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From the President

O ne does not like to be repetitious, but sometimes it is necessary. The current state of the Royal Australian Navy remains a matter of concern. This concern arises from the relative decline on the strength of the RAN in relation to other navies in the Indian and Pacific Oceans.

Over the last 10 to 15 years most navies in East, South East and South Asia have undergone massive expansion. A number of countries in the region have been increasing their maritime power as they recognize the need to do so.

The RAN is almost alone in having reduced in numbers. Nonetheless a building programme over the last several years which has included frigates, submarines and minehunters, the Royal Australian Navy now has just 11 major surface combatants. These 11 surface combatants include the guided missile destroyers Perth, Hobart and Broome. They are still the most powerful units in the fleet, but they are, as will be seen, both offensive and defensive power.

The RN also includes HMAS Anzac, the first of the Anzac class frigates. All agree that this class are splendid, well built ships. But they are, as will be seen, both offensive and defensive power.

The need for the upgrade to the Anzacs seems almost self evident. But will the funding be forthcoming?

I can say that this represented just 1.9% of Gross Domestic Product, the lowest percentage since before the Second World War. It has been noted that at a percentage of Federal Government expenditure it is actually at its highest since 1935-36.

If future budgets the Government holds to its $10 billion figure then, even adjusted for inflation, the percentage of Gross Domestic Product applied to Defence will sink below 1.5%. I suppose this is not major. In any particular percentage. But there must be a basic minimum, the insurance premium, that a nation is prepared to spend on its security.

It ought to be remembered that it is not just Navy that has legitimate spending requirements. For example, the Air Force has recently announced the purchase of new fighters. It is still seeking an early warning aircraft. New or additional submarines have been mentioned.

Army too has a shopping list. And there is the ongoing expenditure on Defence infrastructure, in particular the forces homes and state.

The desire of the Government to deal with the budget deficit is acknowledged. It would be unrealistic not to recognise the many other demands on the public purse. No doubt the Defence Minister had to work hard to keep the funds he had promised. But there is a real need to maintain a steady level of expenditure in Defence. A Defence budget set at 2% of Gross Domestic Product could achieve worthwhile results.

It must be doubted if a Defence budget at present at 1.9% of Gross Domestic Product, but seemingly set to sink lower, will be enough to meet Australia's needs.

SIGNED

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The opinions or assertions expressed in articles in the Navy are those of the authors and not necessarily those of the Federal Government or any Australian Defence Force publication.
FROM OUR READERS

Dear Sir,
In the October-December 1996 issue of The Navy, you published a photo of the launch of ANZAC. With the remark that "these are the last of the series of photographs on page 2.

The photo of the crew of ELEPHANT would have been taken at the wharf at HMAS PENGUIN where the boat was based, according to I was the background of the display. I venture to say that the picture would have been taken immediately after the ANZAC, as evidence of the period did not usually look so grandiose and the boat was in Australia from the early Sinkings. I consider that the middle photo is of RAN when the ship was on the wharf. With her awnings rigged, it would be safe to say that she was in tropical waters at the time. The lack of timber sheathing on the upper deck rules WARRIGAL out. The jacket photograph With her awnings rigged, would have been taken immediately after Divisions, as it required a period of time to adjust the ship to the new surroundings. I propose to contact the Queensland Maritime Museum to clarify the details of the picture and the background scene of the photo features cargo sheds along Lee Wharf. Most of these sheds have recently been demolished, presumably in the name of progress or development.

Yours sincerely,
Robert Tam
Tangalrail 2280

Dear Sir,
I refer to the enquiry from D Ley of Potts Point in the October-December issue of The Navy. You have noted that in the next edition there will be a detailed development of the subject of Distillation Plants to Department of Navy Supplies of Distillation Plants to Department of Navy. The bottom photo was taken at the State Dockyard, Newcastle on the 11th of March 1946 when ANZAC was launched. I shall try to ensure that this info will be of assistance. Yours sincerely,

Vince Fazio
Petersham 2049

Dear Sir,
I received Vol. 58, No. 4 The Navy in the mail today, and have noted that in the next edition there will be a detailed description of the early Australian colonial gunboats of the last 19th century. You may be interested to know that the two long-breeching, eight inch Armstrong guns from Geysered and Fauna, time each ship, are at the Queensland Maritime Museum, South Brisbane.

Very best wishes,
Alan Rumer
Wavell Heights 4112

Dear Sir,
I refer to the enquiry from D Ley of Potts Point in the October-December issue of The Navy. The background scene of the photo features cargo sheds along Lee Wharf. Most of these sheds have recently been demolished, presumably in the name of progress or development.

Yours sincerely,
Herb Bulles
Kurrajong Heights 2758

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The Navy, January-March 1997 3
of both quality and price. The gunboat built according to the Rendel system, would be 81 ft in length, 18 ft 11 in. in breadth, and a speed of 8 knots, and cost a little more than £64,000. In the Victoria government, the Premier, Henry Parkes, had also been 'well-designe...
shallow water, whereas here vessels employed in the defence of the colony must be capable of action in the comparatively rough waters near the entrance to the Gulfs, where gunboats would not be sufficiently steady for efficient service. It should, however, be observed that the Government of Victoria already possesses naval defences in the Cenobers, a battery of mortar, and the Nelson, trigged, to which the gunboats recently ordered are only auxiliary.

I consider that a larger class of vessel than one implied by the term 'gunboat' is required for the service at South Australia. This is due to the consideration of proclamations which were submitted to me about four years ago by some of the first ship-building firms in England, the type of vessel which I would recommend is one of light draught, capable of steering from fourteen to fifteen knots per hour, and carrying amidsthips one broadside of 32-pounder guns. She should also carry four more broadsides, 40-pounders, and two 'machine guns', either of the London pattern, or such other pattern as is now adopted by the Admiralty. Such a vessel would be admirably adapted for defence against hostile cruisers, at the same time that she would be exceedingly well suited for local Government purposes in peace time. General Sir Frederick Sargent, who stated on 28 May 1883 that the Nelson would have but a poor chance against either of the new gunboats. As for torpedo boats, the Thornycroft Company of Rotherhithe on the Thames was in a similar position in this area, as was Armstrong with gunboats. Although a boat from the rival firm Yarrow currently had the world speed record of 22.1 knots, and it had submitted designs and quotes, it was Thornycroft which was successful. Thus the orders went in this way:

- **Non-class**
  - **168** Defender 2nd class NZ
  - **169** Dauntless 2nd class NZ
  - **170** Waverley 2nd class NZ
  - **171** Flunderer 2nd class NZ
  - **172** Children 1st class Victoria

A slightly later order provided the other boats:

- **New Zealand**
  - **181** Neumann 2nd class Victoria
  - **182** Leondade 2nd class Victoria
  - **191** 2nd class Tuamotu
  - **192** 2nd class Taeinato
  - **193** 2nd class Tongatapu

The Childers was a sister of the Russian woodhulls built by Thornycroft as No. 176. It was commonplace for warship builders to use the vessels built for other countries as examples of their skill. The New Zealand and Tasmanian boats were to be operated by the military, in the absence of a naval force.

Sir Henry Parkes sailed for a holiday voyage in December 1881, arriving in Europe in March 1882. He visited the Armstrong works in mid July 1882 in connection with the possible purchase of gunboats for New South Wales. Colonel Scott was in attendance, and the whole of the machinery was on show. These gunboats were of Armstrong's Alpha design. The decision on the purchase was interrupted by the fall of the Parkes government on 4 January 1883, and the dislocation of the subsequent administration to have anything to do with local naval defence, including the Wodenwonga. By the time Parkes regained power the situation was different.
There were also the New Zealand and Tasmanian torpedo boats.

The Victoria, the small silver Rendel type gunboat of the group, proved to be a disappointment. As early as April 1878, it was noted still in her delivery voyage, Admiral Tryon confirmed the sinking among Victorian politicians that it would be deserted. The ad hoc New Zealand gunboats have two smaller guns that could be trained, rather than one large gun that could not, except as it would be expected to manoeuvre among ships in a short runway. The replacement of her guns was in process, By mid-April 1888 the 10 inch gun was removed to one of the forts in 1887. She was then given the more balanced weapons fit of the smaller 4.7 inch guns.

The decision to replace her guns was in fact taken in response to the British Monson treaty with China. The Monitor ended when tensions between Australia and New Zealand were suspended. In 1878, Britain and France signed a treaty of friendship and commerce, which was designed to maintain peace in the Pacific region. This treaty, known as the Monson treaty, was signed by the British and French ministers, Lord Granville and Jules Ferry, respectively. The treaty was designed to prevent any future conflict between the two countries, and it was seen as a significant step towards the maintenance of peace in the region.

Parkes, 25 July 1882

Six ibid.

The value of the gift, nevertheless, was recognised at £54,700.

There were also the New Zealand and Tasmanian torpedo boats.

There were also the New Zealand and Tasmanian torpedo boats. These boats were smaller than the Victoria and had a lower speed, but they were designed to be more maneuverable and capable of firing a larger number of torpedoes. They were used primarily for coastal defense and were stationed along the New Zealand and Tasmanian coasts.


The Victoria was to be replaced by a new type gunboat.

The Victoria was to be replaced by a new type gunboat. This new type was designed to be more efficient and capable of firing a larger number of torpedoes. The design of the new type gunboat was based on the experience gained from the Victoria and the other New Zealand and Tasmanian torpedo boats. The new type gunboat was expected to have a higher speed and a greater range than the Victoria.


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THE DOUBLE-EDGE TOMAHAWK

The Navy, January-March 1997

The USN 6881 class SSNs have a 12 round VLS in the bow for Tomahawks without affecting the internal torpedo/Sub Harpoon load. Unlike Collins who will have to surrender torpedoes and Sub Harpoons to fit Tomahawks.

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February 12, 1997
marks the 40th anniversary
of the commissioning of
the Australian Daring class
destroyer HMAS VOYAGER.

1

Type of Ship
The Daring Class destroyers displaced 1460 tons. Eight similar ships had been built for the Royal Navy, with the first RN ship ordered on 29 March 1945. White & Cowan prepared working drawings for the class; these drawings were also to be supplied to Australia for the RAN ships. The first RN ship, HMAS DARING, was laid down on 29 September 1945, launched 10 August 1949 and completed 8 March 1952. Designs of RAN ships were modified to suit Australian requirements. The first all-welded ships were built in Australia, and the first to be constructed in prefabricated sections, the RAN units used aluminium extensively as a structural material.

Type of Contact
The Department of the Treasury in
placing the orders for the Daring Class
destroyers specified ‘The approval in
principle given by Cabinet to the building
of 4 additional destroyers of an advanced
type may be regarded as authority to proceed
with the placement of orders to ensure the
maintenance of shipbuilding capacity in
Australia’. By January 1948 the programme
was experiencing delays due to the lead
time required for the supply of turbine
engines, and by June 1948, the Navy was
advised that the programme had to be
extended due to:
1) The failure to obtain increased
manned in the numbers anticipated.
2) The strike at Cockatoo Island in
March 1948, which involved
all adult employees in a stoppage of
one month and caused two months
disruption;
3) Manpower was still a problem and only
more than 1,000 dock workers and visitors
cheered as the sleek hull slid down the slip into the harbour. The launching ceremony was performed by HRH Princess Alice, wife of the Prince Edward and witnessed by senior parliamentarians and service chiefs.

The new destroyer on trials.

The Navy, January-March 1997 13

Multi-Purpose

The new destroyer on trials.

The Navy, January-March 1997

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The Navy, January-March 1997
VOYAGER was lost 28 miles south of Java Bay. The destroyer was cut down in two by the impact. Her forward section sank quickly and the after section some time later. The disaster resulted in the loss of 82 lives (14 officers, including the commanding officer, 67 sailors and one civilian dockyard employee. There were 312 survivors. MELBOURNE was damaged but sustained no casualties.

**Commanding Officers**

- Captain G. G. Cadby, DSC, RAN (28/03/57 to 07/01/59)
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- Captain D. H. Stevens, RAN (03/01/64 to 10/02/64)

**Tragedy**

On the night of 20 February 1964 HMAS MELBOURNE was engaged in night flying exercises off the New South Wales coast. VOYAGER was acting in the role of plane guard, involving the rescue, if necessary, of aircraft personnel from the sea. At approximately 8.45 PM some 200 miles south-south-east of Java Bay, she collided with HMAS MELBOURNE. VOYAGER was lost 28 miles south of Java Bay. The destroyer was cut in two by the impact. Her forward section sank quickly and the after section some time later. The disaster resulted in the loss of 82 lives (14 officers, including the commanding officer, 67 sailors and one civilian dockyard employee. There were 312 survivors. MELBOURNE was damaged but sustained no casualties.

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KOREAN VISIT

Several hundred members of the local Korean community, waving Australian and South Korean flags, turned out to welcome three ships from the Republic of Korea Navy when they arrived in Sydney on Saturday, 12 November. The Ulsan Class frigates CHUNG-NAM and CHEON-NAM, with the replenishment ship CHEON-II berthed at the Fleet Base, Wynnum, at the start of a three day goodwill visit.

Under clear blue skies, the welcome ceremony for the ships was a colourful event, with flowers presented to the senior officers by women in traditional Korean dress. Adding to the spectacle, numerous brightly patterned umbrellas shaded many of the ladies present, a rare sight today in Sydney.

A small contingent of Australian Korean War veterans, proudly wearing their medals, were also on hand. Prior to their entry into Sydney Harbour, the ships fired a 13 gun salute at 9.00 am, which was returned by Sydney Battery at HMAS WATSON on South Head.

In total, 619 Korean naval personnel were embarked in the three ships under the command of Rear Admiral Oh Seung-Yull, commanding officer of the Korean Naval Academy.

While in Sydney the cadets, as part of their training, toured the guided missile frigate HMAS MELBOURNE at the Fleet Base and visited the facilities at HMAS WATSON. Currently on a Pacific training cruise for the embarked cadets, all three ships were built in Korea from the mid 1980s to 1990. They are part of the general exercise area.

The visit was only the third by ROK ships to Sydney in recent times, two destroyers having called in 1984, with two Ulsan Class frigates and the replenishment CHEON-II visiting briefly during November 1991.

Flying Agreement Between Australia and New Zealand

Australian and New Zealand Defence Ministers have signed an agreement providing support flying by the Royal New Zealand Air Force for the Australian Defence Force for a further five years.

The New Zealand Minister of Defence, Mr Paul East, signed the agreement in Wellington and Australia's Minister for Defence Industry, Science and Personnel, Mrs Bronwyn Bishop, signed for the Australian Government. This means a continuation of the RNZAF presence at Naval Air Station Nowra, near the RAN's east coast exercise area.

"This increases renewal in the Enhanced Naval Agreement reaffirms and strengthens the Close Defence Relations policy between the Governments of Australia and New Zealand," Mr Bishop said. "It is a continuation of the agreement providing support flying for the ADF by the RNZAF which has been signed in Canberra on July 31, 1993."

The Minister said the agreement provides a very cost effective way to meet the flying support required by the RAN.

"The Skyhawk, as an aircraft with lighter characteristics, with a small radar cross section and a maximum speed of about 580 knots, is more suited to the category of Fleet Air Defence Training Support required by the RAN," she said. "These requirements are beyond the capabilities of the current RNZAF Tucano aircraft but well below those of the RAAF's EF-18 Hornet, which are very much more expensive to operate."

Mrs Bishop said the cost of having the RNZAF detachment provide the training should be weighed against the cost to the Australian Defence Force of maintaining a squadron of Skyhawk aircraft and the supporting personnel, stores, aircraft engineering and the associated infrastructure.

Mrs Bishop said the 51-person RNZAF detachment at Nowra will provide 1272 flying hours per annum of flying support for the RAN on the east and west coasts of Australia.

"The detachment will train up to six RNZAF Skyhawk pilots per year," she said, "and the Australian Government will provide an agreement providing for a reconfiguration of the Enhanced Nowra Agreement for a further five years."

"It is a continuation of the policy between the Governments of Australia and New Zealand." she said. "These requirements are beyond the capabilities of the current RNZAF Tucano aircraft but well below those of the RAAF's EF-18 Hornet, which are very much more expensive to operate."

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"The detachment will train up to six RNZAF Skyhawk pilots per year," she said, "and the Australian Government will provide the training support for the RAN on the east and west coasts of Australia."
The first test firing of a Block 7P Sea Sparrow missile from the new frigate HMAS ANZAC. The firing was conducted in August.

A helping hand. An RAN Sea King helicopter lifts an RSZN Wasp after the latter suffered engine problems.

The Navy, January-March 1997

Former Naval Establishment to be Sold

The Minister for Defence, Ian McLachlan, has announced that the naval establishment in Tasmania, formerly known as HMAS HUON, will remain closed.

The Naval establishment in Hobart, as well as others in Brisbane and Adelaide, was closed in 1994 by the former Labor Government when it reduced funding to Defence in 1993/94 and subsequent years. The decision to close HUON arose from the need to achieve economies through the continued rationalisation of support activities to preserve the operational effectiveness of the Australian Defence Force as well as reflecting a change in the Navy's Reserve structure.

Mr McLachlan said he had reviewed in detail the decision to close HUON and had examined a number of submissions seeking the re-opening of the former establishment.

"The Federal Government is satisfied that the decision to close HUON was economically sound and justified by the changing focus of activities for the permanent and reserve Naval Forces throughout Australia," he said.

Mr McLachlan added that the contract required the Marine Board also to manage the property in accordance with the direction and recommendations of the conservation and management plan for the site, originally prepared for Defence.

"Tasmania has made and continues to make a significant contribution to the Navy. There will continue to be regular visits by RAN ships, aircraft and display teams to ensure that the presence of the contemporary Navy remains so valued by the community," Mr McLachlan said.

"The Commonwealth and Marine Board of Hobart have signed a contract for sale of the site on which the establishment is situated and settlement is likely to take place in September. "The contract of sale provides for the lease back of the boatshed at the former establishment to allow continued use by the Navy Reserve Diving Team and for priority use of the jetty by Defence in Hobart."

The Minister said he had reviewed in detail the decision to close HUON, and had examined a number of submissions seeking the re-opening of the former establishment.

"The Federal Government is satisfied that the decision to close HUON was economically sound and justified by the changing focus of activities for the permanent and reserve Naval Forces throughout Australia," he said.

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Two new hydrographic ships being built for the Navy will be named LEEUWIN and MELVILLE, the Chief of Naval Staff, Vice Admiral Rod Taylor has announced.

He said the Governor-General had approved the names for the two 2550 tonne ships being built in Cairns by NQEA Australia Ltd.

"Both names have a proud history in the RAN and are also names of prominent Australian coastal features - Cape Leeuwin in south-west Western Australia and Melville Island off the Northern Territory," he said.

"LEEUWIN was also the name of a wartime shore establishment and later junior recruit training establishment in Fremantle which closed nearly 10 years ago. MELVILLE was the name of the Navy's main shore depot in Darwin from 1940 until it was decommissioned in August 1975."

The keel of LEEUWIN was laid in Cairns on August 30 and the ship is expected to enter RAN service in mid-1998. MELVILLE is expected to follow in early 1999.

The contract for the $214 million project includes a 78 per cent requirement for Australian industry involvement.

"The construction of these ships highlights the Government's commitment to the development and maintenance of these important skills in Australia," VADM Taylor said. The charts produced by Australian hydrographic vessels and aircraft are vital to the safe passage of ships through our waters. We couldn't trade without them.

"These two new ships will ensure that this vital work continues. I look forward to seeing them commissioned as HMAS LEEUWIN and HMAS MELVILLE."

New Hydrographic Ships

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The Navy, January-March 1997

A helping hand. An RAN Sea King helicopter lifts an RSZN Wasp after the latter suffered engine problems.
Changing of the Guard

By Vic Jeffrey, Navy Public Affairs (WA)

Recent months have seen the Australian Submarine Squadron experience moments of great pleasure and also sadness in Western Australia.

The arrival of Australia's first Collins-class submarine, HMAS Collins, at its home port, HMAS Stirling on 19 September was a joyous occasion for the squadron, while only 15 days later the Oberon-class HMAS Orion was decommissioned at the same base.

HMAS Collins, commanded by CMDR Peter Sinclair, presented a memorable sight as the ex-missile cruiser, along with three naval helicopters hovering overhead, glided into Fleet Base West with old submarines HMAS Orion and the training submarine TSM Ovens in the foreground, both alongside for a trial berthing.

Orion was decommissioned at Fleet base West after a distinguished 19 years during which time she clocked up more than 320,000 nautical miles. During her three commissions she is estimated to have served a little more than 2000 men served in her.

First commissioned on a wet and blustery day in Greenock, Scotland on 15 June, 1977, Orion was described by the Commander of the Australian Submarine Squadron, Captain Denis Mole as "probably our most successful submarine since AE2 in the Callipoli campaign in World War One" in his decommissioning address.

Captain Mole also mentioned how 4 October was a special date also for submariners as "that was the date in 1963 that the Australian Government ordered the first of the four Oberon-class submarines. That order was quite significant back in 1963 as it signified to the world that Australia was back in the submarine business after some 30 years."

He concluded by saying that Orion's success was due to the quality of the people which served in it and mentioned the fact that she had the record for the longest time at sea by one of our Oberons, more than eight weeks, most of the time submerged.

"Submarine service is very much a family affair in the Royal Australian Navy. It demands an extraordinary level of tolerance by girl-friends, wives and children, and boyfriends on long deployments. On behalf of previous COs of Orion and myself, I sincerely thank you for your tolerance and patience."

There was a wet sail in the South China Sea which won't be the same without Orion gently silently sliding away, he said.

LCDR Steve O'Hearn, HMAS ONRON's last Commanding Officer read the decommissioning order.

"Submarine service is very much a family affair," he said.

LCDR O'Hearn also spoke of moments of great triumph and great sadness, such as when the boat won the 1985 Gloucester Cup and the accidental death of a young sailor during an Open Day in New Zealand in 1984. He also recalled the time she was on deployment and ran out of food, the crew surviving on chicken noodle soup and meringles made out of powdered egg whites and water.

It was with a touch of irony as the White Ensign was lowered for the last time with the final tribute, a low pass by a RAAF P3-C Orion maritime aircraft falling to materialise until two minutes after the ceremony concluded.

An impressive sight, when it finally did arrive coming from the south and flying over in salute to Orion, the departing CO LCDR Steve O'Hearn quipped: "They always did have a lot of trouble finding uwhy should today be any different?"

It was also a day of pride and nostalgia for the Sinclair family as Peter (Snr), better known as retired RADM Sinclair, former NSW Governor, some 21 years before had the honour of bringing his command alongside as the first surface ship to berth at the yet to be commissioned Stirling naval support facility. This occurred on 11 August, 1975 when he brought the guided-missle destroyer HMAS HOBART alongside for a trial berthing.

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New Zealand Update

POLL THREATENS ANZACS

The New Zealand Navy’s hopes for a fleet of new ANZAC class frigates has suffered a setback with the release of Labour’s defence policy. The party has given a thumbs down to ordering the third and fourth frigates and has guaranteed a defence review which would do away with the Navy’s fleet of frigates.

“We quets the continuation of a small frigate force in our Navy. It is our intention to limit New Zealand’s participation in the Australian frigate project to the existing two vessels and to look again at the future purchase requirements for that and direction of the New Zealand Navy,” declared Labour leader Helen Clark.

In an interview Ms Clark said: “we don’t see the frigate as the most appropriate for the blue water South Pacific role that the Navy focuses on.”

“I don’t think we would sell them necessarily but we are not ruling that out as an option either.”

A meeting of defence experts has confirmed that the review was needed first on the future purpose and direction of the Navy.

However, the Government has promised to ensure a minimum fleet of four vessels to perform essential South Pacific blue water navy roles—“at a more appropriate level of sophistication and technology.” Three ANZAC frigates are coming on stream and the Navy is building around frigates. If you added the two frigates coming on now you would be left with nothing coherent and that’s got to be worked through.”

Asked about the likely effect on relations with Australia, she said she had been careful not to make a specific comment.

“They had been sent to the Middle East to police activity in the 1980s and 1990s. The ships have been brought forward to improve their stability and reduce the risk of conventional attack. New Zealand’s best defence is to work for a more peaceful and sustainable world.”

CHARLES UPHAM

Major modifications scheduled for the New Zealand Navy’s recently purchased heavy sealift ship HMNZS CHARLES UPHAM have been brought forward to improve her stability and sea keeping ability. The former Scandinavian roll-on roll-off freighter was purchased last year for $14 million. The ships are now active and is not expected to take to sea until works are complete.

According to Defence sources, CHARLES UPHAM ‘boths around like a cork on top of the water’ when lightly laden. On a recent deployment to Fiji the vessel was taking on 2000 tonnes of ballast in containers lashed to her open upper deck.

The ship was purchased as a cheap alternative to a purpose designed heavy sealift vessel. She has had almost all modifications worth $NZ$5M, including a ramp, an engine overhaul, installation of rigging and a deckhouse, carried out last year at a cost of $14 million. The ships are now active and is not expected to take to sea until works are complete.

Exercise SHORTSCOPE/DUGONG ’96, the Royal Australian Navy’s annual combined mine countermeasures and explosive ordnance disposal exercise was held recently in the Mackay - Hay Point area between 11 and 26 November.

T he scenario for the exercise was Changeland, a mythical neighbour to our north, in dispute with Australia over coal production and marketing. An ultimatum issued in late October that unless Changeland’s demands were met coal shipments from Hay Point would be crippled.

Hay Point is one of the largest coal export complexes in Australia, capable of handling in excess of 5 million tonnes of coal per year, earning about 5 per cent of the national GDP. The port currently accommodates more than 1000 visitors a week and is the largest in the world.

Royal Australian Navy’s Minehunters were the minehunter HMNZS CHARLES UPHAM, and the auxiliary minehunter MANAWANUI. The MCM Drone Boat (MH-120C) plus United States Navy (USN) and Marine Corps personnel also took part. RAAF and USN P3 Orion aircraft participated, flying simulated Orangeland Mark 6 Destruitor mines.

At Mackay for SHORTSCOPE/DUGONG ‘96 were the minehunter HMNZS CHARLES UPHAM, plus the auxiliary minehunter MANAWANUI, and BROLGA. The MCM Drone Boat Unit, Australian Clearance Diving Team One (Sydney Based) and Four (Perth Based) plus United States Navy (USN) and Marine Corps personnel also took part. RAAF and USN P3 Orion aircraft participated, flying simulated Orangeland Mark 6 Destruitor mines.

The ships along with 164 USN, RAN and Army personnel, operated from Mackay Harbour for a Forward Support Unit camp site was established near the northern breakwater and grain silos with a sub camp for maintenance of the exercise mines, sited on the breakwater adjacent to the Grain Wharf.

A total of 200 civilians, including ships companies, were fed daily by the four cafes at the site. The quality of food served was excellent, prompting one American diver to comment that “food at home is rarely this good aboard ship. More people would want to deploy to the field if they knew the food was like this!”

Another camp at Hay Point housed a further 50 RAN and USN divers and explosive ordnance specialists.
NAVY SAVES QUEENSLAND COAST

Among the exercise participants were the US Navy's Explosive Ordnance Disposal Mobile Unit Five (EODMU5) from Coan and the Very Shallow Water Mine Countermeasures Test Detachment (VSW MCM Test Det) based in San Diego.

EODMU5 combined with RAN explosive ordnance disposal experts to establish the colosseum environment at Hay Point. To this end, a dedicated analysis cell was set up.

First priority was influence sweeping and identification to ensure the area was safe for the auxiliary minesweepers and minehunter. This was undertaken by the divers using the very shallow water approach. The MCM diving was undertaken by the MCM task elements of both AUSCDT ONE and FOUR.

The exercises also featured the Australian Clearance Diving Forces (ACDF) and their ability to clear the 'Q' routes to seaward. The exercises aimed to clear the routes to seaward, activities started with the clearance of the port area. The exercises also featured the Australian Clearance Diving Forces (ACDF) and their ability to clear the 'Q' routes to seaward. The exercises aimed to clear the routes to seaward, activities started with the clearance of the port area.

The ACDF also featured the Mine Countermeasures Test Detachment (MCM Test Det) from San Diego.

The MCM diving was concentrated in the vicinity of the Hay Point coal berths, and the approach to them from the sea. The exercises also featured the Australian Clearance Diving Forces (ACDF) and their ability to clear the 'Q' routes to seaward. The exercises aimed to clear the routes to seaward, activities started with the clearance of the port area.

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**In Brief**

**By Geoffrey Evans**

**Re-naming Ships**

A rather confusing aspect of the modern shipping world is the custom of re-naming ships, not once but often several times. Of particular interest to many Australians is P&O's proposal to name the replacement for CANBERRA, which is to be drawn from service at the end of September 1997 (reported in the UK press). CANBERRA is the third P&O ship to bear that name.

Named after a Greek province, the first ARCADIA was a steam ship built in 1888. ARCADIA I was built at John Brown's on the Clyde in 1953 and at the time was the largest vessel launched from a British yard. In 1974 she was renamed STAR PRINCESS. The second ARCADIA was a handake long, most of her life on the regular UK-Australian run until withdrawn from service and broken up in 1979.

The background of the future ARCADIA I is somewhat less British. The 43,547 DWT vessel was built at St Nazaire (France) and completed in 1989 with the name SMITRMA FABRAJEST. Subsequently renamed STAR PRINCESS the ship is eventually a state of the art cruise vessel, and now at least as good as many Australian built ships.

The U.K. 'low cost' family, STAR PRINCE, was also at a similar freight cost, the crew is registered in Liberia and operated by an American based off-shore company. All very multicultural.

For many years the author of In Brief believed the names of most of the ships were private, a closely guarded secret until the actual launch, the breaking of the bottle and 'I name the ship' - a tradition in most parts of the world.

Changing the name of a ship was thought to result in no luck.

On the other hand, the early 1980's were concerned that these harmless customs have disappeared and the selection of the opinion of the writer who was a member of WARRAMUNGA's commissioning crew.

**HMVS CERBERUS**

In a letter to the editor of THE NAVY, October-December issue, John Whitelaw of the ADF suggested the name of the old monitor could be retained and mounted ashore.

The current plan is to name CERBERUS sufficiently to prevent the vessel in normal tonnage, i.e. not part submitted in order to offer a smaller target when in action. The gun is part and parcel of the plan, but should it not prove possible one might expect removal of the guns to be considered.

**Sea Lane**

The Indonesian Government's reported proposal to restrict the number of sea lanes available to international shipping wishing to transit its region is obviously a matter of concern to Australia. The following extract from the 1996 Annual Review of the Australian Shippers Association explains the proposal as far as the association is concerned:

"The Indonesian Government has advanced a proposal to designate three north-south sea lanes through its region. The recent United Nations Convention on the Law of the Sea (UNCLOS) establishes archipelagic states such as Indonesia, to designate archipelago sea lanes within its territories. archipelago sea lanes through an international community. Indonesia is a signatory to the Convention.

The Convention, vessels traversing in these designated sea lanes will continue to enjoy the right of archipelago sea passage equivalent to 'transit passage'); while the new regulations will apply to foreign vessels operating within these areas, and can legislate to give effect to applicable international conventions. The State is also able to introduce fishing, customs, fiscal, immigration and sanitary regulations.

The plan is to name CERBERUS sufficiently to prevent the vessel in normal tonnage, i.e. not part submitted in order to offer a smaller target when in action. The Gun is part and parcel of the plan, but should it not prove possible one might expect removal of the guns to be considered.

**Expanding into new roles**

Established in 1945 with the declaration of an independent Indonesia, the Republic of Indonesia's Navy has grown from modest beginnings to a force of more than fifty ships, supported by another two score auxiliaries and support ships. Developed originally to support the Army in maintaining internal security through the archipelago, the Navy is today shifting its focus from such brown water roles to that of a true blue water navy.

This focus is partly attributable to the decline in the various insurgencies that once plagued the nation, allowing the navy to look further afield, however the potential for maritime instability within the region is not to be underestimated. The greatest threat facing Indonesia is, as does other South East Asian countries, the threat of terrorism. Indonesia is one of the most powerful ships of the world. Displacing 140 tonnes, each is armed with eight torpedoes and 14 torpedoes and a range of support services provided by the various navies around Indonesia. The Australian Government is

**Erigates**

The frigate force is made up of a grab-bag of ships, reflecting the diverse procurement policies that have been followed over the years. New build vessels from the Netherlands and Norway served alongside second hand ships from the United States, the United Kingdom and the Netherlands, further ships have been acquired from the Indian Ocean and China. These sovereignty disputes involve Indonesia, China and several other South East Asian countries, including Malaysia, Vietnam, the Philippines, and Brunei. Given China's increasing propensity to assert its regional sovereignty, the Indonesian Navy is striving to modernise itself through alliances with the international community.

In April 1996, it was announced that the Australian Government would provide 220 million dollars in support to the Indonesian Navy, allowing it to purchase two 'Erigates' for its frigate force. Given China's increasing propensity to assert its regional sovereignty, the Indonesian Navy is striving to modernise itself through alliances with the international community.
crowns (or the recently acquired former ships of the PARCHIM's. Nonetheless, despite during a visit to Germany over the German Navy did not want them and the time as not wanting the ships. Some as the Indonesian Navy was reported at fitted. To aid in her secondary role of training role Delivered in 1981, she is tonne Yugoslavian built Kl HAR. The sixteen ships of the PARCHIM class, now known as the KAPITAN PATIMURA class, underwent a basic rest as Germany prior to sailing from Germany in small groups commencing in late 1999. Modifications were required in the areas of accommodation, communications, art, fire fighting plant, and the ships range. Modifications were carried out upon arrival in Indonesia before they entered service. Displacing some 800 tonnes at full load with a complement of 123, they are fitted with a 30 mm gun mount and two twin 30 mm cannon mount forward. Designed for ASW work in the shallow waters of the triangle, a heavy ASW armament is fitted, comprising two twin ASW torpedo tubes, two Bofors 40mm and two 20mm cannon mounts and two depth charge racks. Maximum speed is listed as 28 knots.

**PATROL CRAFT**

The nature of the Indonesian air defense is almost perfect for the use of small gun and missile armed strike craft. Numerous small islands and large fleets of small fishing boats offer many opportunities for a well-handled fast attack craft (FAC) to strike at unsuspecting enemy ships, ensuring that a number of these ships are captured by the Indonesian navy. Unfortunately, these conditions are perfect for the operations of groups opposed to the government in Jakarta, several of whom are still engaged in campaign against the government, notably in Aceh province and in the territories invaded by Indonesia since independence, East Timor and Irian Jaya. To support the Army's counter-insurgency operations, a large number of smaller patrol craft are also in service.

Probably the most potent FAC in service are the four DAGGER class missile boats commissioned on 1974/80. Displacing 270 tonnes and armed with four Exocet SSM, a Bofors 57mm gun and a Bofors 40mm cannon, they are capable of more than 40 knots from their gas turbine engines. Built in Korea, they have a complement of 41.

A number of locally built gunboats are in service, all generally similar to which the oldest are the four SINGA class, built to a German design between 1988/91. Displacing some 130 tonnes at full load with a crew of 42, they are capable of some 27 knots. Armament is a single Bofors 57mm gun, has ked up by one 40mm and in the last two boats two 20mm cannon. Two torpedo tubes are also fitted in the first two vessels.

Completed during the same period were the four KAKAR class gunboats. Built to a generally similar design, they carry a lighter armament of a single 40mm cannon and two 12.7mm machine guns, the space thus freed up being used to support a helicopter platform for a single NH-105 or Wasp. Displacing only 472 tonnes and barely 57 knots in length, they are probably approaching the smallest size possible for helicopter operations, with flying almost certainly restricted to calm weather. One feature of the design is that they have accommodation for an additional 17 personnel over and above the complement of 40, allowing the transport of two rifle platoons.

The usefulness of these gunboats has led to an order being placed for a further four 450 tonne boats. With a designed speed of 27 knots and a crew of 42 they will be armed with a Bofors 57mm gun, one 40mm and two 20mm cannon. Basically an improved version of the earlier SINGA class, they are expected to enter service in late 1997.

A number of other patrol craft are in service, including a number of ex-Australian ATTACK craft patrol boats. Eight were transferred to the Indonesian Navy between 1973 and 1986 where they were operated as large patrol craft. Displacing 150 tonnes with a crew of 19, they are armed with a 40mm cannon however most are in poor repair and are likely to pay off soon. To deal with the problems of smugglers and insurgents using high speed motorboats, the navy investigated the use of hydrofoil patrol boats, with a 117 tonnes. Ordering initial trials were followed by an order for an additional four vessels, known as the BIMA SAMIL-DERA class, however they have proved somewhat of a disappointment in service, despite their 48 knot top speed. Armed with a 40mm and 20mm cannon, they carry some 100 troops in addition to their crew of 12. Reports indicate that they will soon suffer the same fate as the first, sold into civilian service.

For use inshore patrol boats, the Indonesian Navy operates some 25 KAL KANCEAN class coastal patrol craft. They displace some 45 tonnes and are armed with twin mounts for two 25mm cannon and two 14.5mm machine guns.

**NAVAL AVIATION**

The Indonesian Navy operates a number of helicopters from frigates, amphibious ships, survey vessels and from shore bases. Aircraft operated include twelve NH-105 helicopters for utility duties, four aging Westland Wasp gunships that are normally based on the AHMAD YANI class frigates, four recently acquired Bell 47-B14's helicopters operated from the survey ships and four Super Puma transport helicopters that operate from the amphibious ships. Current Indonesian plans are to purchase a new helicopter to replace both the Wasp's and Bell 47's. Competing for the order are the Kaman Super Seacat and the Westland Super Lynx, with an order expected in 1997.
**AMPHIBIOUS AND ARMY SHIPS**

The need to shift Indonesian Army forces between the islands that make up the Indonesian archipelago, and to support undersea operations, has meant the majority of ships, such as the 1295 tonnes ex-FRC built FROSCH Landing Ship (Tanks) acquired in 1961, which is now used for support duties, as it is no longer able to carry any minehunting or minesweeping equipment.

In 1987, the Indonesian Navy acquired the first of three TISZA class support ships. Built in Hungary, the TELUK BONE, commissioned in 1961, is the survivor of a class of five LST 512-1152 class that have progressively paid off from active service as replacements have entered service. It has a similar lift capacity to TELUK AMBOINA but is armed with seven 30mm cannon. To support the larger ships, a fleet of some 10 small landing craft are in service, including Landing Craft (Vehicle), (Mechanised) and (Utility).

Additional support is provided by three TISZA class support ships. Built in Hungary and transferred in the early 1960s, these 2400 tonne vessels provide cargo transport amongst the islands in aid of the Army. The ex-Austrian Navy HYDRA, commissioned in 1961, is armed with a 1425 tonne ship that is fitted out to be a Multi-Purpose Support Craft. It is extensively used as a minehunter, often lacking in small patrol craft. A number of tasks are carried out by the older ships, such as supporting the larger ships in the fleet and as minehunters or minesweepers as required. The ex-Soviet T 43 class ocean minesweepers left over from the brief Indonesian involvement in the Vietnam War have been fitted with the ADI Dyad countermeasures system.

### HYDROGRAPHIC SHIPS

The most capable vessels are the two Tripartite minehunters ordered from Europe in 1985. Equipped to act as minehunters or mine-sweepers as required, these 570 tonne vessels have been fitted out with a mine countermeasures force. The most capable vessels are the two Tripartite minehunters ordered from Europe in 1985. Equipped to act as minehunters or mine-sweepers as required, these 570 tonne vessels have been fitted out with a mine countermeasures force.

The majority of the fleet is more old, with some frigates and auxiliaries having seen more than fifty years service. The East German patrol craft that has been added are more than two decades old, with some frigates and auxiliaries having seen more than thirty years service. The East German patrol craft that has been added are more than two decades old, with some frigates and auxiliaries having seen more than thirty years service. The East German patrol craft that has been added are more than two decades old, with some frigates and auxiliaries having seen more than thirty years service. The East German patrol craft that has been added are more than two decades old, with some frigates and auxiliaries having seen more than thirty years service.
Too Much Centralisation

Impairs Balanced Judgement

By Navy Leaguer

Centralisation in the Department of Defence and of the three uniformed services has been underway steadily since the Tange Report on the Reorganisation of the Defence Group of Departments was implemented beginning in 1974.

At that time, there was much talk of an alleged uniformed service inability to agree with one another and to alleged internervice disputes and bureaucratic infighting. It was implied that the public service part of Defence would be better served if placed to resolve such disputes. This criticism ignored the fact that there is a difference between bureaucratic quarrelling and bureaucratic infighting. It was also implied that the public service part of Defence would be better served by being placed to resolve such disputes. This criticism ignored the fact that there is a difference between bureaucratic quarrelling and bureaucratic infighting.

In the event, the years following the Tange Report saw much more dispute between the uniformed services than it did between the three services. This is obscured by the inclusion of several levels within some ranks.

Another consequence of the Tange Report was the abolition of the traditional service boards and the collective responsibility held by those Boards. Instead, the Chief of the Naval Staff hoisted his Vice Admiral's Flag and assumed command of the Defence Force Staff. That Officer assumed some authority over the three Chiefs of the Air, General, and Naval Staffs.

Significant changes were made to the defence and political decision-making methods. In 1974, just prior to the Tange Report, the individual Service Chiefs of Staff Committee became Chief of the Defence Force Staff. That Officer assumed some authority over the three Chiefs of the Air, General, and Naval Staffs.

In 1973, just prior to the Tange Report, the individual Service departments were abolished and their roles and civilian staffs subsumed by one Department of Defence. Shortly afterwards, the Chairman of the Chiefs of Staff Committee became Chief of the Defence Force Staff. That Officer assumed some authority over the three Chiefs of the Air, General, and Naval Staffs.

Although there has been a reduction in the number of flag offices, there has been a steady increase in the number of two star officers in the other two services. In fairness, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation).

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Although there has been a reduction in the number of flag offices, there has been a steady increase in the number of two star officers in the other two services. In fairness, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation). However, it must be recognised that the balance between the services changes as the organisation (particularly appointments rotatation).

An important factor in the process has been the balance of input from the centralised Headquarters Australian Defence Force, the civilian analysis and acquisition groups and the three services.
The auxiliary minesweeper *BERMAGUI* sailed into Sydney Harbour in true XMAS spirit on 4 December. The boat had met up with the five other mine warfare ships, returning from their recent Queensland exercises. To mark the occasion all vessels mounted a XMAS tree near their bridge. *BERMAGUI* went a bit further and embarked a Santa on the bridge wings for the voyage up harbour to HMAS Waterhen.

The sailing ship *BOUNTY* provides a stark contrast to the six MCM vessels as they pass Fort Denison. (Photo: Dean McCorkell)

Five of the six MCM vessels to arrive in Sydney on 4 December are depicted just after arriving in Harbour: HMAS *BRISBANE*, *BANDICOOT*, *BANDICOOT* and *KORAAGA*. (Photo: ABPH, Simon Metcalfe)

*WALLABOO*, taken from the Sydney Harbour Bridge on 4 December. (Photo: Dean McCorkell)
The Royal Australian Navy's ex-US Navy tank landing ships HMAS KANIMBLA and HMAS MANTELL are at the Royal Australian Navy's Goulburn yard of Forgacs dockyard for conversion to their new roles. The ships have also been reclassified as attack transport ships (ATS) not transport, and hence carrier support ships (HCPS) when originally purchased.

About 12 months is expected to elapse before work is commenced on the ships to convert them to their new role. More time has been allotted for the work because of the inclusion of accommodation improvements which were not in the original conversion plan. The mobile stores will enable each ship to operate in either the training and armament support roles. The training role will include both general naval personnel and the substantial number of additional Fleet Air Arm personnel required for the naval helicopter options for the ANZAC class warships.

Specific modifications to KANIMBLA and MANTELL include the removal of the bow guns and main turrets. The turrets have already been removed. These helioper landing spots for simultaneous operations will be provided in the forward of the bridge and on a flight deck aft of the funnel. Although all these landing spots will be suitable for both day and night operations, the weather conditions under which operations will be feasible for the forward spot will be limited to occasions when the LCMs are not embarked. A 70 tonne crane - being installed to handle the LCMs - will be built all at the bow, with space for two Army Black Hawks or three RN Sea Kings and is described as an 'aircraft shelter', reflecting the minimal maintenance facilities to be installed. The flight deck area will be strong enough for an Australian Army CH-47D Chinook.

Links are being provided for 250 tonnes of aviation fuel, for which an additional fuel tank is being installed. Provision for a tender dock, which will be fitted, is considered as an additional support role. The docking area can be used for maintenance of smaller ships, for example, to the ANZAC class frigates.
Navy Week
Yacht Race 1996

The Navy League of Australia, Victoria Division’s Trophy Race was conducted by the Royal Yacht Club of Victoria (RYCV) on Saturday 12 October 1996 with 23 yachts competing.

Weather conditions in Port Phillip were blustery with strong winds and rough sea conditions. However, the race was carried out using the Victorian Yacht Club Rules so that every participating yacht had a fair chance of competing evenly on handicap.

One of the yachting season’s first major open competitive Olympic course races for the 1996 season, it is listed in the yachting calendar as a Navy League trophy race in support of Navy Week.

Winner of the trophy for 1996 was R122 Zardo’s, Skipper PB Markham.

Admiral Briggs represented the Royal Australian Navy and Commodore John Wilkins RAN, who had participated in the race and was to officially present the Navy League’s trophy and prizes to the first three placers. Admiral Briggs made the presentations.

Winners

<table>
<thead>
<tr>
<th>Sail No</th>
<th>Yacht</th>
<th>Skipper</th>
<th>H’Cap</th>
<th>Corrected Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>R122</td>
<td>Zardo</td>
<td>PB Markham</td>
<td>70.6</td>
</tr>
<tr>
<td>2</td>
<td>R4</td>
<td>Circe</td>
<td>EC Johnston</td>
<td>815</td>
</tr>
<tr>
<td>3</td>
<td>R55</td>
<td>Solo-boat Bob</td>
<td>F Luck</td>
<td>6650</td>
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</tbody>
</table>

Admiral Briggs (right) presents the Navy League’s ‘Geoffrey Evans’ trophy and engraved pewter tankard to Peter Markham.

An excellent colour photograph of the large auxiliary mine-sweeper HMAS A LA FAYE. not the MAS tree before the bridge. The vessel has twin tunnels in and between them two small boats to assist in the mine-sweeping operations.

(Photo – Dean McCorkale)
HMAS COLLINS running on the surface off the Western Australian coast in September, 1996.
(Photo - LSPH Peter Lewis)
The Navy League of Australia

APPLICATION FOR MEMBERSHIP

HISTORICAL

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

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

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

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

• Keeping before the Australian people the fact that we are a maritime nation and that a strong Navy and a sound maritime industry are indispensable elements of our national well-being and vital to the freedom of Australia

• Promoting defence self reliance by actively supporting manufacturing, shipping and transport industries

• Promoting, sponsoring and encouraging the interest of Australian youth in the sea and sea-services, and supporting practical sea-training measures

• Co-operating with other Navy Leagues and sponsoring the exchange of cadets for training purposes

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

• By including in its membership leading representatives of the many elements which form the maritime community

• Through soundly-based contributions by members to journals and newspapers, and other media comment

• By supporting the Naval Reserve Cadets, and assisting in the provision of training facilities

• By encouraging and supporting visits by recognised world figures such as former United States Chiefs of Naval Operations and Britain's First Sea Lords

• By publishing The Navy, a quarterly journal reporting on local and overseas maritime happenings, past, present and projected

• By maintaining contact with serving naval personnel through activities arranged during visits to Australian ports of ships of the Royal Australian and Allied Navies

• By organising symposia, ship visits and various other functions of maritime interest throughout the year

Member participation is encouraged in all these activities.

JOINING THE LEAGUE
To become a Member of The League, simply complete the Application Form below, and post it, together with your first annual subscription of $22 (which includes the four quarterly editions of The Navy), to the Hon Secretary of the Division of the Navy League in the State in which you reside, the address of which are as follows:

VICTORIAN DIVISION: PO Box 1303, Box Hill Delivery Centre, Vic 3128.
QUEENSLAND DIVISION: C/- PO Box 170, Cleveland, Qld 4163.
SOUTH AUSTRALIAN DIVISION: GPO Box 1529, Adelaide, SA 5001.
TASMANIAN DIVISION: C/- 42 Army Road, Launceston, Tas 7250.
WEST AUSTRALIAN DIVISION: C/- 22 Lawlor Road, Attadale, WA 6156.

If you live in the Australian Capital Territory or the Northern Territory, please post the form to the Hon Secretary of the New South Wales or South Australian Division respectively.

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

THE NAVY LEAGUE OF AUSTRALIA
Application for Membership

To: The Hon Secretary
The Navy League of Australia
Division

Sir or Madam,
I wish to join the Navy League of Australia, the objectives of which I support, and I enclose a remittance for $22 being my first annual subscription to 30 June next.

Name
(Mr)...................................................................................................................
(Mrs)...................................................................................................................
(Ms)...................................................................................................................
(Rank).................................................................................................................
Street.................................................................................................................
Suburb..............................................................................................................
State...................................................................................................................
Postcode.........................................................................................................
Signature...........................................................................................................
Date.................................................................................................................

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JOIN THE NAVAL RESERVE CADETS

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

The Naval Reserve Cadets provide for the spiritual, social and educational welfare of boys and girls and help to develop them in character, a sense of patriotism, self-reliance, citizenship and discipline.

Uniforms are supplied free of charge.

Cadets are required to produce a certificate from their doctor to confirm they are capable of carrying out the normal duties and activities of the Cadet Corps. If injured while on duty, Cadets are considered for payment of compensation.

Parades are normally held during a weekend day or on Friday evening.

The interesting syllabus of training covers a wide sphere and includes seamanship, handling of boats under sail and power, navigation, physical training, rifle shooting, signalling, splicing of ropes, general sporting activities and other varied subjects.

Instructional camps are arranged for Cadets and they are also given opportunities, whenever possible, to undertake training at sea in ships of the Royal Australian Navy.

Cadets, if considering a sea career, are given every assistance to join the Royal Australian Navy or Mercantile Marine, but there is no compulsion to join these Services.

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

NEW SOUTH WALES: Cadet Liaison Officer, HMAS Watson, Watsons Bay NSW 2030. Telephone: (02) 9337 0560.

QUEENSLAND: Senior Officer NRC, Naval Support Office, Bullimba Barracks, PO Box 549 Bullimba QLD 4171. Telephone: (07) 3215 3512.

WESTERN AUSTRALIA: Cadet Liaison Officer, HMAS Stirling, PO Box 228, Rockingham WA 6168. Telephone: (08) 9550 0488.

SOUTH AUSTRALIA: Cadet Liaison Officer, Naval Support Office, Keswick Barracks, Anzac Highway, Keswick SA 5035. Telephone (08) 8305 6706.

VICTORIA: Cadet Liaison Officer, Naval Boatshed, Nelson Place, Williamstown VIC 3016. Telephone: (03) 9399 9928.

TASMANIA: Cadet Liaison Officer, Naval Support Office, Anglesea Barracks, Locked Bag 3, Hobart TAS 7001. Telephone (03) 6237 7240.

AUSTRALIAN CAPITAL TERRITORY: Commanding Officer, TS Canberra, HMAS Herman, Canberra ACT 2600. Telephone: (02) 6280 2762.

NORTHERN TERRITORY: Cadet Liaison Officer, HMAS Coonawarra, PMB 11, Winnellie NT 0821. Telephone: (08) 8980 4448.

THE NAVY

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

The Hon. Secretary, NSW Division
NAVY LEAGUE OF AUSTRALIA
GPO Box 1719, Sydney NSW 2001
Australian Colonial Gunboats

Dear Sir,

I am aware that both you and Colin Jones have done considerable research in this area and wonder if you are able to assist me in seeking information in respect to the armament on the HMAS VICTORIA. I am a member of the Royal Australian Artillery Historical Society of Western Australia. We are preparing a register of display ordnance held in this State, wherever possible at the same time, recording any historical facets of the weapons. At T5 PERTH, at East Fremantle, there are two Armstrong 3-inch BL guns on a Vasasseur Sliding Mounting, which appear to be of naval origin. The Navy League has been unable to identify from where these guns were acquired and although enquiries have been made by the League, nothing has come to light as to their past. I have made enquiries through a contact at Woolwich, England, and have not been able to learn anything from that source.

It has occurred to me that these two guns were the quarterdeck 12/13 pounders on the VICTORIA. I have found them as 12/13 lbs as there is conflict in various publications. The nomenclature is not that important as guns of this calibre appear to have fired properties approximating these weights.

Details on the commissioning of the guns is as follows:

No. 1 Gun
Left hand - Sir William Armstrong, No. 1806, 1881
Right hand - Wm. 940 lb, 1881

Prep 29 lb
No. 2 Gun
Left hand - Sir William Armstrong, No. 1809, 1881
Right hand - Wm. 940 lb, 1881

Prep 33 lb

It has occurred to me that, during the research by Mr Jones and yourself, you may have seen or noted details of the guns with which the VICTORIA was fitted. Unfortunately none of the publications I have seen of these guns mounted on the quarterdeck so not even the type can be identified. The guns’ manufactured dates recorded are very close to the commissioning date of the ship and that they are Armstrong guns, has some significance.

The ship being sold in the Western Australian Government in 1896 may throw some light on the matter but then as it was again sold in 1902, may point to the vessel never having been modified by the WA Government. That the ship was not disarmed prior to its sale to WA would have been very doubtful.

The details of just how and from what source the Naval League acquired these guns, the details have been lost over the years. However I am sure our Society would be interested if some historical facts can be located about them.

Yours faithfully,

[Signature]

FROM OUR READERS

THE NAVY LEAGUE OF AUSTRALIA

Our Front Cover:

USS ESSEX (LHD 2) an Amphibious Assault Ship, arriving in Sydney, 3 March 1997. (Photo - APH Simon Metcalfe)

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FROM OUR CONTRIBUTORS

Dee Why NSW 2099

Copy Deadline for next issue: 9th May 1997

THE NAVY

Editorial programs to

The Fellow, Box 220

A Defa Clear

Dee Why, NSW 2099

All Navy League magazine subscriptions and membership enquiries to

The Fellow, Box 220

THE NAVY LEAGUE OF AUSTRALIA

The Fellow, Box 220

South Australian Division

Queensland Division

Federal Coordination

Coral Bay, WA 6726

New South Wales Division

Queensland Division

Northern Territory Division

The Navy, April-June 1997 1

The opinions or assertions expressed in articles in The Navy are those of the author and are not necessarily those of the Federal Committee of the Navy League of Australia, the Editor of The Navy or the Royal Australian Navy.
FROM OUR READERS

KAMAN SELECTED

The Ministry of Defence has announced that Kaman Aerospace has been selected as the preferred tenderer to supply eight SH-2G helicopters to its ANZAC class frigates. The selection process was conducted in accordance with the Defence Materiel Procurement Policy, which aims to achieve the best possible value for money for the Australian Defence Force. The contract for the helicopters is expected to be signed in the coming months, with delivery scheduled to begin in 2024.

LATE NEWS

The selection by New Zealand marks the latest in a series of international contracts for Kaman. The company has a strong track record in the supply of helicopters and related systems to navies around the world. The ANZAC class frigates will be equipped with a variety of Kaman's advanced sensor and weapon systems, including the Kaman SH-2G helicopter, which is a multi-mission craft that provides a wide range of capabilities.

The award of this contract is testament to Kaman's commitment to providing high-quality products and services to its customers. The company is proud to be a leader in the global aerospace industry and continues to invest in research and development to ensure that it remains at the forefront of technology.

The Navy, April 1997

Super Seasprite for RAN

The Ministry of Defence, Mr Ian McLauchlan, has announced that Kaman Aerospace International has been selected as the preferred tenderer to supply 11 helicopters for Australia's new ANZAC class frigates. The selected helicopters, Kaman Super Seasprites, are a multi-purpose helicopter designed to operate from the ANZAC frigates, as well as other Australian Naval vessels. The helicopters are planned to start being introduced into service in the year 2000.
The following is a summary of the helicopters being assembled in Australia:

**Super Seasprite**

- **Maximum Takeoff Weight (MTW):** 6.12 tonnes
- **Maximum All Up Weight (MAUW):** 11.1 tonnes

The following helicopters will be assembled in Australia:

- **SH-2G(A) Super Seasprite**
- **Kaman Super Seasprite**
- **Anzacs Class Frigates (FFH)**

**Kaman Super Seasprite**

Kaman has offered the Kaman Super Seasprite (KSS) as a replacement for the SH-2G Seasprite in the ANZAC Class Frigates. The KSS offers significant improvements in survivability and warfare capability compared to the current SH-2G Seasprites. The KSS is designed to provide enhanced anti-submarine warfare (ASW) capabilities and improved air-to-surface and air-to-air missile systems.

**Anzacs Class Frigates (FFH)**

Eight Anzacs Class Frigates are being constructed in Australia, with the first ship scheduled for delivery in 2024. The Anzacs are a multi-mission frigate capable of conducting anti-submarine warfare, anti-surface warfare, and maritime interdiction operations. The Anzacs are equipped with a state-of-the-art combat system, advanced sensor suites, and a range of combat systems.

**Super Seasprite**

The Super Seasprite is a significant upgrade to the SH-2G Seasprite, offering enhanced capabilities in anti-submarine warfare and anti-surface warfare. The Super Seasprite is equipped with advanced sensor suites, including an advanced光电 fire control system, an integrated airborne weapon system, and improved electronic warfare capabilities. The Super Seasprite is capable of conducting extended operations at sea, providing increased survivability and effectiveness in modern maritime environments.

**Way Ahead**

The Department of Defence has commenced negotiations with Kaman early in February, leading to a contract being signed towards 1998. Kaman offered the Super Seasprite as a replacement for the current SH-2G Seasprite in the Anzac Class Frigates. The Super Seasprite offers significant improvements in survivability and warfare capability compared to the current SH-2G Seasprites. The Super Seasprite is designed to provide enhanced ASW capabilities and improved air-to-surface and air-to-air missile systems.
Most former RAN personnel will remember The Royal Edward Victualling Yard (REVY), located at Sydney's Pyrmont, as the supplier of victuals and stores for their ships while in Sydney. Others will possibly recall it as the place where they received their first issue of naval uniforms.

REVY has now been used by the Navy for 90 years. The story of the Navy at Pyrmont began in 1905 when the site of the present Naval Support Command Headquarters (NSCHQ) was chosen for a victualling yard for the ships homeported in Sydney as units of the Royal Navy's Australia Station.

Designed by Walter Liberty Vernon, the NSW Government Archdi, the two main buildings were completed in early 1907. The design paid special attention to the storage, expeditious movement and convenient landing of all stores, combined with natural lighting and ventilation. Also included on the site were a receiving shed and a cooperage. Half of the land required for the four and five level stores buildings was reclaimed from the timber boat landing.

Following the restoration and conversion of buildings one and two, the original store buildings, the headquarters moved in on May 1, 1995. With the majority of Naval Support Command Headquarters staff now resident at Pyrmont almost 400 people work in the harbourside complex.

The headquarters is responsible nationally for overseeing the logistic support of the fleet via five logistic offices, as well as the provision of support services such as transport and port services. It also directs 12 commissioned establishments, three Naval support offices and Naval Communications Station Hambledon.

A recent 1996 view of the newly refurbished REVY buildings, now the headquarters of the Naval Support Command.

During the early 1990s the decision was taken to re-utilise the historic buildings at REVY as the home of Naval Support Command Headquarters. While retaining the charm and many fittings from their former role, the buildings have been completely refurbished for duties in the 1990s and beyond.

Conservation work included the removal of building alterations and the reconstruction of numerous original characteristics of the two buildings.

As part of this process a number of historic machines used in the victualling yard were restored for display. These include derricks, lift motors, cloth folding machines and the original timber boat landing.

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In a rare visit to Australia, two ships of the Italian Navy have completed major visits to Darwin, Sydney and Fremantle.

The guided missile destroyer DURAND DE LA PENNE and frigate BERSAGLIERE, both at Fleet Base East, became the first Italian ships to visit since the cruiser and training ship CARO DULIEU for the 1888 Bicentennial Naval Salute. Previous Italian warship visits to Australia included Melbourne in 1956 and Sydney in 1938.

Several local fishing trawlers, all flying the Italian flag, escorted the ships into Sydney, while a warm welcome from several hundred members of Sydney's Italian community awaited them at Fleet Base. An unusual aspect of the Sydney visit was a recital by acclaimed Italian pianist Carlo Benedetti aboard the destroyer at the start of his Australian tour.

DURAND DE LA PENNE and BERSAGLIERE visited five Australian ports by the time they left on February 5, the greatest number of port visits to any country during their current deployment. Having left Taranto, Italy, in July last year, the two ships which form the 27th Naval Group were on a nine-month world training cruise that will see them call at 32 ports in 24 countries by the time they return home.

"The ships had combined companies of more than 560 officers and sailors under the command of Rear Admiral Claudio Maria De Polo. The deployment aimed to evaluate the group's operational capabilities in different environmental conditions and areas from those in which the Italians normally deployed."

RADM De Polo, said "the opportunity to test Italian interoperability with other navies was also significant given recent experience of United Nations duties."

After departing Sydney, the two ships undertook a range of exercises with RAN units on their way to Fremantle via Melbourne and Adelaide.

RADM De Polo said the RAN and Italian Navy had much in common including technology levels, interoperable combat data systems, use of NATO standards and recent experience of naval operations in support of UN sanctions in the Persian Gulf.

Given that Australia hosts the second largest Italian community outside Italy, the visits to Australian ports were also significant from a cultural and social perspective.
DURAND DE LA PENNE Many building naval enthusiasts could have mistaken the Italian warship DURAND DE LA PENNE for a Russian destroyer when she recently entered Sydney Harbour. Like the Russians, the ship is very heavily armed, a rather unusual characteristic, for a Western designer given the "developable" nature of many modern warship designs. Posses-
sing the weapon fit that would make the Russians happy, DURAND DE LA PENNE displays the best of modern Italian styling, almost Ferrari in nature.

The ship is designed to be truly multi-
role. Her weapon, sensor, and command
give it the ability to either stand alone or fight in conjunction with other ships against any threat. The ship has enough anti-air and ship weapons to establish its own defense layers as long as medium and short range missiles, medium to short range missiles, and medium to short range guns. Her anti-ship missiles (ASMs) have a range of 180 km with mid course guidance from one of two helicopters. Other anti-air and anti-ship missiles are loaded into the launcher located at the rear of the helicopter hanger. These missiles have a range of approximately 46 km. There are two SPG-76 control radars to illuminate targets for the standard missiles.

The fourth layer consists of an Albatross octuple launcher for 8 Aspide missiles mounted just forward of the bridge in "B" position. Similar to the Harpoon Sea Sparrow, these missiles can engage anti-ship and AAM's at a range of 13 km at Mach 2.5. The ship carries 16 reloads which are loaded into the launcher automatically. The Aspide is a ship-to-ship point defence missile system.

The next layer consists of three OTO- Melara 76 mm super rapid guns and a single 127 mm gun. Although some may consider the ship's single Phalanx close-in weapon system, i.e. close in gun defense, the OTO-Melara 76 mm super rapid is indeed an impressive system which is employed under a different philosophy to that of the Phalanx. Each gun is capable of firing nearly 130 rpm at a missile sized target at 8 km. The idea being to destroy the missile as far away as possible so as to minimise any residual damage effect the warhead may have if it were destined close to the ship, such as Phalanx would. The super rapid gun uses a proximate fuel pretreated primed round that, designed to fire near the enemy incoming threat and destroy it by the shrapnel created. The guns range and rate of fire enable it to engage and destroy four missile sized targets simultaneously from four different directions at once.

The third 76 mm guns, and the Aspide missile control data via four SPG-76 "Dardo" fire control radars, two mounted on either side of the bridge and the other two either side of the helicopter hanger. These fire control radars provide a full 360 degree coverage of the ships arc and give it the ability to engage four targets simultaneously with either guns or Aspide. While the additional high powered fire control radars, for the SM-1MAR, the ship has the ability to engage six targets simultaneously. This can also be placed on an automatic mode. The system will detect the threat, ascertain the wall of the threat and associate the appropriate weapon or weapons to the threat until it is destroyed.

Anti Submarine Warfare As part of its multi role nature the ship is equipped with a Kayseron DF-1164 LF VDS integrated and rigidity how and Variable Depth Sonar. Both these systems are generally similar to towed arrays. The onboard ASW weapons control of two twin Otomat Mk 1 39 mm for Mk 46 torpedoes and the Milan ASW rocket system. The Milan is launched from a single hanger with a trajectory into the Otomat Mk 2 and is essentially a cross between the US ASROC and the old Austro German Jagdflieger. The Milan is rocket propelled, with a range of 55 km and a mid course command update facility. The ships helicopter hangers can house two helicopters either the smaller Augusta AB-212 or the larger and new EH-101 which is far better at ASW than the smaller Augusta. To aid in helicopter operations, the ship is fitted with four sets of fin stabilizers.

Contributing to the ship's ASW role is a Prairie masker noise suppression system. This system forms tiny air bubbles on the hull to mask any noise that may radiate into the water. It has the effect of making the ship quieter and thus harder for submarines to detect as well as enhancing the onboard sonar performance.

Anti-Surface In the surface search role the ship demonstrates its dual radar redundancy by having the SP-774 anti-air and surface search radar, as mentioned above, and a separate surface search radar, the SP-702. The main anti-ship weapon is the long range OTO Melara/Ammuncani Oto-Melara, either Mk 1 or Mk 2. This missile has a range of 180 km and 2100 km and can be powered by gas and the other diesel. It also means that one gas turbine or diesel engine cannot power both shafts or the other two either side of the helicopter hanger. These fire control radars provide a full 360 degree coverage of the ships arc and give it the ability to engage four targets simultaneously. This can also be placed on an automatic mode. The system will detect the threat, ascertain the wall of the threat and associate the appropriate weapon or weapons to the threat until it is destroyed.

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WARSHIP BY FERRARI

Note the angled sides of the destroyer as compared to the straight sides of the nearby Australian FFG.

Damage Control
The ship is subdivided vertically in order to contain fire. Another interesting feature is the addition of kevlar armour on the ship's bulwark to contain an explosion. This armour is located around the combat information centre. All engine modules have a halon gas fire suppression system and the engine control room can also double as the damage control centre.

Stealth
Like most new warship designs stealth has had a part to play in DURAND DE LA PENNE's construction. As previously mentioned, the ship is fitted with a Prairie masker noise suppression system to contain acoustic emissions for its ASW role. The vertical sides of the ship are all sloped at around 7 degrees. This slope has the effect of reflecting the radar energy of searching ships, aircraft or missiles in different directions other than the direction in which it emanated. The reduced RCS (Radar Cross Section) aids in ship survivability as an ASM may not find the ship and if it did it could be lured away far more easily with chaff etc.

Another stealth feature is the cooling of heat exhaust emissions from the ship's smoke stacks. As the exhaust emissions rise out of the ship they are automatically cooled in order to reduce the Infra Red signature of the ship against IR ASMs such as Penguin.

Conclusion
An interesting feature of this very capable destroyer is that it is not designed with any fleet wide or large group command and control facilities such as Admiral's quarters etc. The reason for this is that the Italian Navy is divided into two flotillas with the head of each flotilla possessing all the command and control facilities required. Thus, DURAND DE LA PENNE, although having data links to exchange information with other ships, is mainly an escort vessel for the flotilla leader. Alternatively it can act independently as a single unit leading only a small group, two or three ships.

Another interesting feature of the destroyer is its large ship company, approximately 400. This seems excessive given that a USN Ticonderoga class cruiser has a crew of 358 and an Arleigh Burke class destroyer 303. The large crew is required to man all the ships weapons which, if required, have manual overides. It also means that the ship has more personnel to call on for damage control or for duty watches.

The only criticism of DURAND DE LA PENNE would be its inability to run both propeller shafts off one or two engines on the same side and its inability to conduct fleet wide command and control functions. As a single unit, group escort or goal keeper, DURAND DE LA PENNE has virtually no equal. Its ability to call upon two types of anti-air missiles, three 76 mm super rapid guns, three air-search radars, two surface-search radars, six fire control radars, integrated sonar system, stealth technology, Chumash ASMs and helicopters make it a very powerful fleet destroyer.

The Italian destroyer sails from Sydney (Photo: Brian Morrison)
HMAS Manoora under conversion to an amphibious transport (FPX) at Forgacs in Newcastle, January, 1997. (Photo: Bruce Morrison)

Mine warfare vessels return to Sydney on 1 February after exercise. (Photo: ABPH Simon Metcalfe)

The first coastal minehunter HUON, under construction in Newcastle. HUON is due to be launched in June. (Photo: Bruce Morrison)

HAWKESBURY, the second coastal minehunter, in the building complex. (Photo: Bruce Morrison)

Diving launch SEAL, underway on Sydney Harbour, January, 1997. (Photo: John Mortimer)

The former Attack class patrol boat ARDENT is now employed for navigational training, homeported to HMAS Waterhen. All armament has been removed. (Photo: ABPH Simon Metcalfe)

The Navy, April-June 1997
AUSTRALIA’S OTHER NAVY

THE NAVY, April-June 1997

The club’s members operate a wide variety of ships, from corvettes to massive battleships. The Daring class are well represented, with VAMPIRE, VENDETTA, and the ill-fated VOYAGER, several of them more than once. And at different times of their careers. Also popular are the RAN’s destroyer escorts, with TORRENZI, PARRAMATTA, SWAN and STEUART all faithfully recreated. The new Anzac frigates are also popular, so much so that their construction rate is outstripping that of the real ships, with at least nine building or ‘in the water’. The latest building boom seems to be the American Ticonderoga class of Aegis cruisers, with almost a dozen cruisers under construction.

The ‘Silent Service’ has not been forgotten, with several submarines counted amongst the T2 72 fleet. The operation of a radio control submarine has its own intricacies, making them rather more complicated than their surface brethren. On the other hand the amount of detail required is somewhat less and the paint job (basic black) substantially easier! Included in the club’s roster are the USS POGY, a Stromer class SSS, USS SEAWOLF, name SSN of the class, and the Collins class submarine HMAS SHEEAN.

When Russ and Alan began building models in the 1980’s, there was little in the way of parts and fittings available, requiring most items to be made by hand. Fortunately for other modellers, Alan was a professional patternmaker, and made moulds of his work, allowing easy reproduction if required in the future. After several other model builders approached him about getting copies of hulls or fittings, APS Models was formed to supply the hobby with 1/72 scale hulls and fittings. Today APS offers more than 40 kits, ranging from the ships of World War 2 such as HOOD and CULBERON, through to the brand new ANZAC ingots.

So what goes into one of these marvellous replicas? Many are built completely from scratch, using a combination of materials including wood and metal, although this is more common when building a particularly unusual or uncommon ship. The more usual method is to build a ship for which fittings and a hull are already available, commonly called a semi-kit.

An APS Models semi-kit of HMAS VAMPIRE as she appears today at the Australian National Maritime Museum is available. The kit comprises a set of plans, the 1.7 metre (67 inches) hull, the armament of three 4.5 inch twin turrets, two single and two twin 40mm Bofors guns and the Limbo anti-submarine mortar. Also included are the funnels, two anchors and their associated windlass’, bollards, doors, life raft canisters, bulkhead lights, fire hose racks, gooseneck and mushroom vents, ammunition lockers and the ships’ boats.

Additionally, the modeller will need to acquire the following parts. Two electric motors, a radio control transmitter / receiver and associated servo-motors for the rudders, a speed controller, a rechargeable battery to power the systems, and a supply of sheets of modellers styrene to build the superstructure, mast, radars and decks. The plans will guide the model maker in building the superstructure and decks and attaching the fittings, while any hobby shop will be able to advise on the most suitable size engines to propel...
Navy and the Defence Budget

By Navy Leaguer

Speaking recently to the ACT Branch of the United Services Institute, Air Marshall Leif Fisher (Chief of the Air Staff) stated that "with over half the RAAF's current airframes purchased below 1980, the size of the current projects indicates that the next 10 years can be truly described in defence acquisition as the decade of the RAAF." There is little doubt that the RAAF, more accurately, the Australian Defence Force's aircraft fleet requires substantial updating.

This is not only because an unduly large proportion of them will reach the end of their life of type at about the same time. It is because the advance of technology imposes a need to ensure that all our fighting aircraft (and all our fighter equipment) is kept capable of filling their roles in the forecast hostile environment and meeting the established threat standards.

In the case of aircraft, the A310 has long needed airborne early warning and control aircraft, and plans are in hand to have these in service by early in the next century. New lead in fighters are required and have been ordered. New helicopters have been ordered for the Anzac frigates. New Hercules transports have been ordered.

There are proposals for Hercules with air to air refuelling capability and for new light tactical transports to succeed the Caribou. Two more Chinook CH-47D helicopters are being ordered for the Army. There is a need for proposals for reconnaissance, fire support and more troop lift helicopters for the Army - up to 100 additional helicopters are forecast.

Most of these are high profile projects, with programme costs up to $1 billion and more. Of lower profile, but still at very substantial cost (in some cases more than the smaller new aircraft projects), are the major aircraft upgrade programmes. The larger of these involve the F-111Es, F/A-18s and P-3C Orion, all of which should be capable of flying until 2020 and beyond.

At a lower level, but still substantial cost, are projects to acquire new air to air and air to ground missiles. It is argued, not unreasonably, that there is no point in upgrading fighters if they are not armed with effective missiles.

We do not suggest that any of these programmes are unnecessary. On the contrary, they are necessary. In the case of AEW & C, at least, the programme is long overdue.

Nor do we imply that the RAAF, nor, more accurately, ADF aircraft are getting an impossibly high percentage of the defence vote. Over the past decade, the RN has been funded with large sums for new Anzac frigates, new submarines, new coastal minehunters and other vessels. At least the first 2 projects are now past their funding peak. Looking ahead, the Adelaide class FFGs and Anzac class frigates are being substantially upgraded.

As with ADF aircraft, the RAN needs, and is being funded for, a number of lower profile, but still expensive projects. These include more modern anti-submarine torpedoes, more surface to air missiles, more Phalanx close in weapons systems, the more...
wartime systems centre, new hydrographic ships and so on. There are a number of expensive joint service projects. These include the Jindalee over the horizon radar project, new joint force headquarters, the new offices at Russell Hill and the high frequency communications modernisation project.

All this is not to suggest that the total funding for the RAAF or RAN is sufficient. For example, funding is insufficient to provide enough missiles. Stocks of Harpoon anti-ship missiles are insufficient. The air to ground missiles being bought under project Air 5389 are insufficient for initial training only.

It is argued by the Navy that they have been starved of equipment funds and that their need is last becoming desperate. Although they are receiving new vehicles, these are insufficiently numerous. For example, the available infantry mobility vehicles for reserve brigades are allocated in turn to each brigade for exercises. In the event of mobilisation of all brigades, there would be insufficient vehicles. There are enough ASLAVs for one brigade only. Although being modernised, Army's M113 armoured personnel carriers are old.

The Army 21 programme, with its recognition of the role of the modern Australian Army, involves new methods of operations and will require a range of new equipment in addition to the helicopters mentioned earlier.

Navy League has heard Army people say "the last decade was the decade of the Navy, the one before was the decade of the RAAF (for the F/A-18s and P-3s) so this time it is Army's turn".

"replacement syndrome" principle where under each piece of equipment is almost automatically replaced by a more modern equipment platforms - ships and aircraft - have lead times of ten years or more. It is impossible to forecast accurately the roles that will be required of a defence force 20 or 20 years ahead. It is even more difficult to forecast the strategic situation.

Navy League concludes that the current ADF policy of maintaining a balanced force capable of meeting many levels and types of threat in a wide range of geographic areas, is sound. Australia must not neglect one major capability to strengthen another. There should be no "decades of the Navy", no "decades of the RAAF" and no "decades of the Army".

If the essential balanced force cannot be achieved within current budgetary limits, the defence budget must be increased. It should be recognised that, if such an increase is necessary, a gradual increase should begin well in advance of the impending block obsolescence problem.

To leave the increase until 2005 will not only be too late in military terms. It would be infinitely more expensive in the longer term. All this is not to say that the ADF should accept the "replacement syndrome" principle where under each piece of equipment is almost automatically replaced by a more modern version of itself. Fundamentally different options should be studied positively. Examples include a much greater role for unmanned aerial vehicles, replacing the F-111s with long range sea launched precision guided cruise missiles and acquiring a comprehensive range of defensive sea mines.

Maritime Heritage Tour of England with Rear Admiral Geoffrey Woolrych
21 June-9 July 1997

Join your tour leader Rear Admiral Geoffrey Woolrych AO, RAN, Reid, on this comprehensive exploration of England's long and illustrious maritime heritage. The tour will commence in London with visits to the National Maritime Museum, Greenwich, The Royal Naval College and the clipper Cutty Sark.

Also included are some of England's most important ports, maritime centres, Portsmouth, visiting HMS Victory, Plymouth and its historic association with Sir Francis Drake, Bristol, for its wine trade and then on to Liverpool Merseyside, for its magnificent museums dedicated to the Merchant Navy. There will also be a short cruise on the Manchester Ship Canal, only one of the many highlights on this tour.

TOUR LEADER: Rear Admiral Woolrych entered the RAN as a thirteen-year-old cadet and served therein for forty-one years. His seagoing experience includes several commands and service in most types of ships ranging from submarines to aircraft carriers. He spent some eight years with the Royal Navy and two years with the US Navy. He is a graduate of the Royal College of Defence Studies in London and was the Australian Naval Representative in the United Kingdom. As an Admiral he held postings as the Chief of Naval Development, the Deputy Chief of Naval Staff and the Australian Maritime Commander.

TOUR INCLUSIONS:
• International air travel on Singapore Airlines from Sydney to London return, with the option of extending your stay in London.
• 16 nights accommodation in 3-4 star hotels while on tour, including breakfast daily and other meals.
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TOUR PRICE:
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In 1998, The Navy, the Magazine of the Navy League of Australia, will celebrate its 60th year of publication. For the remainder of 1997 we will feature pages from various earlier editions. In this issue, April 1949, April-May 1962 and February-March-April 1967. The 1949 magazine featured well known wartime artist Frank Norton who provided a regular series titled 'Seas, Ships and Sailors'. In the 1967 edition, the new Australian White Ensign (AWE) was described to readers. The AWE was introduced to the RAN on 1st March 1967 and recently celebrated its 30th anniversary. (The editor would be keen to hear from readers and members of the Navy League who possess copies of the magazine from 1938 for possible inclusion in this new section.)
SEAS, SHIPS AND SAILORS

ADIRINDI

THE NAVY REVISITED

SUN OF CUMBRIA

THE NAVY

NEW ZEALAND VICTORS

SMALL SWAN

WAR SERVICE

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A recollection from the flag deck

VOYAGER was the first of three Daring class destroyers to be built in Australia, and at the time, was a technological marvel. Even the old hands admitted they were impressed with the ship's offensive strength in main armament and anti-submarine capabilities.

The operations room alone was, to a new Maritime Ensign, was the cafeteria type messing for every sense of the word. He was immensely proud of his new ship and of his ship's company. As a signalman I spent a great deal of time on the bridge, and to get to know "skippers" very well. I doubt the Navy could have appointed a better captain to command its new pride.

VOYAGER's captain at the time was Captain "Buster" Crabb, a big man in every sense of the word. He was in company with the Tribal class destroyers Daring and Waurnpumba, a large and a small Daring class destroyer. SYDNEY had facilities for eating in the mess decks themselves, and as a consequence, carried certain rituals in the mess decks, like bread, milk, tea and coffee. VOYAGER was also different in that it was fitted out with bunks, and accordingly our hammocks (as time issued to all ratings) were stowed aboard and not carried on deck with one's sleeping bag.

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After a series of work up exercises in the Jervis Bay area, the ship returned to Sydney for a refit, prior to leaving for an eight month tour of duty with the Far East Strategic Reserve in January 1958. She was in company with the Tribal class destroyers WMARRUMUNGA, a WWII veteran.

After a very hard week storing and ammunishing ship, we said our
especially ordered. The colour of the carried out on a day that must have been of the journey up the east coast. It was from the bridge and instructed me to Yeoman of Signals (almost God to a your postcard material. 

land, sea and sky were true picture province of those with means. It was from the bridge and instructed me to
We made a turn to port after we had Island stood out as one of the highlights of our trip. The island was the habitat of a certain senior naval officer whose penchant for signalling passing naval ships was well known. Sure enough we received a flashing light signal that simply said 'Good hunting'. I never ever did find out the identity of the retired naval type, but I gathered he was well known to the skipper and certain senior officers.

From Cairns the cruise was quite wonderful. We were in the tropics and the Great Barrier Reef, truly the stuff of dreams. Fishing fish became a common sight as they flew across the water, skimming oil out our bow and stern waves. Water snakes and turtles were also seen in some numbers, along with the occasional manta raya and shark. The colour of the sea changed from a dark blue into more turquoise, and then even green as we proceeded further north.

At the very top of Australia we turned Cape York. I remember thinking at the time that I had come a long way away from my home town of Adelaar, not only in physical sense, but emotionally and intellectually as well.

Cairns, across the Atherton Tableland to Darwin, both ships leaving mile long wakes in the beautifully calm sea. Darwin Harbour in January 1958 still bore witness to the air attacks on in 1942, and later in 1944, with several bulk of sinking ships doth the boulder. As I was to quickly learn, refuelling rooms like Cairns and Darwin, while not affording the opportunity of shore leave, did mean mail. Mail was essential for the morale of people serving away from families and loved ones for any length of time. No time at the desolate time and time again he effort put in by the Navy and Post Office to ensure ships received mail at every opportunity.

Darwin was to be our home for a short stay before transfer with HMAS WARRAMUNGA to Sydney. It was plain that WARRAMUNGA's destination for many Australians, an ancient tradition and the King's pleasure, was so to be. A selection of Royal Navy and Post Office to ensure ships received mail at every opportunity.

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communications branch had received several 'well done's' from our counterparts in the RN, whilst gunnery and other parts of ship had also demonstrated their
HMAS VOYAGER in rough weather

Our passage across the Great Australian Bight was very rough. It was a cold, overcast morning, when the ship moved up the Port Adelaide river to berth at an oil refuelling wharf before refuelling. We had been due for seven weeks leave, and not wanting to delay things any longer, took our leave of the ship at the oil wharf, only to find when we returned home, that my mother and sister had gone to meet me in Port Adelaide at the expected time.

High levels of efficiency and effectiveness.

We spent two glorious days at Toman with WARRAMUNGA. Both ships companies took advantage of the break in the weather to swim and relax. The ship's cooks set up a great barbecue ashore, and with our beer, we made the most of it. Before we were due to get into the real hard business of the coming SEATO exercises due to commence in a couple of weeks.

In fact by now, both ships had worked up to be very effective fighting units. We had cruised into Darwin and Archipelago on a few occasions to show the flag, and were always either at action stations or in a state of high alert in case an incident occurred. We were prepared if necessary to demand our rights to go about our lawful occupation.

After a few days in Hong Kong, we set sail again for Singapore, the first leg of our journey home.

More time in Singapore, then exercises before we finally set sail home for home. This time we were able to pass through the Straits of Malacca at full alert with the ship at cruising stations. The story of the courageous battle fought by USS Houston and HMAS Perth, and the fight for survival of those crew members who were subsequently captured by the Japanese, was still a matter of high morale.

A postscript

When VOYAGER and WARRAMUNGA sailed for the Far East to represent Australia's commitment in the Commonwealth Strategic Reserve, they carried with them the fine traditions of the Royal Australian Navy. A Navy then 100 years old. I believe we did our country and that tradition proud. We had operated with some of the world's finest navies and were never found wanting. Indeed, we were often an example of seamanship and efficiency. We were well trained and ready for any emergency that could have presented itself to us. On many occasions we found ourselves in situations that put us at a very real risk and ready for battle if need be. We accepted that because it was our job. We were also, after all, volunteers.

It remains a disgrace that the politicians of the time, and I suspect some of their senior public service advisers, didn't appreciate, or indeed recognise, the importance of the RANs role in the region or the personal sacrifice and commitment sailors gave willingly to serving their ships and country.

Only in recent times has it been accepted that, for the Commonwealth Strategic Reserve, finally been recognised with the issue of the Australian Service Medal to members of the RAN. The Army and RAAF personnel who served in the Reserve were recognised from the outset.

Respectably, the ex Navy personnel who served their country so well in those years, are still denied access to the reparations benefits available to the Army and RAAF personnel for their service. A campaign is now under way to get justice for those who served in the RAN during those times and now find themselves in need of help.
T

with carrier or surface-action groups and, confined, littoral waterways. The vessels to operations within the more water pursuit of submarines and surface was proposed years ago for the SH-60B. Eventually convert 157 SH-60Bs, 78 SH-ernisation of all Seahawks, the SH-60Bs, Central to the United States Navy's new helicopter master plan to reduce the HH-60H inventory. Instead, the concept is to retire its mission into those performed by the HH-60H. It also supports various Special Operations activities. No plans exist to increase the HH-60H inventory, instead, the concept is to roll its mission into those performed by the upcoming SH-60R version. Under the upcoming SH-60R version, the Navy's new helicopter master plan, the move to the SH-60R means consolidating the SH-2Gs. The Navy will move to the SH-60R means consolidating the SH-2Gs. The Navy is assigning two HH-60Hs per four helicopter squadron of SH-60Fs. It also supports various Special Operations activities. The AH-1W is doing well on the export market, Taiwan and several unidentified Mideast countries have ordered it. Romania is to buy 9b of a variant, the AH-1RO, a basic AH-1W anti-armor with Romanian weapons and avionics. It also supports various Special Operations activities. The AH-1W is doing well on the export market, Taiwan and several unidentified Mideast countries have ordered it. Romania is to buy 9b of a variant, the AH-1RO, a basic AH-1W anti-armor with Romanian weapons and avionics. Romania is to buy 9b of a variant, the AH-1RO, a basic AH-1W anti-armor with Romanian weapons and avionics. It also supports various Special Operations activities. The AH-1W is doing well on the export market, Taiwan and several unidentified Mideast countries have ordered it. Romania is to buy 9b of a variant, the AH-1RO, a basic AH-1W anti-armor with Romanian weapons and avionics. It also supports various Special Operations activities. 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Marine Accidents
In the past several years the writer has received requests for investigations by the Marine Accident Investigation Team of the Australian Department of Transport into "marine casualties occurring within the Commonwealth's jurisdiction."

The reports have involved an extremely wide range of mishaps - some at sea others in harbour, some involving a small ship (e.g. a tug on board while others involved two ships colliding into one another), not holding, causing a ship to drift and collide with others at anchor in the same area.

When the report is completed, the Minister for Transport is first cab off the rank and his staff usually organises a media release. This may or may not result in a publication in the mainstream media depending upon a number of factors including perceived newsworthiness.

Whatever happens in the media, the RAN's investigations always receive attention in maritime circles as the care with which the investigations are carried out is recognised and as usually there are lessons to be learnt or re-learned.

The limits of the Commonwealth's jurisdiction and authority to investigate are far from precise and dem from the Narcotics Control Act. There have been amendments to these latter acts, which may or may not be investigable in the cases suggested above, while those effecting foreign flagged ships require careful judgements to be made before action can be taken.

It is an interesting fact that in previous experience no-one seems optimistic.

One of the main problems that may arise is the diminished status of the Service Chief, for example, in the past the Chief Naval Staff (Then Naval Member and Chief of Naval Staff) in pre-integration days was apart from seniority in rank, the unprecedented law and master of the RAN - at least to everyone in uniform - his influence on government policies was not to be disregarded.

Nowadays, with offices of equal rank in the ex-Services, with an equal voice on each flag officers and reduced facilities at his disposal, the Chief of Naval Staff (Then Chief of Naval Staff) is no longer so prominently ahead of his predecessors in the Service hierarchy. One wonders how close to the once discredited unification we have come.

New Zealand
The representatives of the Prime Minister in New Zealand and in Australia in 1868, and in the Vietnam War prior to the present day by day basis rather than year by year listing events on a daily basis and another day by day basis rather than year by year was. Styles both have different advantages and disadvantages and perhaps the in future we could become a two volume affair with one listing events on a daily basis and another day by day basis. There is also an extensive index to assist the reader or researcher find the events in this huge field. The book covers the 14 built in Sydney, three in the United States of America and 36 in various shipyards in England and Scotland.

Dependent upon the era of Australian naval history the destroyer force sailed to Kangaroo Island. In many cases the information in this book is not a complete history of these ships, with a further two class of destroyers, with 39 ships flying the White Ensign. During these nine battles, and in the battle of the successive classes changed as new types was commissioned and the resultant book. The book is set out in an easy to read style with the events listed on a day basis rather than year by year at the 1966 version. Both styles have different advantages and disadvantages and perhaps the in future we could become a two volume affair with one listing events on a daily basis and another day by day basis. There is also an extensive index to assist the reader or researcher find the events in this huge field. The book covers the 14 built in Sydney, three in the United States of America and 36 in various shipyards in England and Scotland.

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newsgroups or can be ordered direct from the publisher; phone (02) 9565 1268.

NAVAL AVIATION IN
THE FIRST WORLD WAR
- ITS IMPACT AND INFLUENCE
By R D Layman
Published by Chatham Publishing
 Reviewed by Ross Collett

First released in the United Kingdom in late 1996, the well-respected naval aviation historian R D Layman has produced a very detailed account of all aspects of naval aviation during the war from 1914 to 1918.

The detailed index at the rear of the book provides enough evidence of the degree to which Layman has researched his topic. The current work follows other studies by the author, including Shipboard Aviation 1783-1914, The Amalgamation of Big Guns and Aircraft and The Development of Aviation Vessels 1890-1922.

In the current work, the author provides detailed descriptions of the many notable aircraft events at sea together with some of the lesser known aspects including: Russian seaplane operations at the Black Sea; the world’s first ‘carrier strike force’ and the role played at Gallipoli by naval aviation. Unfortunately for the Royal Australian Navy, the book only gives scant attention to the deeds of the Fleet’s adventures with the care of Sopwith biplanes in HMA Ships AUSTRALIA, BRISBANE, SYDNEY and MELBOURNE.

Naval Aviation in the First World War provides a detailed account of those times which up to the current day, still dominate our desire upon the world’s oceans. We commented, but especially for the naval aviation enthusiast.

"What is an ... Admiral"??

The What is a ... navy people series and the follow-on articles to be published in subsequent issues of The Navy Magazine were originally written in the late 1950s. The set of eight were rediscovered in Canberra by the Naval Historian, Mr Joe Strazel and forwarded onto the Navy League for the enjoyment of all readers of The Navy.

Admirals come in four distinct classes: REAR, VICE, FULL and even FULLER. The REAR class, of course, is at the bottom. Following this is the VICE Admiral. FULL Admirals are those who have just passed the stage of having a few pink gums before dinner. The FULLER Admiral is Higher than a FULL Admiral. The FULLER Admiral knows: He sees all. He is absolute. He is all powerful. He is All Mighty. It is only the weight of his braid that holds him on earth.

Admirals are many things. But above all he is never wrong, but always right.

Some Admirals are unusual. Example: The Admiral’s large canoe alongside the ship. There was something of a tap on the water and, as the Admiral stepped on to the gangway, the canoe gave a lurch and he was almoost jerked into the sea. A young seaman standing on the lower platform put out a hand and steadied the Admiral. The Admiral hurried up the gangway, returned the salute awaiting him on the quarterdeck, and rushed up to the Admiral to let him know all was ready for the Admiral waiting in his shooting clothes.

"I thought you were going Rounds, sir," stammered the Captain.

"So I am," growled the Admiral. "The ship’s like a snake marsh!"

On braving the flag, the Admiral had summoned the Chaplain and given him a list of six Hymns. "I dislike these Hymns," he said, "they are never to be sung while my flag is flying."

The mass of humanity tightly wedged together in a hollow square on the quarterdeck suddenly hushed as the Admiral’s head appeared at deck level, followed by his tall, stately body garbed in glittering uniform — rising from below. Children held their breath as the superb apparition walked to his place.

"Our place is unfurnished," he said, "and we have no pew, but the deck is our pew."

On braving the flag, the Admiral had summoned the Chaplain and given him a list of six Hymns. "I dislike these Hymns," he said, "they are never to be sung while my flag is flying."

On the morning, he wore mischievous, one on the ‘hallowed’ Hymns was announced. The Admiral instantly and immediately lost his Christmas spirit. He flung his Hymn book on the deck with a scrapping thump and looked, as only he could look, as if a funny smell had risen under his nose.

After the Service, wives and children were suitably entertained in the Wardroom and eventually the boys made their way home, where the Staff Officer’s Nannie was all agog to hear how the children had enjoyed themselves.

"And do you know, Nannie," the little three-year old boy said, "at church today on the big ship, God threw his Hymn book away!"
Eleven CH-46 Sea Knights are parked on the starboard side with three Cobra attack helicopters and two EF-6T modified T-43s to the left. One CH-53A and another CH-46 helicopter are visible. Some of the Marine's vehicles are also visible.

Photo: AB114 D. McCorkell.