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*The Magazine of
The Navy League of Australia*

JANUARY, 1961



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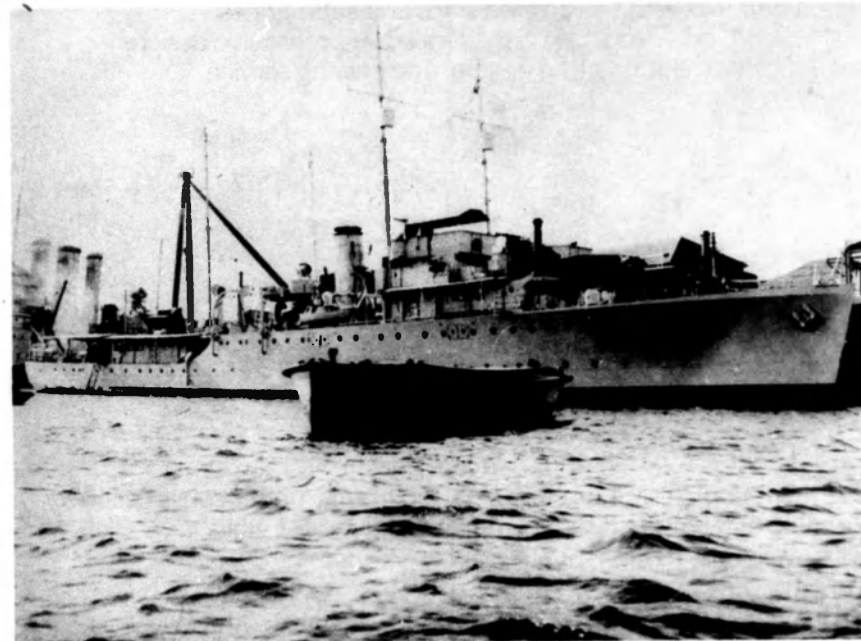
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H.M.A.S. SWAN. (Photo — S. Given)

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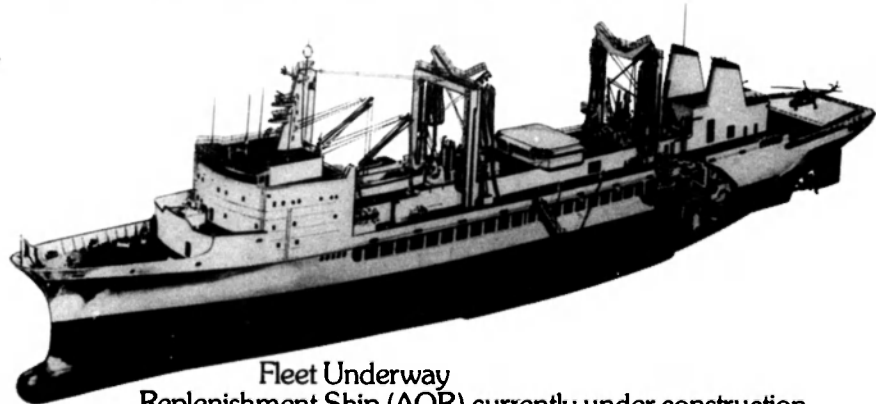
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EDITOR'S COMMENTS . . .

THIS issue of "The Navy" commences with the current plans afoot in the U.S.A. to re-activate some, or all, of the four Iowa class dreadnoughts.

In the article the author has discussed these ideas, while at the same time reverting back into the pages of history to look briefly at past attempts with hybrid carrier-battleships and other related conversions. With the increasing cost of new construction and the resultant fewer warships joining the ranks of the United States Navy, the cost of conversion will be an obvious factor if, whether or not this grandiose scheme is implemented upon the dreadnoughts.

In another article, "Getting the 'Maritime' Message Across," The Federal President, Geoffrey Evans, illustrates the feeling of most Australians with respect to local defence and maritime defence in particular.

The colour front cover of H.M.A.S. MELBOURNE on the previous issue of "The Navy" was well received (judging by the number of letters written) and shall be continued as a regular feature. As most readers will be aware, the flagship recently celebrated 25 years of service. A commemorative book has just been released and is reviewed in this issue of "The Navy." Other books under scrutiny include "British Cruisers of World War Two", "Battleships of the World (1905-1970)" and "A Century of Ships in Sydney Harbour."

Assistance with this issue of "The Navy" was given by Harry Adlam; The Australian War Memorial; David Diment; Geoffrey Evans; Steve Given; Ron Hart; Historical Studies Section, Canberra; Vic Jefferies; A. J. Lee; Michael Melliar-Pheips; Navy Public Relations, (Sydney and Canberra); Ron Wright; The Royal New Zealand Navy; and Alan Zammit. Special thanks to Tom Jackson of Command Public Relations for our superb colour photograph of H.M.A.S. FREMANTLE.

The deadline for the next issue will be 9th January, 1981.

ROSS GILLETT

COVER PHOTO

H.M.A.S. FREMANTLE, August, 1980.
(Photo — CPO John O'Brien R.A.N.)



DIAMANTINA bids farewell to Sydney, 1st October, 1980.
(See Naval Roundup). (Photo — R.A.N.)

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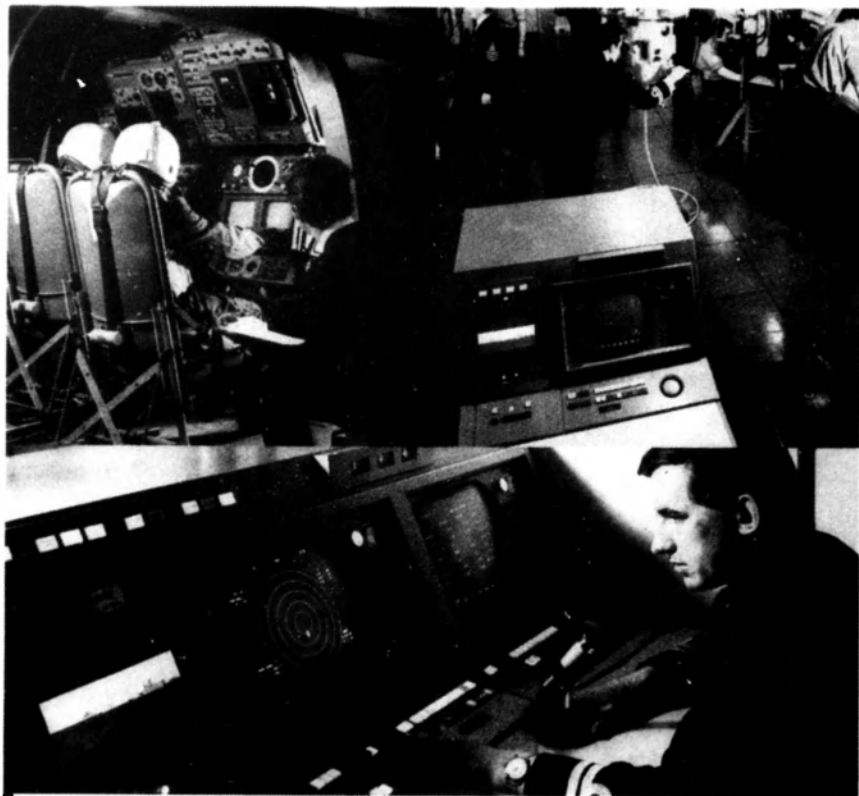
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AIR-POWER AND GUN-POWER TO RE-MARRY?

by MICHAEL MELLAR-PHELPS

NAVAL architects have, for decades, attempted to combine the best elements of naval artillery with the potential force of the airborne strike; usually with little success.

Before the advent of the steam aircraft catapult and its incorporation into the Fleet Carrier, individual carrier-borne aircraft were severely limited insofar as that they had to pull their own fuel-laden weight, plus the weight of their offensive/defensive stores, off the flight deck by the power of their own piston engines; assisted only by the carrier steaming flat-out into the wind.

This was reasonably satisfactory if there was a fair breeze blowing to start with, but was very often very risky, (particularly in hot climates), where the prevailing winds were minimal or nil. The catapult and the advent of the turbojet engine changed all that and now aircraft of unbelievable power and force, by Second World War standards, are the norm on 'conventional' carriers such as H.M.A.S. MELBOURNE at one end of the scale and the U.S.S. NIMITZ at the other end. Both these vessels are designed around a flight-deck covering almost the entire upper surface of the vessel and originally catering to aircraft which take off more or less conventionally.

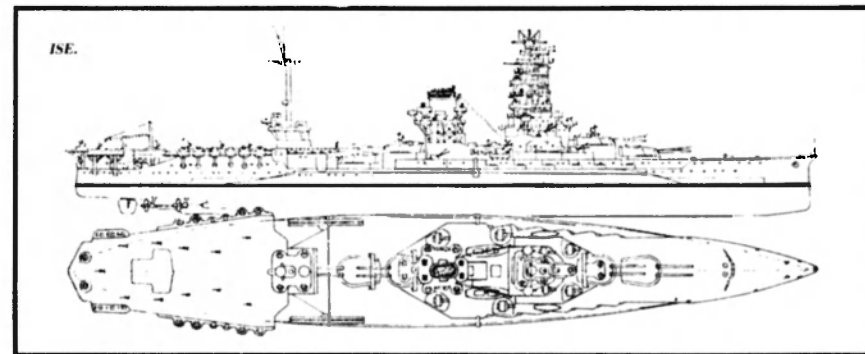
Except for isolated but nevertheless violent exchanges, the battleships role in World War II was largely confined (on the Allies side in the Pacific), to either pre-invasion bombardment or carrier task force escort duties. The Imperial Japanese Navy's carrier requirements were similar to those of the Allies, however the tremendous carrier losses they sustained, (particularly at Midway), forced them to take desperate measures in an attempt to shore-up their sea-borne aircraft capabilities. The 30,000 ton battleships ISE and HYUGA were taken in hand in 1943 for conversion to 'battleship-carriers.' In this process two of the six twin 14-inch turrets ('X' and 'Y') were removed and replaced by a large covered structure stretching aft from the mainmast to the stern. This structure, which raised the deck by two levels,

formed a hanger large enough to house 22 bomber-seaplanes, the top forming a flight deck from which the aircraft could be manhandled onto the early-type catapults sited to port and starboard, just forward of the flight deck. A lift in the centre of the flight deck performed its usual function. Flight operations were designed to conclude with the aircraft alighting into the sea alongside and being hoisted back onboard by a derrick sited aft on the flight deck.

A daring concept, but, in this instance, doomed to failure. Since by 1943 it was obvious that the Fleet without adequate air cover was in grave peril, these ships, (together with the rest of the I.J.N.), were already at risk due to the sinking of the main carrier units. After their conversion ISE and HYUGA were doubly damned. Their speical seaplane fighters and bombers did not become available and even if they had, there were no longer any suitable pilots. Inactive and virtually unused, they were both bombed and sunk in shallow water at the end of the war.

Before the Second World War, the Soviet Union enlisted the advice and technical aid of other nations, particularly Italy and Germany, for the process of building a modern navy. The American naval architect firm of Gibbs and Cox were also approached for aid with capital ship designs. By far the most unusual was 'Hybrid Design 'B'', which called for four triple 16-inch guns, (two each fore and aft), and a raised flight deck between the turrets amidships and the superstructure, masts and funnel on the starboard side of the flightdeck which was only a horrendous 405 feet 6 inches long by 80 feet 4 inches wide. These dimensions were much smaller than the flight deck of the smallest U.S. escort carrier of World War Two. What's more, no provision was made for any arresting systems! All aircraft were to have been hauled aft and launched by two catapults on the port and starboard quarters. Luckily this monster never progressed further than the drawing board.

The turbojet-powered aircraft was just beginning to revolutionise carrier operations when the helicopter started to show the world that it was capable of even greater deeds than casualty evacuation and liaison duties. It grew in size, power, complexity and variety of roles. It grew into a formidable submarine hunter as well as commando carrier. Hovering



motionless over the water, it can lower a powerful sensor into the water and listen for submarine activity. And so the Royal Navy took in hand two of its latest cruisers, H.M. Ships BLAKE and TIGER and performed on them exactly the same type of structural surgery as was done to ISE and HYUGA, but on much smaller ships. They were then able to carry, (and slow in a hanger), four Sea King anti-submarine helicopters. This conversion worked.

The helicopter can hover and lift off vertically and carry quite large loads. The Soviet Union has gigantic cargo-carrying helicopters with vast carrying and lifting abilities. But even the high-speed Huey Cobra gun-ship choppers are as speedy and deadly as fixed-wing fighters. Enter the Harrier vertical take-off, (VTOL) fighter. This remarkable British-designed aircraft can lift off vertically, progress to very high speed level flight and then

slow down and land vertically as well. (Despite Soviet claims, this is the only truly effective VTOL aircraft in the world). It is built in the U.S.A., as well, where it is known as the AV-8 ("A" and "B" series).

America ended the Second World War with the four great Iowa class battleships at the head of a distinguished list of capital ships. The Japanese surrender was conducted on the U.S.S. MISSOURI of this class and after the Korean War, in which they participated, they were laid up to rest; only the U.S.S. NEW JERSEY seeing a last gasp of bombardment action during the Vietnam War before she too went back to reserve status.

But now the wheel looks like turning full circle. A proposal is very much afoot in the U.S.A. to put these great battleships back into service as battleship-carriers, complete with a possible angled flight deck. This time, however, even though the general concept

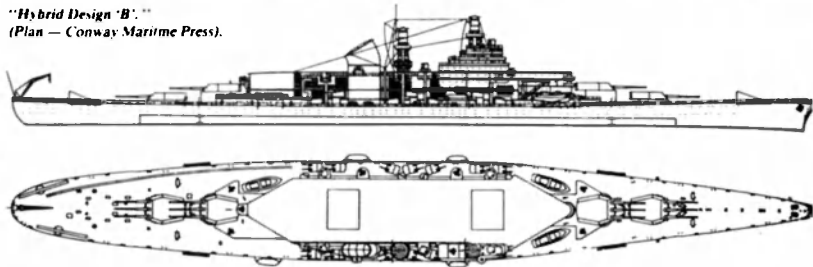
of the conversion process is almost identical to that of 1943, the vast difference lies with the aircraft and general weapons fit. For aircraft: read AV-8's and anti-submarine helicopters. The ship's fixed weapons go straight back to the days of gunnery glory with the retention of the forward two triple 16-inch turrets. This would possibly be backed up by Harpoon anti-ship missiles, and Standard anti-aircraft missiles. Tomahawk cruise missile launchers could also be fitted, together with the Vulcan-Phalanx 20mm gatling-type ultra fast reaction weapons.

Whether this proposal gets full approval is, at the time of writing, still in the balance, but the Americans have been pursuing the Sea Control concept for some years now and this conversion could well be the answer. If the 'green light' was to be

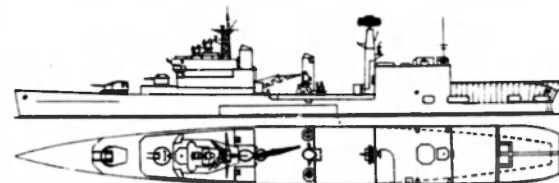
given at this date, then two years should see the first of the converted battleships back in action.

That two year span might also provide her with a brand new and different class competitor in the form of the approximately 30,000 ton Soviet guided-missile battlecruiser KIROV, which has been under construction for the past five years, and which should enter service in late 1980. Early information indicates that the KIROV will be a spectacularly impressive warship armed with new generations of surface-to-air and surface-to-surface missiles, but, faced with the onset of an equally impressive array of new missile technology from the U.S.A., the real purpose of the KIROV and any subsequent sister ship is not easily discernable.

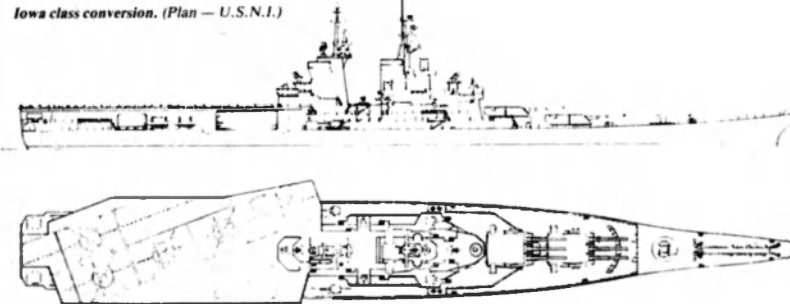
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The "Grimsby" Class Sloops of the Royal Australian Navy

by HARRY ADLAM

Between the two World Wars, the R.A.N. found itself very short of vessels capable of sweeping up moored mines, and with the paying off of the three "Flower" class sloops the matter came to a head.

It was decided to replace the latter with a new type that could combine the duties of mine-sweeping with that of convoy escorts. The type chosen was the Royal Navy's "Grimsby" class sloops, a very versatile class indeed. Four ships were ordered, with names taken from the old "River" class destroyers. Some person in Melbourne must have had some pull with the Naval Board, because in this case history did not repeat itself. When the destroyers were built in 1909-10 the first unit was "PARRAMATTA" and the second, "YARRA". In the new sloop programme the first ship was "YARRA", with "PARRAMATTA" rating a poor third.

Basically the "Grimsby's" were a twin screw ship with a standard displacement of 1075 tons, and fully loaded ran to about 1550 tons, although there were slight differences between ships. With an overall length of 26 feet and a beam of 36 feet they were quite roomy ships, and very comfortable for the crews. In their scheme of armament they represented two distinct pairs. The first pair, "YARRA" and "SWAN", were given a main armament of three QF Mark V 4 inch guns on HA mountings, sited in A and B positions forward and X position aft.

Four 3 pounder saluting guns were also carried. In the second pair, "PARRAMATTA" and "WARREGO" the armament was altered so that a twin QF Mark XVI 4 inch on Mark XIX mounting was sited in A position and a single 4 inch Mark XVI on a Mark XX mounting in X position. In this pair a four barrel 0.5 inch machine gun was placed in B position. Otherwise the ships were identical, the main structural difference being that the blast screen forward was omitted from the second pair. During the course of WW2 "SWAN" traded her old single four inch for twins, and "WARREGO" replaced her after single for a twin. "YARRA" was lost before this modification could be implemented, and "PARRAMATTA" went down with her twin in A position and single in X position.

The first two were laid down in 1934 and 1935 respectively. "YARRA" was built as Ship Number 114 and "SWAN" as Ship Number 115 by Cockatoo Island. "YARRA" was launched on 8th March 1935 and commissioned on 21st January, 1936, by Captain G. D. Moore, R.A.N. She was followed by "SWAN", which was launched on 28th February 1936 and commissioned by Commander R. R. Dowling, R.A.N., on 21st January 1937. "PARRAMATTA" was laid down as Ship Number 131 by Cockatoo in 1938 and was launched on 18th July, 1939. The last unit of the order "WARREGO", Cockatoo Island Ship Number 132, was laid down in May 1939. At the outbreak



H.M.A.S. WARREGO, 10th February, 1940. (Photo — R.A.N.)

of WW2 the situation was two ships, "YARRA" and "SWAN", in commission, one ship, "PARRAMATTA", launched and nearing completion, with the fourth unit, "WARREGO" still on the slips. "PARRAMATTA" was commissioned for service on 4th April 1940 by Lt/Cdr J. H. Walker, R.A.N., and was soon despatched to the Red Sea and Mediterranean areas. "YARRA" moved off to the Persian Gulf, leaving "SWAN" to take over duties as Senior Officer of the 20th Mine-sweeping Flotilla. "WARREGO" was launched on 10th February 1940 and commissioned by Commander R. V. Wheatley, R.A.N., on 21st August 1940. The order was now complete, all four ships being on active war service.

"WARREGO" joined "SWAN" in the 20th Flotilla, and settled down to the dull and often boring task of sweeping for mines, mainly in the Bass Strait area. That mines had been laid in that region was quite evident, merchant ships had been sunk by these grim weapons of war. On the other side of the world "YARRA" was making quite a name for herself in the Persian Gulf, where she joined a mixed force of British sloops and the Australian manned AMC "KANIMBLA" in neutralising the Persian Navy. "PARRAMATTA" entered the Mediterranean and established a very healthy reputation as an escort, her gunnery efficiency being second to none. This little sloop came to an untimely end on 27th November 1941, when she was torpedoed by U559 off the Libyan Coast.



H.M.A.S. YARRA. (Photo — Ron Wright)



H.M.A.S. PARRAMATTA, pre-war. (Photo — S. Given)

Loss of life in "PARRAMATTA's" case was very heavy, 138 missing, presumed dead. The first loss of the R.A.N. "GRIMSBY's" was a bitter blow to Australia. In her short twenty months of life she had proved herself a very worthy member of the Royal Australian Navy, and her loss was greatly felt by the Mediterranean Fleet.

With the worsening conditions in the Pacific, and the entry of the Japanese into the war "YARRA" turned her attentions towards the Far East. She undertook her share of convoy escorts and was subjected to the ensuing bombing, but took it all in her stride. The sloop made quite a name for herself in February 1942 when the troop transport "Empress of Asia" was bombed outside Singapore. The ship was well ablaze and loaded with troops. "YARRA" went alongside the stricken transport and lifted some 1,334 men off. She then picked up another 470 on boats and rafts, finally entering port with 1,084 extra bodies onboard. The commanding officer was slightly concerned about his vessel's ability to steer with all this extra weight, but the little ship managed to make port and deliver its cargo. However, "YARRA'S" timewas running out.

On the 3rd March, 1942 "YARRA" fought a gallant action against three heavy cruisers and two destroyers, an action which outshone the now famous "Jervis Bay" incident. It was impossible for a small sloop armed with only three 4 inch guns to do any damage at all, but "YARRA" was game. She fought back as hard as she could in an attempt to let the convoy she was escorting escape. The end was never in doubt, and when "YARRA" went down she took 138 officers and men with her. Like her sister "PARRAMATTA," "YARRA" was a tough nut to crack.

The war with Japan saw "SWAN" and "WARREGO" engaged in convoy and general duties in the northern area, and both ships gave good accounts of themselves. In the attempt to strengthen

Damage to Darwin in that first raid was heavy. "PEARY" was sunk by five direct hits, "SWAN" received hull damage aft, due to near misses. "WARREGO" was at gun drill when the Japs came over and immediately went into action with some very accurate AA fire. All the Australian "GRIMSBY'S" had now received their baptism of fire and all four had reacted well.

The war in the Pacific now took up the two surviving sloops as full time convoy escorts, mine-sweeping was now being performed by the new "Bathurst" class AMS's. All ports in New Guinea and northern Queensland were to become well known to the two ships as they went about their duties. By now both ships were armed with twin four inch guns in both A and B positions. Later on, they were given tripod main masts as radar became more generally available. 20mm Oerlikon guns were included in their close range armament, a far cry from the old twin Lewis's with which they started the war.

In 1944 "WARREGO" was converted to a surveying vessel, and in this role she was employed in some very difficult operations. Her work in surveying the landing beaches for the Philippines landings has become a part of Australian naval history, but as far as the old sloop was concerned it was just another job well done. On the other hand, "SWAN" was still being used around the New Guinea area for convoy and escort duties with shore bombardments thrown in for good measure. Both ships now carried a 40mm Bofors on B deck, which thereafter was to be the standard armament.

With the surrender of the Japanese in 1945 "WARREGO" became fully engaged in surveying work, but for "SWAN" it was back to the grind as Senior Officer of her old mine-sweeping flotilla. There were many mines to be swept up, and "Swan" was the best ship for the job.

In the post war re-construction of the Royal Navy the term sloop was dropped

and the two ships now became officially "AA Frigates, (ex-sloops)". This also meant a change in pendant numbers. "SWAN" had commissioned with the pendant number L74. In 1940 this was changed to U74, but in 1949 she became F74. "WARREGO" had commissioned with U73 and was re-pendant as F73 but as a surveying ship she was given A 312. This change of number saw the end of "WARREGO" as a fighting ship and slowly her armament was reduced. The 20mm's went first, followed in the early 1950's with the removal of her after twin four inch mounting. She was now painted in the normal survey livery of white hull and buff funnel. Later the forward twin four inch was removed leaving only one 40mm on B deck to show that she was a naval ship.

After the mine clearance work was finished "SWAN" paid off and lay idle for some time, but was later re-commissioned as a cadets training ship. She was ideal for this job, and many of the present senior officers of the R.A.N. saw their sea training period carried out in "SWAN". In September 1962 her time had expired and she was finally paid off. Her name was to be taken up soon after by the present fast frigate H.M.A.S. "SWAN".

"WARREGO" carried on her duties until August 1963 when she also paid off. It is unfortunate to think that the Naval Board did not give her name to a new ship. "WARREGO" was scrapped in Sydney, not far from the yard where she was built.

With regards to the class as a whole, they were an extremely good looking group, with an air of beauty, the likes of which we will never see again. In many of their main features they were traditionally built but they were also very comfortable for officers and men alike. Their funnels were similar in appearance to the "County" class cruisers, raked at a nice angle with the funnel cap square to the waterline. The mess decks were fairly roomy, and as an extra bonus were fitted with big gun ports which gave extra ventilation in the tropics. It was possible for an officer to leave his cabin in the after part of the ship and arrive on the bridge without facing the weather. Once he arrived on the bridge it was a different matter as the "GRIMSBY's" had the standard open compass platform arrangement. The machinery was modern but under-powered, 2000 shaft horse power drove them along at speeds of up to 17 knots, which was quite in order for the duties they were designed for, but there were times when a few extra knots would have been handy. The ships were supplied with an evaporating plant that could supply forty tons of fresh water per day, and a full sized refrigeration plant was included. They were one class of ship that actually improved in appearance with

wartime modifications, and the tripod main mast was one fitting that gave them distinction. As far as accommodation was concerned all the ratings mess decks were on main deck level, the officers, chiefs and petty officers only, lived on the lower deck. This was one sphere in which tradition died hard. When these ships were designed they were to carry two warrant officers, the gunner and the engineer. The Royal Navy did not treat warrant officers as equal to officers in general, so the "Grimsby's" were given a warrant officers mess for the gunner and the engineer. It is doubtful if this mess was ever used as a W.O.'s mess but in "WARREGO" the mess was put to good use. It provided an excellent Engineer's office.

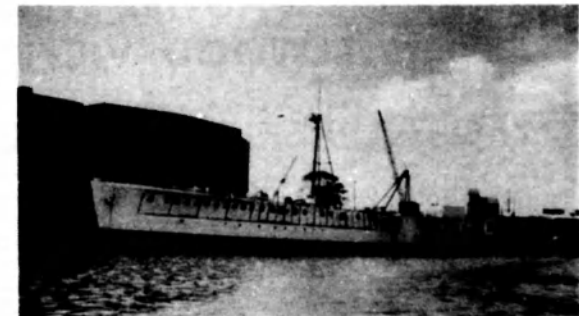
As far as the R.A.N. is concerned, no class of ship ever gave a better account of itself than the "Grimsby's". Every one of the four did a grand job and did it well. Both ships that were war losses sold themselves dearly, and the two survivors did an equally impressive job in both peace and war. Who could ask for more.



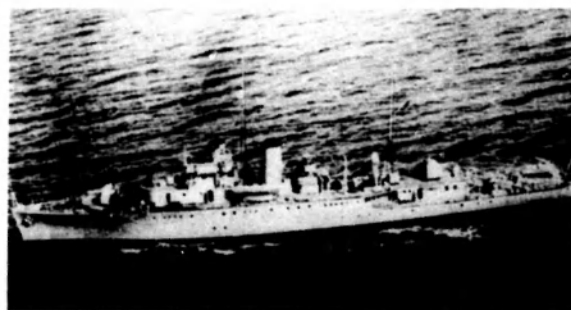
H.M.A.S. WARREGO, World War II. (Photo — Australian War Memorial).



H.M.A.S. SWAN in reserve, Aitohi Bight, Sydney Harbour, March, 1964. Note WARREGO in background. (Photo — Alan Zammit).



Rozelle Bay, 1966, WARREGO is broken up. (Photo — Ron Hart)



H.M.A.S. PARRAMATTA. (Photo — Australian War Memorial)

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It was midday when the ship anchored a mile off the desolate Far North Queensland shore where the jungle covered mountains right down to the sea. Soon the deserted beach was distributed by some twenty figures emerging from the bordering undergrowth and after a short while their activity resolved itself into a series of yellow rubber dinghies paddling against the stiff on-shore breeze and lively surf, to reach the ship.

Up the scrambling nets to the deck came twenty-eight young men and women and twenty-eight wet and heavy packs. Twenty-four hours later they were sixty miles away each marooned and isolated for the next three days on one of the uninhabited islands around Hinchinbrook Island. This was not a smuggling gang lying low after a laborious landing operation but an adventure training course run by the Outward Bound Australia. The ship was the "Triton" owned and operated by the Cairns Branch of the Navy League.

The Youth Training Ship "Triton" was built in Cairns 50 yards downstream from the Barron River Bridge during the Second World War. She was built by the milling firm of J. M. Johnston for carrying timber from the Bloomfield River to Cairns. However, before launching she was commandeered by the American Armed Forces, named "The General MacArthur" and sailed into the Pacific war zone as an Allied supply ship. She is a substantial vessel built of local timber, 102 feet long with a beam of 25 feet and a displacement of 160 tons and is powered by a 230 hp non-reversible air start Allen diesel. One interesting aside concerning its building was that due to the manpower shortage the boat builder on

the job shaped all the 10" x 2" planks in the hull with a hand saw rather than disturb other men to have them carried to a saw bench. This carpenter was called up for active service as the last plank was being fitted and did not see the ship again until it was on the NQEA slipway in 1974 for its annual refit.

After the war the ship was returned to Australia to operate as "The George Bass" carrying timber around the Tasmanian coast for the Tasmanian State Government. In 1948, she was bought by the Queensland Government for use as a supply vessel to the Thursday Island and Torres Strait area and renamed "Melbidir". She carried both cargo and passengers for the Department of Native Affairs. After becoming the most familiar sight for a long period of time in the northern region she was pensioned off in 1974 and replaced with a steel vessel also named "Melbidir". The ship was acquired by the Navy League Cairns, Territorial Branch for development as a Youth Training ship to be run by Sea Cadet crews under the guidance of professional master mariners and ocean going marine engineers. At the hand over, the ship was in an unserviceable condition and an enormous amount of work with exceptional assistance from the North

Queensland Engineers and Agents brought the ship to a fully operational condition in a period of three years. The amount of volunteer labour and donated materials has been quite staggering for a venture of this magnitude.

The Outward Bound off-shore courses are the highlight of the annual youth training programme involving the "Triton" and her volunteer Navy League crew for a period of two weeks at sea. They are the only water based Outward Bound Courses in the world. The basic youth training programme involves weekend voyages to the reef and its islands with such groups as the Naval Reserve Cadets, the Rangers, school diving clubs and similar bodies.

It is now intended to increase the 30 berth accommodation to some 70 berths and in the longer term, with an anticipated life expectancy of at least a further twenty years, to offer "Triton's" unique Youth training facility to groups from other parts of the country.

The Triton relies entirely on volunteer labour and on the generosity of Businesses, Boards, Associations and individuals who can appreciate the significance of the project and who have an understanding of the needs of our youth.

Letters to the editor

Dear Sir,

I am writing to you in regard to the August edition of "The Navy" magazine. The truly brilliant series of photos under the heading "The Tsars Other Ships" was of particular interest to me as I have been making a study of the battle of Tsushima since 1975. Detailed information about this battle is difficult to come by and to get a clear picture of what happened and when, entails a lot of cross-referencing, which in turn is frustrated by authors that contradict each other. Apart from having compiled a rather comprehensive list of events surrounding "Chemulpo", "The Siege of Port Arthur" and finally the actual trip to, "The Battle of Tsushima", I have also a motley collection of some of the ships that took part in the naval actions on both sides.

Most accounts of the battle furnish the reader with the main events and the major ships that took part, and photographs of the major surface units can be found with not too much difficulty. The main problem lies in the lack of information about the fleet train or auxiliaries that accompanied Rozhdestvensky on this trip fast. I still have to find out the exact number of ships that sailed to supply him, their tonnages and other relevant information. As I was employed in Navy Office Canberra two years ago I made use of their extensive library.

What I would like to do is correspond with someone who is an authority on the Battle of Tsushima, so that I may compare notes and perhaps view some of the photographs that others hold. The photos that were published in "The Navy" were extremely interesting, and it was the first time I had seen a print of the ANGARA.

Again I must compliment you on an excellent magazine.
Yours faithfully, Tom Strasser

— A sequel to "The Tsars Other Ships" has been prepared and will be published in the next issue of "The Navy." However, for the many readers who wrote in about the article, photos are printed on this page and later.

EDITOR



The 1900 vintage Tsarist cruiser ASKOLD, in drydock.
(Photo — M. Melliar-Phelps)

Dear Sir,

I read with great interest the articles on Naval Field Guns and the Great White Fleet in the Aug/Sept/Oct issue of "Navy" and I offer the following comments on them.

1. Mr. Adlam mentions the sale in the 1960s of four guns as "metal old" I wonder if these are the guns, two in Tasmania ex. HMAS Huon and two in West Australia.

The Tasmanian guns were transferred to T.S. MERSEY after being listed for disposal. One is currently at T.S. TAMAR, Launceston, and one is on display at HMAS HUON. The two W.A. guns are mounted by the entrance to T.S. ANZAC at the causeway to HMAS STIRLING. I enclose a photograph.

2. During the visit of the American Fleet in 1908 to Melbourne, the naval cadets at Ballarat were refused free rail travel to Melbourne by the Government to see the Fleet. In reply, the cadets then set out and marched to Melbourne where they received a hero's welcome from the Americans. This shamed the Government so much that they arranged a tour of the harbour on the local Authority vessel and provided free first class rail return to Ballarat.

I believe that the naval cadets became a Sea Scout Group after the abandonment of universal military training.

Sincerely
A. J. Lee

Dear Sir,

I read with interest Harry Adlam's article on Naval Field Guns in your August/September/October edition.

Two QF 12 pounders are happily residing in Tasmania, one in the Drill Hall of HMAS HUON at Hobart and the other at the Naval Reserve Cadet Unit, TSTAMAR at Launceston.

During the 1977 Queen's Silver Jubilee celebrations the Hobart Gun was paraded through the city streets by Naval Reserve Cadets of the local unit, TS DERWENT. On a much earlier occasion the same gun was paraded at the funeral of a

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former Naval Officer-in-Charge Tasmania, the late Commander Arnold Green.

I would hope that this impressive spectacle, long since forgotten, will be maintained by Tasmanian Cadets.

Your Faithfully
M. J. Storrs
Lieutenant R.A.N.

The Author Replies

The letters from Mr. A. J. Lee and Lieutenant M. J. Storrs were very heartening indeed, and I am pleased to think that there are some of the old QF 12 Pounder 8 cwt field guns preserved. Dealing with Mr. Lee's letter first, I would think that the two guns presently on display at "STIRLING" are probably two guns ex Fremantle Division R.A.N.R. Each Port Division seemed to be issued with a pair of field guns, and I would think that the two Tasmanian guns were always Tasmanian. I do not think that they were from the batch sold at FND. The snapshot of the two guns at "STIRLING" is a beauty, but one can see how they have been neglected, no wheels and breech blocks removed etc..

Lieutenant Storrs records a memorable incident when talking about the Hobart gun being used as a funeral gun, and also when it was paraded in the 1977 Silver Jubilee Celebrations. No pre-war parade was complete without the Naval Reserve and their field guns, and I can only concur with Lieutenant Storrs comments. Let us hope that this tradition will be maintained.

Thank you gentlemen, for your interest in a part of the naval tradition that must not be allowed to "fade out."

Harry Adlam



Naval field gun, T.S. TAMAR, Launceston. (Photo — A. J. Lee)

Dear Mr. Gillett,

I am trying to locate a copy of the book that was reviewed in your last issue, "U.S.S. Monitor" by Miller.

I have checked our State Reference Library, but they only have the ISBN number and publisher's name, no address. The local technical booksellers are no help either.

I'd be most appreciative if you could advise where your reviewer obtained his copy, or the publishers address from the book itself.

Sincerely
Charles J. Welch

— USS Monitor can be obtained from the publisher, Leeward Enterprises, P.O. Box 149, Annapolis, Maryland, 21404, U.S.A. Our review copy came direct from the publishers.



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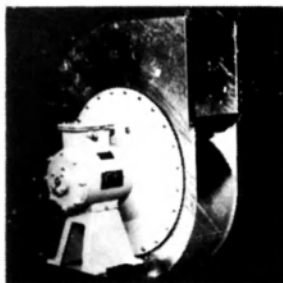
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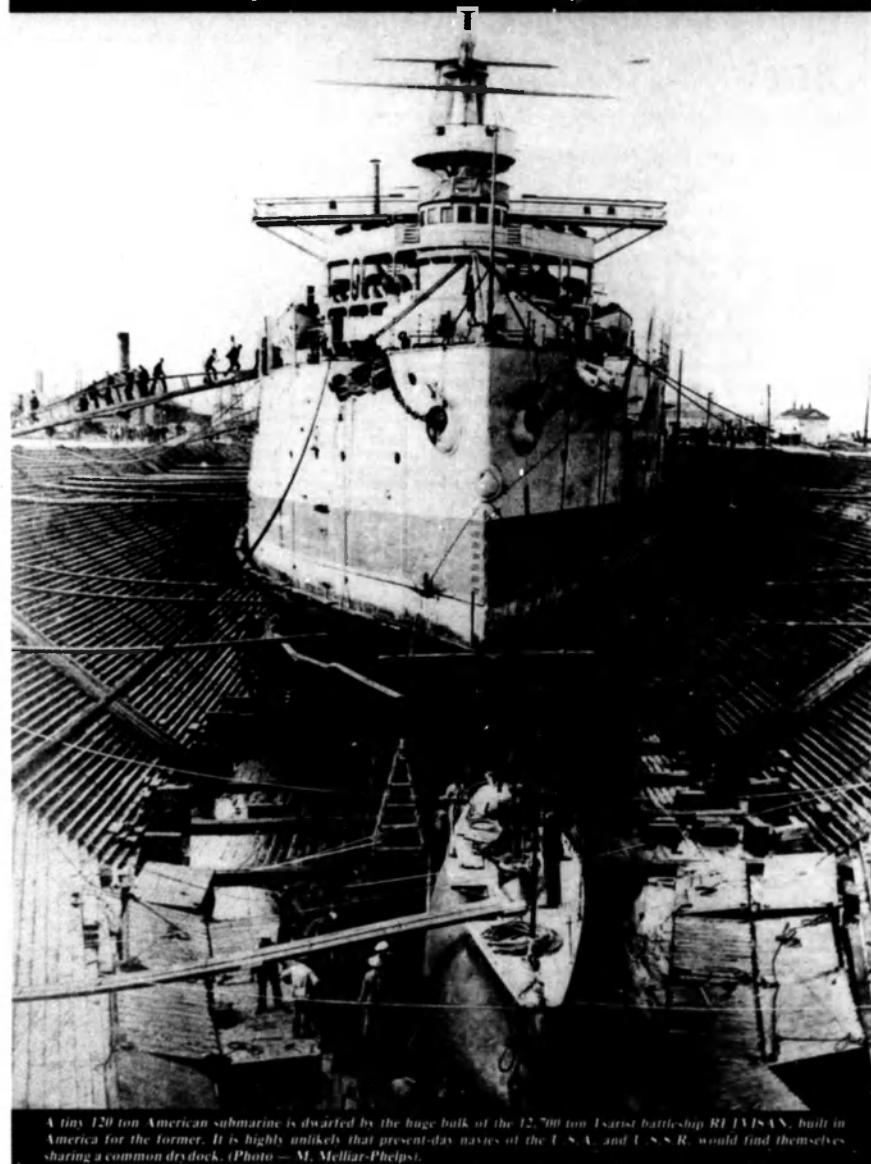


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Super Powers Get Together



A tiny 120 ton American submarine is dwarfed by the huge bulk of the 12,700 ton Russian battleship RIVSAN, built in America for the former. It is highly unlikely that present-day navies of the U.S.A. and U.S.S.R. would find themselves sharing a common drydock. (Photo — M. Melliar-Philips).

Getting the "Maritime" Message Across

Commander Geoffrey Evans

ONE of the most surprising things about present-day Australia is the insular and land-locked thinking of so many of its people.

In pre-World War 2 days this was understandable — the products of the land provided the country's wealth, communication with other countries was limited and slow, comparatively few Australians travelled abroad, immigration was of modest proportions: In military matters, the legends of campaigns in foreign lands and personal associations ensured the primacy of the soldier and the Army in the minds of most Australians.

World War 2 inevitably wrought changes in the national outlook. Tens of thousands of young Australians went overseas in the Services as their forbears had done, but for the first time bombs and shells fell on our cities, ships were sunk a few miles off our coast and

Australia itself was threatened; we became a base for the Armed Forces of our allies. Australia was suddenly very much a part of the world and for most of the war and some time afterwards we acted like a nation and seemed to have a sense of purpose.

In the last ten years or so we seem to have been in the doldrums, even to have reverted to a kind of tribal society with the tribes taking the form of self-interest groups which scarcely spare a thought for each other let alone for the country as a whole or its relation with other countries.

The 1980 Federal election campaign supported such a view — foreign affairs and defence matters were hardly mentioned and the whole exercise revolved around local issues; even the price of petrol for our vehicles was treated seriously as an important domestic matter despite the fact that all the petrol in the world is of little use if there is no oil to lubricate the machinery it powers — and for that kind of oil Australia is 100% dependent upon overseas supplies.

What is all this to do with the Navy League? Quite a lot in fact. Maritime communities around the world —

seafarers, the operators of ships, traders and those who support maritime activities — tend by the very nature of their occupation to be internationally minded; travel and the need to understand what people are about is part of everyday life. Other groups of course also develop this understanding but the maritime community is by far the largest and most extensive. Navy Leagues are a part of this community and have been for a very long time — in fact since the first Navy League was established in Britain nearly a century ago.

The principal objective of all Navy Leagues is to develop in the wider communities wherein they exist an interest in "matters pertaining to the sea". In practice their work ranges from supporting the sea cadet movement to involvement in national security issues. In Australia the task of the League has never been easy due to the community attitudes referred to in the opening paragraph. Nevertheless some progress has been made and the need for a maritime defence force seems to have been accepted; the public conception of such a force however varies enormously and ranges from a patrol-boat navy to a more appropriate — in Australia's circumstances — balanced fleet capable of operating on the high seas. In other areas, the Australian merchant fleet is miniscule when related to the country's dependence upon overseas trade, and closer to home our fishing industry has been dreadfully neglected by a country claiming a fishing zone of two-and-a-half million square miles; the well-known ups and downs of

the shipbuilding and repair industry require no comment. All these segments of maritime activity require concerted rather than piecemeal attention if Australia is to take its proper place as a maritime nation.

Most Australians enjoy and have some knowledge of the sea; they swim in it and sail boats upon it in great numbers; persuading them that there is more to it than this is difficult but not impossible. Obviously the attitude of the men and women who constitute the news media is extremely important to any person or group of people trying to convey a point-of-view to a whole community; in this regard it is perhaps worth noting that Navy League experience in recent years indicates an encouraging interest in the more serious aspects of maritime affairs in the print media, somewhat less interest on the part of the radio fraternity, and a rather disappointing lack of interest by the television groups. On the whole though, and despite some frustrating moments, the Navy League in Australia cannot complain too much about the treatment it has received from the Fourth Estate — it simply recognises that it has some way to go before complete satisfaction is achieved!

In the foregoing paragraphs reference has been made to what might be termed the "hardware" of a maritime country —



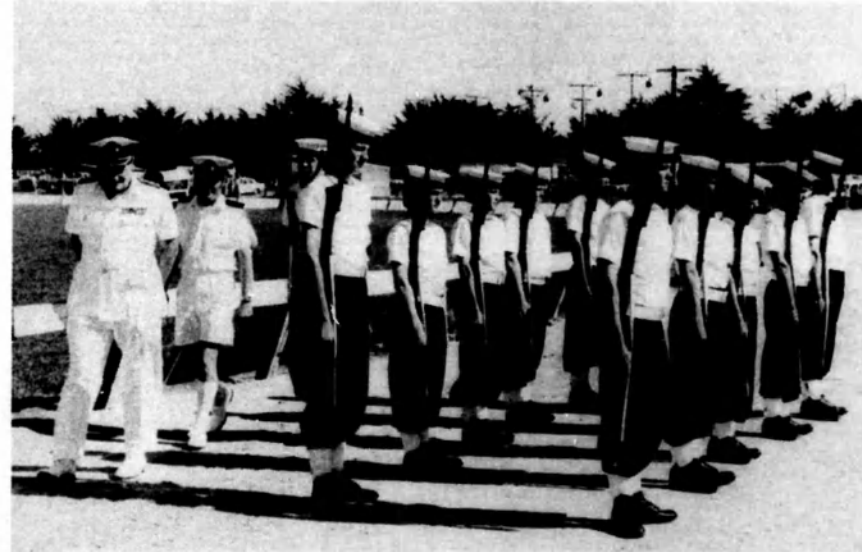
The small bulk-cement carrier GOLIATH (photo 13th March, 1979) represents part of Australia's miniscule merchant fleet. (Photo — R. Gillett)

naval and merchant ships, the shipbuilding industry and so on — and to the task of persuading Australians to think about these matters; there is some urgency to this. In the longer term the Navy League's support for the cadet movement — the sea training of young

Australians — is quite as important, for from these youngsters the country's future leaders will come: The more aware they are of "matters pertaining to the sea" the more likely it is that Australians will achieve a more balanced outlook upon the world.



H.M.A.S. MELBOURNE, 24th October, 1980, heads such a fleet capable of operating on the high seas. (Photo — R.A.N.)



Sea Cadets — leaders of the future. (Photo — T. S. GAMBIER)

The Fleet Review of 1920

by David Diment

"In the perfect beauty of the crisp autumn afternoon, the Prince of Wales made his triumphant entry to the homeland of the Anzacs in the Australian destroyer that bore their names..."

With these words, the Melbourne newspaper, "THE ARGUS," announced the arrival of HRH the Prince of Wales (later King Edward VIII) in Melbourne on Thursday, May 27, 1920.

Melbourne was a port of call on the Prince's tour of Australia, New Zealand and the West Indies. The Prince, accompanied amongst others by the man who was to become Earl Mountbatten of Burma, spent almost three months in Australia visiting every state and capital city.

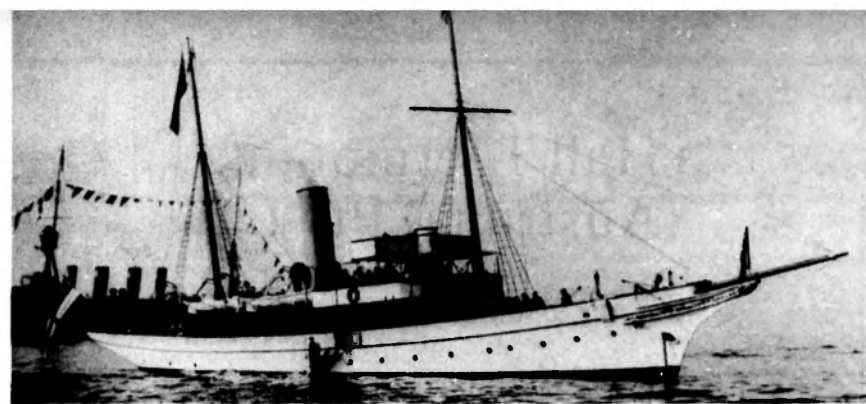
However, the Prince nearly didn't make it to Melbourne. Or, rather the RENOWN nearly didn't make it because of the heavy fog which greeted the battlecruiser at the heads of Port Phillip. By 0700, the fog had engulfed RENOWN. It was virtually impossible for a ship of her size to pass through the narrow and shallow entrance of the bay except at slack water and with clear visibility. The RENOWN, in the fog, "stopped steaming and

began screaming". She "screamed" with her siren and called by wireless to Melbourne to request Australian destroyers to come and collect the Prince.

The new Australian 'S' class destroyers STALWART, SUCCESS, SWORDSMAN, TASMANIA and TATTOO and the Marksman class destroyer leader ANZAC, formed up in a single line ahead at 10 to 15 knots and, once outside the heads, spent close upon two hours searching for the RENOWN. There was a near collision between SUCCESS and TASMANIA but, finally, the Prince of Wales and the official party trans-shipped to ANZAC at 1300. The other destroyers took up their escort stations and increased speed to 27 knots to bring the Prince to Melbourne:

"It was a striking run up the bay and produced a magnificent spectacle" — presumably for those spectators lucky enough to see it through the fog. Indeed, aboard the destroyers this moment of high speed was looked forward to with eagerness and delight, not only to impress the Prince, but also because the "speed capacities of these magnificent oil-burning destroyers had not been as yet properly tested."

If the dash into Melbourne had produced a "magnificent sea-scape" an even better sight was in store for the next day. Friday, May 28, 1920, when the first review of the Royal Australian Navy was to take place for the Prince. Twenty-eight warships of the R.A.N. took part in the review, ranging from the



H.M.A.S. FRANKLIN, 27th May, 1920. (Photo — R.A.N.)

75 ton 28-year-old COUNTESS OF HOPETOUN and the 36-year-old gunboat — PROTECTOR to the pride of the fleet, the battlecruiser AUSTRALIA.

Specifically, the ships involved were the six River Class destroyers PARRAMATTA, YARRA, HUON, TORRENS, WARREGO and SWAN as well as the five newer destroyers of the 'S' class already mentioned. Present as well were the three new sloop mineweevers presented to the R.A.N. by the British Admiralty in 1919 — GERANUM, MARGUERITE and MALLOU. The submarine depot ship PLATYPUS was also in attendance at the review with her 'brood' of 4 'J' class submarines. PLATYPUS was to become an institution in the R.A.N., not paying off until 1958.

The most impressive row of ships included the AUSTRALIA, the three cruisers MELBOURNE, SYDNEY and BRISBANE as well as the older Challenger class cruiser of 1902 vintage, ENCOUNTER.

The assembled V.I.P.s on board THE YACHT, FRANKLIN, and on the COUNTESS OF HOPETOUN, which preceded the FRANKLIN around the five lines of naval ships, had plenty to look at and muse on. Sir John Monash, the commander of the Australian Imperial Force in France in World War I, for example, had a "kindly eye for the CERBERUS" the ancient turretship/monitor built for the Victorian government in 1870. The CERBERUS now was used as a depot ship and could be seen nearby although she was not in the review as such. Monash said that although CERBERUS was "too rough to break up," she was only "so much iron now."

Monash also took interest in the COUNTESS OF HOPETOUN "once our pride as a torpedoer" but now "in her old age, seeming to shrink smaller and smaller."

Admiral Sir William Rooke Creswell, just recently retired as First Naval Member on the Board of the Royal Australian Navy and justly recognised as "Father of the R.A.N.", had a kind eye for the old gunboat PROTECTOR. Creswell had commanded the PROTECTOR when she was the pride of the South Australian Navy and had taken her to help Royal Navy forces in the Boxer Rebellion of 1900. PROTECTOR, although only of 920 tons had a huge armament for her size and had been kept busy on patrol duties in World War I.

Those looking at HMAS UNA saw a 'trophy' of World War I. UNA was built as the German yacht mineweeper KOMET and had been captured in October 1914 in German New Guinea.

Other ships which impressed the spectators ashore and afloat included the cruiser SYDNEY with her magnificent fighting record against the German cruiser EMDEN in the Indian Ocean.

AUSTRALIA, on which the Prince of Wales had lunch, also gained the interest of the crowd because of her name and size and

because she symbolized the Australian Navy and the Australian desire to show the mother navy her willingness to defend herself.

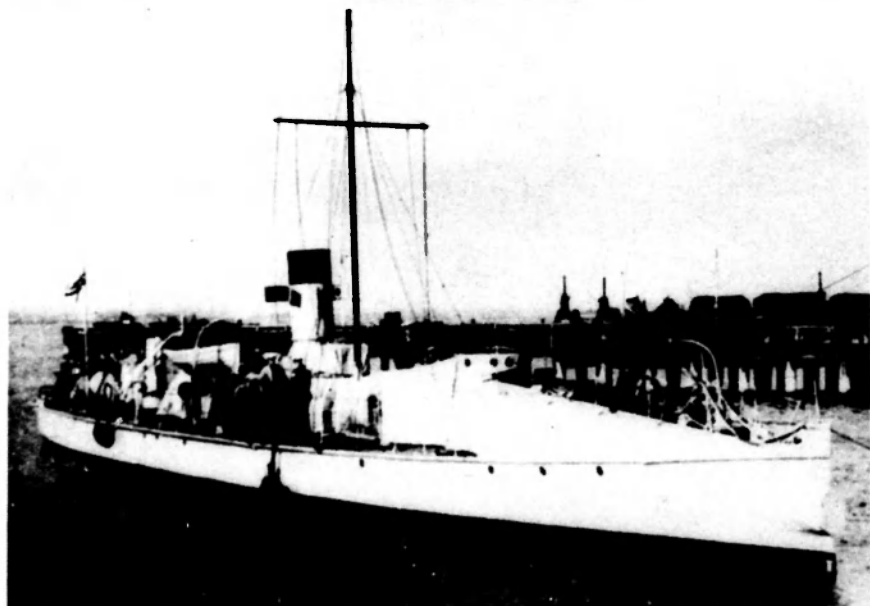
The great mother navy was fittingly symbolized by the presence near the review fleet of the battle-cruiser RENOWN — fast, sleek and deadly.

The review was, in the words of the press, "wonderfully yet quietly impressive" with the sailors from each ship cheering the Prince as he passed. The Prince of Wales stated how much he appreciated being given "the opportunity of being present at the first review of the R.A.N."

Indeed, considering that the R.A.N. had only officially been in existence for less than 10 years, the review was an amazing achievement with 1 battle-cruiser, 4 light cruisers, 12 destroyers, 4 submarines and 4 sloops as well as auxiliary vessels being present.

However, 28th May, 1920 marked the high-point of the R.A.N. for quite a few years. Wartime had brought rapid expansion but the 1920s and 1930s were to bring an equally rapid contraction in the level of manpower and forces. AUSTRALIA, the cruisers and the 6 older destroyers were to be scrapped and the rest of the ships were kept either in reserve or in port. By 1931, only 4 ships were retained in commission because of the economic ravages of the Depression.

Nevertheless, the "new generation" of the R.A.N. bounced back from this low point with the approach of World War II and expanded during the war years to an unprecedented level of skill, manpower and ships. The 1920 Review, while marking the climax of the early years of the R.A.N. was a fore-taste of what was possible in terms of spirit and strength by the R.A.N. The newer namesakes of many of the ships present at the review were to bring fame and glory to the R.A.N. and Australia as a nation.



H.M.A.S. COUNTESS OF HOPETOUN, 1920, prior to the Fleet Review on 27th May. At this time the old torpedo boat had been in commission twenty-eight years and was not to be sold out of service until 1924. (Photo — Historical Studies Section, Canberra).

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BOOK REVIEWS

A Century Of Ships In Sydney Harbour

By: ROSS GILLET and MIKE MELLIAR-PHELPS
Published by: RIGBY LTD.

Reviewed by: HARRY ADLAM

IT is only fair to state that I personally know the co-authors of *A Century Of Ships In Sydney Harbour*, but this being the case I know that I can be critical without (I hope) bringing on a law suit.

I have often told people that there is always something happening on Sydney Harbour, and if this book does nothing else it proves this point. The book is a pictorial depicting the harbour scene as it was and as it is. The selection of photographs are excellent, and apart from depicting the ships, they also depict the growth of the harbour fore shores themselves. For many people it will be hard to imagine some of the places shown, take for example McMahon's Point. The younger generation who are used to the green grassed park and the large block of home units will probably not be able to picture the scene when a cluster of steam ferries were always in attendance taking on fuel. I am pleased to see that this hive of activity is shown in all its glory. We can also see the growth of Circular Quay, a place that today is nothing like circular. The photo on page 13 showing Sydney Cove as it was in the 1870's bears no resemblance to the Circular Quay as it is today.

On page 24 is a photo of the raising of "AUSTRAL" in Neutral Bay in 1883, and as one can see, the skyline bears only minimal likeness to the Neutral Bay area of the present time. The work involved in getting "AUSTRAL" afloat was a great credit to the port ninety seven years ago.

Sydney Harbour has always been a popular resort for warships, and over the years naval vessels from many nations have paid visits, and in this book many of these visits are recorded. There are some very fine shots of the Great White Fleet's visit in 1908. This was quite an event for Sydney Harbour, as was the 1925 visit. The photos used to illustrate these occasions are excellent, recalling the type of incident the likes of which we shall probably never see again.

The names of famous passenger liners appear together with some of the less well known cargo carriers. We see all types from

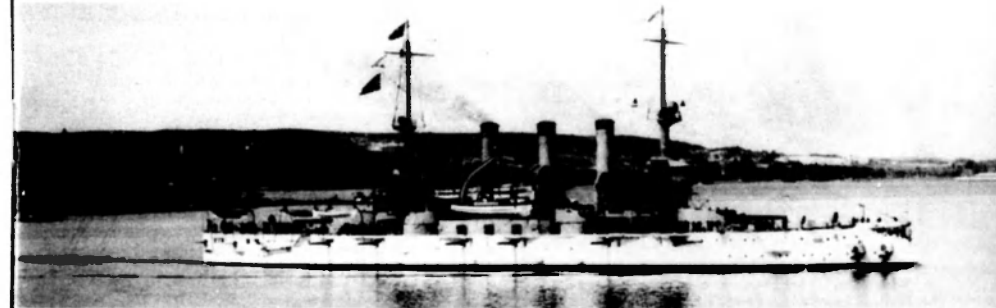
the graceful days of sail to the ugly, but functional, container ships of the present time. We see the ferries and the tugs, we see floating cranes and floating drydocks. We see the various types of naval craft of the Royal Navy and Royal Australian Navy. We see some unusual shots of old sailing warships in drydock at Cockatoo Island, and we see warships tied up in reserve in the days when Garden Island was an island. The authors have gone to no end of research when working out their captions, and so I was a bit upset when I read the caption on page 64. The scene is "rotten row" behind Garden Island, and the authors mention the ships seen "... and behind her an S class destroyer and H.M.A.S. ANZAC". If you look closely you will see that there are two, not one. S boats alongside ANZAC. I know that this is a minor error, but an error just the same.

One photo that did upset me was the shot of the second "WARREGO" being broken up in Blackwattle Bay. No one likes to see his old ship in this state.

In general, the authors have been able to reach a happy medium with the illustrations, both naval and merchant ships are covered, and each get equal billing. Both types have played an important part in the scene on Sydney Harbour and in this book they are shown to their best ability, doing great justice to the harbour itself. The harbour is one of world renown, and indeed it is a beautiful one. It has changed over the years, and photos like the ones of the old Glebe Island Bridge and the one that stands today are classical examples of this fact.

In reviewing a book such as this I usually take a liking to one or two photographs more than the rest. In this case all shots were good, and not one ship photo was ruined by the spine of the book. Where a photo was spread over two pages the ship was on one side of the other, but the spine never cut the ship. This is something that should be done more often, as many good shots have been ruined by not following this method. The harbour can be peaceful, and it can be angry. Both moods are shown and my selection of photos are the shot of the paddler on the Lane Cove River, beauty sheer and unadorned, and that grand old lady "DEE WHY" rolling her way across the Heads, showing the angry mood.

I like this book, and I am sure you will too. What better present can you give to a loved one or friend than "A CENTURY OF SHIPS IN SYDNEY HARBOUR".



U.S.S. CONNECTICUT rounds Bradley's Head. From "A Century of Ships in Sydney Harbour." (Photo — N.S.W. Government Printer)



H.M.S. RENOWN, 1920, one of 225 photographs in the Sydney Harbour book. (Photo — N.S.W. Government Printer).

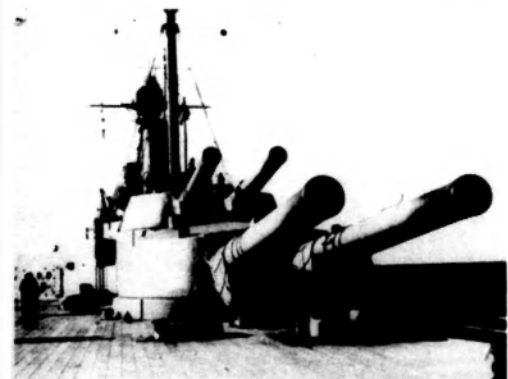
"BATTLESHIPS OF THE WORLD 1905-1970"

By: SIGFRIED BREYER
Published By: CONWAY MARITIME PRESS

Reviewed By: ROSS GILLET

IN 1973, Siegfried Breyer published "Battleships & Battle Cruisers 1905-1970". That volume, now a standard reference book in its own right, provided a comprehensive coverage of the world's modern dreadnought-type capital ships through text and an extensive series of scale line drawings.

The only drawback with the first volume was the lack of any photographs. In the years since publication, many people voiced the feelings that they would appreciate a series of selected photographs of the vessels to complement the hundreds of line drawings in the aforementioned volume.



The after 15 inch turrets of H.M.S. QUEEN ELIZABETH, 1915. (Photo — Conway Maritime Press)

With the publication of "Battleships of the World 1905-1970" this requirement has now been successfully met. The book contains 570 photographs and 44 line drawings, including a number of significant battle charts. Most of the former were obtained from the Stuttgart Library of Contemporary History and as such are mostly unfamiliar to the English-speaking reader. The ships are arranged via nationality and sub-grouped into respective classes.

The Royal Australian Navy's battlecruiser H.M.A.S. AUSTRALIA is depicted in two views, one leading H.M.S. NEW ZEALAND and H.M.S. INDOMITABLE and the second in her final moments of scuttling on 12th April, 1924.

The illustrations appearing in "Battleships of the World 1905-1970" have reproduced very well, although some vessels have lost either the bow or stern through careless guillotining. Each ship is photographed at various stages of its career, including a number of views at the breaker's yard. Many battleships and battlecruisers were converted to new configurations and all are fully illustrated and discussed through each caption.

Two of the most interesting photographs comprise one of the smallest sections. The Navy is Chile and the battleship is, of course, the former H.M.S. CANADA or ALMIRANTE LATORRE. The views depict the dreadnought at Yokohama at the end of her last voyage to the scrap yard, her condition unbelievably good after more than forty years in commission.

A number of appendices follow the last nation, Turkey, with No. 4 — Capital Shipbuilding in the Soviet Union 1938-1950 — providing an extensive insight into this relatively unknown area of naval activity. One of many designs planned for the Soviets was a hybrid Battleship-Carrier armed with eight 18 inch, twenty-eight 5 inch, twenty-four 1.1 inch and ten machine guns, as well as 36 wheeled aircraft, four floatplanes and 2 catapults. Most of the Soviet's grandiose schemes, including the aforementioned, came to nil; although the good selection of illustrations show a number of the unfinished hulls on slipways.

The last table appearing is a summary of all the capital ships mentioned in the volume, giving the years of construction, full load displacement, speed, main and secondary armament and armour protection details.

In the foreword to the book, the author suggests that if his new work provides a few small items of new information to the warship enthusiast it will have fulfilled its purpose. As far as this reviewer is concerned the author has succeeded admirably in his endeavours. "Battleships of the World 1905-1970" is the type of book for most naval enthusiasts, combining as it does, superb photographs accompanied by detailed views of many ships, well-written captions and by an acknowledged naval historian.

BRITISH CRUISERS OF WORLD WAR TWO

By Alan Raven and John Roberts
Published By: Arms & Armour Press

Reviewed By: GAYUNDAH

THIS book was released in late 1980 as a companion volume to "British Battleships of World War Two".

However, where the latter covered twenty-one capital ships of the 1939-45 era in 436 pages, the new publication describes 121 cruisers in a 444 page book. To ensure the correct historical background, the first cruiser actually covered is the 1912 vintage ARETHUSA, though to the last of the conventional, all gun ships, the Tiger Class of the 1950's.

"British Cruisers of World War Two" is divided into 21 chapters, including 400 black and white photographs and over 60 ship's plans. All the Australian cruisers of World War Two (except ADELAIDE), are covered; the reason for the exclusion of ADELAIDE being that her design, a development from the original Town Class, was prior to the Arethusa Class of 1912. However, it seems rather odd that where the Arethusa and Early C Classes of the Royal Navy, which saw no actual service in World War Two, are covered, the Australian ship, which remained in commission to 1945 is ignored completely.

Despite the lack of any reference to ADELAIDE, the remaining Australian cruisers, AUSTRALIA, CANBERRA, SHROPSHIRE, PERTH, HOBART and SYDNEY are well discussed and well illustrated. Some very fine views of CANBERRA show the ship in its final stages of fitting-out in 1927 and 1928, with the original short funnels in place. The three light cruisers form their own chapter, including a double-spread outboard profile and deck plans of SYDNEY.

Lists of all ships particulars are included together at the rear of the book. The authors of "British Cruisers of World War Two", Alan Raven and John Roberts, have produced another first-class reference work with the publication of this book. Although the price will be high, it is recommended reading to all whose interest is The Royal Navy.



U.S.S. OKLAHOMA, seen here during Atlantic exercises in the 1930's. (Photo — Conway Maritime Press)

H.M.A.S. MELBOURNE — 25 YEARS

By: ROSS GILLET
Published by: NAUTICAL PRESS

Reviewed by: HARRY ADLAM

THIS book was produced at the request of the R.A.N.'s flagship to commemorate the anniversary of her commissioning twenty five years ago.

A quarter century is a long time for any ship to be in constant commission and in MELBOURNE's twenty five years a lot has happened. This book gives you a day by day insight to those moments. Illustrations in this work are first class. In all there are 150 of them, including 8 pages in full colour. The present MELBOURNE is the second ship of the RAN to carry the name, and for completeness there are a number of pages devoted to the first of the name, the "Town" class cruiser that was commissioned in 1913, and paid off in 1928. The remainder of the 120 pages are then devoted to the career of the present ship.

This book will I feel, become a very much sought after conversation piece by former MELBOURNE crew members and ship lovers alike. It is not often that a book is published about a warship when that ship is still in commission, usually books of this type are written after the vessel has been reduced to razor blades.

Of the many illustrations used, the colour photos for the dust jacket are possibly two of the best seen of the ship so far. The front, features the ship from the port bow, whilst the back cover shows her from the stern at sunset. Both are aerial photographs. I particularly liked the photos taken in August 1980 of the ship leaping out of the water in the Great Australian Bight, but then I liked all the other photos too.

In short, H.M.A.S. MELBOURNE — 25 YEARS is a must for all ship lovers, and indeed all those with a love for Australia as a nation. The book is available direct from the publishers, Nautical Press, P.O. Box 323, Rockdale, N.S.W. 2216 for \$3.50 per copy, plus postage of \$1.20 per copy.

"WARSHIP No.14"

Edited by John Roberts
Price: \$5.00.

Reviewed by "Paluma"

NOW in its fourth year of publication is the quarterly journal Warship.

The first issue reviewed here included eight separate articles, covering such subjects as: "German Human Torpedoes and Midget Submarines", "Historic Hydrofoils of the Royal Navy" to a centre-spread of the Swedish armoured coast defence ship SVERIGE and an absorbing piece by Norman Friedman on the light cruiser U.S.S. WORCESTER.

But the gem of this particular journal is part one of "The Magnificent Seven", a lengthy technical history of the Royal Sovereign class battleships of 1889. A number of drawings accompany the equally fine photographs of these pre-dreadnoughts, some of which survived to 1914 and one REVENGE, renamed REDOUBTABLE, which saw active service in the Great War.

In brief "Warship" again provides excellent reading.

THE FORGOTTEN FLEET

by VIC JEFFERY

Publicity Officer, W.A. Executive
Navy League of Australia

THE commissioning of the Navy's new support facility, H.M.A.S. Stirling on 28th July, 1978, heralded the Royal Australian Navy's return to Garden Island.

Between 1945 and 1957 there were as many as eleven R.A.N. warships laid-up in the sheltered waters of Careening Bay, the present site of H.M.A.S. Stirling. Surprisingly the Navy holds little records of this in W.A. and most serving personnel do not know that the R.A.N. employed this island in the past. With the end of hostilities in 1945, the Navy quickly set about reducing its numbers as men returned to civilian life.

Like all allied navies, Australia had many fine ships surplus to peace-time requirements. Therefore it was decided to place Reserve Fleet detachments at various points around Australia. One was designated to the ideally sheltered Careening Bay. Apart from the River Class frigate, H.M.A.S. LACHLAN, the other ships were minesweepers of the large Bathurst class, of which 56 had been built for the R.A.N. and another four for India. The first to arrive was H.M.A.S. HORSHAM on 23rd November, 1945, closely followed by H.M.A.S. GLENELG on 12th December. It was another twelve months before the third ship arrived, H.M.A.S. PARKES, on 31st December, 1946. She came across from the south slipway at Fremantle, where she had been since 18th December.

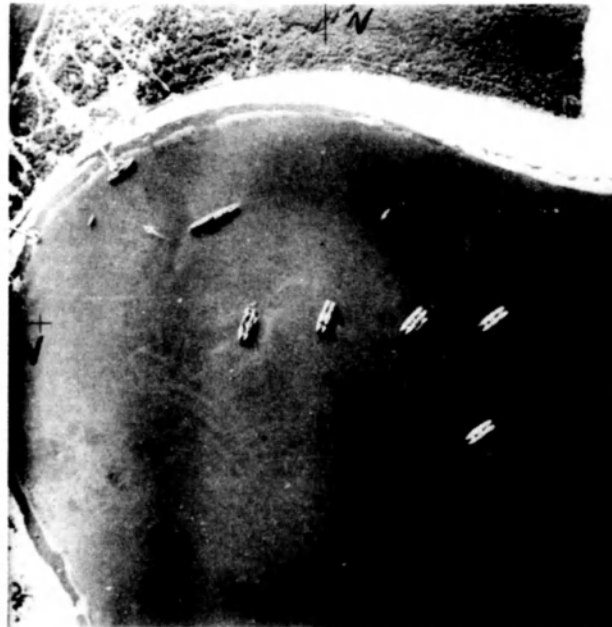
H.M.A.S. BENALLA was slipped in Fremantle on 8th January, 1947, and proceeded to Garden Island on 16th January. That same day H.M.A.S. TOWNSVILLE was slipped in Fremantle and proceeded to Garden Island on 24th January. One year later on 16th January, 1948, H.M.A. Ships DELORAINÉ, ECHUCA, KATOOMBA, LITHGOW and MILDURA berthed at North Wharf, Fremantle. Three of these vessels were together again after sinking the first Japanese submarine by the R.A.N. This occurred off Darwin on 20th January, 1942, when H.M.A. Ships DELORAINÉ, KATOOMBA and LITHGOW

successfully depth-charged the large submarine 1124 of 1,142 tons. After de-voicing at Fremantle these five corvettes proceeded to Careening Bay.

The last ship to arrive, H.M.A.S. LACHLAN, berthed at Fremantle from the eastern states on 22nd September, 1948. She proceeded to Garden Island on 6th December. H.M.A.S. LACHLAN was only at Garden Island for six months, in which time a great deal of effort went into her maintenance with the view, by the officers and men of the detachment, that she was going to be a fine headquarters ship. This was not to be, for she was taken back into Fremantle on 4th May, 1949, and transferred on loan to the Royal New Zealand Navy in June. The LACHLAN was purchased outright by New Zealand in 1962.

H.M.A.S. MILDURA left Careening Bay after nearly three years in reserve. She was taken to Fremantle where she was re-commissioned as a training ship for national servicemen in the W.A. area, in February, 1951. She went back into reserve on 15th July, 1953, when replaced by H.M.A.S. JUNE.

The next ship to leave Garden Island was H.M.A.S. ECHUCA in 1952. On 5th April that year she departed Fremantle under tow by H.M.A.S. RESERVE, a fleet tug, bound for Melbourne where she was transferred to New Zealand on 14th June. It was another thirty-months before another ship left, this time H.M.A.S. MILDURA, towed by the tug H.M.A.S. SPRIGHTLY, in December, 1954, bound for Melbourne. Then she became a



The Garden Island reserve fleet detachment in Careening Bay, late 1948 or early 1949. Pictured with the River Class frigate H.M.A.S. LACHLAN are ten Bathurst class A.M.S.s with support craft. (Photo — R.A.N.)



H.M.A.S. BENALLA, arrived January, 1947, left March, 1955. (Photo — Australian War Memorial)

stationary training ship in Brisbane before being broken up in 1965.

H.M.A.S. BENALLA followed three months later, when she was taken in tow by H.M.A.S. SPRIGHTLY on 19th March, 1955, bound for Melbourne. BENALLA was sold on 20th February,

1958 and scrapped in Japan. With the departure of BENALLA, seven corvettes remained lying in the serene waters of Careening Bay with small maintenance crews. The only time excitement arose was on 1st April, 1955, when H.M.A.S. HORSHAM and H.M.A.S.

TOWNSVILLE ran aground on a sandbank. The two ships had been driven against the bank by strong easterly winds after having broken adrift from their moorings early in the morning. A diesel towboat placed them back in position about 300 metres offshore by mid-afternoon. No maintenance crews were on board and neither vessel was damaged.

When the last seven ships went — they went quickly, all within 10 months. The front page of the "West Australian" of Thursday, 10th January, 1957, greeted its readers with the news that H.M.A. Ships DELORAINÉ and LITHGOW had been towed out the previous day by the Dutch tug LOIRE, bound for the shipbreakers in Hong Kong. Only eight days later the corvettes HORSHAM and TOWNSVILLE were towed out by the Dutch tug OOSTZEE, also bound for the yards in Hong Kong. When the Government announced on 2nd May, 1957, that H.M.A. Ships GLENELG, KATOOMBA and PARKES had been sold to the Hong Kong Rolling Mills, it was obvious that the end was near.

On 27th November, 1957, the tug BUSTLER towed these three ships out for the last time, thus ending another chapter in the history of Garden Island. Today H.M.A.S. Stirling stands on the shores of peaceful Careening Bay — some twenty years after these silent sentinels departed.

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

AUSTRALIAN CAPITAL TERRITORY: Staff Office Cadets, HMAS Watson, Watsons Bay, NSW, 2038.



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AN INVITATION

The people who read The Navy magazine will already have an interest in the sea or some aspect of maritime affairs; some will be interested in the Royal Australian Navy and naval events in general, others in sea cadet training and activities. A minority of readers will be members of the Navy League of Australia, which is very much involved with the maritime world.

To the majority of The Navy's readers — the non-members — we in the Navy League extend an invitation to join us in actively promoting the wellbeing of our country. You will be joining a sizeable group of citizens, a mix of young and not-so-young people, of high qualified professionals and imaginative "amateurs", all keen to contribute in one way or another to the maritime strength of Australia — essential to the survival of our country in these turbulent times.

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PERUVIAN NAVY TODAY



AGUIRRE, ex Dutch DE ZEVEN PROVINCIE, was completed in 1953 and sold to Peru in August, 1976. Following the sale she was rebuilt into a helicopter cruiser with space for three Sea Kings. The conversion was completed in the USA in October, 1977



The submarine IQUIQUE was constructed to a modified US Mackerel class design in 1957. Eleven years later she was completely overhauled



Only a recent addition to the fleet (1978) MELITON CARVAJAL is a "modified Italian Lupo" class frigate. The massive gun forward of the bridge is a single 5 inch 54 calibre mount. Two 40mm 70 twin compact guns are also carried, as well as four twin Otomat SSMs, one Albatross/Aspede octuple A/A missile launcher, two 20 barrelled rocket launchers, two twin Mk32 A/S torpedo tubes and one helicopter. A small but very capable ship!



FERRE after second reconstruction. Note the four twin launchers for the Exocet surface to surface missile system, immediately forward of "X" turret. Since this photograph was taken "X" turret has been removed to provide a larger helicopter deck, the bridge enclosed, the after funnel remodelled and the two 40mm anti-aircraft guns replaced by twin 40mm Breda-Bofors 1.70 compact. FERRE was formerly the British Daring class destroyer HMS DECOY, purchased in 1969



A river gunboat employed on police duties in the Upper Amazon. UCAYALI is armed with two 3 inch, one 40mm and two 20mm guns. She was commissioned in 1951 with her sister ship MARANON



The German-built ISLAY is the first of four modern Type 209 submarines to enter service for Peru since 1974. Eight 21 inch torpedo tubes are provided, with reloads. Endurance is 50 days. ISLAY is crewed by 31 officers and men

Best wishes to the R.A.N.

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Fact File No.9

By ROSS GILLET

DURING the Second World War, the Royal Australian Navy constructed twenty-two different types of lighters to replenish the fleet at home and abroad. Of this number only four variants were self-propelled, the remainder being dumb lighters. The former were the 120 foot motor refrigerated lighter, the 120 foot motor stores lighter, the 85 foot motor stores lighter and the 120 foot motor water lighter.

The 120 foot types were all built in local shipyards during 1944 and 1945, and cost approximately £60,000 per vessel. Each measured 120 feet b.p. and 122 feet 3 inches overall. Extreme breadth was 24 feet 6 inches and mean deep draft 8 feet (harbour) and 6 feet 10 inches to 7 feet 3 inches (ocean). At maximum revolutions a speed of 9½ knots was obtained, but at 8 knots economical speed a range of 3,000 miles could be achieved. Over twenty tons of diesel oil and 1,070 gallons of fresh water was carried. Cargo capacity was 180 tons in the hold.

The 120 foot lighters saw service in New Guinea and the islands as well as Western Australia. Accommodation was provided for 12 in number, comprising the captain, 1st mate, 1st and 2nd engineers and eight seamen. The vessels were fitted to mount one single oerlikon on the house top, boat deck aft and a further two, one to port and one to starboard on the 'c' deck.

Three refrigerated lighters were in use, MRL 251, MRL 252 and MRL 253. As far as refrigerated capacity was concerned, the trio could accommodate 4,755 cubic feet, comprising meat and butter 3,275 c.f., fruit and vegetables 740 c.f. and dairy produce 740 c.f. Gross tonnage (for MRL 253) was 196 and net 86. MRL 251 operated with the R.A.N. until 1959 when she was sold. Number 252 was deleted in the mid 1960's after paying off in 1961. MRL 253 was renamed GAYUNDAH in May, 1969, when she became the reserve training ship at H.M.A.S. MORETON.

Two stores lighters, MSL 251 and MSL 252, were completed for the Australian fleet. In common with their other counterparts, both were fitted to carry two 12 foot 6 inch lifeboats and two liferats. MRL 252 was converted to surveying duties in 1958 and renamed PALUMA. She paid off on 30th March, 1973, and was sold on 21st May, 1974. After carrying the name MATLOCK for several years she was purchased by M. & D. Devine, converted to a luxury charter vessel and reverted to her former naval name.

The largest group numerically amongst the 120 footers were the water lighters, with six in service. As their title implies each lighter carried 175 tons of fresh water, plus 50 tons dry cargo. Tonnages differed slightly with MWL 256, displacing

Serving The Fleet



M.S.L. 788, one of nine 85 foot motor stores lighters.
(Photo — Historical Studies Section, Canberra)

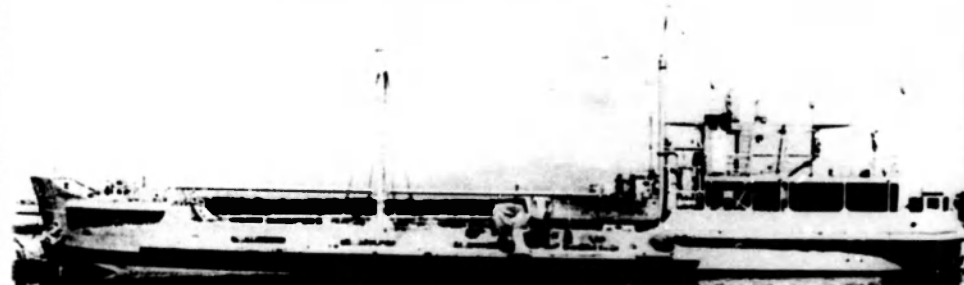
199 gross and 88 nett. A distinctive feature of these steel lighters were their derrick posts. Both refrigerated and stores lighters mounted four such appliances of two tons each. The derrick was of wooden construction and 28 feet long. The six water lighters carried only two derricks, although one single derrick post of double channels and plate was also sited amidships.

Summing up the steel motor lighter, it must be said that the craft have proved their value with several still in use with today's navy, some thirty-five years after being launched. Others such as PALUMA, survive in private enterprise. However time and age must eventually catch up and those remaining active will be retired when the four new lighters on order are completed.

The fourth type of self-propelled lighter was the 85 foot motor stores lighter. These nine craft were of wooden construction and built in a variety of Australian yards in the closing stages of the Second World War. Basically each vessel displaced 180 tons and measured 85 feet (length) by 21 feet 9 inches (extreme breadth) by 7 feet 8½ inches (mean deep draft). In addition to the navy lighters a number were built for the Australian Army.

Top speed was 8½ knots. At this rate endurance was 875 miles or 1,000 miles at 7½ knots. A crew of two officers, two engineers and six seamen was carried. The boats also stored 800 gallons of diesel oil and 600 gallons of fresh water. One 10 foot dinghy was stowed on the hatch.

Most R.A.N. vessels were disposed of by the mid 1960's with the final two, MSL 703 and MSL 707 being laid up in 1970 and disposed of the following year.



M.W.L. 251, an example of the 120 foot water lighter. (Photo — Historical Studies Section, Canberra)

NAVAL + ROUNDUP



H.M.A.S. ADELAIDE, undergoing builder's sea trials off the United States west coast, October, 1980. (Photo—R.A.N.).



The new Sea King Mk 5 helicopter for the Royal Navy. (Photo — Westland)

By GAYUNDAH

R.A.N.'s First FFG Successfully Completes Builder's Trials

H.M.A.S. ADELAIDE, the first of four guided missile frigates being built in the United States for the Royal Australian Navy, successfully completed shipbuilder's trials in the United States early in October. At a special ceremony at the Todd Pacific Shipyards, Seattle, the President of the United States Navy Board of Inspection and Survey, Rear Admiral J. D. Bulkeley, U.S.N., presented Todd Pacific Shipyards with two brooms — symbols of a clean sweep in ship presentation and for successfully completing the trials.

H.M.A.S. ADELAIDE was delivered to the Royal Australian Navy on 6th November, and was scheduled to be commissioned on 15th November. The ship would undergo further trials in the United States after commissioning, and is to arrive in Australia about November or December, 1981.

H.M.A.S. CANBERRA, the second FFG, is expected to complete trials in about two months time. The third, H.M.A.S. SYDNEY, is due to be commissioned in January, 1982 and the fourth H.M.A.S. DARWIN, in May, 1984.

New Sea King for Royal Navy

The first two of a new version of the Westland Sea King helicopter were officially handed over to the Royal Navy on 2nd October, 1980. A total of 17 Westland Sea King Mark 5 helicopters, with increased anti-submarine capabilities, are being built for the Royal Navy. In addition the Navy is to up-rate

its existing Sea King fleet of Mark 2 helicopters to the new standard.

A crew of four will fly the aircraft, with the dunking sonar operator also monitoring the LAPADS equipment at an additional crew station. To make room for the extra equipment, the cabin has been enlarged by moving the rear bulkhead nearly six feet further into the tail.

Future development possibilities for the Mk 5 Sea King include the carriage of more powerful torpedoes, and other anti-submarine sensors. The new Sea King, with an all-up-weight of 21,000lb, is powered by two Rolls-Royce Gnome engines.

Australian Defence Force Employment Statistics, August, 1980

The total strength of the Permanent Defence Force was 71,806 at the end of August, 1980, compared with 71,758 at the end of July 1980, the Minister for Defence, Mr. D. J. Killen, recently announced.

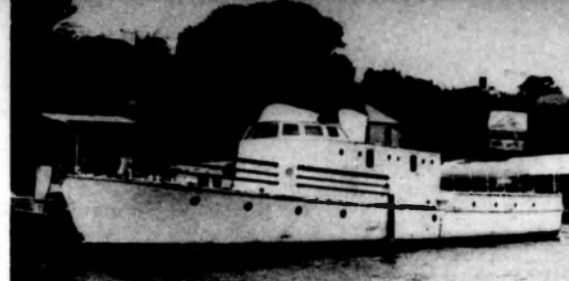
The strengths of the individual services were: Navy 16,975; Army 32,565; and Air Force 22,266. The overall strength was 785 below the 30th June, 1981, target level of 72,591.

Diamantina's Farewell to Sydney

The former R.A.N. frigate and survey ship H.M.A.S. DIAMANTINA left Garden Island on Wednesday 1st October, for the last time, having been made a gift to the Queensland Maritime Museum Association. The ship paid off in March, 1980, and moved to Athol Bight to await disposal. Later the Prime Minister, Mr. Malcolm Fraser, announced the transfer to the Queensland museum authorities in August.

The frigate will be installed as a permanently dry-berthed exhibit within the old graving dock at South Brisbane. At 0945 on Wednesday, 1st October, just before DIAMANTINA sailed, Dr. McLeod of the Queensland Maritime Museum Association presented the last white ensign flown by the ship to the Naval Support Commander, Rear Admiral Andrew J. Robertson, AO, DSC.

Sydney's last glimpse of H.M.A.S. DIAMANTINA, 1st October, 1980. (Photo — R. Gillett)



Mystery Ship? This vessel has been laid up in Sydney Harbour for a number of years and appears to be a former Fairmile B Motor Launch. Reader Brian Alsop sent in this photograph of the vessel in Morts Bay taken in September, 1980. Any readers who can identify the mystery boat are invited to write to the Editor. (Photo — B. Alsop)



Western Australian Vice President, Capt. Len Vickridge, presents the framed photograph to Cmdr. Don McLaren, Executive Officer of H.M.A.S. DIAMANTINA. (Photo — W.A. Division)





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NAVY LEAGUE NEWS

WA DIVISIONAL NOTES

By VIC JEFFERY

The Western Australian Division has
proved very active over the past months.

On July 9 members of the Executive
Council made three presentations at
H.M.A.S. Stirling. A suitably framed
photograph of the old W.A.-based
Reserve Fleet Detachment of 11 ships in
Careening Cove in 1948 was presented to
the Wardroom, Senior Sailors' Mess and
Junior Sailors' Mess.

This gesture was to honour the
R.A.N.'s past involvement with Garden
Island in Western Australia and has great
historic value as H.M.A.S. Stirling is
constructed on the shores of Careening
Cove.

The presentations were made by Vice-
President, Lieutenant Commander John
Johnson, MBE, R.A.N. (Retd.) on behalf
of the W.A. Division.

August 1, 1980 saw the Fremantle
training establishment for Junior Recruits
H.M.A.S. Leeuwin, celebrate its 40th
birthday since commissioning in 1940.

To mark the occasion the Executive

presented the wardroom with a framed
photograph of H.M.A.S. Diamantina
leaving the Port of Fremantle for the last
time on October 9, 1979. (see photograph)

Another highly successful function held
in August was a reception for 30 officers
from the visiting R.A.N. ships
participating in the maritime exercise,
Sandgroper '80.

Held in the Navy Club at Fremantle, it
was enjoyed by all present.

Special thanks must go to W.A.
Executive Secretary and Social Convenor
Mrs. Philippa Paramor who contributed a
tremendous amount of effort to ensure
this event was a great success.

Around the Tasmanian Division

Units of the division were recently
successful in applications for Queens
Silver Jubilee Appeal Awards.

T.S. DERWENT received \$2,500 to
assist in building a caretaker's flat at their
H.Q., T.S. TAMAR was granted \$800 for
beautification and land reclamation in
front of their H.Q. and T.S. LEVEN

obtained \$1,500 to help complete their
new H.Q. at the Ulverstone Wharf. The
Divisional Training Officer LCDR.
(Cadets) G. Seymour was granted \$1,500
to assist him to travel to Europe to study
training methods used by the Sea Cadet
Corps.

Cadets from various units visited
American warships in Tasmanian ports
during this quarter. Three EMU cadets
travelled to Melbourne on the USS
MARVIN SHIELDS and then flew home.
During the September school holidays
T.S. MERSEY held a ten day training
camp for 24 cadets.

EMU and LEVEN cadets provided the
ground support staff to assist in the
running of the Australian Fourth
National Simulated Field Championships
at the Penguin Gun Club range. LEVEN
will provide a Guard of Honour for the
Governor of Tasmania when he opens the
Ulverstone Show.

Recently T.S. YORK travelled to
Hobart for the combined training camp
with T.S. DERWENT during the
November long weekend. The cadets
manned H.M.A.S. HUON for Navy
Week open day and sold programmes for
the benefit of Legacy.

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The New Zealand Division of the Royal Navy

UNTIL 1913 the naval defence of the Dominion of New Zealand was provided by the Australian Squadron of the Royal Navy with its base in Sydney, but the Naval Defence Act of that year laid the ground work for an all New Zealand Squadron.

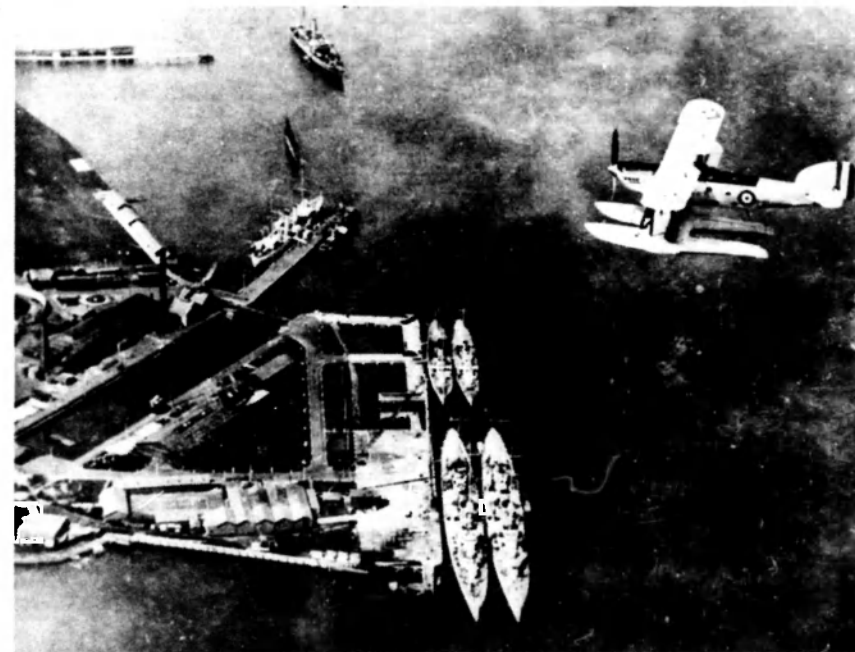
The old 3rd class cruiser "PHILOMEL" was allocated to New Zealand to be utilised as a training ship for locally enlisted personnel. She arrived in 1914, and had just begun operations when the Great War broke out.

"PHILOMEL" was detailed off, for duty in the Persian Gulf — Red Sea area, so plans for a New Zealand Navy had to be temporarily postponed.

With the coming of peace, steps were taken to form a separate New Zealand Station with Auckland as its base. In 1920 the light cruiser "CHATHAM" and the sloop "VERONICA" were commissioned for the new station. "VERONICA" arrived at the end of 1920 followed by "CHATHAM" in January 1921. On 1st March, 1921, "PHILOMEL" was commissioned as the static training ship at Auckland, but the Order in Council of 20th June, 1921, really set the ball rolling. This Order committed the Dominion to set up and maintain her own naval force. The title of the new force was to be "The New Zealand Division of the Royal

Navy." The letters H.M.S. were to be used with the ship's titles, but personnel were to be enlisted locally. The ships were to be supplied by the Admiralty, who would also supply the officers and ratings required to keep the ships properly manned.

Devonport, Auckland, was to be set up as the main establishment, with the use of the Calliope Drydock shared by the navy and the Auckland Harbour Board. An Admiralty Reserve of 4½ acres adjoined the dock, and this was to be the centre of all operations for many years, and is still in use to the present day. The old reserve proved to be inadequate and had been expanded to meet all the requirements of a modern navy. When the New Zealand Station commenced operations there were no facilities at all. Gradually store sheds



An overall view of the New Zealand Division around 1930. (Photo — R.N.Z.N.)



H.M.S. DIOMEDE. (Photo — R.N.Z.N.)

were erected, and an ammunition magazine established in the empty gunpits on near-by Mount Victoria. The new establishment's sole means of communication with the other side of the harbour was an old launch donated by HMS "NEW ZEALAND," and for transport inside the establishment a horse owned by an A.B. did yeoman service.

This was a time when the wearing of two, or even three hats was quite common. The Captain of "PHILOMEL" doubled up as the NOIC at Devonport, whilst the captain of "CHATHAM" performed the duties of Commodore Commanding, New Zealand Station, and Naval Advisor to the Government.

In March 1922 a second sloop, "LABURNUM," arrived giving the division an active strength of one cruiser and two sloops. New entries were being trained in "PHILOMEL" and the first intakes were at sea. "CHATHAM's" time on the station expired in 1924 when she was replaced by the more modern "DUNEDIN." In 1925, a second light cruiser was allocated to the station. This ship was "DIOMEDE," and was to be a familiar sight in New Zealand waters for the next eleven years. As both the new cruisers were oil fired, an Admiralty tanker, "NUCULA," was hired to support them. An oil fuel installation had to be provided at the Devonport Base.

A division of the Royal Naval Volunteer Reserve had been formed, and a training ship was acquired to teach the RNVR, New Zealand Division, ratings the gentle art of seamanship. This vessel was an ex-Royal Navy trawler that had been sold out commercially after the Great War and was purchased by the New Zealand Government in 1926. Her commissioning date was the 9th of April 1926, but her delivery voyage took eight months due to unforeseen circumstances.

This was to be the maintained strength of the New Zealand Division practically up to the beginning of the Second World

War, two cruisers, two sloops, a sea-going training ship and a static training ship.

Ratings were trained in "PHILOMEL", but advanced courses, such as wireless telegraphy and gunnery, were carried out either with the Royal Navy or the Royal Australian Navy. Many New Zealanders did their W/T courses at the signal school at Flinders Naval Depot. As can be imagined, most of the senior ratings were either Royal Navy men on loan or ex-RN men who decided to settle in New Zealand.

The Naval Base at Devonport was growing, but was still not up to the standard required, mainly due to the troubles of sharing the dockyard facilities. The cruisers had to be sent back to the United Kingdom for their refits, a very prolonged and costly arrangement. In 1931 it was decided to carry out a refit on one of the cruisers at Devonport, but the results were only moderately successful, and certainly proved that the dockyard machinery was run down. Eventually the navy was to take full control of the establishment and the situation was to greatly improve. In 1931 however, this was still a pipe-dream.

Administratively the division was controlled from the Naval Board in Wellington. The Board comprised the Minister of Defence as chairman, the Commodore Commanding the station as first naval member and the Chief Staff Officer as the second naval member. This board was constituted by an Order in Council dated 14th March 1921, and remained unchanged until 1928 when a Captain, RN, was appointed to be Second Naval Member. One can see that the board was not an ideal set up, as the First Naval Member also held the sea-going command. It was not until 1936 that a flag captain was appointed to the commodore, so that the latter could effectively carry out all his duties. Even the operation of the board left a lot to be desired. Their was no proper Secretariat,

the secretary to the commodore acted as naval secretary of the Naval Board, and expenditure was controlled by an officer of the Treasury, who was directly responsible to the Treasury, by no means a workable affair. Navy Office had begun its life in three small rooms in the Parliament Buildings in Wellington, but in 1938 Navy Office was re-constituted as a separate Department of State. The size of the board was increased, and the Paymaster Captain was added as a member and Naval Secretary. It had been a long hard battle, but a very worthwhile one.

In 1934 the new sloop "WELLINGTON" arrived in Auckland to relieve the old "VERONICA", followed in 1935 by "LEITH", which ship relieved "LABURNUM". At the same time it was thought that it was time to replace the two "D" class cruisers with more modern ships. "DIOMEDE" had been requested for operational duties on the East Indies Station for the period of the Abyssinian crisis. The ship then returned to the United Kingdom to be paid off on 31st March, 1936, her crew transferring to H.M.S. "ACHILLES", (which ship was to make world headlines several years later). In 1937 the old "Dancing DUNEDIN" returned to the United Kingdom, her crew taking over the "LEANDER". The strength was still two cruisers and two sloops, but the ships were brand new.

When the Second World War broke out, the immediate result, as far as New Zealand was concerned was that "WELLINGTON" and "LEITH" at once reverted to Admiralty control. However steps were taken to increase the strength of the division by taking up local trade vessels for war service. The trans-Tasman liner "MONOWAI" was converted to an armed merchant cruiser at Devonport, adequately proving that the dockyard which was now under full naval control had been worthwhile developing.

Three "Isles" class trawlers were commissioned in the U.K. and a program was commenced to build "Castle" class trawlers in New Zealand.

"ACHILLES" part in the Battle of the River Plate is too well known to describe here, but it is sufficient to say that the locally trained Kiwi "maelots" were every bit as good as their Imperial counterparts.

In September 1941 H.M. King George VI approved the title of the Royal New Zealand Navy. The era of the old NZ Division of the R.N. had ended. Only two ships still in commission could hold any title to being originals. "PHILOMEL" had of course been with the division from the time it was formed in 1921. "WAKAKURA" had entered the division slightly later, 1926. The Royal New Zealand Navy was to comprise relatively new ships, backed up by the two old faithfuls.

The growth of the New Zealand Division was slow, but this was not the fault of the New Zealanders. World economics had played a part, added to the fact that the Dominion boasted only a small population. By hard work a modern naval base had been built up from nothing. A small but very efficient squadron had been raised and maintained, and that a locally manned light cruiser could stand in the battle line, proved that the system really worked.

When the division was first formed



H.M.S. VERONICA, temporarily aground at Napier on the morning of the disastrous earthquake, 3rd February, 1931. (Photo — R.N.Z.N.)

there were many doubting people who were convinced that it was a waste of time and money, and that the division would never amount to much at all. How wrong they were. The Royal New Zealand Navy

of today stands as a monument to a dedicated group of officers and men who were prepared to put up with the growing pains of a new navy. They had faith, and that faith was well rewarded.

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H.M.A.S. ADELAIDE on trials November 1980 (Photo — R.A.N.)

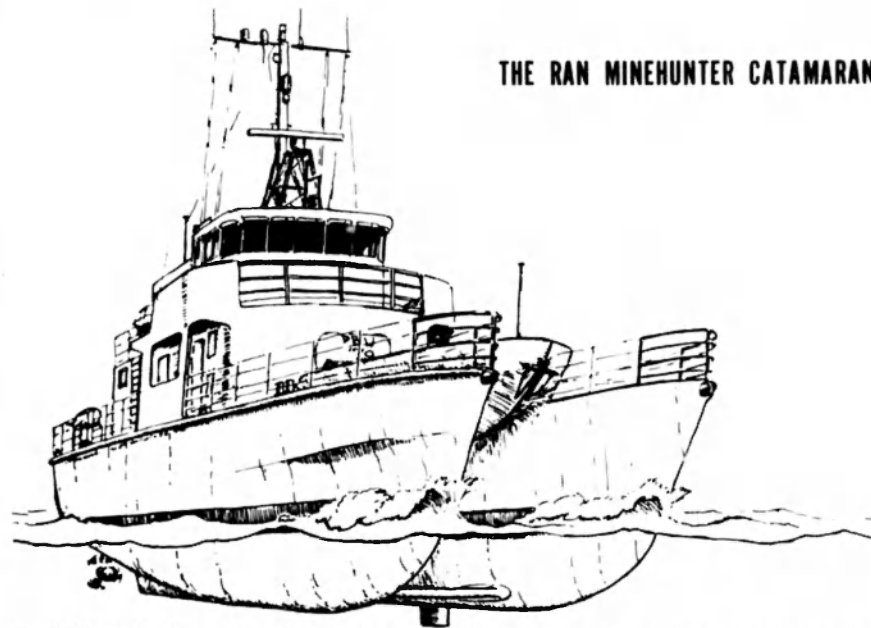


H.M.A.S. ADELAIDE and H.M.A.S. CANBERRRA at Seattle, November, 1980. (Photo — R.A.N.)



H.M.S. TENACITY, July 1980. Flying the paying off pendant. TENACITY was built in 1973 as a private venture. Her 40mm gun was fitted in 1978. (Photo — Royal Navy)

THE RAN MINEHUNTER CATAMARAN



An artist's impression of the navy's new Minehunter catamaran. Tenders for two prototypes were called for on 1st November. Up to six follow-on vessels may be ordered. (Photo — R.A.N.)

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The new Soviet assault ship IVAN ROGOV, November, 1980. (Photo — R.A.N.)



Soviet Krivak Class guided missile frigate STOROZHEVOY, November 1980. (Photo — R.A.N.)

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Left: The traditional bottle of champagne breaks across the bows of H.M.A.S. WARRNAMBOOI. (Photo — R.A.N.)

Below: Unlike larger ships, the new patrol boat got underway under her own power immediately after floating clear of her launching cradle. H.M.A.S. ADROIT can be seen to the left. (Photo — RAN).



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"AUCKEX 80"

Story and Photographs by MARK LEE



H.M.A.S. BRISBANE.

THE R.A.N. units which took part in the multi-nation exercise "AUCKEX 80" conducted off the north coast of New Zealand between October 20th-31st returned to their homeport of Sydney in mid November.

The units, the guided missile destroyer H.M.A.S. BRISBANE and the Destroyer escort H.M.A.S. SWAN with the Oberon class submarine H.M.A.S. ONSLOW formed the Australian task force which combined with New Zealand and American fleet units.

The United States of America was represented by the Spruance class destroyer U.S.S. OLDENDORF and the



U.S.S. OLDENDORF.

"COMPUTERS PROVE CHECK-MATE IN WAR GAMES"

As the familiar "Orange and Blue" forces took up their positions for the combat confrontation in the multi-nation exercise "AUCKEX 80", it was obvious to the 6000 personnel that the force with the most automated and efficient operations procedures would become the "Cat chasing the Mouse!"

The nerve centre of any warship is always the operations room. Known to most crew members as the ship's "Bat Cave" because of the dim lit appearance and its many glowing and flashing console computers, the operations room is where ships' of today's Navy place faith in their safety.

A pre-programmed exercise, due to restrictions on military operational



H.M.A.S. SWAN, transfer of stores.



Quartermaster gunner Bert Fisher operating 50 calibre machine gun on BRISBANE.

waters, the exercise still gave the atmosphere of the "Star Wars" movie with the "Goodies pursuing the Baddies".

H.M.A.S. BRISBANE, Commanded by a communications expert Captain R. M. Baird, was a member of the Naval task force. Of her opponents, one was the four year old "Spruance" class destroyer U.S.S. OLDENDORF. But it was not just a surface to surface war between the big gun and missile ships. Both forces had to withstand attacks from the Australian Oberon class submarine H.M.A.S. Onslow and the low level flying encounters by R.N.Z.A.F. Skyhawk and Strikemaster aircraft.

Between 1977 and 1979 H.M.A.S. Brisbane underwent a refit to modernise her computer warfare systems for this type of exercise. The "Naval Combat Data System" is a central computer in the operations room which controls the electronic minds of several gunnery, missile, radar, sonar and electronic warfare computers.

Feeding each other with the necessary information on contact aircraft and ships, displaying distance and speed of the enemy's approach, the computer then tells the operator the type of weapon to engage for successful destruction of the enemy. It only takes a small miscalculation by the operator and the 333 crew members of H.M.A.S. Brisbane can become a sitting target for the enemy attack. This highlights the fact that the "MAN" is the most important single factor.

The function of this exercise was to place personnel in a real war type situation with such modern sophisticated technical equipment. The more complicated the situation for the operators, the harder the task of detection becomes, but one day exercises could be replaced with the true reality of "Battle!"

Not all the action is fought in the tiny electrical computers. The Naval force

found this out when they stayed over night at a sheltered anchorage and came under attack from an enemy diving team.

Leader of the group, H.M.N.Z.S. WAIKATO, led H.M.N.Z.S. TARANAKI, H.M.A.S. BRISBANE and U.S.S. MARVIN SHIELDS into the sheltered bay as darkness descended upon them. The sudden threat of a diver attack was imminent early in the evening when patrol craft were noticed camouflaged as fishing boats in the gloomy distance of the bay.

As the dark of night thickened, the warships began preparing to commence possible battle against divers. Underwater lights were rigged, spot lights glittered over the bay as the ship's small boats were lowered to hunt on and below the surface. Aboard the ships, 50 calibre automatic machine guns began silently panning the water's surface, a diving team sat patiently ready to enter the cold dark water and search the ship's hull for mines

and explosives. Crew members were sent to emergency stations as the upper deck became alive with ghost-like figures watching for enemy divers to make their advance on the ships.

"Diver's on the port bow, Sir!" reported the lookout. The Gemini diving boat was quickly on the scene with her crew of ship's divers quietly entering the water giving chase to two divers as others began a thorough search of the hull area for suspicious objects.

The two enemy divers were captured and three explosive devices were removed from the ship's hull.

Operations like these required the alertness of many men long into the night. After working a hard, tiring day completing other exercises, it is only a tough professional man who can give more without rest or respite. It is a vitally important exercise as this could happen in earnest, anywhere, anytime.

"AUCKEX 80" demonstrated the effectiveness in which fleet units can work together. The testing of personnel in their individual procedure and operations is a necessity for operational warships, but the personnel who do all the long watch-keeping hours, run the engines and maintain the weapons systems, are the men who are prepared to fight and if necessary, die for their country. It is these men who live day to day, in and about the steel shell of their floating mistress. It only takes one man to make an error of judgement and his whole country, indeed the world, may be plunged into the holocaust he is training to prevent.

Although the computers took the honours in exercise "AUCKEX 80" with their "Check-Mate" decisions, the human factor, "THE MEN", gained vital experience in a joint exercise preparing them for what might be that terrible day of "True Battle!"



BRISBANE's bridge at action stations.

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