individual ships will be named in order of commissioning: ANZAC, ARRERnte (pronounced AR-run-da with a rolled 'r'), WARUMUNGU, STUART, PARRAMATTA, BALLARAT, TOOWOOMBA and PERTH. The names of RAN ships are carefully chosen to promote the relationship between the Navy and the Australian community and to provide a tangible link with the past.

At a total project cost of around $4 billion dollars, ten frigates will be built at AMECON's Marine Engineering Facility in Melbourne, eight for Australia and two (the second and fourth) for New Zealand.

**INDONESIA BUYS NEW SHIPS**

Contrary to some initial reactions, Australia should not be alarmed by the news that Indonesia plans to buy 39 second hand ships from Germany. It is not known why the 414 tori standard economic air defence fighters have been acquired.

Although the ships are an undoubted bargain, they represent a significant increase in Indonesia's offensive maritime strength, the Parchim class are not well optimised for operations in shallow and restricted waters, and although the ships are an undoubted bargain, they would be at a distinct disadvantage in any conflict with Indonesia's two Sandringham (K 79) destroyers. By bartering base facilities for warships, Greece has acquired from the United States four Charles F. Adams class guided missile destroyers (very similar to those in service with the RAN). Three of the Arleigh Burke class anti-aircraft destroyers will be modified for Indonesian use.

Unquestionably, most professional defence officers would agree that Indonesia needs more than the two minehunters/sweeper already in service. In any case, minehunters and patrol boats are both offensively. The 1950 ton full load French class tank landing ships have an extensive anti-aircraft armament and a minelaying capability. The French class each have a 500 ton military lift, which includes twelve main battle tanks (the Indonesian Army has no main battle tanks, but does have about 900 smaller armoured vehicles).

Indonesia already has fourteen tank landing ships, of which seven were built in Indonesia for the patrol role, or to fit them with Western mine warfare equipment. The former cruiser capital city names were subsequently applied to the wartime record their bearers gained (eg Scrap Iron Flotilla). The former cruiser capital city names were subsequently applied to the wartime record their bearers gained (eg Scrap Iron Flotilla). The former cruiser capital city names were subsequently applied to the wartime record their bearers gained (eg Scrap Iron Flotilla). The former cruiser capital city names were subsequently applied to the wartime record their bearers gained (eg Scrap Iron Flotilla). The former cruiser capital city names were subsequently applied to the wartime record their bearers gained (eg Scrap Iron Flotilla).

Added to Greece's modernisation programme already in hand to replace old and obsolete units, these new major acquisitions from the United States very substantially improve Greece's maritime strength relative to Turkey. Over the past one and a half centuries, Greece's territory has been invaded several times major navies have modified their guidelines as ships types have changed in importance (eg the rise of the submarine) and numbers have reduced.

The shift in Fleet composition has also been reflected in the RAN. The former cruiser capital city names were subsequently applied to destroyers in the 1960s and then frigates in the late 1970s.

**BACKGROUND TO NAMES**

When the first RAN Fleet was built early this century, the guidelines established for naming ships were as follows: a) the battle cruiser was named Australia, b) cruisers were named after capital cities, c) destroyers were named after rivers, and d) auxiliaries were named after Australian animals.

This policy reflected broadly the concept of naming ships that nations such as Great Britain and United States followed. Since those times major navies have modified their guidelines as ships types have changed in importance (eg the rise of the submarine) and numbers have reduced.

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ANZAC FRIGATES NAMES

Naming Principle

Prior to formulating its proposal for ANZAC frigate names the RAN has established a set of principles for naming ships. The naming principles are to:

a) promote links between the Navy and Australian community,

b) be internationally recognisable as an Australian name, and

c) foster rapport & corps within the Service by providing a tangible link with the Navy’s past.

The selected name should also have appropriate status to the size and role of the ship. In addition, where the names pertain to geographical locations (eg cities and rivers) then there should be fair representation between states.

Above HMAS ARUNTA
Right: HMAS WARRAMUNGA

Naming Guidelines

The RAN has drafted a set of Naming Guidelines based on the above Principles. The Guidelines would be used in the future naming of new construction outlined in the Force Structure Review.

The draft guidelines are as follows:

a) submarines named after famous Australians or heroic sailors;

b) destroyers or frigates named after major cities, major river or famous ship names;

c) offshore patrol vessels or patrol boats named after cities and towns of past patrol boats;

d) hydrographic ships named after hydrographic ships of the past;

e) amphibious ships named after Australian amphibious or combined operation;

f) submarines named after past submarine vessels and Australian river, bays, straits and coastal features;

g) support ships named after former support ships;

h) logs and other auxiliaries named after Australian flora and fauna; and

i) war craft named after colonial vessels related to the operating locality.

The name AUSTRALIA should be reserved for a large vessel which would through its operations have a high profile. This recognises that the RAN is unlikely to have a capital ship again in the Fleet, but there is considerable advantage in using the name, in terms of goodwill, within the region.

NAMES FOR THE ANZAC FRIGATES

Based on the above guidance it is proposed that the ANZAC frigates be known as the ANZAC Class and the names of the eight frigates be:

Batch One

HMAS ANZAC
HMAS ARRERRENE
HMAS WARRAMUNGA
HMAS STUART

Batch Two

HMAS PARRAMATTA
HMAS BALLARAT
HMAS TOOWOOMBA
HMAS PERTH

(Provisional - dependent on paying off of the present HMAS PERTH)

It is further proposed that the following names be set aside for the follow-on DDG replacements which are projected to be ANZAC derivatives:

Batch Three

HMAS HOBART
HMAS BRISBANE

The proposed names reflect both the Navy’s heritage and links with the Australian community. In order to provide some order to the names the ANZAC frigates have been divided into batches. This will also reflect some material differences between the ships. ANZAC Frigates 5-8 will incorporate a number of technological changes in equipment that would be expected with ships commissioned later in the decade.

As stated in the RAN’s naming principles there should be a fair distribution of ship names between the states. The adoption of the proposed ANZAC ships would result in the state distribution of major Fleet unit names indicated below:

NSW VIC QLD WA SA TAS NT ACT

3 2 2 2 2 1 1 1

* including HMAS WESTRALIA

The Navy. October-December. 1992
In terms of Australia's Defence policy of self-reliance within an alliance framework, exercises such as RIMPAC 92 are essential to developing our ability to work effectively with allied Navies, as well as to honing our operational skills.

Noteworthy has been the value of these exercises, which have been heavily demonstrated in terms of the speed and effectiveness of which RAN units can be integrated with allied naval forces during operations in the Arabian Gulf. To be able to perform so effectively at such short notice is important in terms of the alliance as well as being indicative of our operational standards.

Working with allied navies in exercises such as RIMPAC 92 also provides unique opportunities, by virtue of its scale, to gain experience in planning, command and control and the conduct of large-scale combined operations.

A further benefit for the RAN is access to US Navy weapons ranges. These ranges allow us to get the most comprehensive assessment of the performance of high-tech weapon systems such as the Harpoon anti-ship missile. The task group's passage to and from the exercise was also a useful opportunity for our own in-company assessments and training.

The magnitude of RIMPAC 92 was demonstrated by the complexity of waterspace management for seven submarines, the number of air hours flown, and the first entry into San Diego which started at 0600 and completed at 2200 on July 23, with ships berthing every 15 to 30 minutes.

The exposure to state of the art equipment and systems, for example, inverse synthetic aperture radar (ISAR), officer in tactical control and headquarters staff, provided by CMDR Paddy Hodgman - Director of Public Information - Navy - has been invaluable.

Additional highlights included:
- Depressing (removal destructive magnetic influence) of HMAS Ships ADELAIDE, CANBERRA and OTWAY.
- Completion of SeaHawk operational test and analysis to allow acceptance into RAN service.
- Firing surface and submarine launched Harpoon, a warships MK44 torpedo, 10 MK-46 and six MK-48 torpedo firings; and
- Tactical surface to air missile and gun firings on a mobile sea range.

Above: RIMPAC participants, HMAS HOBART gets underway from San Diego on 24 June for the exercise.
Left: HMAS ADELAIDE of Point Loma during RIMPAC 92.

Photographs courtesy USN

Australia's Maritime Headquarters was the operational planning headquarters for Battle Force Uniform (BFU), the orange force for RIMPAC 92, and, after that, a major contributor to theatre operations by BFU headquarters.

The establishment, training and management of a busy and effective multinational operational headquarters by virtue of its assets in USS VINCENNES was challenging BFU achieved its aim, aided by early and substantial planning effort, concept testing and evaluation of plans using enhanced wargaming and an extraordinarily comprehensive command, control, communications, and intelligence platform and systems.

Overall planning was effected through a structured approach, planning conferences, advanced liaison and proactive lateral communications.

Notable features for the RAN were the appointment of Australia's Maritime Commander, RADM Rob Walls as Commander BFU and that of CDRE Tony Christie as At Sea Antisub warfare Commander.

A combined RAN clearance diving team readily integrated and operated with US Navy special warfare and explosive ordnance disposal teams. This element of the exercise has been particularly rewarding and shows excellent potential.

And the exercise established high achievable rates in the number of sorties planned compared with the number actually flown by maritime patrol aircraft and tactical reconnaissance, fighter and strike aircraft. Ninety percent of all aircraft scheduled were conducted; 90 per cent of tactical aircraft and 83 per cent of maritime patrol aircraft were flown with full mission capability. This was an outstanding achievement on the part of aircraft from all the nations participating.

Maritime patrol aircraft deployed 2500 sonobuoys in pursuit of submarines and other sub-surface information and tactical aircraft received excellent refuelling support from tanker aircraft operated by units from as far afield as New York. In all tanking aircraft provide 972,000 pounds of fuel in the sea phase of the exercise.

USV VINCENTES proved to be an excellent command and control platform and headquarters, well supported and by the CO and crew. Shore headquarters staff included three representatives from Republic of Korea, 15 Canadians, 17 Australians and 39 members of the US Navy supplemented by 12 VINCENTES crew. RADM Walls was particularly pleased with the enthusiastic, dedicated and professional staff provided for BFU headquarters.

The battle force picture was maintained via a satellite voice command net, other satellite systems were the antisubmarine warfare (ASW) tactical secure voice command network. Other satellite systems were used to pass international underwater surveillance system (IUS) using information, officer in tactical command information system (OTCISS) and the common user digital exchange sub-system.

During the exercises RADM Walls had discussions with a variety of officers from other services involved including the US Commander in Chief Pacific, Admiral Larson; Chief of Staff Japanese Maritime Self Defence Force ADM Okabe; Member of the US Joint Chiefs of Staff and Australian Maritime Self Defence Force ADM Oskab; and the US Joint Chiefs of Staff Committee Vice Adm Lantz.

Admiral Macke and US Commander Third Fleet RADM Unrath.

RIMPAC remains the principle forum for modulating interoperability levels and exchanging ideas and tactics. It provides an excellent return on the investment of people and ships participating. Overall, the Navy has gained exceptional training value in a complex, technologically advanced and asset rich environment not normally found in our home waters.
THE RETURN OF THE TIGERS - HS816 SQUADRON COMMISSIONS

by Anthony UNDERWOOD

HS816 Squadron commissioned at NAS NOWRA on Thursday, July 23

Hundreds of members of the Service, former COs of 816 Squadron and guests from other Services and the RNZAF joined the celebration which took place in the presence of Defence Minister Senator Robert Ray and Chief of Naval Staff VADM Ian MacDougall.

The ceremony was brief and to the point. The CO of HS816, CMDR Brett Dowling, read the Maritime Commander's Commissioning Order at 1130 before Naval Chaplains SENCHAP Max Davis and CHAP Mark Watkiss pronounced commissioning blessings on the Squadron.

The Guard was marched off and the Squadron Band was dismissed after the Australian White Ensign and Australian National Flag were hoisted and the commissioning pennant broken over the Squadron which has as its motto: "Because the action of the Tiger." The CO of NAS Nowra, CDRE Rob Partridge, welcomed a wide variety of guests - the first Project Coordinator, Harry Julien, the first Project Director (now) RADM Tony Hunt and the current Director of Aviation Projects, CMDR David Anderson.

"It is an event we have been waiting for a long time," he said, "and it is tangible evidence of a lot of work by a lot of people over a long period."

CDRE Partridge added that also present were the first CO of 816 SQN, LCDR Nat Gould (retired), CMDR Ken Barnett (ret. - CO during the Gannet period) and noted that there were "no prizes for guessing" who was a CO of 816SQN during the Tracker era. The Base Commander also remembered "absent friends" with members of HS816 SQN embarked as ships' flights in HMA Ships DARWIN (returning from duties in the north of the Red Sea) and CANBERRA (participating in Exercise RIMPAC 92).

CDRE Partridge described the Sikorsky S-70B-2 Seahawk being operated by HS816 SQN as the leading edge of technology and serviceability.

"As sophisticated as these aircraft are, they have the sort of serviceability an aircraft manager dreams of," he said, "we have four serviceable aircraft in storage, two undergoing scheduled maintenance and the remainder ready to fly." He called on Mrs Sonja Dowsing (wife of CO 816 SQN, CMDR Brett Dowling) and the youngest member of the Squadron, AB Justin Heath, to cut the commissioning cake.

This was followed by the commissioning toast proposed by the Minister for Defence, Senator Robert Ray.

CMDR Dowling said later formal acceptance of the S-70B-2s into operational service in between 12 months and two years would mark the end of the $652.2 million project, providing the RAN with arguably the most capable ship-borne helicopter in the world.

Eventually we will have six FFGs, each with a single Seahawk flight," he said. "As their parent unit, HS816 SQN will have six aircraft for training and four will be held in operational reserve.

The Squadron's Public Relations Officer, LCDR Les Heaven, pointed out the aircraft's formidable features to a large but hushed crowd of Sydney media representatives who went flying with a formation of five of the new helicopters the day before commissioning. He said the S-70B-2 variants of the Seahawk had the ability for fully autonomous operation - that each aircraft had the ability to detect, locate and engage ASW targets independently of its parent ship.

Apart from this, these aircraft had already established their ability in the Gulf operation of providing the 'eyes and ears' of ships within a task-group and to perform general utility tasks including insertion of boarding teams, search and rescue, medical evacuation, personnel transfer and vertical replenishment.

He added that their ability to provide accurate targeting information for weapons systems had been convincingly demonstrated in live firings carried out by Australian fighting ships involved in Exercise RIMPAC 92.

One firing shown widely on Australian national television news services shows a Harpoon fired from an FFG in a direct hit on a floating target.

THE AUSTRALIAN S-70B-2 SEAHSOAK

The Australian S-70B-2 was developed from the very successful Sikorsky SH-60B Seahawk designed for the US Navy. The USN has 250 of these aircraft in service.

The Australian aircraft, however, have the capability of processing their own mission sensor information on board and operating independently of the parent ship.

The S-70B-2 processing system can monitor up to eight sonobuoys and up to 64 surface contacts and each of the Australian aircraft can carry up to 30 sonobuoys - generally a mix of active and passive ones. A magnetic anomaly detection (MAD) system and surface surveillance radar are additional sensors which assist detection and location of targets.

Forward looking infra-red (FLIR) and electronic counter-measures (ECM) equipment were fitted for operations during the Gulf conflict and action is being taken to incorporate them into the RAN Fleet.

Two Mk 46 torpedoes can be carried externally and a 7.62mm general purpose machine gun can be mounted in the cabin door.

AT GLANCE...

Powerplant:
two 1940shp T700-401C engines

Maximum speed: 400 knots

Cruise speed: 135 kts

Lifting capacity:
10 troops internally or 2727kg (6000lb) on external cargo hook

Maximum gross weight: 9947kg (21884lb)

Endurance: up to 4 hrs

Crew: there - one pilot, one tactical coordination officer and one sensor operator.

Weapons: Mk 46 torpedoes, 7.62 machine gun

Systems:
Collins tactical data system
Collins cockpit management system
Collins communications and navigation subsystems
MEL, Supertracker radar
CDC Collins sonobuoy and Barra processors
CAE magnetic anomaly detector
Collins tactical data link.

ANNUAL GENERAL MEETING 1992

NOTICE is hereby given that the ANNUAL GENERAL MEETING OF THE NAVY LEAGUE OF AUSTRALIA will be held at the NATIONAL PRESS CLUB, CANBERRA, ACT, on Friday 13th November, 1992 at 8pm

BUSINESS

1. To confirm the Minutes of the Annual General Meeting held in Sydney on Friday, 13th November 1991.

2. To receive the report of the Federal Council, and to consider matters raised therefrom.

3. To receive the financial statements for the year ended 30th June, 1991.

4. The following Directors being over the age of seventy-two years, see re-election as Directors (Federal Councillors) in accordance with the Companies Act:

A.H. HEWITT (WA Division)

5. To elect Office Bearers for the 1992/1993 years as follows:

a) Federal President
b) Federal Vice-President
c) Additional Federal Vice- Presidents (2)
d) Auditor

6. General Business: To deal with any matter notified in writing to the Secretary prior to the commencement of the Annual General Meeting.

7. Nominations for these positions are to be lodged with the Honorary Federal Secretary prior to the commencement of the Annual General Meeting.

ALL MEMBERS ARE WELCOME TO ATTEND

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Honorary Federal Secretary

The Navy, October-December, 1992
THE BATTLESHIP TEXAS

She is the last of the “Dreadnoughts” and the only surviving US naval vessel to have seen service in both World Wars.

When the USS TEXAS was commissioned in 1914, she was the most powerful weapon in the world: the most complex product of an industrial nation just beginning to become a force in global events. The TEXAS projected American pride and power over the world's oceans for 32 years. Her big guns brought dread to her enemies and hope to her friends in the Pacific in 1945 as she had in the North Sea in 1918.

PHOTOS — CHRIS SATTLER

RESTORATION

In September 1983, the Texas Parks and Wildlife Department assumed responsibility for the Battleship TEXAS and began research and planning projects aimed at restoring and preserving the ship. The Battleship TEXAS Advisory Board, appointed by the governor, was given the task of seeking additional funding for the project. As plans neared completion, individuals and businesses throughout the state stepped forward with donations of money, time and materials without which the work could not have progressed.

Major repair work began in December 1988 when the TEXAS was towed to Todd Shipyard in Galveston and concluded when she returned to her improved berth at San Jacinto Battleground State Historical Park in July 1990. Her restoration is not complete. Over a period of several years, many compartments and work areas on the ship will be carefully refurbished to portray life on a warship in 1945. Some of the spaces scheduled for work have never been available for public tour. Although this phase of the restoration will be exciting, it will also require considerable time and resources. Assisted by former crew members, volunteers, interested groups and contributors, the Parks and Wildlife Department will continue to bring new life to the TEXAS.

BATTLESHIP TEXAS GENERAL DATA:

Hull Number: BB35
Builder: Newport News Shipbuilding and Drydock Co.
Laid Down: 17 April 1911, Launched: 18 May 1912; Commissioned: 12 March 1914
Length Overall: 573' (1914): 95' (1927): 106'; Normal Draft (1914) 28'5" (1927): 28'6"

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The Navy, October-December, 1992
BB35 THE BATTLESHIP TEXAS

Displacement: (1914) 28,000 tons
(1927) 34,000 tons
Speed: (1914) 21 knots
(1927) 20.4 knots
Complement: Crew, 1,625; Officers 100; Marines (peacetime)
Active through 32 years of rapid change in the machinery of naval warfare, the TEXAS has undergone much modification in guns, armor and propulsion. She helped pioneer naval aviation between the wars, and was kept up to date with advances in fire control, radio and radar as the focus of her defense shifted to the sky. Her basic reasons for being, however, remained the same: to bear the big guns of her main battery into an action and to keep them firing against any enemy response.

ARMAMENT
Main Battery: 10 14 inch/45 cal. guns in 5 turrets
Range: 12 miles
Projectiles;
Armor Piercing: 1500 lbs
High Explosive: 1275 lbs
Full Broadside (Armor Piercing): 15,000 lbs
Rate of Fire: 1.5 Rounds per Minute
Turret Crew: 70 men

Secondary Battery:
Torpedo Tubes: (2) 5751 11/10 3750 (10) 40mm quads
Aircraft: (2) 21TT
Anti-Aircraft: — (4) 3755 (10) 40mm quad

The Battleship TEXAS is owned by the people of Texas and administered by the Texas Parks and Wildlife Department.

PRESERVING AMERICA's WARSHIPS

All photographs by Chris Sattler

USS MASSACHUSETTS is the flagship of Battleship Cove, at Fall River, Massachusetts. The ship won eleven battle stars during the Second World War.

USS NORTH CAROLINA, is in such good condition that many visitors believe she is still in commission. The ship is located at Wilmington on the Cape Fear River.

Also located at Wilmington are preserved ships including the destroyer USS JOSEPH P. KENNEDY, JR. and submarine LIONFISH.

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24 The Navy, October-December, 1992
Preserved at Bremerton in Washington State is the 1950s vintage destroyer TURNER JOY, destined to form a new museum in the near future.

The only destroyer escort to be retained from the Second World War is USS STEWART, at Galveston in Texas. The ship is land locked and will not touch the sea again.

Preserved PT boat at the Buffalo and Erie County Naval Park. Also on display are the larger ships, cruiser LITTLE ROCK and destroyer THE SULLIVANS.

Aircraft carrier USS YORKTOWN was one of twenty plus ESSEX class carriers commissioned in the Second World War, of which three have been preserved in USA.

Fletcher class destroyer USS CASSIN YOUNG is maintained by the National Park Service in near original condition at the Boston, Charleston Navy Yard.
The Eclipse of the Big Gun — The Warship 1906-45

Published by Conway Maritime Press

London, 1992

The name Conway Maritime Press has become synonymous with quality and informative books on maritime subjects. This reputation can only be further enhanced by their latest offering, "The Eclipse of the Big Gun — The Warship 1906-45," a part of a 12 volume encyclopedia tracing the development of the ship from the earliest time to the present. Whilst not an encyclopaedia in the true sense the series is encyclopaedic in its breadth and depth. The series is produced under the editorial direction of Dr. Ravi Greenhill who co-authored, with his wife, the authoritative study of Britain's naval war in the Baltic from 1854-56.

Each of the twelve volumes has a Consultant Editor. In the case of "The Eclipse of the Big Gun — The Warship 1906-45" the Consultant Editor is David K. Brown, recently retired after an eminent career with the Royal Corp of Naval Constructors. The volume itself, consists of a series of 14 chapters covering the major warship types, auxiliary warships, the fleet train, naval weapons, electronics, and camouflage and deception. The volume is completed with an annotated bibliography and a glossary of terms and abbreviations, both very useful in their own right.

In the various chapters and it is interesting to see how these vessels fit into the broader picture of warship design and development.

The volume is very well illustrated with both photographs and line drawings. In a publication of this type there is a need to achieve a fine balance between over technical discussion and superficial treatment of the subject. "The Eclipse of the Big Gun" manages to do this. It is a book that can satisfy the needs of the professional as well as the amateur.

All in all "The Eclipse of the Big Gun — The Warship 1906-45" is a book that promises much and delivers.

SUBMARINES OF THE US NAVY

Stefan Terzibaschitsch

Published by Arms and Armour Press

This latest production from Arms and Armour in the United Kingdom is a reference work devoted to the conventionally powered submarines of the United States Navy from the surviving boats of the Great War, which served in the Second World War to the last diesel boats, the three unit Barbel class, commissioned in 1959.

Each entry is presented via an overall class introduction, supported by technical and building tables. Small scale line drawings also depict most of the class. The photographs accompanying the text illustrate the boats at varying stages of their careers, from launch to reserve fleet. Early sections in the book are devoted to Submarine Administration, the different armaments and finally electronic equipment, paint and camouflage.

During the post 1945 period the US Navy undertook major submarine modernisations, the GUPPY (Greater Underwater Propulsive Power) conversions involving 65 boats out of a total of 80 planned from 1947 to 1963. Other modifications included the 19 boat Fleet Snorkel Programme, ten radar paddle submarines, four guided missile submarines and five transport killer conversions. Seven other boats were reclassified as auxiliaries and seven others as anti-submarine hunters.

Submarines transferred, boats preserved, war losses and a bibliography complete what is a very thoroughly researched book on the USN undersea fleet. Descriptions of the post-1945 diesel boats provide the first coverage of same in such a format. Highly recommended to all readers.

FAST ATTACK CRAFT

Anthony J. Watts

This unusual hotel book (155) is a compilation of the fast attack craft that serve in most of the world's navies in 1991-92, tracing the growth in size and role via 75 photographs and accompanying captions. The former Soviet Union is well represented from the torpedo boats to the latest missile craft.

Fast Attack Craft illustrates the value of the small warship, considering both initial cost and operating expenditures and highlights the conflicts which such warships have participated. Small defence budgets and shallow coastlines, coupled with speed and firepower have reasserted the small fast attack craft, with even the RAN considering a larger patrol boat or small corvette to replace the current Fremantle class boats in the late 1990s.

A small colour section is included in the booklet, with the majority of mono photographs reproduced as half or full page illustrations. Well recommended.
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