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Our Front Cover
HMMS ANZAC, October 1957, enroute to Hauraki. See story page 17.

Copy deadline for the next issue is 9th February 1998.

The Navy Magazine is sixty-years-old.

To mark the event long serving Federal President, Geoffrey Evans has put pen to paper and reflected on the role of this, the official organ of the Navy League of Australia, in his contribution. Geoff highlights the dramatic change in style of the magazine over the six decades, while at the same time, ensuring that both members and readers alike, are kept informed of the current state of play in the Royal Australian Navy at home and abroad.

This edition also includes a report on one of the major changes to effect the Royal Australian Navy's support structure. Last October the newly created Defence Maritime Services, a member of P&O Maritime Services, signed a contract for the supply of port services and support craft to the Navy over the next ten years. What this means to the Navy is outlined in New Fleet Support.

This year the Fleet Air Arm celebrates its 50th Anniversary. Readers who wish to obtain more information about the Golden Jubilee celebrations and the Australian Naval Aviation Museum can be obtained by contacting the Museum on 044 21 1920 or e-mail armahjubilee@com.com.au

The Japanese Maritime Self Defence Force recently held a large Fleet Review to publicise its new capabilities and latest submarines, surface ships and auxiliaries. Photographs taken of the occasion are published in this edition and for the history buffs, a collection of 19th century lantern slides of life in the Royal Navy.

Before closing this edition's "Viewpoint" mention should be made of the service provided by the survey ship HMAS MORESBY, paid off from the naval ranks on 15 November, 1997. The first purpose designed survey ship built for the RAN, MORESBY sailed more than 1.17 million nautical miles during her 33 year career. What the future holds for the ship is still undetermined, maybe a new career in the Mediterranean, like her younger running mate, the former HMAS CODA.

Ross Gillett

The opinions or assertions expressed in The Navy are those of the authors and are not necessarily those of the Federal Council of the Navy League of Australia, the Editor of The Navy or the Royal Australian Navy.
An era ended in Royal Australian Navy history when the veteran hydrographic survey ship HMAS MORESBY was decommissioned at HMAS STIRLING in Western Australia on Thursday, 13 November, 1997.

In a 33 year career MORESBY recorded many milestones, the most famous being that of the first RAN ship to reach one million miles in service. MORESBY achieved this on 31 October, 1982 whilst surveying off Angham Head whilst under the command of CMDR Mark Hudson, RAN.

At the time of her decommissioning MORESBY had boosted that total to a staggering 1,170,421 nautical miles, accumulated during 8,241 8 hours underway. Her last CO, CMDR Paul Spencer, RAN, said in his Decommissioning speech, “it is a sad occasion, but it may be a time to reflect.” How very true!

The 2350 tonne, 96.7 metre long HMAS MORESBY was laid-down at the Newcastle State Dockyard back on 1 June, 1962 as the first purpose built hydrographic survey ship for the RAN. Costing two million pounds, she was at that time, one of the most advanced vessels of her type in the world. MORESBY was launched by Mrs W. Gatacre, the wife of Rear Admiral G. G. O. Gatacre, Flag Officer Commanding East Australia Area on Saturday, 7 September, 1963.

On 13 February, 1964, MORESBY sailed from Newcastle as an unregistered civilian vessel flying the Red Ensign, and after cleaning Subby’s Head headed south for the 670 nautical miles to Sydney. At the halfway mark of the delivery voyage, off Norah Head, MORESBY was officially accepted by the RAN.

At 1400 on Friday, 6 March, 1964, MORESBY was commissioned into RAN service at Garden Island, NSW, under the command of CMDR J.H. S. Osborn, RAN. in what has become a long and fruitful career.

Initially, MORESBY carried a Westland Scout helicopter which was replaced by a Bell 206B-1 in 1973. During her career, three helicopters have gone to work on the first being a Scout in 1967, followed by two 206Bs, one totally destroyed in the 1970s after a rotor clipped a cliff and the most recent, a 1985 ditching in the Admiralty Gulf, WA after an engine failure. This helo was rebuilt and embarked on MORESBY where she achieved the million mile mark. Fortunately there was never a serious injury in any of these incidents.

When commissioned in 1964, MORESBY boasted two survey motor boats (SMBs), FANTOME and HERALD, the 1945 design boat SANDYLY and the all-purpose boat TRITON. They were later replaced by SMBS ALBERT BEAGLE and DART who were in turn replaced by快乐与DART.实例Finally they were in turn replaced by快乐, INVESTIGATOR and MEDIA.

For the first decade of her career, MORESBY was based in Sydney, conducting surveys on the east coast, Tasmania, Papua New Guinea, Torres Strait, South Australia and the north west of Western Australia.

HMAS MORESBY, renowned for her deck, buff funnel and all white colour scheme briefly sported a blue “GT” stripe along her length in 1973 until directed by fleet to remove the offending stripe and revert to her normal unbroken white appearance.

Undergoing a refit in 1973-74, which saw a number of modifications, including the building of a slim forward exhaust stack on the forecastle which replaced the original side exhausts, the heightening of the main funnel, the removal of two 40cm Bofors guns from 01 deck (although the sponsons remained until her 1991 refit) a new crane (from the old aircraft carrier HMAS STIRLING) was added to 01 deck.

In 1979, MORESBY remained homeported at STIRLING for the rest of her service career, completing a record 23 years based on Australia’s west coast, and surpassing the legendary HMAS DIAMANTINA’s 20 years in the west between 1959-79.

Ironically, MORESBY only ever visited Sydney three times in the next 23 years; in 1988 for the Bicentennial Naval salute, in 1995 for the Hydrographic Service 75th Anniversary, and lastly in November, 1996 for a farewell visit.

Over the years, MORESBY was involved in a number of medics and rescue incidents. In October, 1975 she departed her survey ground north of Rottnest Island, WA, to rendezvous with the Japanese fishing vessel, FUKASAE MARU No. 6, after an altercation onboard has resulted in one death and another crew member with serious stab wounds. A medevac was
Australia's Strategic Policy
December 2, 1997

THE HON LYN McLACHLAN AO MP
MINISTER FOR DEFENCE

Capability Implications

In terms of military capability, a key issue is the benchmark against which we measure our own capabilities.

The acquisition of high-technology defence capabilities throughout the Asia-Pacific means we cannot take for granted that our forces will keep their technological edge.

To maintain our relative strategic position, our forces must measure up to two key benchmarks:

First, we must have the capability to defend our air and sea approaches to any credible force, and

Second, we must maintain the very strong regional presence as a maritime power.

The discipline this imposes on how we shape our forces leads to some tough policy choices.

These involve making decisions on the balance of resource allocations between land, air and naval forces; between current preparedness and future capability; between the scale of forces immediately deployable and the time they can be kept in the field.

Few countries, however, have as clear-cut a strategic focus as Australia when it comes to making these choices. Our geography dictates a maritime focus for defence.

Maritime Capabilities

Our second priority (number one is the knowledge edge) relates to developing military capabilities to deter threats in our maritime approaches.

- We are developing a mix of air, surface and sub-surface forces to create a formidable barrier to any hostile ships and aircraft in our maritime approaches.
- We are developing a mix of air, surface and sub-surface forces to create a formidable barrier to any hostile ships and aircraft in our maritime approaches.
- And we will begin work on enhancing the current Collins class design to provide data to guide decision making on future enhancements of the class, or the possible acquisition of additional submarines should that be deemed necessary.

This process will build on the strengths of the Collins, taking full advantage of new technological developments.

We have a continuing requirement to conduct patrol and enforcement operations, and must maintain a significant presence in the region.

The Offshore Patrol Vessel (OPV) has been designated for these tasks. Following Malaysia's decision not to award its OPV contract to Tenix, we judge that the scale of investment required is substantial.

Our third priority is strike, that is, the ability to operate pro-actively against enemy forces in the defence of Australia and our interests.

- Our plan is to maintain the F-111 in service until 2015, to expand the operational fleet by upgrading our existing F-111Gs and to acquire long-range stand-off weapons as well as improving the electronic warfare and air-defence suppression capabilities of our F-111s.
- Our plan is to expand and enhance our submarine capabilities, including the acquisition of more capable torpedoes and a mining capability.
- Our plan is to maintain the F-111 in service until 2015.
- And we will begin work on enhancing the current Collins class design to provide data to guide decision making on future enhancements of the class, or the possible acquisition of additional submarines should that be deemed necessary.

But we are not proposing very long-range weapons, such as the Tomahawk land-attack cruise missiles. We do not propose this weapon to meet current strategic circumstances.
Priority Focus

Together, the enhanced military capabilities I have outlined - and the rigorous set of priorities against which they have been developed - will give us the most modern, capable force in our immediate region.

This force relies on highly-skilled personnel using high technology and modern equipment to achieve mobility, hitting power and flexibility, exploiting information technology to attain maximum effect from relatively small forces.

These initiatives will bring a comprehensive enhancement of the military capabilities of the ADF over the coming decade, enabling the force to meet the key benchmarks I mentioned earlier.

We will upgrade all our major combat ships and aircraft, re-equipping the land force and investing heavily in technology to promote the knowledge edge.

Of course, such capabilities don't come cheap. Over recent years, we have spent some $2.2 billion annually on equipment projects. The Defence Reform Program will, over the next three years, realise a one-off saving of $500 million and mature annual savings of between $900 million and $1000 million.

Current defence spending levels will allow us - with the savings from the Reform Program - to substantially modernise our existing defence platforms like the surface fleet, to acquire airborne early warning aircraft and to give the Army greater mobility.

However, the current budget does not make it possible for us in the medium term to contemplate developing major new capabilities in the form of new fighter aircraft, or a new surface combatant should government decide that such acquisitions were needed.

Based on earlier design studies the Australian companies ADI Limited and Tenix Defence Systems are competing for a contract to upgrade all six FFGs. The ships will be upgraded in Australia in the first half of the next decade.

Anti-Ship Missile Self-Defence Upgrades for Guided Missile Frigates (FFG)

The six Adelaide class guided missile frigates (FFGs) acquired in the early 1980s will remain amongst our most capable and flexible surface fighting ships around 2015. FFGs can strike other ships with Harpoon anti-ship missiles, used in conjunction with surveillance and targeting information from Seahawk helicopters. They can also protect military and commercial shipping against attack by aircraft and submarines. Each FFG can embark two helicopters, not necessarily Seakhawks, adding to the flexibility these ships offer to a maritime force.

To harness the full potential of these ships the core combat systems are to be upgraded. Radars and command systems with improved capability to detect missiles will be fitted and a new defensive missile system, optimised to engage anti-ship missiles, will also be installed. The FFGs will be equipped to operate with the most modern, capable and flexible surface fighting ships in the world. The Penguin missiles will enter service early next decade in conjunction with the introduction of Super Seasprite helicopters.

A significant defence budgeting problem looms.

Although their airframe and engines are only half way through their normal life time, the RAAF's 71 Hornets F/A-18A/B/C strike fighters have been found obsolescent in one of their roles.

The Australian Hornets have two roles. Firstly, they are strike aircraft with the ability to attack hostile surface craft in the sealer gap around Australia's coast and ground forces. In their primary role in Australia's defence, the Hornet is still very effective with their Harpoon missiles and will be more so after new air to surface missiles are provided under Project Air 5398. This project is to provide the RAAF with a new general purpose stand off weapon, an anti-radiation weapon, a weapon to attack area and semi-hardened targets and a multi-purpose stand off weapon.

However, in their air superiority fighter role the RAAF's Hornets were found deficient: in exercises with the Royal Malaysian Air Forces MIG-29s armed with a new type of Russian made air to air missile. The RAAF plans to provide its Hornets with new air to air missiles under Project Air 5400.

The plan had been to modernise the RAAFs Hornets with new radars and combat systems under Project Air 5376. With Projects Air 5398 and Air 5400, it was concluded that the RAAF Hornets would be brought up to the full combat capability to keep them in service until about 2015. However, it is now being argued that it may be more cost effective to replace the Hornets in 2005. This would involve bringing forward by some ten years the most costly Australian defence equipment project ever undertaken.
Aircraft and a much quicker with naval surface reaction time than the advantage platform combatants offer combatants? Less vulnerable than fixed flexibility in deployment with their much greater aerial combat vehicles, a way to do it? Would mobile bases — we really need to spend so much of our strategic priority must be addressed Do combat and reconnaissance Early stages development, technological advancement will be required on missile mission planning, but the cost would be much less than acquiring a whole new class of aircraft. There is no doubt that there are available to the ADF a number of alternative ways of replacing the RAAF's strike fighter and strike reconnaissance aircraft These must be assessed and evaluated without an assumption that the existing aircraft should simply be replaced on a one for one basis or indeed by manned aircraft at all.

Then, there are the force multiplier benefits of the airborne early warning and control aircraft that will enter ADF service early in the next century. Because AEW & C can make more effective use of strike fighters, we may not need to replace the F/A-18As on a one-for-one basis. We may be able to do the same job with fewer strike fighters. Then AEW&C can greatly improve the attack and defensive capabilities of naval surface combatants. This is important in both defence against air attack against Australian shore facilities and in the use of offensive ship launched weapons. The use of appropriately armed and directed naval surface combatants may well be a more cost effective way of providing defence against air attack than shore based high technology aircraft. As a strike successor to the strategic deterrent F-111s there is an alternative with substantial attractions. That is Tomahawk land attack cruise missiles and other similar missiles of shorter range. Submarine launched cruise missiles are central to the threat we know where the submarine is or how many there are. With surgical strike capabilities, risk of collateral damage is minimised. This surgical strike accuracy enables a naval force to complete its strategic deterrent mission with a relatively few missiles. There are none of the overwhelming right difficulties which can inhibit the use of strategic strike aircraft and their inevitable air to air refuelling aircraft.

Because of the long range of Tomahawk, a surface combatant armed with Tomahawk can launch their missiles outside the range of shore based hostile aircraft. This can be used as an implied threat, in place for weeks or months, during diplomatic negotiations. The RAN's Collins class submarines and ANZAC class frigates already have the mechanical launching equipment for launching Tomahawk. Some combat system work would be required on missile mission planning, but the cost would be much less than acquiring a whole new class of aircraft.

Then, are fixed bases, whose location an enemy would know and be able to attack, and which are difficult to resupply particularly with fuel, the best way to do it? Would mobile bases — aircraft carriers operating joint strike fighters and unmanned aerial combat vehicles, with their much greater flexibility in deployment and easier logistic support, be more cost effective and less vulnerable than fixed bases? Or would it be better to acquire air defence fighters and undertake the strike role with naval surface combatants?

Naval vessels — aircraft carriers, submarines and surface combatants offer the advantage of pre-positioning in launch areas and a much quicker reaction time than aircraft.

An historic change for the Royal Australian Navy has occurred with the signing of a $320 million contract with a new company, Defence Maritime Services (DMS), for the supply of support craft and port services to the Navy. As a result of the contract officers and sailors of the RAN will soon be operating from a number of new, but privately owned, vessels including a patrol boat, two 2000 tonne multi-purpose vessels and a forebody sail training ship. The contract, to last for ten years, will effect more than 600 craft operated by the Navy.

"It is the greatest change in the history of the RAN," CMDR Warren Smith, the project manager for the changeover commented. The contract between the Navy and DMS was signed "At Pyrmont last October by SC/NAV RADM Admiral Simms Harrington and the chairman of DMS, Mr Ross Brewer. Throughout the contract, DMS will be required to plan, provide and manage a wide range of offshore and inshore allotment support services for the RAN Australia-wide, provide many of the required craft and maintain all craft to operational standards, including by replacement if necessary.

Among the key services that the Navy will require from DMS are tug services, target services, practice weapons recovery, range support, submarine trials and calibration support. It will also require a full range of harbour services, including ammunition embarkation and fuelling of HMAS ships. In addition the contract will call for a complete range of training services involving both motor and sailing craft, a full range of logistical services for support craft, including craft embarked in HMAS ships, both in Australian waters and when deployed overseas. The contract means that 210 current employees of the RAN who now operate support craft around Australia will have their billets "disestablished."

"Of the 210, 150 are uniformed defence people. They will be absorbed into the Navy, CMDR Smith said."

"Of the remaining 60 Defence civilians, a significant number of them will be hired by DMS," its general manager, Mr Mark Taylor said. "DMS will have a permanent workforce of 110," he added.

Both CMDR Smith and Mr Taylor agreed that the most dramatic developments brought about by the new contract included:

1. The purchase of a new Pacific class patrol boat from Transfield WA which will be unarmed. Operated by a DMS crew, the new vessel will replace GPV ARDENT as the navigation training vessel based at HMAS WATHEREN. The boat will have additional navigational facilities to the 22 other Pacific class patrol boats now serving with navies of Australia's Pacific neighbours. She will be in DMS livery, likely to be a black hull and bulb superstructure and will carry civilian registration numbers. No name has been decided upon for the new boat. Delivery of the boat is expected around October 1998 at which time ARDENT will be disposed of.

"The Navy, January-March 1998"
Two second-hand 2000 tonne offshore supply tenders, British Magnus and British Vering from the British company Dramgate, to be called “multi-purpose vessels” are scheduled to arrive in Australia in mid-November.

The tenders have been purchased by the Royal Australian Navy as part of the agreement to establish a new fleet support system.

The purchase of the two vessels will allow the Royal Australian Navy to expand its fleet support capabilities and increase its ability to perform a wide range of tasks.

The tenders will be used to support the fleet in a variety of roles, including provision of facilities and equipment for personnel, as well as providing logistical support for ships at sea.

The tenders will be based in Sydney, with one vessel serving in the South Australia area and the other in the Northern Territory.

The purchase of these vessels is part of a larger strategy to increase the Royal Australian Navy's capability and enhance its ability to support its fleet operations.

The tenders are expected to arrive in Australia in mid-November, with full manning and equipping scheduled to be completed by the end of the year.

The Royal Australian Navy has been working to modernize and expand its fleet support capabilities in recent years, with the acquisition of new vessels and equipment being a key focus of its efforts.

The tenders are expected to play a significant role in this effort, providing a much-needed boost to the Royal Australian Navy's support capabilities and enabling it to better meet the needs of its fleet.
developed between the Navy and the local community.

The ships of the Minesweeping Squadron had been regular visitors to Coffs Harbour over the years as they travelled between HMAS WATHEREN and operational exercise areas in Queensland. Accordingly, the City's request to grant the new FOE was forwarded to CANBERRA for approval by the Chief of Navy.

The Squadron, comprising the Auxiliary Minesweepers BROLGA, WALLAROO, BANDICOOT, BERRAGUL and KORAGA, crossed the Coffs Harbour Bar and berthed alongside the Fisherman's Co-op wharf at 1400 on Thursday, 30 October, to begin a busy four days of activities.

Friday night witnessed a reception hosted aboard BROLGA, with the official guests and a large and appreciative crowd of locals treated to a spectacular Beat Retreat and Ceremonial Sunset ceremony featuring the RAN Band and a Ceremonial Guard of Sailors drawn from all five vessels of the Squadron.

The Freedom of Entry to the City of Coffs Harbour was conferred on Saturday morning by the Mayor, Councillor John Smith, on behalf of the citizens of Coffs Harbour Personnel from the Minesweeping Squadron, accompanied by the RAN Band and a guard drawn from all five vessels of the Squadron to the City of Coffs Harbour Personnel and the local community.

The Lord Mayor of Sydney, Frank Sator, attended the service with the Commanding Officer of the current SYDNEY, Commander James Goldrick, providing a short memorial address.

Four SYDNEY's have served in the RAN, the first, a light cruiser, was named after the German raider EM DEN on 9 November 1914. Her mast now rests on Bradley's Head in Sydney Harbour. The third ship of the name was an aircraft carrier that operated off Korea and later as a troop transport to Vietnam. The current SYDNEY, a guided missile frigate, was commissioned in 1984 and served during the 1990-91 Gulf War.

Participating at this year's 56th anniversary service were members of the HMAS SYDNEY Association. The service also featured the RAN Band and a Ceremonial Guard of Sailors drawn from Sydney establishments.

The first woman to command a Royal Australian Navy (RAN) ship, Lieutenant Jennifer Daetz, completed her first deployment on 20 November as the Commanding Officer of the survey ship HMAS "SHEPPARTON".

Lieutenant Daetz and the other 16 members of the ship's company returned to Cairns from Australian Navy operations to the south-east of Papua New Guinea. Equipped with the very latest in survey and computerised hydrographic data processing equipment onboard, HMAS SHEPPARTON and RENALIA had been proving the safety of the inshore route at Awa Point in conjunctions with the PNG Hydrographer.
The two survey ships surveyed the area for potential use for shipping from Port Moresby to the Far East via the China Strait. This work was undertaken during October to December and will be continued in late 1998. It is part of the RAN's three year rolling survey programme, called Hydromime.

Women now make up 15 percent of the RAN, 30 percent of the new recruits and 51 percent of the current Australian Defence Force Academy intake of Seaman Officers. Women are also being selected for submarine training to serve on the Collins class submarines – of the total 160 volunteers, 40 are women, and probably 12 will join the course to begin early next year.

Lieutenant Daetz, aged 29, took up her position as Commanding Officer of "SHEPPARTON" in October after completing her naval command courses in Sydney.

**Navy J oin the course to begin early**

**Colonel Norm Cognet said:**

"Aircraft from the Army and carrying up to 90 tonnes of..."  

For forces' drought relief operations in Papua New Guinea. 

Australian and Papua New Guinea Defence Forces' LCHs recently joined the Commanding Officer of HMS ADELAIDE, Captain Lee Corndorff, AM, RAN. The award honoured the ship and the Royal Australian Navy's endeavours in "saving life at sea", namely the rescue of the solo yachtmen Tony Bullimore and Thierry Dubois in the Southern Ocean last January.

A similar presentation was also made to the RAAS's Maritime Group at RAAS EDINBURGH in South Australia in December in recognition of their part in the two successful Southern Ocean rescues and that of Ralph Dinelli last December. All were competitors in the Vendee Globe yacht race.

With its interest in marine insurance, Lloyd's has a long history of recognising acts of bravery at sea. It is believed this is the first time Lloyd's have honoured the actions of an entire group, traditionally awards being bestowed on individuals, the first way back in 1835.

**First for HMS “ADELAIDE”**

For the first time in its history, the renowned London-based insurers Lloyd's have broken with tradition by presenting a replenishment replenishment silver Elizabethan axes dish to the Royal Australian Navy guided-missile frigate HMS “ADELAIDE”. This will be the first time Lloyd's have made a presentation outside of the United Kingdom.

Held on 26 November, the event included a brief handover ceremony at the Transfield Shipyard at Henderson where HMS ADELAIDE was undergoing a refit.

Mr Geoffrey Cottey, representing Lloyd's, presented the award to the Commanding Officer of HMS ADELAIDE, Captain Lee Corndorff, AM, RAN. The award honoured the ship and the Royal Australian Navy's endeavours in "saving life at sea", namely the rescue of the solo yachtmen Tony Bullimore and Thierry Dubois in the Southern Ocean last January.

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have to protect themselves from them as if they were the enemy. You will not be able to talk with some of these ships let alone control them.

Under the Government's policy towards Australian flag shipping I suggest that the Navy would be well advised to think long and hard about procedures to deal with unsafe vessels operated by unskilled, incompetent crews with little or no English because these are the only ships likely to be available to Australian industry in any unusual emergency.

Mr Bolitho concluded his address by saying it was "loly for a island nation to allow the carriage of its commerce and defence of its sovereignty to fall totally into the hands of foreigners" and that on a global scale "the ultimate consequences of this FOC phenomenon cannot be foreseen. They can however be foreseen with respect to the Australian flag fleet and its future. Without an immediate change of policy and strong Government and public support the industry has no future.

One has to say the recent transfer of responsibility for maritimre reform matters from the Department of Transport to Workplace Relations and Small Business supports Mr Bolitho's fears for the future of Australian-flag Shipping.

Sailors despise thieves.

The BULLETIN recently highlighted an article on allegations of theft from naval premises and breaches of customs regulations. It was reported that an inquiry was being undertaken into allegations of theft from naval premises and breaches of customs regulations. It was also reported that an inquiry was being undertaken into allegations of theft from naval premises and breaches of customs regulations.

**Book Review**

"WINGS AND THE NAVY 1947-1953"

By Colin Jones

Published by Kangaroo Press

Reviewed by Joe Straczek

This is a very timely book coming as it does on the eve of the 50th Anniversary of the establishment of the Royal Australian Navy's Fleet Air Arm. Colin Jones has produced a book which not only succinctly tells the story of the establishment of the Fleet Air Arm but also that of the men who helped create it. He tells the story of this fledgling air arm from birth to its first baptism of fire in Korea.

The arrival of SYDNEY, the aircraft carrier was to be a central and integral part of the navy over 30 years. Being so central to the Navy's force structure and operations, it is surprising that the topic has not received greater coverage in the past. The carrier was central to an ambitious naval plan which, like many in the past and future, virtually came to nought. The RAN did operate two carriers and two naval air stations but this was only for a short time. Financial realities would soon halt this.

Perhaps the only element missing from "Wings and the Navy 1947-1953" is a more detailed examination of the internal Navy considerations concerning the development of the post-war force structure. Nevertheless "Wings and the Navy 1947-1953" provides a good read and is an invaluable history of a period when graduates of the Royal Australian Naval College were starting to shape the destiny of the RAN in a manner not previously possible.

Because of space considerations sailors serving at sea have very little privacy and mutual trust is essential if the ship is to function effectively. Thieving has always been regarded by sailors as a major crime and woe betide anyone caught pinching his mates' belongings.

Naval establishments are manned by a mix of sailors and civilians, the later predominating in the vast stores. It is a pity THE BULLETIN smeared the uniformed people in the way that it did.

Navy Briefing

A briefing by Navy in November for the Navy League's Federal Council was most enlightening for members, including the writer.

The event took place prior to the League's annual general meeting, held in late 1997 in CANBERRA, and obviously Navy had gone to a good deal of trouble to bring League members up to date with the maritime situation. The Chief of Navy, VADM Don Chalmers introduced the briefing team, Mr John Mottmier, CDRE Paul Kable and CAPT Jack McCaffine and provided a comprehensive overview.

It is not appropriate to offer comment in this column, but fair to say the writer was agreeably surprised to learn the number of important projects put forward by Defence and approved by the Federal Government. Both deserve credit for striving to maintain the credibility of the ADF, where funds are limited and defence does not seem to have a high priority in the public's 'want list'.

**ANZAC in the News**

The Howard Government has taken decisive action to protect the sovereignty, fish stocks and unique environment of Australia's remote Heard and McDonald Island Territories in the Southern Ocean.

Last August Cabinet directed the Australian Defence Force to mount an operation against illegal foreign fishing in the sub-Antarctic. As a result, the Navy apprehended two vessels allegedly operating illegally in Australia's Exclusive Economic Zone surrounding the islands.

The two boats, registered in Belize and Panama, were apprehended on 16/17 October.

The Minister for Defence, Mr Ian McLachlan said this operation showed that we have the capability and will to protect Australia's resources and national sovereignty even in the most remote of our territories. Unlike the dozens of foreign fishing vessel apprehensions that the Navy has successfully achieved in Northern Australian waters so far this year, the Southern Ocean apprehensions took place under extremely hazardous conditions.

"The Naval Task Group was operating in the far reaches of the Southern Ocean in extremely harsh weather conditions with very low visibility, strong winds and high seas", he added.

Australia's newest frigate, ANZAC, apprehended the vessels, with the RAN working closely with officers from the Australian Fisheries Management Authority (AFMA) in making the apprehensions.

Mr McLachlan said, "The success of this operation is proof of the high standards of training and equipment that we possess in the Australian Defence Force."

The Minister for the Environment, Senator Robert Hill said "Illegal fishing has the capacity to do great harm to marine species in the Southern Ocean. It would also threaten some of the values that have led to our World Heritage nominations for the Heard and McDonald Islands."

"The capture of these two vessels is a positive step towards ensuring the long-term preservation of the environment in the Southern Ocean."

"The operation is a warning to foreign fishing operators: if you fish illegally in Australian waters, you will be caught."

ANZAC returned to Fremantle with the apprehended vessels on 28 October, after which the boats and their crews were handed over to civil authorities for further investigation.

Heard and McDonald Islands are located in the Southern Ocean 4,000km south-west of Perth. This is one and a half times further than where the Navy successfully rescued around the world yachtsman Tony Bullimore during the operation. HMAS ANZAC is still a major new contribution in an area of Australian naval history which should attract more serious study.

"Wings and the Navy 1947-1953" is a more detailed examination of the internal Navy considerations concerning the development of the post-war force structure. Nevertheless "Wings and the Navy 1947-1953" provides a good read and is an invaluable history of a period when graduates of the Royal Australian Naval College were starting to shape the destiny of the RAN in a manner not previously possible.

During the operation HMAS WESTRALIA conducted four underway re-fuellings of the Frigate HMAS ANZAC. (Photo - ARM David Connolly)

The arrest fishing vessel SALVOR (Photo - CSM Alan Wand)
In late October (25th) the Japanese Maritime Self Defence Force conducted a Fleet Review in Sagami Bay off Tokyo. The review was attended by Prime Minister Hashimoto and the Defence Chief, Akio Kyuma from the decks of the flagship, the helicopter destroyer SHIRANE. Forty-eight ships and 46 aircraft from the MSDF and Air Self Defence Force participated. Two of the new Murasame class destroyers were on show, as well as submarines and auxiliaries.

Flagship SHIRANE, with a full load of official guests.

Port side view of the destroyer TAKASUGI.

Escort ship MIZUNOU. Like many MSDF ships, MIZUNOU carries the ASW/AWV anti-submarine launchers.

Handover of the craft from Transfield.
Tribute to SS CANBERRA

UNITED KINGDOM - The Royal Navy paid tribute to SS CANBERRA on her final docking in Southampton in October, at the end of her last cruise.

Five Royal Navy ships and two Sea King helicopters were on hand as a Royal Marine band played on the quayside during the nautical docking.

The Royal Navy's participation marked the important role played by the CANBERRA in support of the submarine force sent by Britain to the South Atlantic in 1982 to liberate the Falkland Islands. 846 Naval Air Squadron, which sent the Sea Kings, has a direct connection with SS CANBERRA when aircraft were embarked in May 1982 after the cruiser's conversion to a troop carrier it was at dawn on the 21 May 1982 when SS CANBERRA entered Falkland Sound and her aircraft were involved in the support of troop landings at Darwin and Goose Green during the campaign.

Goose Green. Later in the day casualties from the assault were transferred to SS CANBERRA, later, between 27 May and 2 June. SS CANBERRA was off the coast of South Georgia as reinforcements arrived from the UK.

The CANBERRA was also to play a key role in the transfer of prisoners of war from Port William to Argentina.

troop landings at Darwin and CANBERRA conversion to a troop carrier. after the cruise ship's connection with SS Falkland Islands 846 Naval in 1982 to liberate the

Gustav Dahl, 'The USS CONNECTICUT will patrol the world oceans, preserving peace and silently protecting our precious freedoms."

CONNECTICUT with a crew of 14 officers and 375 enlisted personnel, is 353 feet long, a beam of 40 feet and displaces approximately 8,850 tons. She can operate at depths greater than 800 feet, and its nuclear reactor powers the submarine to speeds in excess of 25 knots when submerged.

All five boats will be modified for tropical operations before beginning service.

Named after the Type 209 KRI Cakra 401 and KRI Nganggala 402. Built in Kel, the ex-German vessels were modernised between 1987 and 1992, including new control, sensor, navigation, and weapons control systems. New periscopes and snorkels have been installed.

Navy Christens "CONNECTICUT"

GROTON, Conn. - The United States Navy christened its newest nuclear-powered submarine "CONNECTICUT" (SSN 22) during a ceremony Sept. 1 at Electric Boat in Groton, Conn.

"CONNECTICUT is the second ship of the Seawolf class, the most capable attack submarine ever built. With mission and growth capability far beyond previous submarines, the design uniquely supports missions such as surveillance, intelligence collection, special warfare, covert cruise missile strike, mine warfare, anti-submarine and anti-surface ship warfare.

In addition to its formidable open-ocean presence, the Seawolf class is also a highly capable shallow water platform, setting the standard for submarine technology into the next century. Its heritage, coupled with state-of-the-art sensors and advanced combat systems, make it one of the world's most advanced weapons systems and the benchmark for underwater excellence.

CONNECTICUT's flexibility and impressive capabilities provide the Navy with an undersized weapons platform to operate in any scenario against any threat-from under Arctic ice to shallow water.

Armed with the battle-proven Tomahawk cruise missiles, CONNECTICUT can safely conduct deep strike missions while submerged far off an enemy's coast.

CONNECTICUT also carries a Mark 48 advanced capability torpedo, the most reliable torpedo in the world, for use against surface ships and submarines. With twice as many torpedo tubes and a 30 percent increase in weapons magazine size compared to the Los Angeles class submarines, CONNECTICUT is eminently capable of establishing and maintaining battle space dominance.

This is the fifth naval vessel to be named CONNECTICUT. The last was a battleship which served as flagship for President Theodore Roosevelt's Great White Fleet.

Just as that ship epitomized Roosevelt's famous motto 'Speak softly and carry a big stick,' said Secretary Dalton, "this USS CONNECTICUT will patrol the world oceans, preserving peace and silently protecting our precious freedoms."

CONNECTICUT with a crew of 14 officers and 375 enlisted personnel, is 353 feet long, a beam of 40 feet and displaces approximately 8,850 tons. She can operate at depths greater than 800 feet, and its nuclear reactor powers the submarine to speeds in excess of 25 knots when submerged.

Anti-Missile Missile Scores Hit

SINGAPORE - The Republic of Singapore Navy (RSN) successfully launched the first firing of its Barak Anti-Missile Missile (AMM) during a live firing exercise conducted in the South China Sea on 16 September 1997.

Launched from RSS VAJOUR, a Missile Corvette (MVC), the Barak "Lightning" AMM scored a direct hit against an airborne target simulating a modern Anti-Ship Missile (ASM) both in terms of size and speed.

The fully automated Barak AMM fire control system on board RSS Vaour was able to detect and track the target and launch the Barak missile, intercepting the target at a range of about six kilometers.

The successful firing demonstrated the effectiveness of the Barak AMM point defence system.

The Barak missile, together with the MCV's 76mm Oto Melara Super Rapid gun and Electronic Countermeasures equipment, provide the RSN MCVs with a comprehensive capability to counter modern air threats such as anti-ship missiles and low flying aircraft.

The Barak AMM system was acquired by the RSN in 1996, and is currently being fitted on board all six RSN MCVs. Armed with eight Harpoon ASM's, six Whitehead anti-submarine torpedoes and a sophisticated Electronic Warfare Suite, the MCV is fully capable of carrying out multi-dimensional maritime operations to contribute to fulfilling the RSN's missions of providing for Singapore's seaward defence and protecting Singapore's Sea Lanes of Communications.

The Republic of Singapore Navy conducts regular live firing exercises as well as rigorous training programmes under realistic conditions to hone the proficiency and professionalism of its personnel as well as to ensure that its equipment is always at the highest state of operational readiness.

Missiles exercise include successful firing of Harpoon ASM and Matra Surface-To-Air missile firings conducted earlier in the year. Barak Anti-Missile Missle System.

The Barak (Lightning) Anti-Missile Missile (AMM) point defence system is designed to protect the ship against airborne threats.

The system consists of a vertical launch unit housing eight missiles per launcher, and a fire control system that can be integrated with the ship's existing warfare suite.

The RSN Missile Corvettes are in the process of being fitted with two launchers.

A key feature of the Barak AMM is that it is fully automated with the fire control system capable of calculating the level of threats, allocating missiles, and launching them automatically upon acquisition of the target(s) by the ship's radar.

Specifications:

Weight - 98 kg.

Warhead - 22 kg. Length - 2175 mm. Diameter - 170 mm. Weight - 685 mm. Range - 10 km. Velocity - In excess of 2 Mach 3.2.

Super Hornet 1,000th Flight

PATUXENT RIVER, Maryland - The F/A-18E/F Super Hornet flew its 1,000th Flight on 11 September at Naval Air Warfare Center Aircraft Division, Naval Air Station Patuxent River, Md.

"The Super Hornet is a great airplane - one that will prove its value to naval aviation in the years ahead," said Capt. KB Godwin, F/A-18 Program Manager. "But it is the people of the Super Hornet - government and contractor, F/A-18 program and entire Naval Aviation System Team - who have contributed so much to make the F/A-18E/F a success. The credit for this achievement is all theirs."

Nearly two years into the three-year flight test program development of the Super Hornet is on schedule and on budget with the aircraft still well under specified weight.

This month, prime contractor Boeing began initial production of Super Hornets for fleet replacement squadrons.

BATAAN

PASCAGOUA, Miss. (NNSA) - The United States Navy commissioned its newest amphibious assault ship, USS "BATAAN" (LHD 5), on 20 September in a ceremony at Litton's Ingalls Shipbuilding, Pascagoula, Miss.

BATAAN is the fifth of seven Wasp-class amphibious assault ships authorized by Congress. Her mission will be to serve as a primary landing ship for assaults from the sea to defend positions ashore.

BATAAN is the second U.S. Navy ship to bear this name, and commemorates the heroic defense of the Bataan Peninsula on the western side of Manila Bay in the Philippines by U.S. Navy, Marine Corps, Army and Filipino forces during the early days of World War II.

The new assault ship will be homeported in Norfolk as an element of Amphibious Group Task Group 2.5. The new ship consists of a ships company of 1,200 and a Marine Detachment of 2,000.

NR-1 Returns

GROTON, Conn. - Naval Research Vessel NR-1, the United States Navy's smallest and only research submarine, returned to her home at the Naval Submarine Base, Groton, Conn. on 20 September.

During a five-month deployment to the Mediterranean Sea, NR-1 and a research team from the National Geographic Society discovered a large concentration of ancient shipwrecks while exploring off the northwest coast of Sicily.
The discovery was a major breakthrough in marine archaeology. Eight sailing ships, spread over 20 square miles, were lying 3,200 feet beneath the surface of the Mediterranean. The oldest ship, dating from about 100 BC, is one of the earliest Roman shipwrecks ever discovered. Three of the ships were of relatively modern origin, including two from the 19th century and an Islamic ship from the 18th century.

NR-1 also assisted the Israeli navy in searching for the submarine INS DAKAR. The ex-British World War II-era diesel submarine sank in the Mediterranean Sea on 25 January 1968. DAKAR was on a maiden voyage with the Israeli navy when it sank, with all 69 crew members aboard.

Secretary Dalton gave his remarks at the Naval Academy in Annapolis, Md, and spoke of what is truly smart about the Navy.

The Smart Ship allows improvements for Sailors. The new Egyptian Navy SII-HG(E) Super Seasprite helicopter. The first international Super Seasprite program. The SH-2G is the most advanced helicopter for delivery to the Arab Republic of Egypt. The first international customer for the aircraft.

The United States has the first of 13 nations to sign an agreement for future production of the Evolved Sea Sparrow Missile (ESSM). The aircraft at the rate of one per month through July 1998. The first three aircraft will be sent initially to the Pensacola Naval Air Station in Florida for training as a foreign customer. The SH-2G is the multirole destroyer with a CODAG system (NATO SA-N-7 close-in weapon system (NATO SA-N-7). A Smart Ship

The Egyptian government is acquiring the advanced unmanned helicopters through the U.S. Navy as a foreign customer. The contract to Kaman Aerospace is for the new indigenousbuilt helicopter INS "DELHI" at Bombay on 25 September. "DELHI" is the first of Project 15 ships. The other two, "MYSOORE" and "BOMBAY", are currently fitting out and will be delivered in 1998 and 1999, respectively.

Project 15 Commissioned

INDIA - The Indian Prime Minister I. K. Gujral formally commissioned the Indian Navy's new indigenous-built helicopter INS "DELHI" at Bombay on 25 September. "DELHI" is the first of Project 15 ships. The other two, "MYSOORE" and "BOMBAY", are currently being built.

For anti-submarine warfare, her armament consists of two RBU-6000 rocket launchers (fitted forward of the bridge) and a quintuple 533 mm torpedo launchers amidships. Russian-supplied PK-2 decoy launchers are fitted on either beam. The destroyer's hangar and flight deck facilities have been completed.

Each Project 15 ship is a multirole destroyer with additional flag facilities for task group command. The first flight training of Egyptian pilots in-county begins in March 1998. The cooperation between these two Navies is expected to lead to increased training opportunities for Egyptian Sailors. The platform is named "DELHI" (CV 62) as the Japan-based forward-deployed carrier.

Kitty Hawk is scheduled to depart her current homeport of San Diego on 15 July 1998, to arrive in Yokosuka, Japan during August 1998. She is currently assigned to the Indian Navy's new P-3C patrol aircraft. "DELHI" will be transferred to the United States for decommissioning.

The United States has ordered two Sea Eagle anti-ship missiles. The first flight training of Egyptian pilots in-county begins in March 1998.

The USS DELHI will be transferred to the United States for decommissioning in 2000. The ship is valued at $785 million and will be the lead international customer for the Texas-based company. The USS DELHI will be transferred to the United States for decommissioning in 2000. The ship is valued at $785 million and will be the lead international customer for the Texas-based company.

The decommissioned tank landing ship SCHENECTADY (LST 1195) was transferred to Thailand, while her sister ship, BARDOUR COUNTY (LST 1195), will be transferred to Malaysia (previously approved for Venezuela but subsequently cancelled).
**New Ship but Old Memories**

Graham Parks

When, after a multi-million dollar renovation, HMAS MANOORA slipped back into the Hunter River at Newcastle, she will carry on her funnel the Combined Operations Crest - a naval anchor crossed by a sub-machine gun and surmounted by an eagle in flight.

For those watching the ship's return to the water there will be a wave of memories, memories which will take them back 50 years to Australia's first Combined Operations Training Centre, HMAS MANOORA and HMAS MANOORA, a naval-military training establishment which operated during World War II at nearby Port Stephens.

The crest is the legacy of HMAS ASSAULT, the ships assigned to it and those who trained there.

Today there is little left of HMAS ASSAULT apart from its sick bay which is an arts centre, its sport field which is now Nelson Bay Oval and the little beach slipway which is heavily used by commercial boat operators and even the Army.

The Port Stephens Lighthouse, now under the control of the Royal Volunteer Coastal Patrol has a room set aside as a museum to HMAS ASSAULT. The patrol through its Chief of Staff, John Mclnerney and his volunteers from Port Stephens have provided some details about the naval base.

They come as MANOORA and sister ship KANIMBLA near completion in Newcastle during 1987-89.

In mid 1942 following the successful naval battle in the Coral Sea when allied forces had halted the southward push of the Japanese, General MacArthur decided an amphibious warfare strategy for Australian and US forces to go on the offensive against the Japanese and regain the territories they had occupied.

The key move was to get amphibious ships and support craft with trained crews and then train troops from the US and Australia on how to strike from the sea.

In June 1942 Commander F. N. Cook DSC RAN with a Royal Marine and a Royal Artillery officer made an aerial survey of the east coast to find a location for a training base. Port Stephens was selected. At the end of a peninsula, with only one access road, it was an easy spot with which to maintain security. At the time there were only 420 people of whom only two were aliens.

CMRD Cook was authorised to buy a square kilometre of land at Nelsons Bays Fly Point on which to build an Amphibious Warfare Training Establishment. The armed merchant cruiser HMAS WESTRALIA which had been earmarked for conversion to an amphibious operations role as a Landing Ship Infantry (LSI) was sent to the port arriving on September 1, 1942. She was accompanied by HMAS PNG WO and an ex-Chinese river steamer to act as tender.

In addition 12 launches were commandeered as instructional craft while 24 assault landing craft were built. Funds were also allocated to build a landing craft pound, wharves and a workshop. At the same time the Army commandeered the Shoal Bay Country Club for its headquarters for soldiers undergoing the amphibious training.

General MacArthur directed the establishment of a “Joint Naval/Military Training School” (JOOTS) on the eastern side of Fly Point and the RAN's training school to go on its western side.

The mission of JOOTS was to conduct 20 day courses in combined operations for officers of both nations.

HMAS ASSAULT under the command of CMRD Cook in HMAS WESTRALIA was officially commissioned on September 11 with an initial intake of 24 officers and 280 sailors. The mission of the base was to instruct officers and sailors to man and maintain assault landing craft and to form Beachmaster teams.

The task of the teams was to land with the first wave of assaulting troops, check the beach and mark the area with flags for following waves of incoming craft, troops and materials.

The teams also trained to maintain ship to shore communications. One of the officers at ASSAULT in 1942 was LEUT VAT Smith a Fleet Air Arm observer who was to become Admiral Sir Victor Smith, Chief of Naval Staff and then Chairman of the Chiefs of Staff.

The new establishment had only been operating a few weeks when MacArthur told the Australian Government he thought training should be conducted in Queensland.

First move was to get amphibious ships and support craft with trained crews and then train troops from the US and Australia on how to strike from the sea.

In 1943 the first of the three Australian merchant cruisers selected for conversion to LSI's, HMAS MANOORA arrived. At 11,000 tons and a draft of 7.3 metres she is believed to have been the largest vessel to have anchored in Port Stephens.

At this time there was an odd situation with HMAS ASSAULT teaching British/Australian amphibious doctrine on one side of Fly Point while on the other side JOOTS, US procedures were being taught. In February of 1943 those of the SW Pacific Command HQ changed their mind regarding the role of Port Stephens and closed down JOOTS. In its place came an amphibious training centre under the command of CAPT K. J. Christopher USN.

The new set up was to comprise HMAS ASSAULT, a facility to train troops in landings and a USN Landing Force Equipment Depot. The depot was to amass 94 USN landing craft to be used in training across the beaches of Port Stephens.

Meanwhile LSI's HMA ships MANOORA, WESTRALIA and KANIMBLA, had been assigned to Admiral Barbeys amphibious force.

In the eight months to October 1943 the Port Stephens training area was to see 22,000 soldiers and marines training in ship to shore warfare. HMAS ASSAULT had by then trained 100 RAN officers, 100 landing craft coxswains, 453 landing craft crewmen, 250 stokers, 120 beach commandos (beachmasters) and 40 signallers. In that month Admiral Barbeys closed down the training centre and ordered that future training be done in Queensland.

The three Australian LSI's sailed together on October 11 and arrived in Queensland. In August of 1944 all training stopped with an officer and 24 sailors held to carry out care and maintenance.

In April of 1945 it was handed to the Royal Marines to be used by them for amphibious training.

What remains of the base today?

The site of the main huttied camp at Fly Point is now a grassy, tree studded public reserve with just a few scattered concrete foundations. A covered stage has been built in the park as a memorial to those who served at ASSAULT and aboard MANOORA, WESTRALIA and KANIMBLA.

The US has built a memorial at Little Beach to the 20,000 who trained in the area while at Salmon Bay three roads have been named after the three LSI's.

But according to John Mclnerney, the best legacy of HMAS ASSAULT is her Combined Operations Crest - a naval anchor crossed by a sub-machine gun and surmounted by an eagle in flight, all in red on a royal blue background - which continues to be displayed as the funnel badge of the RAN's amphibious ships and craft of the 1990's.
"The NAVY" Revisited

In 1948, The Navy celebrated its 60th year of publication. In this issue we feature the last of the earlier editions, including some of the more interesting pages from the month of February 1948.
Magic Lantern Slides 1895

This set of facsimiles from original Magic Lantern Slides are taken from a series comprising a lecture about the Royal Navy, dated 1895. The editor wishes to thank The Tree Factory of 136 Railway Parade, West Leederville, WA 6007, for permission to reproduce the vintage images.

A Writer is not, as the name implies, a writer, but is a person who sits all day typing and making lots of work out of pieces of paper. A Writer can sit in one of three places — Pay Office, Accounts Office, or Captain's Office. Some Writers are even capable of sitting in all three through not at the one time but these species are rare — they invariably stick to the one.

Pay Office In this section the Writer is taught to create payment queries, the answering of which keeps him busy for 13 days. Much time is spent by the Writer in this section in keeping stationary. Pay Office Writers have an air about them generally conditioned.

A favourite expression used by the Pay Office Writer is “come back tomorrow, we’re putting up pay”, when in actual fact, they are creating still more payment queries.

Careful training in the Supply School enables this type of Writer to appear busy at all times. This impression is created by the duty writer each morning. He attends the office early and carefully places folders, pencils, sheets of paper, rulers, rubbers and payment queries in position. When the rest of the staff arrive, they are busy straight away — clearing it all away again.

The bibles of the Pay Office Writer is the pocket size ready reckoner. This is used to calculate pocket size payments.

Accounts Office This type of Writer is a lonely type. He is chosen for his ability to remain seated for long periods in an air-conditioned office with one or two Supply Officers. Apart from this duty, the Account's Office Writer keeps the travelling expense records travelling. Because of this continual travelling from office to office, for signature and checking, and back again for more signatures and more checking, this type of Writer’s favourite expression is “come back three months from tomorrow, your expenses haven’t travelled far enough as yet.”

CAPTAIN'S OFFICE The main duty of this type of Writer is to see that the notation of swimming test passes is not recorded on the sailors service certificate. A lesser duty (but still very important) is the duty of confusionalisation. All the Writer does in answer to questions regarding advancement, removal requests, etc., is to quote Australian Navy Order numbers, correspondence file numbers, Advancement Regulation article numbers, etc., with such rapidity that the interlocutor leaves the office confused.

NOTE BENE Writers are assured that no slight is offered on this page. No-one works better. No-one works longer. No-one works harder than a Writer. (Well, it must be remembered that Writers do carry out the duty of posting, so a good word must appear somewhere. Perish the thought of another 12 months in MELBOURNE.)
Approach: Wynn's book is a history of individual boats. Each boat from U1 to U510 is listed. The entries consist of basic dates for the U-Boat, builder, laid down, commissioning, etc. which parallels the boat served in, who commanded it and how many patrols it made. A short narrative is then provided giving details on the various patrols. In the case of many of the U-Boats the final entry is there were no survivors, 54 dead.

The research and efforts that have gone into producing U-Boat Operations of the Second World War is surely commendable and will ensure that this book becomes an indispensable reference for any naval library. If a criticism can be leveled at the book it is in two minor areas. First is the lack of any photographs or illustrations, apart from maps at the back. The second is the lack of technical description, and again illustrations, of the various U-Boat types. Though it must be said that this is readily available elsewhere and does not detract from the overall quality of the work.

Both Clay Blair's U-Boat War - Volume 1: The Hunters 1939-1942 and Kenneth Wynn's U-Boat Operations of the Second World War are highly recommended and do in fact complement each other to the extent that the purchase of both would be fully justified and provide many hours of interesting and informative reading. The DESPATCHES AND LETTERS OF LORD NELSON VOLS. 1 AND 2

Edited by N. Nicholas

Published by Chatham Publishing

Reviewed by Joe Straczek

During the 1840s Sir Nicholas Nicholas, a retired naval officer, commenced to gather together the despatches and letters of England's greatest sea captain, Vice-Admiral Viscount Horatio Nelson. These documents were published between 1844 and 1847 and ran to seven volumes.

To the delight of this reviewer and I am sure to any naval historian interested in the Nelsonian period, Chatham Publishing has commenced to re-print this invaluable reference work. From these documents researchers and historians alike can obtain an insight not just into the man that was Nelson but also the times and the society that he lived in. The very thoughts and actions of Nelson jump from the pages of these books as do his hopes and fears. These documents represent a living history and are an important research tool.

Although these volumes are not provided with an index, they do have a comprehensive table of contents which lists each individual document. The documents themselves are arranged in chronological sequence. All-in-all the reprinting of these volumes makes available, an invaluable historical resource, a resource for which many will be grateful.

TAKEN BY STORM

The true story of HMAS MANOORA's experiences in the South West Pacific

By Mervyn Emaster and Bill Gaines

Published by Port Philip Press

Reviewed by Greg Swindern

Several years ago I wrote that ship's history had a tendency to be either well done or poorly done and there was very little middle ground. This is an example of a well written and interesting ship history.

Mervyn Emaster and Bill Gaines both served in HMAS MANOORA. Mervyn was an RNAR Signalman and Bill an AIF Sapper (part of the ship's Dock Operating Company). Together they have produced a highly readable and interesting history of MANOORA's time as a Landing Ship Infantry (LSI) in the Pacific Theatre. The story of the ship is uniquely told by a central fictional figure, one Ordinary Seaman 'Shotty' Blake, whereas all other characters mentioned were actual members of the ships company.

The ship's history starts with 'Shotty' Blake joining MANOORA and then follows their fortunes, and misfortunes, through eight amphibious landings from Tanahmerah Bay (Dutch New Guinea) in April 1944 to Balikpapan (Borneo) in July 1945. MANOORA's last three assault landings were in Borneo where the landed AIF troops at Tarakan Island in May, Labuan Island in June and Balikpapan in July. When not employed as an LSI she was used as a troopship conveying Australian and American reinforcements to Dutch New Guinea, the Philippines and Borneo.

"Taken By Storm" is well set out, lavishly illustrated and contains a number of appendices detailing those who served in MANOORA, details of assault landings, honours and awards, and other snippets of information about the ship and those who served in her. One appendix describes in detail MANOORA's only casualty of the war, the unfortunate Sick Berth Attendant Alec Hill, who went for a joy ride in a RAFA Beaufighter involved in an attack on Japanese positions on Celebes (Netherlands East Indies) in February 1945. The Beaufighter was shot down and Hill became a Prisoner of War. He was executed by the Japanese in June 1945.

"Taken By Storm" is an A4 size paperback of 252 pages available for $30 (including postage) from the HMAS MANOORA Association (Inc) 21 Royalty Ave Hightville VIC 3910 or J. Wilson 146 Bay Road Sandringham VIC 3191).

A recommended purchase for naval historians and those with an interest in HMAS MANOORA.

THE GERMAN NAVY 1939-1945

By Capus Beeker

Published by Chancellor Press

Reviewed by Joe Straczek

"The German Navy 1939-1945" is not the most authoritative book published on the German Navy of the Second World War, nor does it pretend to be. What the book is, is a concise and very informative book which includes a brief history of the German Navy and its war at sea. Of particular interest are the author's comments concerning the shortcomings of various German warships.

As a former member of the German Navy, the author writes with the authority of a person who witnessed the events he describes.

The publication is profusely illustrated with photographs covering almost every aspect of the German Navy's war. Unfortunately many of the photographs were reproduced too dark to be able to see any details. The photographs alone provide the reader with a clear understanding of the naval war in the North Atlantic and Arctic, fog, ice, sleet and generally rough seas.

"The German Navy 1939-1945" is an excellent book and provides an insight into the history of the German Navy during its six years of conflict at sea.
Army Moves North

On 13 November, seven landing craft (LCM 394s) from the Woolwich based 6th Marine Transport Squadron sailed from their home base in the last 48 years. The 1978 crew of the Woolwich Dock Depots, from Woolwich Landing Ships, carried LCIs and the larger ship 435. M16A1. (Photo: Ross Gillett)

Water level view of the dock complex, with LCI 394, at rest. Four of the seven craft sailed to Cairnsville and the war of three new operating bases. One in Cairnsville, the men and LCI 394s will support the Royal Australian Navy.

Proceeding down Sydney Harbour, line aore formation. The repair to northern Queensland took 13 days. (Photo: Brian Morton)


"The Last farewell". (Photo: Brian Morton)
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:

NEW SOUTH WALES DIVISION: GPO Box 1719, Sydney, NSW 2001.
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/- 23 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)

(Please Print Clearly)

(Rank)

Address:
Street
Suburb
State
Postcode

Signature
Date

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.
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 0580.

QUEENSLAND: Senior Officer NRC, Naval Support Office, Bulimba Barracks, PO Box 546 Bulimba OLD 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 8706.

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) 8237 7240.

AUSTRALIAN CAPITAL TERRITORY: Commanding Officer, TS Canberra, HMAS Harman, Canberra ACT 2600. Telephone: (02) 6280 2702.

NORTHERN TERRITORY: Cadet Liaison Officer, HMAS Coonawarra, PMB 11, Winnellie NT 0821. Telephone: (08) 8980 4446.

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
Above:
A recent visitor to Australian ports. The USS BENFOLD is pictured arriving at Base East on 28 January for a five day goodwill stopover. (Photo - NPU)

BENFOLD is pictured arriving at Base East on 28 January for a five day goodwill stopover. After thirty years of service, the RAN's HMAS HOBART leads HMAS BRISBANE during fleet exercises. The Royal Australian Air Force from the naval area, the fleet of vessels operated by the Royal Malaysian Navy in the 1990s and semi-static display. The era of naval aviation on public display will span the five decades, with numerous flying machines and static displays.

THE NAVY

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Australia's Strategic Policy
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GPO Box 1719,
Sydney, NSW, 2001

Copy deadline for the next edition is 9 May 1998.

VIEWPOINT

The second edition of The Navy in 1998 examines two major topics, the Royal Malaysian Navy in the 1990s and in a semi-static display. The era of naval aviation on public display will span the five decades, with numerous flying machines and static displays.

The Royal Malaysian Navy

The French Navy's new Penguin anti-ship missile. Upcoming naval events for the calendar include the Oceans Governance and Maritime Strategy Conference at the lakeside Hotel in Canberra over 18-19 May. The aim of the conference will be to highlight the greatest challenge facing mankind, the management of the oceans and its resources. For further details readers should contact the Maritime Studies Program on 02 6266 6116 or by fax on 02 6266 6754.

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TOWNSVILLE in the News

What is a SBA?

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THE NAVY

FROM OUR READERS

Australian Yachtsmen’s Scheme

Dear Sir,
I am seeking the assistance of your readers with a project I have to record the active service lives of some of the recruits to the Australian Yachtsmen’s Scheme which was introduced in 1940 to help the UK war effort.

There are 450 men who served in Australia as ordinary seamen. Whilst all Australian states were represented, there were some with a large proportion of men in fact coming from Western Australia and New South Wales. As some readers may be aware, the first group of volunteers (now well over 70 years of age) had its 50th anniversary in Sydney in September 1990.

I am anxious to record as much detail as possible of the Scheme and the men who served under it. I hope publication of this letter may prompt others to record their experiences and send them to me.

I am happy to collate the information in a booklet, should there be sufficient interest.

Yours faithfully,
GA Nigris
Lifeboatman, RNVR
Kingston, Victoria

A number of readers have enquired about the current condition of the ex HMAS WHYALLA preserved ashore in Whyallie, South Australia. The four views, supplied by Ken Moppett, depict the ship overall, her new four inch gun, the bridge deck and commemorative plaque.

Survey Ship Article

Dear Sir,
With reference to the excellent HMAS MORESBY story in the last edition of The Navy, I can recall as a teenager, before the Second World War, also a white painted survey ship.

I would like to know if you or any of your readers could provide a photograph and/or information on the earlier ship of the name.

Regards,
H Terry
Penrith 2745

THE NAVY

Old Ships

Dear Sir,
One of your correspondents in your January-March 1998 edition of The Navy expresses his concern at the loss of part of our Navy history, with the disposal of its ships.

Your readers may be interested in the activities of several groups in Western Australia regarding two vessels, currently still in RAN service. The Naval Heritage Centre (WA) is a small but active group of former RAN personnel who are seeking a vessel to be the basis of a navy heritage facility, to be located in Fremantle. The group has been active for several years and made a comprehensive and respectable submission regarding the former HMAS SWAN, when she was decommissioned in September 1997. However, such was the program regarding undertaken by the RAN that all that was left of SWAN was a hulk, an impossible basis on which to develop a heritage centre, with almost all fittings, equipment and furnishings being removed SWAN as your readers now know, in Geographe Bay.

Notwithstanding this temporary setback, the Naval Heritage Centre regrouped and is now actively seeking another vessel, probably the guided missile destroyer HMAS PERTH — the name giving the ship special relevance for WA. By the time you read this, the group will have met with the WA Minister for Tourism, with a view to get local support for the project.

Western Australia, without being too parochial, is arguably one of Australia’s major maritime States. It has also played a significant role in Australia’s naval history and it would be fitting if a navy heritage facility was established here. The Naval Heritage Centre group received widespread community support for its SWAN proposal, plus considerable interest from local authorities.
As far as HMAS FLINDERS is concerned, a local independent maritime training establishment and in the maritime industries. The ship has made a further contribution to naval reserve cadets, in training defence. An important aspect of this. These powers have had to make extensive cuts in government expenditure. These include cuts in defence. Some decisions are already clear. Others have yet to be finalised. Many of these are involved in the cancellation or postponement of defence equipment purchases. Thus Indonesia has postponed indefinitely the purchase of new fighters, military helicopters, and anti- underwater vessels from Russia. Thailand is seeking ways of minimising the consequences of a purchase of F/A-18D strike fighters from the USA. This purchase, for which Thailand has a very high contractual obligation, is difficult to avoid. It is suggested that Thailand may accept delivery of the aircraft and try and re-sell them elsewhere. Recognising that it is very difficult to avoid a purchase already contracted. Malaysia is reviewing all its planned defence purchases. Some will be postponed. The most important of these greatest priority is attached will proceed. Practical experience has shown that it is very difficult to cut defence expenditure in the short term. The opportunity to make cuts is limited to personnel training and operational readiness. Cuts in equipment can generally only be achieved by canceling projects for which contracts have not yet been placed. These cuts cannot necessarily take place to show up in a nation's financial performance. Nevertheless, it is inevitable that the cuts now being determined by regional powers will result in a weakening of their defence in the medium term. There are those who argue that a weakening of regional powers' defence capabilities diminishes the need for an increase in Australian defence funding.

As neighbours and important trading partners, the difficulties of these friendly powers are of great importance to Australia. Defence is an important aspect of this. These powers have had to make extensive cuts in government expenditure. These include cuts in defence. Some decisions are already clear. Others have yet to be finalised. Many of these are involved in the cancellation or postponement of defence equipment purchases. Thus Indonesia has postponed indefinitely the purchase of new fighters, military helicopters, and anti- underwater vessels from Russia. Thailand is seeking ways of minimising the consequences of a purchase of F/A-18D strike fighters from the USA. This purchase, for which Thailand has a very high contractual obligation, is difficult to avoid. It is suggested that Thailand may accept delivery of the aircraft and try and re-sell them elsewhere. Recognising that it is very difficult to avoid a purchase already contracted. Malaysia is reviewing all its planned defence purchases. Some will be postponed. The most important of these greatest priority is attached will proceed. Practical experience has shown that it is very difficult to cut defence expenditure in the short term. The opportunity to make cuts is limited to personnel training and operational readiness. Cuts in equipment can generally only be achieved by canceling projects for which contracts have not yet been placed. These cuts cannot necessarily take place to show up in a nation's financial performance. Nevertheless, it is inevitable that the cuts now being determined by regional powers will result in a weakening of their defence in the medium term. There are those who argue that a weakening of regional powers' defence capabilities diminishes the need for an increase in Australian defence funding.
THE ROYAL MALAYSIAN NAVY
New Ships, Capabilities and Challenges
By Mike James

The Royal Malaysian Navy (or Tentera Laut) is responsible for some of the busiest waterways in the world, with much of the bulk freight and oil traffic of the South East Asian region passing through Malaysian waters for at least part of its journey. In addition the Federation of Malaysia encompasses the mainland States and the States of Sabah and Sarawak, located on the island of Borneo, some 700 nautical miles across the South China Sea. The combined Exclusive Economic Zones of these widely separated areas take in the disputed territory of the Spratley and Mischief Reefs, claimed in whole or part by Malaysia, Indonesia, Brunei, Vietnam, The Philippines and China. The potently vast energy reserves believed to lie under these coral reefs ensure that their ownership will remain a hot topic for the Southeast Asian region passing through Malaysian waters for at least part of its journey. The Royal Malaysian Navy (RMN), established in 1963, is engaged in a far reaching upgrade, acquiring new vessels and introducing new capabilities into the fleet. The purchase of new ships from the UK and Germany, together with second hand vessels from Italy and the United States, has strengthened the Navy's abilities to patrol-the numerous small islands that litter the waters of the South China Sea. Malaysia is developing the capabilities to allow it to grow from a coastal or "brown water" navy, to one capable of operating in its closer littoral waters, so-called "green water" operations.

SUBMARINES

The RMN has expressed a desire to acquire submarines for at least ten years. At one time or another interest has been shown in submarines from Germany, Sweden, France and the UK. Unfortunately for the RMN the necessary financial resources have not been made available to allow a purchase to proceed. In early 1990 an announcement was made that two Swedish Kockums A19 class submarines would be purchased, modified to suit Malaysia's tropical conditions. Two decommissioned Swedish Navy OREجن class boats would be acquired for training. However, this statement was followed early the following year by an announcement that the submarine purchase would be deferred to concentrate on surface ships. Realistically, a Malaysian submarine requirement would be for a number of smaller boats capable of operating in the shallow, reef-cluttered waters off the Malaysian peninsular and out into the South China Sea. Neighbouring countries have opted for similar small submarines, as evidenced by Singapore's purchase of three ex-Swedish Navy SJÖORKEN class boats. Malaysia currently operates a single ex-German Navy Type 206 coastal submarine. A final decision is still some distance off, especially with the onset of the Asian economic crisis.

MAJOR WARSHIPS

The core of any navy is its surface combat force of frigates and corvettes. Able to operate far from land in adverse weather conditions, they provide the centerpiece of a nation's maritime strategy. Malaysia currently operates a single frigate, the 1600 tonne RAMAH, which commissioned in 1971. Originally armed with a single 4.5 inch and three Bofors 40mm guns a single Limbo anti-submarine mortar and a Seascan anti-aircraft missile launcher (since removed), RAMAH is today readily capable of operating in its closer littoral waters. The ASSAD has recognised RAMAH's limitations and in 1992 ordered two LEKIU class frigates from the UK shipbuilder Yarrow. The ships, LEKIU and JEBAT, are 2100 tonne frigates which bring a new level of sophistication to the RMN. With a complement of 146 and armed with a Bofors 57mm gun and a single Seafox surface surface missiles (SAM) and two twin rocket tubes, the vessels have become the centrepiece of a major modernisation effort. The vessels have been supplemented with two Exocet SSMs, a Bofors 57mm gun. One Breda turret mounting 76mm gun, one Bofors 57mm gun, two twin 57mm/25 cannon and a single Creusot-Loire 100mm gun. While not fitted with a hangar, the ships are capable of operating in the South China Sea. The vessels are capable of missions involving ASW, anti-surface, anti-aircraft and anti-submarine warfare.

The remainder of the patrol force comprises coastal craft and gun vessels. Malaysia currently operates a large number of coastal patrol craft, with a single Creusot-Loire 100mm gun and two twin 57mm/25 cannon, a single Creusot-Loire 100mm gun and two twin 57mm/25 cannon, and two twin 57mm/25 cannon and a single Creusot-Loire 100mm gun. The ships are capable of operating in coastal and littoral waters, with a single Creusot-Loire 100mm gun and two twin 57mm/25 cannon and a single Creusot-Loire 100mm gun. The vessels are capable of missions involving ASW, anti-surface, anti-aircraft and anti-submarine warfare.
The most recent class is the HANADAL class of fast attack craft - missile, four of which were built in Sweden, commissioning in 1979. Displacing 240 tonnes they are armed with four Exocet SS15, a Bofors 57 mm gun, and a single Bofors 40 mm gun. Maximum speed is 6 knots, with a complement of 40.

The fast attack craft squadrons are ageing, with the force ranging from 20 - 30 plus years old. In addition, experience in the 1991 Persian Gulf War demonstrated the vulnerability of fast attack craft to helicopters armed with anti-ship missiles. A point defence missile system is now seen as a requirement for modern warships, and incorporating just such a system, plus the associated radar and fire control systems, was a major reason for the increase in size of modern fast attack craft, as seen in the ASADD missile corvettes, which weigh over 700 tonnes. The OPV competition was seen as a way to procure a large number of larger, more capable and more seaworthy vessels to replace the fast attack squadrons. The question will be the ability of the Malaysian defence budget to support the construction of such vessels and their associated weapons and equipment.

NAVAL AVIATION

The RMN operates 11 Westland Waip helicopters, however, no more than five in operation, the remainder providing spares to maintain the aging machines in service. While acquired second hand in 1988, the Waip is a 1950s vintage helicopter and is well overdue for replacement. A decision is due to be made between the Westland Sea Lynx and the Kaman Super Seasprite.

New Zealand and Egypt selected the latter, while several other navies have gone with the Super Lynx. A decision is expected before the end of the year.

While none of the current ships in service are fitted with more than a platform for helicopters, both the new frigates and offshore patrol vessels will be fitted with hangar facilities for embarked helicopters.

MINE WARFARE AND AMPHIBIOUS FORCES

The RMN showed an early awareness of the threat a mining campaign could pose to Malaysia's maritime trade and accordingly took steps to establish a dedicated mine warfare capability. This culminated in the commissioning of four 610 tonnes LERCI class minehunters in 1985. Known as the MAHAMIRU class, they are similar in many respects to the Royal Australian Navy's HUGO class minehunters and are equipped to locate and clear mines using remotely piloted underwater vehicles and divers. It was originally intended that a second group of minehunters would be procured in due course. However, it has been determined that a larger and more capable vessel should now be acquired.

A number of amphibious vessels are required to support the army, replenishment transport between the mainland and the states of Sabah and Sarawak, as well as the outlying islands. Another requirement is to support the Malaysian Army on United Nations deployments. Malaysia has participated in a number of major UN peacekeeping forces worldwide.

The largest vessel in the amphibious force is the former LSS SPARTANBURG (COUNTY), a NEWPORT class landing ship tank (LST). Purchased in 1994 and commissioned the following year as HMAS INDERA PAPURA, she can transport some 400 troops and up to 500 tonnes of vehicles. The most striking feature of these ships is the protruding bow doors, which support a ramp which can link the ship to a beach or causeway, allowing direct landing of troops and vehicles. This unusual arrangement was recognized to enable a maximum speed of 20 knots, impossible to achieve with the traditional bow doors of older LSTs.

For situations where disembarking via the bow doors is not possible, SRI INDERA PAPURA carries three Landing Craft Vehicle/Personnel (LCVP) and a single Landing Craft Personnel/Logistics (LCPL), all of which can be loaded via the stern door. Displacing some 8500 tonnes with a complement of 257, SRI INDERA PAPURA can operate helicopters from her flight deck but has no support facilities. A single Vulcan Phalanx 20 mm anti-missile system is fitted for defence.

The RMN also operates two Second World War vintage LSTs, SRI BANGGI (ex-HENRY COUNTY) and SRI RAJA MUDA (ex-GEDSEWICK COUNTY) were transferred from the US Navy in 1974. Displacing 4080 tonnes at full load, they can transport up to 125 troops and 2100 tonnes of stores. If they are required to beach to deliver their cargo a maximum of 500 tonnes of stores can be embarked. The bow doors, which offer a wide access limit their speed to 11 knots while their associated systems require a considerable amount of support. Each is armed with four Bofors 40 mm guns.

Two small logistic support ships are operated by the RMN. SRI INDRA SAKTI and MAHAWANGSA commissioned in 1981 and 1983 respectively and are particularly versatile assets, combining the capabilities of military transport, landing ship, replenishment ship and cadet training role. SRI INDRA SAKTI is fitted with a Bofors 76 mm gun (two in MAHAWANGSA) and two 20 mm cannon, they are capable of 16 knots and have a range of 4000 nautical miles. Both vessels are capable of replenishing ships and both can embark up to 17 tanks and 600 troops, and are fitted with command and control facilities to operate with MODS operations. To replenish army vehicles or small patrol craft, 1200 tons of diesel fuel is carried, with facilities fitted to allow underway replenishment at sea.

In addition to the normal complement of 136, up to 65 cadets may be embarked for training cruises. These ships have supported deployments by other units outside Malaysian territorial waters, being procured to replace the older LSTs. MAHAWANGSA providing logistic support to the corvette LERCI on her 1991 commissioning the following year as SRI INDERA PAPURA.

The Warship Warship service has supported several campaigns, ranging from the US Navy between 1915 and 1922. Another excellent article describes the final era of Canadian naval aviation, up to the demise of their last carrier, BONAVENTURE in 1969.

In a book such as this, Conway, has successfully provided a good overall historical coverage of the different eras of naval warfare, including early kite balloons of the US Navy between 1915 and 1922. Another excellent article describes the final era of Canadian naval aviation, up to the demise of their last carrier, BONAVENTURE in 1969.

Warship 1997 also includes a world round-up of naval comings and goings, and the most notable naval books since the last edition. Ironically, one of the book reviews actually describes Jane's Battleships of the 20th Century, as a poor investment in funds, not really fitting the title of notable in any way.
The capital cost of frigates loomed large in the Defence Assessment. They are significant items of expenditure for any nation. Throughout the Defence Assessment process it has been consistently represented by me that, based on our analysis, four ANZAC frigates are required to meet current output requirements and fully meet the defence policy objectives. Three frigates cannot guarantee that all tasks can be met and sustained.

The government is committed to maintaining a Naval Combat Force of not less than three surface combatants. It has decided, however, that only three ships are appropriate to New Zealand’s present circumstances.

As a consequence, the option for two further ANZAC frigates will not be exercised. Additionally, the restriction to three frigates is to be implemented immediately to meet other NZDF funding requirements over the next five years.


Because there has been speculation on the issue, I will first touch briefly on the widely reported prospect of acquiring second-hand FFG7 frigates from the USN. The evaluation of this proposal showed quite conclusively that it would not be an affordable option. While the synergies of operating a mixed ANZAC and FFG7 fleet with Australia were considerable, so were the costs, and the proposal will not be pursued.

It will be no surprise to any of you that the capital cost of frigates loomed large in the government’s deliberations on the Defence Assessment. They are significant items of expenditure for any nation.

Certainty in our policies, certainty in our processes, and certainty in our force structure. Behind this undertaking was my belief that you deserved a clear and unambiguous indication of the future of the Navy so that you could plan your own individual career according to your personal circumstances. This briefing is designed to tell you directly of the outcome of the Defence Assessment and what it means to the Navy and to you.

THE FUTURE NEW ZEALAND NAVY
C N S (RNZN) SPEAKING

(From New Zealand Naval News and the Defence Plan for the Future)

When I took over as your Chief I said that my first aim was to deliver certainty to you.

The new frigate TE KAHA, with HMAS DARWIN. February, 1998. (Baron Morrison)

Because there has been speculation on the issue, I will first touch briefly on the widely reported prospect of acquiring second-hand FFG7 frigates from the USN. The evaluation of this proposal showed quite conclusively that it would not be an affordable option. While the synergies of operating a mixed ANZAC and FFG7 fleet with Australia were considerable, so were the costs, and the proposal will not be pursued.

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As a consequence, the option for two further ANZAC frigates will not be exercised. Additionally, the reduction to three frigates is to be implemented immediately to meet other NZDF funding requirements over the next five years.

The outcome of the Defence Assessment for Navy then is that uncertainties over force structure remain. What the decisions mean to you as individuals will undoubtedly vary but I would encourage you to read with care the process that I have described, then appreciate the blueprint that has now unfolded. The commitment to an ocean-going combat force of robot frigates remains overdue. Modern and effective helicopters are appearing Service 21, as you will shortly, is poised to deliver real benefits. These developments show the disappointment that many will feel in the reduction in the size of the Navy and the role it will now play. Our task is to ensure that reduced role is fulfilled positively and professionally with real purpose.

Rear Admiral Fred Wilson

EXCERPTS FROM THE ‘DEFENCE PLAN FOR THE FUTURE’

The rebuilding of New Zealand’s defence capabilities will take shape over the next five years. Funding increases will have to be immediate, the immediate cost of which will be balanced by other government priorities are addressed. The most significant investments in the naval force are the airframe and long-term is outlined below.

Royal New Zealand Navy

The naval combat force will move from four frigates to three in 1998. The government has decided that it will not take the option of purchasing the ANZAC Ship Treaty to purchase additional ANZAC frigates. A fifth Seaspire maritime helicopter will therefore be provided. Other major investments over the next ten years include upgrading the existing torpedoes, purchasing an upgraded Seasprite for ANZAC, and acquiring a towed array sonar that will improve protection from submarines.

The major investments in the naval support force include the acquisition of a remote sea mining system.

Total capital investment over the next five years is estimated at $355.5 million. With the change from a naval combat force of four frigates to three ships, the average paid personnel strength of the Navy will decrease from 2,075 to 1,861. The annual operating budget of the Navy will be reduced to an eventual steady state of about $292 million.

The current fleet of four Skyhawk fighters, while old, has been upgraded to provide an effective platform for their key roles of support for land forces and anti-ship missions well into the next decade. To capitalise on this investment, the fleet’s weapon systems will be upgraded. The new anti-ship missile will also be acquired to replace the aircraft to release its weapons from a safer distance. Most of these upgrades can be transferred when a decision is eventually taken on a replacement for the A4s.

The most pressing Air Force requirement is to upgrade the capabilities of the P3 Orion fleet. The airframe is undergoing a life extension that will permit it to remain in service for a further twenty years, and the sensor equipment, some of which dates back to 1966, needs to be updated while the Orion’s surface-surveillance capabilities are seriously degraded, and its sub-surface capabilities are almost gone. These deficiencies will be addressed as a priority over the next four years through an investment programme known as Project Sirius.

Maritime Helicopters

These are an integral part of the naval combat force. No modern combat force can operate without a helicopter. Moving as much as a hundred nautical miles ahead of a ship and with modern radar and forward-looking infrared surveillance systems, they greatly extend the ship’s area of control, and thus its safety when faced with a threat. Armed with stand-off anti-ship missiles and torpedoes, they also considerably enhance the surface vessel’s ability to engage surface and sub-surface targets. After careful consideration New Zealand has chosen to equip its ships with the Kaman Seaspire SH-2G, as have the Australians. The present contract is for four aircraft, two for outfitting the two ANZAC frigates currently ordered plus two more for training and maintenance. An additional helicopter will be acquired to outfit a third ship.

Navel Support Force

Other maritime support capabilities required include military sealift, a maritime mine countermeasures unit, naval control of shipping organisation, a replenishment-at-sea capability for long deployments, a hydrographic service, and an oceanographic research capability.

Modern armed forces have a large logistical tail. Troops may be moved by air but their kit and supplies must come by sea. New Zealand has not traditionally maintained a military sealift capability. Instead, it has relied on others, most recently the United Nations, to provide transport for our heavy equipment. The risks of continuing to do so are rising. The demands of the Gulf War taught everyone the value of having a dedicated sealift capability for rapid deployment and sustained subsequent.

New Zealand has acquired HMMNZS CHARLES UPHAM, a roll-on-roll-off merchant vessel which, when converted, to a military sealift ship, will provide New Zealand with a reliable sealift to deploy an Army force and a greatly improved capability to assist with disaster relief in the South Pacific. The government will consider whether to convert HMMNZS CHARLES UPHAM in about two years time.

The threat of sea mines is not a current concern, but New Zealand, with its heavy dependence on shipping from a few harbours is especially vulnerable to this threat. Mining the approaches to New Zealand’s harbours would be cheap, and could not be deterred. Some few mines laid covertly or even the threat or claim to have laid would be a deterrent and send up freight and insurance rates. This is why almost every nation considers it necessary to maintain a counter-mine capability. In New Zealand’s case, we do not need deployable minehunters to clear large areas: but rather inshore vessels with remote mine clearing systems to ensure that the approaches to our harbours can be kept clear of mines. This capability is the responsibility of the Royal New Zealand Volunteer Reserve (as is the naval control of commercial shipping at a time of crisis).

HMMNZS ENDEAVOUR provides an excellent replenishment-at-sea capability, and it does not need replacement for twenty years. The diving support vessel HMMNZS MANAWANUI should also meet the mine-clearance and other diving needs for another fifteen years. The Navy currently is a contract with the United States for a military sealift ship, will provide New Zealand with a reliable sealift to deploy an Army force and a greatly improved capability to assist with disaster relief in the South Pacific. The government will consider whether to convert HMMNZS CHARLES UPHAM in about two years time.

HMMNZS ENDEAVOUR (left) with three of the then four strong frigate forces (RNZN)
THE NAVY

THREE NAVIES PACK GARDEN ISLAND

Fleet Base East (FBE) recently played host to one of the largest concentrations of warships seen since the 1988 Bicentennial Naval Salute. Three navies packed the Woolloomooloo wharves.

Joining the RAN alongside at FBE over the weekend of 7-8 February were two Royal New Zealand Navy ships and three United States warships, to bring the total number of ships alongside to thirteen.

HMS "CANBERRA" - THE NAVY'S TOP SHIP

The Royal Australian Navy's guided missile frigate HMS "CANBERRA" was awarded the Navy's top award for efficiency in the Duke of Gloucester Cup, on 6 February 1998.

HMAS "PLATYPUS" IN SPOT-LIGHT

The Sydney establishment HMAS "PLATYPUS" was the focus of media interest recently due to the release of the 1982 Academy Award winning film "DAS BOOT" (The Boot). As a lead up to the film's premiere in Sydney on 16 January at the Open Air Cinema at the Royal Botanic Gardens, the media was keen to see what real live submarine life was all about.

The film, originally shown in the United States in 1982 was the most successful foreign film ever released there. It had recently undergone extensive enhancement by the director, including new track digital sound and never before seen footage.

Following its original release, some critics said it would forever change audiences' expectations of an action film. According to them it set a new standard for high- wire suspense and broke fresh technological ground.

The promoters of the new film believe that a new generation of moviegoers will be stunned by the added footage and redesigned digital sound which bring this action classic to state-of-the-art standards for today's audiences.

WWII VETERAN FOR SALE

The former patrol boat MIRIMAR, which served with the RAN in the Second World War, is reported up for sale for $494,000. Built as a ferry in 1934 and operated as a passenger and charter boat in recent years, the MIRIMAR spent most of its working life on the Brisbane River. During her RAN career she operated as a patrol boat and examination vessel.

GOLF COURSE WITH A DIFFERENCE

Golfers, both professional and amateurs, played on a course with plenty of water hazards earlier this month. The tee off was the helicopter deck of HMAS SYDNEY, the fairway was the waters of Woolloomooloo Bay and the pin was a flagged buoy several hundred metres from the stern. There were even "ball boys" - three safety-helmeted sailors aboard a RIB and armed with scoops, who retrieved the re-surfacing golf balls once they were hit into the harbour.

In an unusual competition, players had to get as close to the pin (flagged buoy) as they could. Participating in the event were professionals Peter Senior and John Sendon as well as HMAS SYDNEY crew members, Leuts Peter Key and Bob Walker and seamen John Carter and Mark Oattway.

For the two professionals it was an ideal opportunity to practice for the Canon Golf Challenge which started on Thursday, 19 February at the Terrey Hills Golf and Country Club, Sydney.

Everyone's surprise, seaman John Carter won the nearest to the pin competition, the prize, two VIP passes to the golf tournament.

FOURTY YEARS ON

On February, HMAS CRESWELL celebrated its 40th anniversary since commissioning on 20 January, 1958. As part of the ceremony, staff and trainees from the first intake were on hand for the celebrations. Recently, the Jervis Bay site became the home of the Navy's Leadership and Management Training Branch.

FOURTH LAUNCHING

The fourth COLINS class submarine, DECHANGEUX, was launched at Adelaide on 12 March. She is scheduled to commence sea trials later in the year prior to commissioning at the close of 1999.

KIWI HELICOPTERS

The RNZN has received the first of its interim Kaman SH-2F Seasprite helicopters. Four of the aircraft will be on strength by late 1998, prior to the delivery of the four SH-2G models. 2000. Both models will be flown from the Land and Anzac class frigates.

"OTAMA" DAMAGED

The submarine OTAMA was damaged at 7.30 am on Friday, 13 February during the Fleet Concentration Period (FCP). The boat struck the seabed off Botany Bay. After surfacing, OTAMA returned to Sydney under tow from a civilian tug for repairs to her rudder. No injuries were sustained aboard OTAMA, which was carrying 81 crew, trainees and instructors.

THE NAVY

SOUTH AFRICAN TON CLASS MINESWEEPERS

The South African Navy is to examine the life extension of its six KIWI class minesweepers, for a further 15 years service. All built in the mid to late 1950s, the vessels would be retired in 2015. Six of the class were once operated by the RAN from 1961. The last survivor, CURLEW paid off in 1990.

SINGAPORE NAVY BREAKS NEW GROUND

On 10 January 1998, Singapore’s Minister for Education and Second Minister for Defence, Rear Admiral (RADM) (NS) Teo Chee Hean, drove the first pile into the sea to symbolise the breaking of ground for the Republic of Singapore Navy's (RSN) new Changi Naval Base (CNB) project.

Situated on newly reclaimed land east of the new Changi Airport, CNB will be a total area of 86 hectares, comprising 79 hectares of operational base and 7 hectares of training base. The new naval base was conceptualised to replace the RSN's naval base at Pulau Brani, in view of the expanding operational and support requirements of the RSN. At the same time, the re-location of Brani Naval Base is in line with Ministry of Defence’s (MINDEF) policy of releasing MINDEF/SAF land identified to have higher economic potential.

The extensive use of information technology and automation is an important feature of CNB. A modern and extensive Office Automation System will enable faster and more effective work and administrative processes with lower manpower overheads. In the area of logistics, Automated Storage and Retrieval Warehouses will provide automatic sorting, storage and retrieval of all the RSN’s equipment and spares, resulting in more efficient and responsive logistics support while optimising available manpower.

CNB will also be environmentally friendly with efficient water and energy saving systems. These systems include the use of rainwater tanks and recycling of water from the cooking and washing facilities, and the use of energy saving lighting facilities.
The CNB project is planned to be carried out in two phases. The first phase, to be completed by year 2000, is the construction of the base's main operational and maintenance facilities. These include a wharfage space of 6.3 km, automated storage and retrieval logistic warehouses, and a base automation system allowing round-the-clock remote monitoring of all the base's mechanical, electrical, lighting, fire alarm, and security systems. The second phase will see the development of a training base, and sports and recreational facilities and is scheduled to be completed by 2001.

When fully completed, CNB will be equipped with the full range of modern operational, training, and support facilities to meet the RSN's needs into the 21st century.

LAUNCH OF HMS "PEMBROKE"

On 15 December, 1997 the Royal Navy's new HMS "PEMBROKE" was launched by Mrs Stephanie Gretton, wife of Vice Admiral Grettton, at the Vosper Thornycroft Shipyard, Woolston, Southampton.

The ship is the second vessel of a batch of seven single role mine hunters ordered in July 1994 and will enter service in 1999.

The Hunts are designed for hunting and destroying mines and are able to operate in deep and exposed waters. They are constructed from Fibre Reinforced Plastic (FRP) and mainly non-magnetic materials.

This batch of seven ships is being adapted to incorporate female accommodation for one officer and five ratings.

Rear Admiral Peter Spencer, Director General Surface Ships and Controller of the Navy, who was present at the ceremony said: "This launch is a very happy occasion which marks another milestone in the progress of the programme to enhance the Royal Navy's mine-hunting capabilities."

He added: "I am also delighted that the MoD and Vosper Thornycroft have been able to adapt the design of this second batch of ships in order to incorporate a number of enhancements including accommodation for female officers and ratings. The flexibility shown by the company in order to adapt to the MoD's revised requirement is an excellent example of the co-operations between the two organisations."

THE NAVY

Interesting view of the submarine OTWAY now preserved ashore at Halakrik in Southern New South Wales. (A & R Street)

USS "COMSTOCK" VISITS PORT BLAIR, INDIA

The American dock landing ship USS "COMSTOCK" (LSD 45) visited Port Blair, India, Jan. 19. to enhance relations between the United States and the Indian military.

COMSTOCK is the first U.S. Navy ship to visit Port Blair, located in the Eastern Bay of Bengal.

Vice Adm. Harinder Singh, force commander of the Andaman and Nicobar Islands of the Indian Armed Forces and other Indian officers toured the ship. They visited the well dock area, engineering spaces, combat information Center, medical/dental facilities and the bridge.

Many of the officers that toured our ship were very impressed with the bridge.

COMSTOCK crew members also gave tours to more than 1,000 Indian natives. For some Indians, this was the first time they had ever seen Americans.

All were very interested in how the USN integrated Marine personnel and equipment aboard amphibious ships and, once deployed, with the ability to sustain the employment of combined arms assets.

"The visit to Port Blair was a thrill for the ship," said COMSTOCK's commanding officer. CDR Gregg S. Jackson. "Not only was it a unique cultural experience, but it was an opportunity to show off the United States Navy-Marine Corps team and increase understanding between the Indian and United States militaries. It was a visit that none of us will soon forget."

AIRBORNE EARLY WARNING AND CONTROL

The Minister for Defence Ian McLachlan MP, announced on 28 January, the signing of three contracts each valued at $8.5 million, for initial design work on the Airborne Early Warning and Control Project (AEW&C).

Under the contracts, companies will provide detailed designs and plans of the AEW&C system they are proposing for the Australian Defence Force. The project, approved by the Minister in December 1997, is for the purchase of six or seven aircraft, the number depending on the supplier, simulators included, overall support and other facilities.

"Major Australian aerospace and electronics companies are taking leading roles in the work, which will result in three advanced designs for new, cost effective AEW&C types," the Minister said.

"A large number of small to medium enterprises in the defence industry sector across Australia are involved with the number set to increase as the project develops."

The three contracting teams are headed by large US defence companies - Boeing, Lockheed Martin and Raytheon.

"The teaming approach to the project will ensure Australia has the technology and industry ability to develop and support the AEW&C system here," Mr McLachlan said.

The final decision on the type of AEW&C will be made in 1999, after initial design work is completed and assessed.

NEW HYDROGRAPHIC SHIPS FOR CAIRNS

The Minister for Defence, Ian McLachlan, announced on 12 February that Cairns would be the home port for the two new Hydrographic Ships, LEEUWIN and MELVILLE, now being built for the Royal Australian Navy.

"These ships will significantly increase the capabilities of the Hydrographic Survey Force that currently operates from Cairns," said the Minister.

"The basing decision involves deploying an estimated additional 115 Defence personnel to Cairns to crew and support the new vessels. It also means that local industry will benefit through providing follow on support to the vessels. A five year contract for this support will be undertaken by NQA, the builder of the vessels. This contract is worth $34.4 million, of which Defence estimates some $27.4 million will be spent in the local area."

"A further $8.8 million is planned to be spent on HMAS CAIRNS, the base supporting the vessels, to establish additional office and accommodation facilities used by the ships' crews, support staff and their dependants."

ADI ACOUSTIC MINESWEEP

A state-of-the-art acoustic minesweep recently developed by ADI Limited, Australia's major defence, systems and engineering...
ANZAC, km south west of Perth, was the third in
the anti-poaching operation in October last year. In that instance ANZAC and the Panama registered ALICE GLACIAL and the Belize registered SALVORA less than 50 km from Heard Island.

The French Navy has also been active in countering poachers in the Great Southern Ocean with several illegal fishing boats being arrested in the French Exclusive Economic Zone waters off Kergul Island, which lies north east of Heard Island.

BIG STAR and her crew of 38 were rescued in Australia where the ships owners faced court on several counts of violating Australian fishing regulations.

NAVY RESCUES MERCHANTMAN

For HMAS "WOLLONGONG" the year 1998 started the way 1997 ended for her, with the harried armed patrol boat once again in the headlines.

WOLLONGONG was called in to provide assistance to a trawler merchant ship some 200 km north of Nhulunbuy in the Northern Territory early on the morning of 25 February. MV LAURA, bound from Jakarta to Port Vila, suffered engine trouble in rough weather. While drifting the freighter's cargo of concrete and timber shifted, causing LAURA to develop a dangerous list to port and take on water.

WOLLONGONG was requested to go to the stricken vessel's assistance by the coordination Centre in Canberra after LAURA's crew were forced to take to life rafts and activate rescue beacon. The search effort, three hours from Darwin, and eight from New Caledonia, were reported to be in good health when rescued.

WOLLONGONG crew then attempted to transfer the cargo of port. However conditions worsened and the ship sank some 60 km north-east of Cape Vexios. The survivors were transported back to Darwin.

This latest emergency for WOLLONGONG comes on top of her winning the 1997 Killy Shield for Minor War Vessel Efficiency.

WATERFALL FAREWELL

The former Royal Australian Navy destroyer "SWAN" was scuttled in Geographe Bay on Western Australia's southern coast, December 1997. Rank 283 tonnes merchant vessel, 380 metres of water, "SWAN" is sitting upright 1.3 nautical miles off Point Piques, Dunsborough.

Divers' 'eye' view of the now fish breeding reef SWAN (RAN).

After the explosions, SWAN slipped below in less than three minutes (RAN Stuart Foster)

NEWCASTLE, a major undersea defence technology exhibition was held at the Sydney convention Centre at Darling Harbour from 24-26 February.

FISHBUSTERS

Fisheries poachers in the Great Southern Ocean have been put on notice by the RAN that their illegal activities in Antarctic waters will not go unpunished. The guided missile frigate NEWCASTLE delivered the message when a boarding party arrested the Indonesian flagged and her crew of 38 after the explosions, SWAN slipped below in less than three minutes (RAN Stuart Foster) the stricken vessel's assistance by the coordination Centre in Canberra after LAURA's crew were forced to take to life rafts and activate rescue beacon. The search effort, three hours from Darwin, and eight from New Caledonia, were reported to be in good health when rescued.

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Divers' 'eye' view of the now fish breeding reef SWAN (RAN).

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defence in depth to the full. A distortion of Australia's defence policy remains but with it a willingness under logical conclusions.

The army will maintain a brigade group at a high level of operational readiness, transport a limited amphibious capability but the paper contains no consideration of what might be required for the support and protection of such deployments. One question which must be asked is how the naval and ground forces will obtain air support for deployments into the north. There are a number of airfields in the island chain to our north capable of operating FA-18 aircraft and support from airfields in Australia would be required, but air refuelling could be desultory at best. Major army resources would have to be devoted to the ground deployment capability available in the north and resupply with fuel munitions and stores would be a major task. But the alternative of providing air support from so-called forward bases in the north means the aircraft does not appear to have been examined, though it has been adopted by a number of maritime nations and is a major strength of the US Marines.

Nor has there been a consideration of the defence of offshore territories or for the defence of essential merchant shipping and this omission could become significant in the case of Australian air bases. It would be expensive, yes, but there is a trade-off in frigates and other air platforms, and in any serious war situation without local air superiority any deployment of naval and army forces overseas could be fraught with danger.

While the paper postulates that a Maritime Concept strategy to defend the national interest is the most appropriate concept for the Defence of Australia and that we should maintain a strong regional presence as a maritime power, it does not consider how to examine the most appropriate and composition of naval forces required for the task.

Indeed it is astonishing that there is no mention, for instance, of the vital role of the defence of essential merchant shipping in both continental and regional defence situations. But the development of a limited garrisoning to support the defence of part of the land force will be capable of being undertaken by smaller units. The army will maintain a brigade group at a high level of operational readiness, transport a limited amphibious capability but the paper contains no consideration of what might be required for the support and protection of such deployments. One question which must be asked is how the naval and ground forces will obtain air support for deployments into the north. There are a number of airfields in the island chain to our north capable of operating FA-18 aircraft and support from airfields in Australia would be required, but air refuelling could be desultory at best. Major army resources would have to be devoted to the ground deployment capability available in the north and resupply with fuel munitions and stores would be a major task. But the alternative of providing air support from so-called forward bases in the north means the aircraft does not appear to have been examined, though it has been adopted by a number of maritime nations and is a major strength of the US Marines.

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03 CLASS TORPEDO RECOVERY LAUNCH

**Length:** 60'
**Beam:** 14’3”
**Draught:** 3’9”
**Speed:** 12 knots
**Engine:** 3 x Chrysler Royal Marine 8 petrol engines

Manufactured by: Crowle A Sons of Brisbane QLD

Number in RAAF Service: 40 (03-1 to 03-40)

These craft were also used for air sea rescue duties but were not as fast as the 02 and 08 classes. There is also evidence to suggest that 40 Torpedo Recovery Launches from the UK were used in Australia during the Second World War.

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04 CLASS LAUNCH REFUELING LAUNCHES (2,600 GAL)

**Length:** 45’ and 46’
**Beam:** 11’
**Draught:** 7’ for craft of 45’; 3’6” for craft of 46’
**Engine:** 2 x Chrysler Royal Marine 8 petrol engines

Original Manufacturer: RAF UK and the Department of Munitions

Number in RAAF Service: 50 (04-1 to 04-50)

Note 04-15 and 04-19 were not launched or completed prior to the end of the war.

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05 CLASS AIRCRAFT MAINTENANCE SCOWS

**Length:** 33’
**Beam:** 8’9”
**Draught:** 2’4”
**Engine:** 2 x Meadows Chrysler Ace Marine 6

Manufactured by: Impressed Ministry of Munitions from private owners

Number in RAAF Service: 6 (09-1 to 09-6)

These craft were the refuelling launches RENOWN and PENDRITH, on hire to the RAAF from Shell for the duration of the war. Interestingly all similar type purpose built boats held by the Army Class had names starting with E, for example ELSPETH and EUNICE.

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09 CLASS AIRCRAFT SCOWS

**Length:** 18’
**Beam:** 4’11”
**Draught:** 2’4”
**Engine:** 1 x Chrysler Marine 6

Manufactured by: Impressed Ministry of Munitions from private owners

Number in RAAF Service: 10 (09-1 to 09-10)

This series was an assortment of purpose built craft and seconded requisition craft. A number were transferred to the 026 class.
THE NAVY

Number in RAAF Service: RAAF 71 (015-01 to 015-75 and 015-91).
Impression of private craft 015-61 to 015-65 cancelled. Purpose built craft 015-76 to 015-90 and 015-93 not completed prior to the end of the war.

The majority of this class were seconded craft. However, from 015-72 onwards they were purpose-built craft as described above. Two of these vessels TURTLE (015-75) and TORTOISE (015-72) were returned to the Navy in 1962 for use as diving tenders.

016 CLASS GENERAL PURPOSE LAUNCH (LARGE)
Number in RAAF Service: 12 (016-1 to 016-12)
This class comprised craft impressed from private owners. Their sizes ranged from 60 - 85'. MYRTLE BURGESS (016-06) and SAPPHIRE (016-08) were reclassified from the 015 class to the 016 ENDEAVOUR (016-01) which was reclassified from the 015 class to the 016 class.

017 CLASS GENERAL PURPOSE LAUNCH (SMALL)
Length: 40'
Beam: 12'
Draught: 6'
Engine: 3 x horse power
Manufactured by: Various

017 CLASS GENERAL PURPOSE LAUNCH - SMALL (K Kerle)
Number in RAAF Service: 32 (from 017-1 to 017-32)
017-01 to 017-28 were seconded craft of varying sizes and dimensions. Some of the launches were transferred from the 015 class. From 017-29 to 017-32, the craft were purpose-built and their dimensions are shown above. Several craft were reclassified from the 011 and 015 classes to the 017 class.

Number in RAAF Service: 90 (017-50 to 017-90)

018 Class Barge Powered RAAF Depot Melbourne near TACO and Duke and Orrs Dock (R Pitts)

018 CLASS BARGES POWERED
Length: 54'
Beam: 14'
Draught: 6' 6''
Engine: Ford V8 Mercury
Manufactured by: Ford Company

019 Class Barge Traced Barge Geelong

019 CLASS BARGES TOWED
Manufactured by: Various companies

UNCLASSED AUXILIARY
RAFT LAUNCH
Length: 25'
Beam: 6'
Draught: 2'
Engine: Various

021 CLASS BARGE FREEZER
Displacement: 300 tons
Length: 100'
Beam: 27'
Draught: 6' 6''

022 CLASS WORK BOAT SMALL
Length: 15' - 20'
Beam: 6'
Draught: 2'
Engine: Chapman 5 - 10 horse power
Manufactured by: Various companies

MINE YAWL (K Kerle)
CLASS 021
Length: 26'
Beam: 8' 6''
Draught: 3'
Engine: Continental 6

026 CLASS WORK BOAT - SMALL (K Kerle)
Length: 20' - 25'
Beam: 6'
Draught: 2'
Engine: Chapman 5 - 10 horse power
Manufactured by: Various companies

MINE YAWL
CLASS 021
Length: 26'
Beam: 8' 6''
Draught: 3'
Engine: Continental 6

027 CLASS IMMEDIATE RESPONSE CRAFT (SHARKCAT)
Length: 20'
Beam: 18'

THE NAVY

A plan formulated on the 25 November 1946 listed the craft required to be retained post war. These included:

02 - 10 013 - 43
04 - 12 014 - 6
06 - 3 015 - 12
08 - 11 016 - 12
10 - 1 026 - 3
10 - 21

This provided the RAAF with a total of 140 vessels: 91 powered and 49 unpowered craft.

Classes Introduced Post War

021 Class Air Sea Rescue Launch 02-09 1983

CLASS 021
Air Sea Rescue Launches
Length: 63'
Beam: 15'
Draught: 4'
Engine: 2 x Hal Scott Defense V1 petrol engines 1260 horsepower
Manufactured by: Various companies

CLASS 020
AIR SEA RESCUE LAUNCHES
Length: 63'
Beam: 15'
Draught: 4'
Engine: 2 x Hal Scott Defense V1 petrol engines 1260 horsepower
Manufactured by: Various companies

CLASS 02
AIR SEA RESCUE LAUNCHES
Length: 63'
Beam: 15'
Draught: 4'
Engine: 2 x Hal Scott Defense V1 petrol engines 1260 horsepower
Manufactured by: Various companies

CLASS 01
AIR SEA RESCUE LAUNCHES
Length: 63'
Beam: 15'
Draught: 4'
Engine: 2 x Hal Scott Defense V1 petrol engines 1260 horsepower
Manufactured by: Various companies

021 Class Air Sea Rescue Launch 02-09 1983

CLASS 01
Air Sea Rescue Launch 02-09 1983

CLASS 02
Air Sea Rescue Launches
Length: 63'
Beam: 15'
Draught: 4'
Engine: 2 x Hal Scott Defense V1 petrol engines 1260 horsepower
Manufactured by: Various companies

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Air Sea Rescue Launches
Length: 63'
Beam: 15'
On 17 February, 1992 the final blow came when the Chief of the Air Staff directed the disbanding of the Marine Sections at Base Squadron William and Operational Support Squadron Townsville. An administrative instruction followed in July giving details for the disposal of the final three craft, 08-002 AIR EAGLE, 08-003 AIR CONDOR, and 01-001 AIR HAWK. Whilst the RAAF marine section was disestablished in 1993 many of its former craft can still be found around Australia’s coastline. Boats such as the OGMOOMAH (01-03) at Port Macquarie and BATAAN (02-08) at Surfers Paradise are still giving service in their capacity as civilian pleasure craft. Personnel who were in the Marine Section have either changed mustering or taken their discharge.

Conclusion

Another two types of craft without class numbers should also be mentioned. The first was the long range rescue craft MAX ELSE II This vessel was not a RAAF craft but was hired from the National Safety Board (NSB) for use by the RAAF Marine Section at Newcastle in 1985. With a length of 15 metres she was powered by two 570 horsepower diesel engines which gave her a top speed of 21 knots. With her sophisticated radio and radar, MAX ELSE II was capable of providing a rescue capacity beyond that of any existing craft.

In 1981 the Newcastle section obtained two rubber duckies. Designed by Beaufort, these inflatable craft were 14 foot in length and powered by 25 horsepower outboard motors. Their purpose was for use in close to shore work around bays and islands. In 1983 one was used in an attempt to quell a fire that occurred aboard the police launch MAXCRAFT after it caught fire in Newcastle Harbour.

Post war there was not the requirement for air sea rescue sections and units that had played a prominent part during the war at locations such as Rathmines, East Arm (Darwin), and Sale were no longer required, disestablished, then closed down. By the 3 November 1960 the marine section had shrunk to 45 craft and 173 personnel. By 1989 Marine Sections were only retained at Point Cook, Newcastle, and Townsville.

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CLASS 01 SEARCH AND RESCUE LAUNCH

| Length | 20' |
| Beam | 7.6' |
| Draught | 2.2' |
| Speed | 35 knots |
| Engine | Twin Mercury Outboards 155 Horse Power |
| Manufactured by | J.J. Savage and Co of Williarmtown Martin style hull |
| Number in RAAF Service | 01-001 |

A device which bores through the steel deck of a ship in seconds then injects a fire suppressant at the throw of a lever, has been demonstrated to armed service fire officers, senior naval personnel and civilian fire chiefs, at the RAN’s ship safety and survivability centre at Jervis Bay. Called the FireDrill-2, the device was developed by RJE International in the United States of Chubb Fire, the Australian agents for the equipment.

Navy gets the drill on new safety device

The British Navy has demonstrated today a device which bores through the steel deck of a ship in seconds then injects a fire suppressant at the throw of a lever, has been demonstrated to armed service fire officers, senior naval personnel and civilian fire chiefs, at the RAN’s ship safety and survivability centre at Jervis Bay. Called the FireDrill-2, the device was developed by RJE International in the United States of Chubb Fire, the Australian agents for the equipment.

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The White paper canvasses various aspects of increasing globalisation and concludes that the power of national governments may become more circumscribed in the future but the nation state is far from dead, and sovereignty is still cherished. This is unlikely to change significantly over the next fifteen years.

Australia's Strategic Policy

The policy is presented in an easily-read document, attached; they may well feel their hard-won independence not least for its scope and summary of conditions.

Before the foregoing, the world abounds with armed forces for service abroad but rather by raising and deploying sizeable forces for service in various parts of the world. If the writer is invariably left with a sour conclusion, it is rather surprising that the world abounds with armed forces for service in various parts of the world. If the writer is not familiar with the concept of defence never really took off and was comparatively short-lived, a move which must surely be unprecedented in our military history.

The concept of defence now is far from dead, and sovereignty is still cherished. This is unlikely to change significantly over the next fifteen years.

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propos]...
THE OLD NAVY

I WHAT IS A S... SBA?

"The What is a... SBAs" is a... narrative series was originally written in the late 1950s. The set will be reproduced in 'The Navy' during

A Sick berth attendant is a sort of a male Florence Nightingale who uses an electric torch instead of a lamp when searching for the dreaded measurant diphtheria

Sick berth attendants are an exclusive set they wear white dresses back to front and are usually sterilised. They are often referred to as "untouchables", but it is pointed out however, that many of these patients were also medical practitioners (particularly following a visit to some mystic port). During this latter period it requires an experienced sick berth attendant to be able to put his finger on the trouble.

At Childers, the SBA is fully trained in the use of the APC. This is known as the APCD system. The public Health Caffeine Dispensary School. Contrary to popular opinion the technique of APCDing is involved.

1. Ascertain patient trouble
2. Disregard it
3. Approach APC bottle and withdraw cork
4. Pause (for full medical effect wait 30 seconds)
5. Remove three table
6. (Remembering naval economy measures) replace one tablet with water

THE BRITISH BATTLE FLEET: ITS INCEPTION AND GROWTH THROUGH THE CENTURIES

By Fred T Jane
Published by Conway Maritime Press
Review Copy from DLS
Reviewed by Joe Sroczek

Australian Maritime Patrol Aircraft

Published by Topmill
Reviewed by Joe Sroczek
Cost $12.95

Maritime Patrol Aircraft is a detailed examination of the seaplanes, flying boats and land based patrol aircraft of the RAAF since 1922, as well as the carrier borne anti-submarine aircraft of the Fleet Air Arm from 1948.

Twenty-five aircraft types are discussed, including eighteen RAAF and seven naval models from 1923 to 1950. The book contains 140 pages and 36 colour illustrations. The story of the maritime aircraft is related through well researched narrative and data, plus some interesting format (full page) table which describe through figures, dates and data, the chronological history of these unusual aircraft. As well as the faster range, these aircraft also shows the small batch of land planes converted quickly by the RAAF to serve in the role, mostly in the mid war period from 1919 to 1939. Each aircraft type is presented via an introductory squadron table, an historical description (development origin, overseas development/orders and RAF or RAN acquisition/career history), technical data, armament notes, special facts and final disposal.

For the naval enthusiast, the seaplanes and flying boats operated by the 'senior service' from its seaplane carrier, cruisers and survey ships are included in the RAN chapter along with some RAAF Fairy Gannets and Grumman Trackers flown by the light fleet carriers between 1948 and 1980.

All of the photographs have reproduced well, with a colour section mainly devoted to the RAAF's Neptunes and Orions, as the Navy's Gannets and Trackers. This 100 page book is right up to date, with the AP-3C Orion section correct to March, 1988. Australian Maritime Patrol Aircraft comes highly recommended and at only $12.95, will not set back the finances too much.

THE MARITIME DEFENCE OF CANADA

By Roger Sarty
Published by The Canadian Institute of Strategic Studies
Review by Joe Sroczek

Unlike Australia, Canadian defence concerns have historically been linked with its land border with the United States. The maritime elements have tended to take a back seat. However, this deficiency may merit greater attention, since the Pacific is an important technical side of the Canadian security problem.

The publisher, Roger Sarty, is the senior historian as the Canadian National Defence Headquarters and is currently working on a new three volume official history of the Royal Canadian Navy in the Second World War. The Ministry of Defence should be available in about two years.

The Maritime Defence of Canada is a collection of essays dealing with a variety of aspects of Canada's maritime defences and makes for an interesting comparison to similar issues in Australia. The essays cover such topics as rearmament, involvement in the Cold War and coastal defences through to anti-submarine warfare in the Atlantic and help place into context the Canadian maritime experience.

In common with Australia, Canada was an integral part of the British Empire and many of the decisions which impacted heavily on Canadian security were taken from London. As Canada has found out not all these decisions were made with the best interests of Canada in mind. This is the disadvantage of a nation being part of a collective security regime where it has very little say and no control over external elements. In this context the book adds to the available literature on Imperial Defence and it helps to provide an insight to various local issues and opinions.

There is much in The Maritime Defence of Canada which would be of interest to Australian readers. Not only is the book informative but it is also a good read and highly recommended.

The Maritime Defence of Canada may be purchased from one of the three publishers. The Canadian Institute of Strategic Studies, Suite 402, 2300 Yonge St, Toronto, M4P 164 Canada, for $CAN20.00.

ISLAND NATION: A HISTORY OF AUSTRALIANS AND THE SEA

By Frank Broeze
Published by Allen & Unwin
Reviewed by VC Jeffery

This is the tenth book in the series "The Australian Experience" examining aspects of Australia's history and heritage. It explores the important role of the sea in Australia's history and shows how it acts as a highway, spanning those vast distances that separate our overseas neighbours, rather than acting as a barrier.

The account of our maritime history from national security, trade and maritime unions through to surfing, boating and fishing is included in this well thought out book. The book is divided into three sections.

Chapter One - Controlling the Sea
Chapter Two - Overcoming Distance: Shipping Settlement and Ports
Chapter Three - Living with Sea: Work, Culture and Lifestyle

I do not subscribe to all of Mr Broeze's comments describing Collin's-class submarines as "controversial because of their cost and dubious strategic value" and describing the former aircraft carrier HMAS Melbourne as "decided second-hand from Britain" shows a degree of ignorance on his part.

The author's defence it must be pointed out that he cannot be expected to produce a book of this magnitude and be an expert on every topic just released, this well researched 291 page soft cover book is supported by 48 photographs and illustrations plus six colour illustrations. It is a worthy read for anyone interested in Australia's maritime history.

BATTLECRUISERS

By John Roberts
Published by Chatham
Review by Ross GIllet

Steaming at high speed through a North Sea swell in 1917, Fish's 'Splendid' Class were indeed a splendid sight. So reads the first narrative in the new Chatham publication Battlecruisers, describing HM Ships HOOD, TIGER, PRINCESS喬, KING GEORGE V and ROYAL and LION steaming in company during the later stages of the First World War.

Designed with the speed of a cruiser, and with a high degree of firepower, the British Battlecruisers spanned an era from 1908 to the late 1940s, this new work concentrating on their origin, design, history and actions. The book is well documented, with superb perspective and cutaway drawings of all classes. It is a comprehensive second in the Ships shape series (after The First Destoyer) from Chatham Publishing. A wonderful book which is highly recommended.
JANES WAR AT SEA
1897-1997
100 YEARS OF JANES FIGHTING SHIPS
By B. Ireland and Eric Grove
Published by Harper Collins
Reviewed by Ross Gillett
The name Janes is synonymous with many things naval and has now been so for over one hundred years.
To mark the centenary of James Fighting Ships, the Harper Collins group has released the impressive Janes War at Sea (1897-1997). The book is written around the development of the warship during the past 100 years, centred upon the major eras and warship types, from battleships and aircraft carriers, through to torpedo boats and amphibious ships. The book features hundreds of high quality photographs and numerous colour profiles, all printed on glossy paper. Unfortunately, for this reviewer, the narrative was found to be too small for any period of long reading.
The compilation of a book such as this is a daunting task, thousands of ships, numerous developments and alterations to the warships. To their credit the authors have presented the general reader with a well balanced, by ship type and national navy, overview of the 100 years covered by the book's sub-title.

AUSTRALIAN
SEAPower
PHOTOfIle No. 6 -
FRIGATEs
Published by Topmill
Reviewed by Mike James
Cost $9.95
The Australian Seapower Photofile series, published by Sydney's Topmill Books, has provided a convenient and economical resource for the maritime enthusiast and layman alike.
FRIGATEx continues this worthy tradition, covering the many and various classes of escorts that have operated in Australian and New Zealand waters. From the first sloops of the pre-World War One era up to today's technologically sophisticated Anzac class frigates, all are covered in detail.
Each class is broken down into individual ships and the highlights of each ship's career is detailed, in peace and wartime.

THE NAVY

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Telephone or Fax (07) 55773305

Leadership of her class, HMAS ANZAC in the Southern Ocean. (No. 92 Wing)
AP-3C Orions of No. 92 Wing Maritime Patrol Group (No. 92 Wing).