



● VIEWPOINT ● NAVAL MATTERS  
● CORAL SEA '92 REPORT ● USS PROTEUS  
● BOOK REVIEWS ● NAVAL NEWS UPDATE

# THE NAVY

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The magazine of THE NAVY LEAGUE OF AUSTRALIA

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## COVER PRICE INCREASE

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

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## CHANGES IN THE MARITIME SCENE

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

When I took up office in 1971, the days when a P & O and an Orient Liner could be seen at Station Pier every weekend – one inward bound and the other outward bound, had passed for ever. P & O and Orient had joined forces, but "Orient" was about to be dropped from the name.

Nevertheless, they still maintained a regular UK-Australia service that became more and more irregular as the Jumbo aircraft edged those lovely ships, together with Matson, Shaw Saville, Blue Funnel and others, out of business. I suppose cruising is a form of business, and very profitable, but it is not quite the same.

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

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

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

The ships that caused changes in the ports – in layout and facilities, have of course, themselves changed greatly:

- their dimensions have increased enormously, particularly tankers and bulk carriers, passenger ships have lost their grace and look like floating apartment blocks.
- Technological developments allow engine rooms to be controlled from the bridge. Bow thrusters and so on have reduced the needs for tugs for berthing and unberthing.
- Computers do the work of humans and have replaced men at sea as well as on land; the less men we still have to learn is what to do with the people displaced.
- with multi-skilling, the traditional professional divisions – seamen, engine-room, cooks and stewards and so on, have started to disappear and, to some extent, so has the social structure of ships' companies.

One cannot avoid reference to union influence in our Australian shipping industry.

There can be no doubt that unions have had a considerable influence on the industry over the years. It was, after all, the conditions of men aboard ships that brought about the Navigation Act of 1912 and eventually led to the power that maritime unions undoubtedly possess.

I will not go into the way that maritime unions have used their power, not least during the last 20 or so years, but today, following the many inquiries into the Australian Shipping Industry, all seems sweetness and light.

I sometimes wonder however, how much of the present harmony between shipowners and employees is due to the appalling unemployment situation in Australia, and how much to a less ideological and more practical union leadership: hopefully the latter.

Ashore, apart from the visible changes unutilised and bulk cargoes have caused, it is hard to detect any great changes.

- Long queues of trucks still wait to be loaded or unloaded – at least on weekdays, as during the weekends, there seems scarcely any activity in Melbourne or Sydney.
- I understand pilfering continues to be a problem: I wouldn't know how one pilfers a container – I suppose you pinch the whole thing.

To summarise these few comments, I think the shortcomings revealed by the various inquiries have, to a large extent, been rectified in the ships. I also think the leadership of ANMA deserves credit for uniting the shipowners and, at the same time, endeavouring to look at problems from the seaman's point of view. Ashore, there is a long way to go and until reform is achieved sea transport cannot hope to realise its full potential.

Despite the various changes I have touched upon, one factor remains constant:

- The sea continues to be the principal medium for trading nations to carry on their business. Even land-bound countries require materials that at some stage have been transported across the sea.
- There is no doubt that aircraft can now lift cargoes once thought to be the prerogative of ships – containers, vehicle, even other aircraft – but to my mind the cost would be prohibitive and I simply cannot see ships being replaced in the foreseeable future.

### Moving on to the Navy ...

If I was asked to nominate events that had brought about change in the Royal Australian Navy during the past 20 or so years, I would put high on my order of priorities:

1. The integration of the Service Departments into a single Department of Defence in the mid-seventies. The ensuing reorganisation has been going on ever since.
2. The acceptance by governments and the community generally that Australia would not in future send ships, armies and air forces abroad to supplement the military forces of allies. Rather, the Australian Defence Force would be structured to defend Australia. (This does not preclude the dispatch of our Servicemen overseas to meet Treaty obligations, in recent times we have had airmen in Malaysia, soldiers on missions under the umbrella of the United Nations and ships in the Middle East, also a United Nations operation).
3. The decision not to replace the carrier MELBOURNE, which led to the virtual demise of fixed-wing flying in the RAN and causes many to query the ability of the ADF to adequately protect shipping outside the restricted range of shore-based aircraft.
4. The decision to replace the 6 OBERON class submarines with 6 or more (6 in the event) Swedish designed, Australian built submarines. (This was a gradual development over many years. After WW2, the RN loaned its submarines to train out ASW forces, then we acquired 6 of our own – the first 4 were used primarily in the training role but the last 2 were justified on operational grounds and so the submarine has truly come into its own in the RAN.)
5. The ANZAC class destroyer project is also a notable event, not only because it marks the resumption, with the Collins-class submarines, of naval shipbuilding in Australia, but it is also a major Australia-New Zealand project.

Needless to say, the spin off for local industry from these projects has been considerable.

6. The extraordinarily rapid development of electronics and computing. There are pluses and minuses to this. Certainly, direct combat facilities are effected – for example, precision guided munitions are much more effective, making shipping more vulnerable, a minus at the moment – but on the other hand, control, communication and intelligence capabilities have been significantly improved and with other measures currently in train are making ships more defensible.

There are other factors that have changed the Navy I joined 50 years ago and began to understand, in a different way, when I became President of the Navy League 21 years ago, but those I have listed are, I believe, the important ones.

I have not touched on personnel or changes in philosophy which, among other things, have resulted in women being posted to destroyers and frigates – a rather delicate subject as far as the League is concerned.

I would like to conclude by saying that recently I queried with the Navy, the future of surface ships given the effectiveness of guided missiles as demonstrated in the Gulf War.

The response was a lengthy one and involved a reference to the way ship defences were being improved to cope with new forms of attack. One paragraph, however, I felt was particularly pertinent. It read: "Throughout history, we have seen cycles where offensive systems dominated defensive (systems), and then the reverse; where the surface combatant has been threatened but then prevailed. This is no reason to believe that this (present phase) will prove any different".

You will note the term "surface combatant" in the quotation. One hopes our defence planners will not forget the vulnerability of merchant ships as, after all, one of the principal reasons navies exist is to ensure the safety of merchant ships when threatened."

GEORGE EVANS  
Federal President

## The National Flag

While rarely portrayed as such, one of the most remarkable political developments this century took place in our island continent in 1901 – this was the decision, of their own free will, of five (and later all six) separate colonies to federate, thus ensuring that an entire continent would form one country.

Remarkably, Federation came about before the days of easy contact made possible by the motor car, the aeroplane, radio or the widespread availability of the telephone. The only contact between the East and West coasts was by sea for there was not even a railway or a road across the continent.

The event represented a remarkable display of political foresight by the people, despite the strong and growing feelings of loyalty and identity as each colony trod steadily on the path to individual nationhood. The benefits, of course, were immense, not least the avoidance of future conflicts between adjoining nations, which have so plagued other continents.

The Federation of the 6 Australian colonies required a special flag to distinguish the nation, one important reason being to enable the new Australian entity to comply with the provisions of legislation governing colonial naval forces and the mercantile marine. A public competition for the design was then held, thirty thousand entries being received. Five winning entries were practically the same, so the prize money was distributed between these five competitors.

The winning design, the judges said, had three outstanding qualities. It showed the Federation of the once-separate Australian Colonies, it was distinctive (it displayed the Southern Cross, the brightest constellation in the Southern Hemisphere), and by its display

of the Union Flag it illustrated Australia's loyalty to the then British Empire. The Union Flag was sited in the top left hand corner with the Southern Cross on the right hand side. Immediately below the Union Flag was the Star of Federation with its seven points – one for each of the six States and one for the Territories. The selected Australian National Flag was first flown on 3 September 1901 at the Exhibition Building in Melbourne.

For many years the blue version was regarded as an official flag for flying at Commonwealth Establishments (including warships in harbour) only. The red Merchant flag was often flown privately on land. However, in 1941 the Prime Minister, Mr Menzies, extended greatly its use including for the public generally.

Since 1901 it has been flown proudly by our armed forces and overseas representatives in many countries worldwide, and in more recent years by our national teams and by individuals. It has thus over 91 years become a national symbol of deep emotional significance to many of our people. In so far as it is possible for the flag of any small power to become well-known around the world, ours has achieved particular prominence. It was given formal legal recognition in the Flags Act of 1953.

Now there are moves afoot to introduce a new Australian National Flag, the design of which has not yet been revealed. The broad grounds being advanced are that the present flag is no longer representative of the make-up and loyalties of our people, and indicates by the presence of the Union Flag in one corner, a form of subservience to the United Kingdom.

But are durable national symbols such as flags created by a mere move of Governments without overwhelming public pressure and support?

For most countries, new national flags have emerged from some traumatic national crisis accompanied by an upsurge of patriotism, often during war. Good examples of this are the US and French flags born of a War of Independence and a Revolution respectively.

Of course there is the oft-quoted case of the change of the Canadian flag in recent times of piping peace. But this seems a special case born of huge concern over the probable secession of the French-speaking Province of Quebec allied to a feeling that the old flag was somewhat complicated and undistinguished. In the event many consider that though the new Canadian flag is far more distinctive than its predecessor, it has not brought the sought-for unity, which remains elusive due to the deep cultural differences between Quebec in particular and most of the remainder of Canada.

What then is the case for change in Australia?

There is a feeling in a significant segment of our people that ties with Britain have weakened greatly in recent decades and that the presence of the Union Flag on our flag indicates a form of continuing subservience to the United Kingdom. With the multicultural society now being pursued by our Government, this is considered to be neither appropriate nor conducive to national unity.

These considerations are countered by those who consider that migrants came to this country to take advantage of the many great legacies of our British past, including such aspects as democracy, a stable political system, and the rule of law, and that they should expect to fit into our ways and support our national symbols and not seek to change them.

Others believe that the Union Flag in no way indicates subservience but rather portrays the nation's origin, its values, and its past history. They point to Hawaii which, though part of the United States, retains the Union Flag as a segment of its national flag. Similarly, though no longer a member of the Commonwealth, South Africa retains the Union Flag in its national emblem.

Another common complaint is that our current flag is often not well-known abroad and it is claimed that a new flag would be more recognisable. However this assertion seems doubtful, for few of our own well-travelled citizens could describe accurately even a dozen of the flags of the 160 or so nations now in the world, and it would seem reasonable to assume that similar flag ignorance is and will remain

prevalent in other countries.

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

Strong views against change are held by many of our citizens who consider our flag to be beautiful, very distinctive, part of the fabric of our society and indicative of our past history, origins and culture. Emotions run high, particularly among many ex-servicemen and their relatives and friends, for many soldiers, sailors and airmen have fought and died for Australia under our flag in the many wars in which we have taken part in the last 91 years.

To them, the presence of the Union Flag in the corner is a reminder of the origins of the early citizens who discovered, formed and developed the nation. It is a reminder of the priceless legacies of the many institutions we have inherited, and in no way indicates subservience to any nation.

Perhaps the arguments for and against boil down to the very personal psychological approach of individuals: whether the presence of the Union Flag is seen as part of our history and origins, or whether it is seen as representing subservience to Britain.

Maybe one day the flag will be changed, but if a new one is to become a national unifying symbol many believe it will need to be born of some deep national experience with the great majority of our citizens supporting the change. Should it be imposed on the people, a new flag could become a factor for disunity, or even disintegration rather than for unity.

A.J. ROBERTSON  
Rear Admiral (Rtd)

Vice President The Navy League of Australia

## VALE — SIR JOHN BATES

The NAVY reports with regret the death on 28th March 1992, of Sir John David Bates, CBE, VRD, Chairman of the Australian Navy League Council 1947-50 and first President of the Navy League of Australia, 1950-55.

John Bates was born in England on 1st March, 1904, and educated at Plymouth Grammar School. After a short spell with Thomas Cook & Company he went to sea as an Assistant Purser in the Orient Line and served that company afloat and ashore for many years.

He left the sea in 1929, married in Australia the following year and took up a series of appointments with the Orient S.N. Company in Brisbane, Sydney and Melbourne. He became General Manager of the Company in Australia in 1954 and Deputy Chairman of P & O - Orient when the two Companies merged in 1960.

Awarded a CBE in 1962, John Bates became Chairman of the Australian Tourist Commission in 1967 and held that position until 1969, when he was knighted. Sir John then served for three years as Australian Consul-General in New York. He was a Director of several Companies and a Trustee of the Art Gallery of NSW.

John Bates joined the R.A.N.V.R. in 1932 and during the war served at Navy Office Melbourne 1939-40; on the staff of the Naval Liaison Officer, London, 1940-43; and as Deputy-Director Far Eastern Liaison Officer 1943-45. He held the rank of Commander.

Lady Bates died several years ago and Sir John is survived by his son, David, who lives in southern Tasmania.

Sir John was to have been guest-of-honour at the Navy League's Federal Council meeting in November, 1992, but sadly, he was not well enough to attend.

# 92 CORAL SEA

Compiled by Ross Gillett.

*As highlighted in the last issue of The Navy, the 50th Anniversary of the Battle of the Coral Sea was commemorated across Australia, with particular emphasis in Sydney and Townsville, from late April to mid May*

*Focal points of the celebrations were Exercise Coral Sea 92, the five day visit to Sydney by the 33 year old aircraft carrier USS INDEPENDENCE, the Coral Sea Parades through the streets of both cities and for Townsville the Commemorative service held aboard USS BLUE RIDGE, in company with five other RAN/USN ships on Sunday 10 May, 1992.*

*All Divisions of the Navy League participated in a wide range of activities arranged to mark the 50th Anniversary of the Battle of the Coral Sea.*

*Of particular interest to Victorian members was an evening reception arranged in conjunction with the Australia-America Association and held in the restored barque POLLY WOODSIDE. Over 200 guests attended, including the Lord Mayor of Melbourne, and the Mayors of Port Melbourne and Williamstown, the Consul - Generals of the United Kingdom and the United States, the Naval Officer Commanding the Victoria Area and the Commanding Officers of the visiting USS REUBEN JAMES and HMAS BRISBANE.*

*The popular Victorian Naval Band, the services of which had been in even greater demand than usual during the celebrations, contributed to the success of the evening.*

*The following description of some of the more notable events is re-produced in The Navy as an indication of the success of the Anniversary.*



USS  
INDEPENDENCE



G'day mates. INDEPENDENCE sails down the Queensland Coast

Battle of the Coral Sea remembered onboard 27 April

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## THE EXERCISE

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

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

Ships involved included:

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

- The replenishment ships HMAS SUCCESS and USNS ANDREW J. HIGGINS
- The patrol boat HMAS FREMANTLE.

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

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

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



takes off and touches down.



F-14 Tomcats; prepared for the catapult launch



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

(Photos J. Straczek)

## USS INDEPENDENCE AIR DAY

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

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

INDEPENDENCE carried her normal airwing comprising fighter,

attack, electronic warfare, early warning and anti-submarine aircraft (see details and profiles below).

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



Grumman A-6 Intruders; alongside a Tomcat ready for launch and about to touch down.



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



## CARRIER AIR WING

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

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

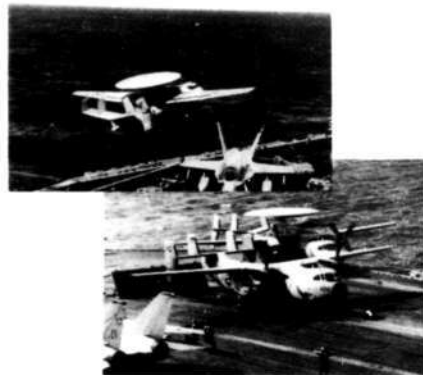
The Carrier Airborne Early Warning Squadron flies the Grumman

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

Our Tactical Electronic Warfare Squadron flies the EA-6B Prowler. The Prowler is admirably suited to provide early warning through its electronic equipment and can confuse the enemy by electronic jamming.

The embarked Helicopter Anti-Submarine Squadron is equipped with the latest advances in anti-submarine warfare. They also serve as rescue aircraft, and provide a modest logistics capacity.

The S-3B Viking, with its on board and deployable sensors can independently search, locate and classify submarines. In the times of hostilities, the S-3B carries homing torpedoes to destroy the enemy under the sea.



Grumman E-2 Hawkeye: Greyhound, parked and with wings folded; Greyhound and Hawkeye ready for launch; Greyhound COD launched with a full load of twenty-four passengers. (Photos - J. Straczek)



USS MOBILE BAY comes alongside the carrier INDEPENDENCE for the formal Coral Sea ceremony on 31 April; the Marine Corps Guard and MOBILE BAY speeds away. (Photos J. Straczek)



## FLEET ENTRY

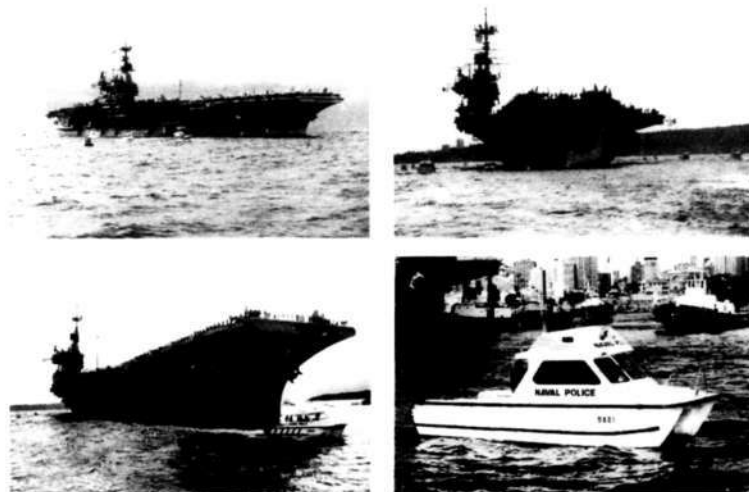
The combined fleet of Australian and American warships, led by the aircraft carrier USS INDEPENDENCE entered Sydney Harbour on 1 May at the start of the 50th Anniversary of the Battle of the Coral Sea.

Crewed by nearly 5000 officers and men, the 320 metre long carrier sailed between the "Heads" at 6.30am, berthing alongside the Fleet Base and Garden Island at 8.00am.

The Governor General, His Excellency the Honourable W. Hayden, the US Secretary of Defence Mr. R. Cheney and other VIPs embarked in HMAS PROTECTOR, to review the entry of the remaining 10 ships from near Bradley's Head. The first group of warships in the official

Salute included the flagship HMAS SUCCESS, command ship USS BLUE RIDGE and guided missile cruiser USS MOBILE BAY. HMAS SUCCESS and BLUE RIDGE both fired 21-gun salutes in honour of the Governor General.

Seven ships, comprising group two, were led by HMAS HOBART. These included HMA Ships BRISBANE, ADELAIDE and CANBERRA and the US Ships FLETCHER, OUELLETT and REUBEN JAMES. All except HMAS CANBERRA rounded Fort Denison and proceeded immediately to other ports in Hobart, Newcastle, Melbourne and Brisbane.



USS INDEPENDENCE enters Sydney Harbour on 1 May; proceeding to her berth; the first super carrier in Sydney since 1968; RAN Sea Kings fly the national flags of both countries; being pushed into her berth and naval police on patrol. (Photos J. Straczek)





Ceremonial entry 1 May;  
Command ship USS BLUE  
RIDGE; USS MOBILE BAY,  
VIPs aboard HMAS  
PROTECTOR; PROTECTOR



and USS REUBEN JAMES;  
HMAS CANBERRA; HMAS  
TOBRUK; USS FLETCHER;  
USS OUELLET and late arrival  
USS ANDREW J. HIGGINS

## USS INDEPENDENCE

The first INDEPENDENCE was a continental sloop of 10 guns under the command of Capt. John Young.

The second ship bearing the name of INDEPENDENCE was a 74-gun vessel, launched in 1814. Until it was placed out of commission in 1912, the second INDY served as a flagship and a receiving ship.

INDEPENDENCE number three lived a short life as a member of the Naval Overseas Transportation Service. It was commissioned in 1912 and decommissioned in 1919.

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

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

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

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

After the ceremonies, congratulations came from countries throughout the world and from leaders of foreign nations. The most remembered of these congratulations was a telegram and gift, a silver coffee service, from the citizens of Independence, Iowa, population 4,865.

In 1962, INDEPENDENCE was ordered to the Cuban coastline by President John F. Kennedy as part of the naval blockade during the Cuban Missile Crisis.

In 1964, the ship broke almost all of its own aircraft operational records during a 217-day at-sea period that included over 100 days off the coast of Vietnam in the South China Sea. For her outstanding performance during the period INDEPENDENCE was awarded the Navy Unit Commendation.

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

In 1970, INDEPENDENCE was awarded the Meritorious Unit Commendation of her performance in Jordanian contingency operations. The ship hosted the change of command events for 2nd Fleet in August 1971, and a month later, crossed the Arctic Circle, making each crew member an official "Bluenose."

INDY'S 150,000th arrested landing occurred in February 1972, shortly after the Chief of Naval Operations, Adm. Elmo Zumwalt, visited the ship.

In 1973, President Richard M. Nixon delivered his annual Armed Forces Day address from INDEPENDENCE.

In 1977, after INDY's 12th Mediterranean deployment, she began a lengthy complex overhaul. The work lasted for nine months and cost over \$90 million.

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

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

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

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

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

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

In July 1990, INDEPENDENCE and her air wing, CVW-14, departed San Diego and steamed west, which marked the ship's first Western Pacific/Indian Ocean deployment. While performing routine exercise in the Indian Ocean, INDY was called upon to deter Iraqi aggression on its neighboring Arab countries. INDEPENDENCE was called upon aircraft carrier on the scene in the Gulf of Oman operation as part of a multi-national response to Iraq's invasion of Kuwait, code named "Operation Desert Shield."

On Oct. 2, 1990, INDEPENDENCE became the first aircraft carrier since 1974 to enter the Persian Gulf. On station in the Persian Gulf/Gulf of Oman region for over 90 consecutive days, INDY earned the Armed Forces Expeditionary Medal.

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

### Facts and Figures

Overall length.....	1,070 feet
Height (keel to mast top).....	Equal to 25-storey building
Extreme width.....	252 feet
Flight deck area.....	4.1 acres
Telephones.....	2,300
Operational displacement.....	80,000 tons
Horsepower.....	280,000 shaft horsepower
Top speed.....	More than 33 knots
Fuel consumption at full power.....	150,000 gallons a day
Propellers (4).....	21 feet in diameter
Anchor chain.....	360lbs per link
Rudders (2).....	45 tons each
Aircraft elevators (4).....	110,000 lbs capacity
Fresh water plant.....	380,000 gallons daily
Electrical power.....	Equal to city of 40,000

## CORAL SEA OPEN DAYS



Crowds flocked to visit the USS INDEPENDENCE on 2 and 3 May. (Photo RAN)

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

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

## COMMEMORATION SERVICE



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

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

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

## CORAL SEA 92 PARADE



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

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

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

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

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

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

## INDEPENDENCE SAILS



Farewell to Freedom's Flagship, 5 May. (Photos J. Straczek)

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

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

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

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

As the INDEPENDENCE sailed down harbour, her crew lined the deck, waving to the farewelling flotilla of boats and official craft. By



midday the command ships BLUE RIDGE and cruiser MOBILE BAY had followed in the wake of the 'INDY', watched by thousands of onlookers.

Not since the visits of the battleships MISSOURI and NEW JERSEY had the welcome to a visiting warship been so successful. As the ships made their way to their next destination all spoke warmly of Coral Sea 92, the 50th Anniversary of the sea battle that forged the alliance and friendship between two navies and the two nations.

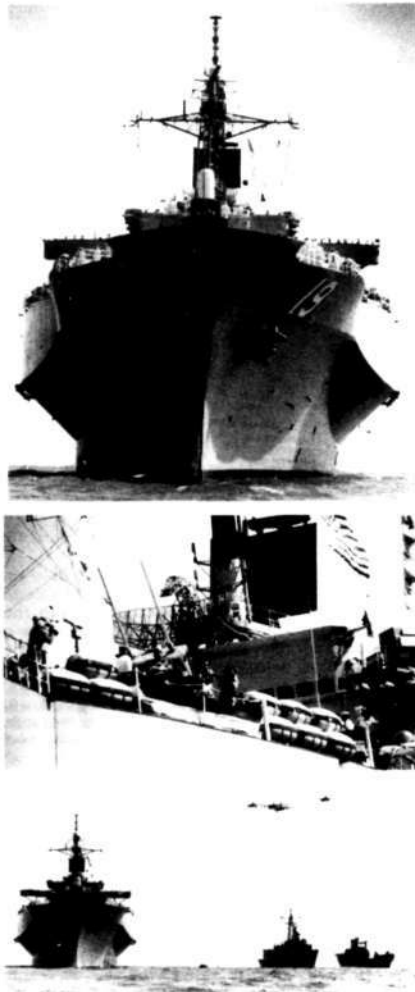


## TOWNSVILLE COMMEMORATION

PHOTOS BY MAL LANCASTER  
DEFENCE PR, BRISBANE



Townsville celebrations: welcome to Townsville 8 May; city parade 9 May; USS BLUE RIDGE off the coast 10 May; casting the wreath 10 May and RAAF/USAF salute 10 May



## NAVAL MATTERS

by A. W. GRAZEBROOK

NAVY  
A Force For Peace

In the year of the fiftieth anniversary of the Battle of the Coral Sea, it is natural that Australians should think primarily of their Navy at war.

However, if Australia's defence forces been successful (in conjunction with their allies) in peace, that is in applying the principle of the deterrent, World War II should never have broken out.

The circumstances of the 1920s and 1930s were very different to those of today. During the 1920s and 1930s, Britain and the United States filled very different roles to those they will perform in the 1990s. Nevertheless, the principle of the deterrent remains paramount in our national defence strategy.

With the end of the super power balance between the United States and the former Soviet Union, the stabilising influence of the USA is diminishing with the reduction of forces in the Western Pacific and Indian Ocean. The stabilising influence of the Soviet Union seems set to have disappeared almost completely.

At the same time, regional powers are spending some of the proceeds of economic prosperity on strengthening their armed forces. Under their present governments, that strengthening is not a precursor to military expansion. Regional governments are rightly apprehensive about the diminution of the super power stabilising influence.

A wise Australian government would share that apprehension and develop the Australian Defence Force to meet the changed circumstances.

These changed circumstances have been described graphically by Norman Friedman, the perceptive and knowledgeable United States defence expert.

Writing in the United States Naval Institute Proceedings, Norman Friedman said "we will face a radically unpredictable Third World, bubbling with intermittent crises. Our overriding need will be to deal with these crises quickly and at the lowest possible levels of violence. Inadequate response will merely encourage further problems; overcommitment will tie us down and leave other adversaries free to create their own brands of mischief."

Friedman went on to highlight the advantages of ships in dealing with crises quickly and at the lowest possible levels of violence. Ships can stay in an area for weeks and months. The ships must be supported by reliable tactical intelligence to enable the ships to move from passive to active operations quickly if the need arises.

Naval forces are ideal for these roles. "Land based aircraft can appear only intermittently. Troops are a last resort; their deployment signals a failure of the policy of presence, an overengagement," continued Friedman.

Friedman was writing about the United States. Some of his points do not apply to Australia. Many of the most important points of principle do apply to us.

For Friedman is highlighting the key role played by navies in what is termed in the Australian Defence Force "graduated response". Under graduated response, the ADF will respond to minor adverse developments with only just enough force to prevail. If the developments become more severe, the ADF will increase the strength of its response gradually.

For Australia, the ADF's Maritime Command provides the graduated response in our area of direct military interest. Naval vessels are constantly at sea, maintaining a presence in Australian waters and with friendly maritime forces to our north. RAAF P-3C Orion long range maritime patrol aircraft conduct regular patrols in the same area, in some cases working from airfields in friendly countries.

The primary role of Navy's submarines is reconnaissance. This fact is clearly recognised in the design and capabilities of the new Collins class boats. Thus submarines play an important part in providing the tactical intelligence to which Norman Friedman referred.

Navy's newer major combatants, the FFG7 class frigates, are ideally suited to the graduated response role, with the ability to participate in full combat should this be necessary.

With helicopters integrated into their operations, our modern frigates have a range of offensive and defensive weapons, sensors and other capabilities that enable them to remain in a given area for weeks on end. In the range of weapons, the gun provides the first offensive capability in the stages of graduated response. Using target information provided by Seahawk helicopters, Harpoon surface to surface missiles provide a much more potent longer ranged offensive capability.

On the defensive side, the Standard area defence surface to air anti-aircraft missile systems and Phalanx close in weapons systems can counter the air threat.

Turning to anti-submarine defences, the

Mark 32 anti-submarine torpedo tubes provide some close in defence but the Seahawk helicopters are vital for effective defence and some tactically offensive action against the submarine threat. Nevertheless, to gain the maximum benefit from the Seahawks, they need active sonar systems and air to surface missiles.

Navy's DDGs — PERTH, HOBART and BRISBANE — are useful units but they lack the capabilities of a helicopter.

The new ANZAC class frigates have the potential to provide the full range of graduated response. The 127mm gun is an ideal weapon for the lower stages of graduated response. The Mark 41 vertical missile launching system provides one of the best point defence anti-aircraft systems available.

Although the ANZACS will be equipped for the Seahawk, no helicopter type has yet been selected. An helicopter at Seahawk size and capabilities is essential to optimise the potential of these ships in graduated response.

In afloat support, SUCCESS recent refit included modifications to permit the permanent embarkation of a Sea King utility helicopter. WESTRALIA is a very useful ship, but her lack of helicopter facilities is a limitation. SUCCESS and WESTRALIA play an important role in graduated response.

Although the Sea King helicopters, retired from anti-submarine warfare, are in service in the utility (vertical replenishment etc) role, they need replacement soon. The acquisition of a good utility helicopter is essential.

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

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

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

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

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

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

For dealing with crises quickly and at the lowest possible level of violence is what graduated response is all about.

# KANGAROO

## 92

BY LIEUTENANT CHRIS GALLOWAY  
PHOTOS BY JOHN MORTIMER

The RAN faced many special challenges during Kangaroo 92, which was conducted in the Northern Territory and the Kimberly region of Western Australia



HMAS TOBRUK at anchor



LCHs approach the landing point



HMAS BRUNEI about to secure to the stern door of HMAS TOBRUK

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

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

As early as the second week of March Kamarian forces were observed inserting small raider units at remote locations on the coast.

RAN patrol boats were kept busy during this time by a number of Kamarian "fishing boats" acting as intelligence gatherers and troop carriers.

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

By the middle of the month a number of trawlers and patrol craft had been dispatched by RAAF F111s, P3 Orions and the fleet of DEs and

patrol boats participating in the exercise.

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

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

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

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

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

On the whole, the winner of the "war" was neither Kamaria or Australia - but rather the ADF: our Services' standards of training and professionalism were again tested and found to be up to the mark.

# KANGAROO

## 92



Army personnel board a Navy Sea King for transport to the "war zone".

Exercising in all weathers, this time a rain squall.  
(Photo — DPR)



HMA Ships JERVIS BAY and TOBRUK, stern to stern for vehicle transfers



Blackhawk above HMAS TOBRUK

HMAS BRUNEI offloads an Army truck to TOBRUK

# Newcastle Launched

From Frigate Log

Another milestone was reached at 1800 on Friday 21 February 1992 when the last of the FFG's, NEWCASTLE was launched at the AMECON Shipyard Williamstown. The weatherman in Melbourne Town turned on a splendid day for the launch of the new frigate — quite surprising if you've ever lived in Melbourne.



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

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# NAVAL NEWS



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

## FIRST FOR 35 YEARS

One visitor to the Port of Fremantle in Western Australia which went virtually unnoticed was the former Royal Australian Navy destroyer escort HMAS PARRAMATTA.

Towed by the diminutive tug WOOREE, the PARRAMATTA was towed into Fremantle on the evening of March 11.

Leaving two days later enroute to the shipbreakers yards in Pakistan, PARRAMATTA was the first former Australian warship to be towed out of Fremantle bound for the scrap yards since the last three corvettes of the postwar Garden Island-based Fremantle Reserve Fleet Detachment left nearly 35 years ago.

Way back on November 27, 1957 the former RAN corvettes GLENELG, KATOOMBA and PARKES were towed out by the tug BUSTLER bound for Hong Kong where they were broken-up for scrap.

The 30 year-old PARRAMATTA was followed soon after by her sister ship, the former HMAS STUART which had been swinging around a buoy in Cockburn Sound for the past six months.

STUART was towed away on 7 May bound for breakers yards in Singapore.

## NAVY GOES MULTIMODAL

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

The PFSU — effectively a portable naval base — comprises 22 ISO 20-foot containers which, with the addition of two diesel generators, can be unpacked and reassembled to create a self-contained "village".

It is intended for use with the RAN's

Mine' Counter-measures Taskforce of minehunters, minesweepers and Craft of Opportunity (civilian vessels fitted for temporary service) in locations where no base exists.

It can be transported to any location by road, rail or ship and three of the key units can be airlifted.

The \$2.8 million unit was constructed by Tasmanian-based Project Resources Pty Ltd, a joint venture by five specialist companies: Tas Engineering, Delta Hydraulics, Doric Engineering, Ron Gee Enterprises and Stephenson EMF Consultants.

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

The base consists of:

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

- dining area;
- offices;
- workshops;
- fresh water storage and distribution systems;
- sewage and waste collection storage and treatment plant;
- electrical power generation and distribution;
- freezer/refrigerator; and
- general stores.

The base also has a security fence; external floodlighting, closed-circuit television and lightning protection systems.

Among its conveniences are showers, toilets, a covered recreational area, a hi-fi system, TV and video, and the ability to feed 100 people three meals a day.

The containers are specially panelled and fitted out for thermal efficiency and can cope with outdoor temperature variation from -10 degrees C up to 50 degrees C.

All of the modules have a hydraulic lift/levelling system in each corner post, worked by a joy stick-controlled, diesel generator-based power pack.

Also featured is a main switchboard which serves both the village and the mine-hunters when docked.

## NEW FRIGATE HMAS MELBOURNE ARRIVES

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

MELBOURNE was built by Amcon in Williamstown, Victoria, being laid down 12 July 1985, launched on 5 May 1989 and commissioned for the first time on 15 February 1992. She is the third Royal Australian Navy ship to be named after the Victorian capital, the first a light cruiser served 1913-1928 and the second, the



(LEFT TO RIGHT) are VADM MacDougall, Mrs Alison Gates (wife of the current CO of FFG02), Mrs Margaret Booth (Secretary of the ACT Chapter of the Naval Historical Society - who organised the presentation) and Chief Minister Follett.

aircraft carrier between 1955-1982.

For her maiden voyage into Sydney MELBOURNE sailed through "the Heads" at approx 8.15am berthing at the Fleet Base in Woolloomooloo at 9.00am. The ships Commanding Officer is Commander Graham Johnson.

## A TALE OF THREE CANBERRAS

Chief of Naval Staff VADM Ian MacDougall recently presented mounted photos of the two RAN fighting ships to sail under the name 'CANBERRA' to Chief Minister of the Australian Capital Territory Rosemary Follett in a brief ceremony in the National Capital.

The two photos, taken about 50 years apart, show the County Class Cruiser (CANBERRA 1 - sunk in the Battle of Savo Island on August 9, 1942) against a

backdrop for the uncompleted Sydney Harbour Bridge; and the guided missile frigate with the harbour bridge and opera house background.

## RIMPAC EXERCISES BEGIN

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

HMA Ships SUCCESS (fleet oiler), HOBART (destroyer), CANBERRA, ADELAIDE (frigates) and OTWAY (submarine) departed the Fleet Base Sydney in Woolloomooloo.

More than 1000 Australian officers and sailors will partake in the exercise between June 19 and 2 August. Naval units from the United States, Canada, South Korea and Japan are also participating.

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

## GUNUNDAAL JOINS THE FLEET

The Mine Countermeasures forces for the RAN have been boosted by the addition of AM GUNUNDAAL.

Originally built as a 27.5m steel hulled prawn trawler, GUNUNDAAL started life in 1979 being named FLAMINGO BAY in



The new HMAS MELBOURNE arrives in Sydney. (Photo - RAN)



RIMPAC ships sail from Sydney, bound for the American west coast. (Photo - RAN)

1982. It was subsequently converted into a diving charter and underwater research vessel.

To fill the gap left in the Interim Minesweeping Force (IMFOR) by the departure of SALVATORE V. GUNUNDAAL was commissioned into the RAN 11 May 1992. The ceremony was attended by Commander Carolyn Brand (COMAUSMINFOR) and Commander David Ramsden (MSPD) who witnessed NOCQLD's wife bring the ship into RAN service.

The ship will carry the name of GUNUNDAAL, a World War I Minesweeper. All other vessels in the IMFOR (KORAGA and BROLGA) are similarly named after previous WWI RAN Minesweepers.

GUNUNDAAL arrived in Sydney 26 May and immediately commenced an intensive series of trials and evaluations.

## MISSILE FIRING

The new guided missile frigate HMAS MELBOURNE undertook two successful missile firings of her Standard missile system off Jervis Bay in May. The \$1 million weapons engaged and shot down targets towed by the Jindivik pilotless aircraft.

In late May the ship returned to Williamstown for modifications to her equipment since commissioning on 15 February.



HMAS MELBOURNE fires her first Standard missile off the NSW coast (Photo RAN)

## FINAL FAREWELL FOR STUART

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

Known as the "Tartan Terror", she was de-commissioned on June 26 last year after 28 years in service.

STUART travelled more than 700,000 nautical miles and had many firsts in its career including being the first destroyer

homeported in WA on January 20, 1984.

Built by Cockatoo Island Dockyard, NSW and commissioned on June 28, 1963, STUART was awarded the Duke of Gloucester Cup for the most efficient RAN unit in 1973 and 1976.

The once proud warship was towed away by the tug Eagle to Fremantle for final preparation before for the long voyage to Singapore to be broken up for scrap.

## NAVY RESCUES THOUSANDS OF ENDANGERED GIANT CLAMS

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

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

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

The problem of clam overcrowding arose in the course of a research project by Townsville's James Cook University at Orpheus Island, north of the city.

The University's School of Biological Science has successfully bred 'in captivity' in Pioneer Bay about 90,000 giant clams ranging in age from two to eight years. The clams, *Tridacna gigas*, are listed as an endangered species in the Register of the International Union for Conservation of Nature.

"It's an experiment that has been outstandingly successful," said GBRMPA Senior Project Officer Mr Mike Bugler, "in fact, it has been too successful."

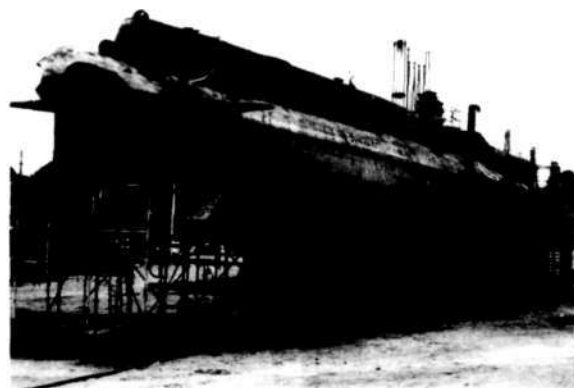
"The oldest clams now weigh eight to 10 kilograms and - more significantly - are up to 40cm long and 20cm wide and severely crowding each other."

"It was virtually a race against time with about 6000 of the larger clams - the ones the subject of stage one of the plan - because the overcrowding has become so acute they could die suddenly, without notice and in huge numbers."

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

"Safe movement of the clams over any distance required that they be transported in water and in a single layer because they require light to survive," he said, "this is why





we approached the Navy for a landing craft – a vessel with the largest-possible deck area. “We obtained big troughs, laid over the area and shade cloth to cover the clams for the voyage to ‘freedom’.”

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

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

“It provides an opportunity for the Navy to contribute to the betterment of the environment at the same time as carrying out normal operations,” he said.

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

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

# “Australia” To The Rescue

By LCDR M. J. Gregory RAN (Rtd)

On Monday 28th October 1940, I was serving as an eighteen year old Midshipman in HMAS “AUSTRALIA” an 8 inch gunned cruiser. At that time, we had arrived on the Clyde, at Greenock, Scotland, only two days earlier after passage from Gibraltar.

What a contrast we found the weather from our recent time in the tropics, cold days and even colder nights, and rough Atlantic weather to cope with at sea.

We were ordered to sea that afternoon, to join a search for a German merchant raider, reported operating against our shipping, keeping open the life line from the United States. The convoys were necessary for Britain’s survival, bringing food, oil, etc. to allow the continued struggle against Germany by Britain and her dominions, Australia, Canada and New Zealand. In 1940, this small group alone represented the free world against the might of the Third Reich.

The “Australia” and her crew were there to play our own small part in those very dark days. Notwithstanding the growing U Boat menace, and the wide geographic area covered by German aircraft our merchant ships, and those of many neutral countries were still at sea; many ships survived, to arrive at their destinations on the West coast of the United Kingdom.

As Tuesday dawned, we learned of a coastal command Sunderland flying boat which had made a forced landing in the Atlantic ocean West of the Hebrides. Our task was to try and locate this RAF air craft. There was a gale blowing, the barometer had fallen, visibility was poor, and, finding the Sunderland in such adverse conditions appeared difficult, if not unlikely.

The ship was running with an extremely rough sea rolling heavily. During the forenoon, the flying boat kept up transmissions on her radio so that we could use our directional finding equipment to locate her, and then search along this D/F bearing. Just after noon we received a message from the flying boat “Hurry up – am breaking up”.

As we approached closer to her estimated position we made smoke at intervals, hoping the crew could spot us.

Visibility was now, very low, and we had increased speed to 26 knots in an attempt to arrive before it was too late – but the ship was making very heavy weather of the prevailing conditions.

A huge sea was running, and our heavy cruiser, when picked up on the crest of each wave then surfed down into the next trough, and the wind was blowing a gale.

At 1435 the Sunderland was sighted ahead, her tail occasionally visible above the huge waves – a crew member constantly operating a flashing light to guide us.

When only a half a mile from the boat, one of her floats dropped off, a moment later, an enormous wave picked up the Sunderland, and flipped it completely over on its back.

We could see only one crew member perched on the upturned boat.

We now approached from windward, drifting down onto the wreckage, ropes having been prepared over our starboard side, scrambling nets, and jumping ladders were also placed over the starboard side.

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

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

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

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

At 1725 we were forced to abandon our rescue attempts, and altered course to the South, and proceeded at only 9 knots into the face of the storm.

The Sunderland had left its base at 1700 on Monday evening, sent out to escort a convoy but, the poor visibility prevented them finding their convoy, and the weather was too bad to enable the crew to obtain a D/F bearing of their base. The high winds caused more petrol to be used than normal, and so, at 0700 that morning, they ran out of petrol, and were forced to attempt a landing in the Atlantic ocean.

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

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

The airmen were all sea sick, and very weak from this ordeal.

Although this rescue took place over fifty years ago, I can still visualize the joy on the faces of those rescued, and remember the anger and the sadness we all experienced at having to leave the remaining four to face a certain death.

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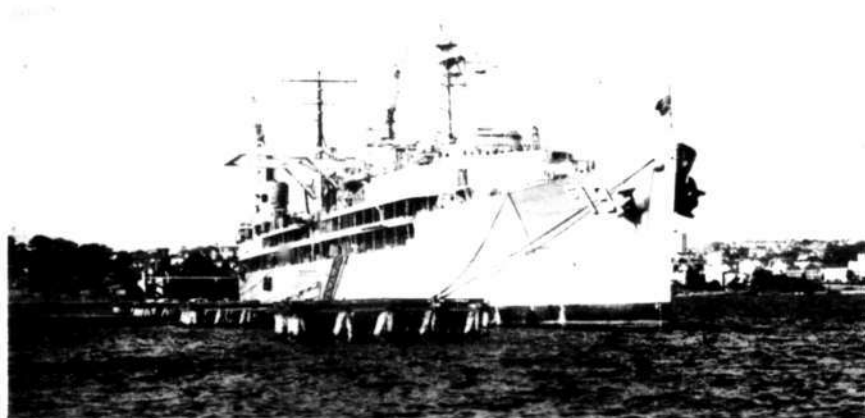
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# 50 Years Old — and still going strong

by Peter Plowman



USS PROTEUS in Sydney December, 1972 (Photo - A Travers)

During the recent celebrations of the fiftieth anniversary of the Battle of the Coral Sea, a number of American naval vessels visited Australian ports. Most attention was given to the giant aircraft carrier USS INDEPENDENCE, but almost no coverage at all was given to a most interesting vessel, the submarine tender USS PROTEUS, which visited Sydney and Brisbane. This was the third, and last time this vessel would be in Australian waters.

PROTEUS is nearing the end of a long and illustrious career, being due for deactivation at the end of this year, fifty years after being launched at the Moore Shipbuilding & Drydock Company in Oakland, California, on 12 November 1942. PROTEUS was the fifth of seven "Fulton" class submarine tenders built during the war years, the others being FULTON, SPERRY, BUSHNELL, ORION, NEREUS and HOWARD W GILMORE. Construction of FULTON was authorised under the 1938

Naval program, while the others were authorised under the 1940 program. These ships were contemporaries of the similar-design "Dixie" class destroyer tenders and the "Ajax" class repair ships.

Although not classified as fighting ships, these submarine tenders were fitted with four 5-inch guns, two forward and two aft, and eight 40mm anti-aircraft guns along the upper decks. The underwater sections of the hull were also armour plated, being almost three inches thick.

PROTEUS commissioned in San Francisco on 31 January 1944, and after working up, was first sent to Pearl Harbour, then to Midway Island. In 1945, PROTEUS followed the advancing American forces to Guam, where she refitted submarines for the final onslaught against the Japanese. Following the surrender, PROTEUS linked up with the Third Fleet, becoming flagship of the thirty ship support group. PROTEUS was present in Tokyo Bay on 2 September 1945,

when the surrender ceremonies were conducted on USS MISSOURI. Now that the battleship has been decommissioned, PROTEUS is the last active unit of the United States Navy to have been in Tokyo Bay on that momentous day.

PROTEUS left Japanese waters soon after the surrender, and joined the Atlantic Fleet in December 1945. The vessel remained there in an active capacity until 26 September 1947, then was decommissioned, and joined the thousands of other surplus naval vessels in lay up, remaining idle for over ten years.

In 1958, PROTEUS was selected for conversion to serve the Nuclear Powered Fleet Ballistic Missile Submarine Squadron. The work was done at the Charleston Naval Shipyard, at a cost of US\$23 million. To provide additional workshop space and a missile magazine, a six deck high section 44 feet/13.4m. long was added amidships. This was accomplished by cutting the ship in two

in drydock, floating the after section 44 feet down the dock, then building the new section in place in the drydock. This new section is easily recognised, being welded while the original hull was riveted. This increased the length of the ship to 574 ft/175.1m, on a beam of 73 ft/22.3m, displacement being 19,200 tons when fully loaded.

A large bridge crane was installed to load and unload missiles, while the upper decks were extended aft for new workshops, to enable the PROTEUS to service the modern nuclear ballistic missile submarines. PROTEUS was recommissioned on 8 July 1960, and spent the next five months working up in preparation for its new role. Initially based at New London, it was there that the USS GEORGE WASHINGTON came alongside PROTEUS on 20 January 1961, the first nuclear submarine to be serviced by the ship.

The United States and British Governments had agreed to the establishment of an American nuclear ballistic missile submarine base in the Holy Loch in Scotland, with PROTEUS being the first tender to be station there, arriving on 3 March 1961. I was at school in England at that time, and in 1962 went to Scotland. On one outing, I went to the Holy Loch and saw PROTEUS, which was sitting a fair distance from the shore. I remember it being a very isolated, and rather lonely place, no doubt not the favourite posting for American sailors.

PROTEUS remained in Scottish waters for two years, during which time eight refits were completed on seven different nuclear submarines, in addition to support for other naval ships visiting the Holy Loch. Relieved by the brand new tender USS HUNLEY, PROTEUS returned to Charleston on 15 March 1963, and underwent an extensive overhaul.

In March 1964, PROTEUS moored at Rota, in Spain, to set up the second American nuclear submarine base in Europe. Six months later, PROTEUS was relieved by USS HOLLAND, a sister of the HUNLEY. November 1964 found PROTEUS back in Guam, nineteen years after her previous stay there. Moored in Apra Harbour, PROTEUS resumed her refit duties, with USS DANIEL BOONE being the first submarine to come alongside.

PROTEUS has remained in the Pacific since 1964, based on Guam. Early in 1971, the vessel returned to the Mare Island Naval Shipyard in California for an extended overhaul, calling at Australian ports on the return journey to Guam in January 1973.

Polaris missile system support was provided until 1981, when PROTEUS was given a major conversion for general fleet support, and subsequently deployed with the

Seventh Fleet in the Indian Ocean. Over the past decade, PROTEUS has spent about half of each year on deployment away from Guam, including regular visits to Subic Bay, and also going to Diego Garcia, Hong Kong, Singapore and Yokosuka in Japan.

During the 25 years PROTEUS has been based at Guam, the vessel has been awarded a number of citations, including several Meritorious Unit Commendations, awards for Engineering and Battle Efficiency, and the prestigious Golden Anchor Award five years in a row, 1981-1985, and again in 1989. Usually all grey, just prior to arriving in Sydney, PROTEUS was repainted in World War 2 camouflage colours.

I was fortunate enough to be allowed a visit to the vessel while it was in Sydney. I was first taken to meet the commanding officer, Captain William A. Evans IV, a most affable and interesting gentleman. A



USS PROTEUS departs Guam, sporting her WWII camouflage. (Photo USN)

graduate of the United States Naval Academy, he served on various nuclear submarines before assuming command of the USS GRAYLING in 1984. Following a shore assignment from 1987, Captain Evans joined PROTEUS on 16 August 1990. His pride in his ship and crew became quite obvious during our conversation. Captain Evans also has a great sense of the history of his command, and has one of his officers compiling a complete history of the vessel.

Captain Evans was kind enough to show me around his ship, which is a fascinating combination of the old and new. Our tour started on the bridge, which has changed little from the original. Indeed, some of the antiquated equipment no longer needed has been left in place, including an automatic zigzag pilot that was used in the war years. The flying bridge was originally open to the elements, but Captain Evans said that a previous commander found it so cold up there on a voyage to Korea, he ordered that a housing be built, which was done by the ships' repair department.

Going through the various decks, it was amazing to see the variety and complexity of

the machinery in the various workshops. Captain Evans said that there were over eighty different types of work that could be carried out on board PROTEUS, most having their own workshop space. These varied in size from machine shops that extended the full width of the hull, to a silver plating room that was no larger than a cupboard. Probably the busiest place on the ship is the Carpenters Shop.

There is a furnace room on board PROTEUS, which Captain Evans described as his favourite shop. This section can make almost anything, including the plaques bearing crests of the various United States warships. The process required to make these was described in detail, starting with the carpenters shop making a wooden mould, which was then pressed into sand in the furnace room, and molten metal poured in. When the metal has cooled, the crest is removed from the sand, ragged edges filed off, then the whole thing is buffed until it is shining. The crest is then returned to the carpenters shop, to be set on a suitable piece of wood, the finished produce being a true work of art. I was presented with a PROTEUS plaque by Captain Evans, which will be a prized addition to my maritime collection.

Whilst walking along the main deck, it was possible to look down onto the midships section added in 1959, and clearly see the circular tops to the former missile magazines. However, when passing through the decks where the missiles had been kept, it was noted that these are now used only for storage purposes, and no nuclear weapons are carried on the ship. Just aft of the new section is the galley, where a comprehensive selection of meals is served every six hours, day and night. The galley is quite modern, and surprisingly large. The crew quarters are similar to those of any warship, rather cramped, with little privacy.

Most of the workshops on PROTEUS can be used for many purposes, and thus a variety of naval vessels can be serviced. However, there are a few sections that are exclusively for the repair of submarines, in particular the periscope shop. Located midships on the starboard side, this shop has the facility to take a complete periscope from a submarine, and do all calibration and other specialist repair work in a dust-free environment.

Moving between decks on PROTEUS was easier than is usual on naval ships, as the staircases were not very steep. However, when we descended into one of the two engine rooms, it was a different story, with ladders descending almost vertically. Each engine room contains the machinery to power one of the twin propellers, and also auxiliary machinery required to provide

power to ships alongside under repair.

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

When completed, PROTEUS carried a complement of about 750 officers and men. There were also large areas of accommodation set aside for the crews of submarines to stay on board when their boats were alongside the tender. With the change to nuclear submarines, the complexity of these craft required an increased number of services, so the crew of PROTEUS and other tenders steadily increased. The modern submarines provided better quarters for their crew, so the accommodation reserved for them on PROTEUS was allocated to her own crew, a maximum of 1,300, though the present complement comprises 54 officers and 1,014 enlisted men.

Due to the varied and specialised nature

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

Other sections on PROTEUS include the Executive Department, Operations and Navigation Department, Deck Department, Engineering Department, Supply Department, a Medical Department staffed with two doctors and corpsmen, and a fully equipped Dental Department, with two dentists and dental technicians. The Medical and Dental Departments look after both ships' personnel and those from units being serviced by PROTEUS. A maximum of six vessels at a time can be serviced, three on either side, and it is not unusual to see both submarines and surface vessels alongside at any one time.

The versatility of the vessel was amply demonstrated in July 1991, when PROTEUS

rushed from Guam to Subic Bay following the explosion of Mt. Pinatubo.

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

Now the end is near for PROTEUS. In September, the vessel will arrive in Puget Sound, to be decommissioned. Originally, it had been planned that PROTEUS would be broken up, but now the old vessel is to be retained in a status capacity, acting as an accommodation ship for crews from aircraft carriers being refitted at the Puget Sound Naval Shipyard.

## BOOK REVIEWS

### BATTLESHIP ARIZONA

An Illustrated History

by Paul Stillwell

Published by  
Naval Institute Press, Annapolis, Maryland,  
USA

Reviewed by  
Ross Gillett

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

One thousand, one hundred and seventy-seven officers and men were classified as fatalities, with 232 later recovered from the ship and 945 entombed in the ship for all time. Another forty of the ARIZONA crew

were wounded by 197 men fortunate to escape any injury.

Battleship ARIZONA traces the story of the ship and her crew since the first commission in October 1916 through to her last day of peace on 6 December, 1941 and the "Day of Infamy". The story is told through both official records and photographs and interviews with over one hundred former crewmen, together with their own favourite photographs and postcards.

Pictorially, the book includes, mostly unseen views, including dozens of rare crew views, both at work and leisure as well as the excellent USN official photos. During Spring 1934 ARIZONA embarked a film crew from Warner Bros to shoot the movie Here Comes the Navy. Stars embarked for

the period included James Cagney, Pat O'Brien, Frank McHugh and Gloria Stuart. Here Comes the Navy was screened for the first time onboard on 30 July, the loudest cheers being reserved for themselves and the blonde Gloria Stuart.

On a more solemn note, most of chapters eight and nine describe the attack on Pearl Harbor and in particular the ARIZONA and the long job of removing most of the superstructure still protruding above the waterline, this work continuing into mid 1943. Finally in 1962, a permanent memorial was opened above the sunken ARIZONA, followed in 1980 by a shoreside visitors information centre.

Battleship ARIZONA: a well researched and well written book. Strongly recommended.

### "ACTIONS STATIONS CORAL

SEA: The Australian  
Commander's Story"

By

Chris Coulthard-Clark

Published by

Allen & Unwin Australia, PO Box 764,  
North Sydney NSW 2059. RRP \$29.95

1992 is the 50th anniversary of the Battle of the Coral Sea, fought off Australia's north-east coast on 7-8 May 1942. This action was the largest naval battle ever fought in close proximity to Australia's shores and the first action fought at sea in which the opposing surface forces did not actually see and directly engage each other.

The action itself is still often described as "the battle that saved Australia".

Apart from providing a full general narrative of the whole action, the special focus of this book is on the part played by the support force comprising Australian and American cruisers (HMAS AUSTRALIA and HOBART, and USS CHICAGO) with escorting destroyers, under the command of the Rear-Admiral Commanding the Australian Squadron (RACAS), J.G. Crace.

Although detached during the main carrier clash on 8 May, Crace's squadron had a significant role to play. On 7 May it was sent without air cover to intercept the Japanese troops transports escorted by Japanese warships as they made their expected passage around the eastern tip of Papua en route to Port Moresby.

The squadron's presence as a blocking force resulted in it coming under very heavy torpedo and bombing attack on the afternoon of 7 May, during which the flagship (AUSTRALIA) narrowly escaped being hit by a salvo of bombs which landed all around her (dramatic photographs of which are reproduced in the book).

At 3.06pm when about 70 miles south of De Doyne Island about 12 twin-engined torpedo bombers attacked Rear-Admiral Crace's squadron.

It is recorded in "Action Stations Coral Sea" HMAS AUSTRALIA found itself in the path of two torpedoes. Crace wrote:

"They can only have missed by a matter of feet. Captain Farncomb handled the

ship extremely well and it was entirely due to him and a great deal of luck that AUSTRALIA was not hit."

The squadron had so far sustained no direct hits and escaped any serious damage. Not that the ships were totally unscathed. After releasing their torpedoes, the bombers had continued to fly straight on at the ships, strafing with machine gun and cannon fire as they came. Five torpedo bombers were destroyed. No sooner had the torpedo bombers left, than in Rear-Admiral Crace's words from the book.

"We were all congratulating ourselves on a marvellous escape from the T.B.s when all of a sudden up above in perfect formation against the blue sky were nineteen silvery H.L.B.s (high level bombers). Almost as I saw them I saw the bombs drop and again Captain Farncomb did the right thing and put the wheel hard a Starboard. The ship had just started to swing and list when down whistled the bombs all around us and all on the Compass Platform crouched down ... I think most fell on the port bow and starboard quarter so that we should have bought it good and hearty if the wheel hadn't come over when it did."

The Officer of the Watch on the AUSTRALIA remembered that: "The weight of that water, as it came down over us on the Bridge, and we were 52 feet above the waterline, was sufficient to force us to our knees." Crace himself was remembered, standing on the bridge, his face and immaculate white uniform now drenched with water, blackened by smoke and stained by the explosive content of the bombs.

What makes this book so important is the great assistance given by Vice Admiral Sir Richard Peek, the Gunnery Officer of HMAS HOBART, together with other Coral Sea Battle participants from the cruisers AUSTRALIA, HOBART and CHICAGO, who not only provided material but read draft sections of the manuscript.

### ANATOMY OF THE SHIP THE AIRCRAFT CARRIER VICTORIOUS

By

Ross Watton

Published by  
Conway Maritime Press, 101 Fleet Street,  
London, EC4A 3DF, UK

Reviewed by  
Ross Gillett

The twentieth ship to be portrayed in the Anatomy of the Ship series is the famous aircraft carrier HMS VICTORIOUS. The ship was first commissioned in 1941, served far and wide during the Second World War and from 1950 to 1958 was extensively rebuilt and modernised to operate new generations of jet aircraft.

For many Australians and Sydney-siders in particular the carrier visited Port Jackson during 1945 and again on 27 October 1966 when she led a three carrier group into harbour, the first time since the end of the Second World War. Accompanying her were HMA Ships SYDNEY and MELBOURNE.

Unfortunately for the ship and the Royal Navy, VICTORIOUS suffered a small onboard fire which allowed the politicians to decommission the carrier three years earlier than planned. In July 1969 VICTORIOUS left Portsmouth for the last time, saluted by Fairey Swordfish aircraft as she was towed to the ship breakers.

Ross Watton's latest book is a combination of the technical and career summary of VICTORIOUS supported by his superb technical drawings of everything from general arrangement, accommodation, fittings, flight deck arrangements, hull, rig and aircraft. Supporting the drawings is a collection of black and white photographs including onboard and close up views of the ship.

Highly recommended from the local bookshop or direct from Conways.

### "LINERS IN ART"

by Kenneth Vard

Published by  
Kingsfisher Publications of Southampton,  
England

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"Liners In Art" is a major maritime art book devoted to paintings of 20th century ocean liners.

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facing page devoted to describing the painting, the artist and background to the subject.

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

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

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

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

**KING GEORGE V  
CLASS BATTLESHIPS**  
by  
**V.E. Tarrant**

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

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

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

The book gives a very complete history of the "KGV" Class from inception, limitations on tonnage, the main armament debate and how the ships were named. Had tradition been adhered to the lead ship of the first capital ship would have been named after the ruling monarch. As King George VI ascended to the throne on December 12,

1936 then KING GEORGE VI should have been the lead ship's name but the King insisted that the lead ship should be named in honour of his father.

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

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

The author completes the history of the class with a brief account of the ships short post war careers and their ultimate fates. The book is lavishly illustrated with photographs, line drawings, maps of operations and with tables of technical data.

In one volume the book is a ready source of reference for this magnificent class of battleship, well presented, readable and is highly recommended to all ship lovers and those interested in naval history.

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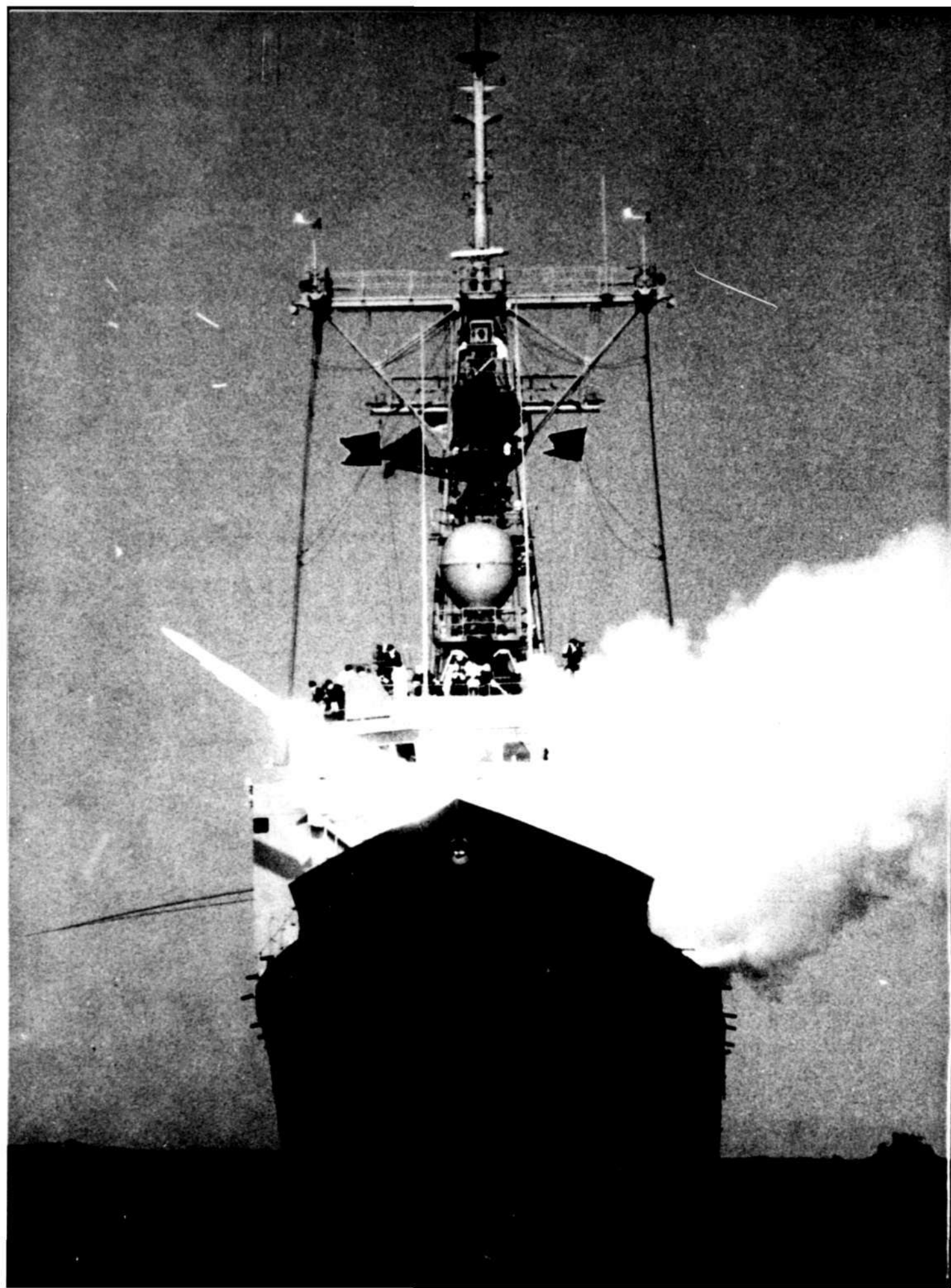
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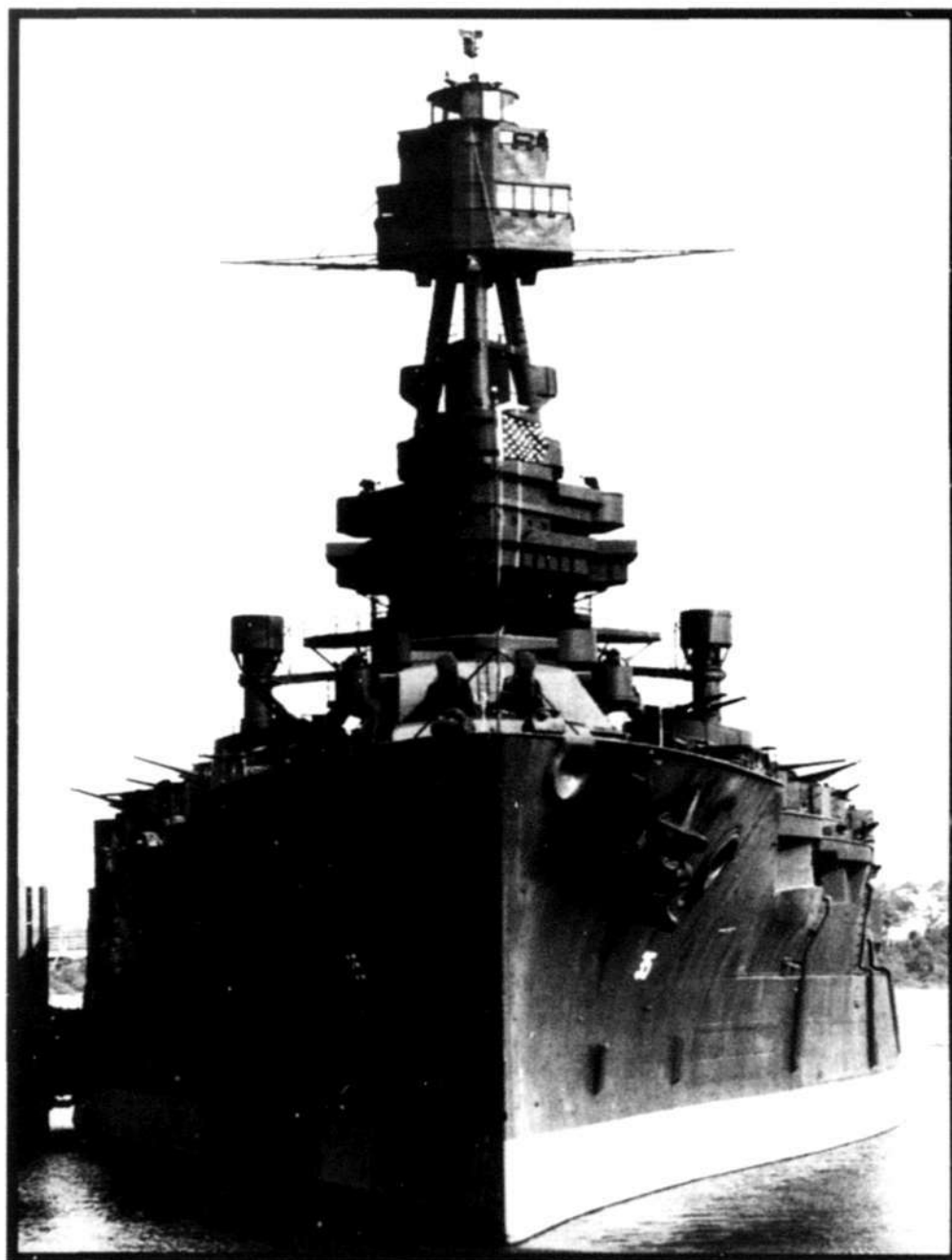




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# THE NAVY

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### OUR COVER PHOTO

Almost 80 years old, the battleship TEXAS is preserved in her name  
state by the Texas Parks and Wildlife Department.

(PHOTO - CHRIS SATTLER)

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## NEW WARSHIP NAMES UPSET VETERANS

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

In the past, the RAN's major warships (cruisers and larger) have as a general rule carried the names of Australian capital cities, with some exceptions, such as SHROPSHIRE, which retained her name on transfer from the RN to the RAN as a replacement for HMAS CANBERRA, lost in the engagement of Savo Island in 1942.

The name AUSTRALIA was given to the RAN's first and only battle cruiser, scuttled in 1924 under the terms of the Washington Naval Agreement and then to one of the two heavy cruisers ordered as part of the 1924/25 5-year defence program (CANBERRA being the other). It was expected the carrier HMS INVINCIBLE would be re-named AUSTRALIA when that ship entered RAN service, but unfortunately the plan came to grief as a result of Britain's Falkland Islands War. The name may well go to the planned amphibious/training/helicopter support ship.

The RAN's destroyers, all of which were acquired from the RN, or built locally to RN designs, until 1962 when the American Charles F. Adams class were purchased, carried names heavily influenced by the RN's naming customs: River class destroyers were named after Australian rivers, the Tribal-class after Aboriginal tribes and so on. There were exceptions, e.g. the third Tribal was allocated the name KURNAI but hastily renamed BATAAN as a reciprocal gesture when the USN named a cruiser CANBERRA.

River names have been popular in the Australian Navy: apart from the early destroyers they have been given to World War 2 frigates and in more recent times to the rapidly diminishing group of destroyer-escorts.

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

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

Auxiliaries and "one-off" acquisitions have carried a variety of names but invariably with a strong Australian flavour.

To summarise the foregoing, the naming of Australian warships

for many years followed a fairly consistent pattern and the name of a ship indicated its type or class; also, on-going names were passed to ships of comparable status, e.g. the cruiser names MELBOURNE and SYDNEY passed to aircraft carriers. The pattern has been broken in recent years due principally to the changed composition of the Australian fleet, changed roles (e.g. of the submarine) and the rather confusing changes in status of destroyers and frigates. A review of naming policy was clearly necessary.

### THE NEW POLICY

The guidelines state that new RAN acquisitions will be named as follows:

- Submarines: After famous Australians or heroic sailors
  - Offshore patrol vessels or patrol boats: After cities and towns or past patrol boats
  - Hydrographic ships: After past hydrographic ships and explorers and scientists who have contributed to knowledge of our maritime environment.
  - Amphibious ships: After Australian amphibious or combined operations.
  - Minewarfare vessels: After past minewarfare vessels and Australian rivers, bays, straits and coastal features
  - Support ships: After former support ships
  - Tugs and other auxiliaries: After Australian flora and fauna
  - Work craft: After colonial vessels related to the operating locality
- The names selected for the eight RAN Anzac-class frigates were all carried by previous warships (one is actually still in commission):

<b>Batch One</b>	
ANZAC	(Two predecessors were destroyers)
ARRERENTE	(new spelling for destroyer ARUNTA, named after an Aboriginal tribe)
WARUMUNGU	(New spelling for destroyer WARRAMUNGA, named after an Aboriginal tribe)
STUART	(Predecessors, a destroyer and a destroyer escort)
<b>Batch Two</b>	
PARRAMATTA	(The fourth ship to receive the name, the others being a destroyer, a sloop and a destroyer escort)
BALLARATA )	
TOOWOOMBA )	(Named after WW2 corvettes)

PERTH

(The first PERTH was a cruiser lost in WW2, the second is a destroyer still in commission due to pay off in 1999)

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

Secondly, the naming of ships after people, especially in a small navy, seems risky (although the colonial navies did so occasionally). There can be no doubt whatsoever the naval persons whose names have been given to the new submarines are worthy of the honour, and the name CRESWELL, appropriately borne by a training establishment, should never be forgotten in the RAN. However, there are many people in Australia and the Navy worthy of recognition and the selection of some and exclusion of others may well attract criticism. It could also be said that heroes are more likely to be found among those who undertake special duties, e.g. mine disposal, than in ships companies which function as a team. In short, there are simply not enough ships and establishments available if everyone is to be satisfied.

Thirdly, the revised spelling of ARUNTA (ARRERENTE) and WARRAMUNGA (WARUMUNGU), which has roused the ire of those who served in the ships (including the writer), has in effect

introduced two new names rather than pass on two old names. There have been numerous variations as well as alternatives in the spelling of Aboriginal tribal names and languages over the years, possibly due to researchers speaking with different individuals or groups within a particular tribe or area, and further interpretations cannot be ruled out. The decision to rename ARUNTA and WARRAMUNGA is hard to understand and hopefully will be reviewed.

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

GEORGE EVANS  
Federal president

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# NAVALNEWS

## DEFENCE MINISTER GREETS HMAS DARWIN IN SYDNEY AFTER LONG GULF DEPLOYMENT

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

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

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

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



The Navy's new LCVP during her recent trials. (Photo - Naval Photo Unit)

## NEW NAVY LANDING CRAFT TRIALS ON HARBOUR

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

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

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



A rare sight on Port Phillip, the former RAN minesweeper HMAS CASTLEMAINE, on the Yarra River in April, 1992. She was being towed to her new berth in Port Melbourne whilst the historic Williamstown pier is rebuilt. (Photo - Tim Ryan)

## NAVALNEWS CONTINUED

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

At 6.5 tonnes, the new LCVP is 13.2 metres long, with a beam of 3.5m and draught of .7m.

## HISTORICAL HELICOPTER LIFT

Police closed Milperra Road Bankstown in Sydney on 3 July as a Navy Sea King helicopter airlifted a 'vintage' helicopter to the Naval Air Station Nowra.

The lift of the 1950s-era Westland Whirlwind helicopter - once operated as an anti-submarine warfare platform by RAN pilots on exchange with the Royal Navy was postponed once because of foul weather.

The Sea King helicopter from Nowra's 817 Squadron arrived at



Sea King helicopter from NAS Nowra lifts the 1950s vintage Whirlwind to HMAS ALBATROSS. (Photo - RAN/P)

Bankstown about 8.20am and, without shutting down, had the 'vintage' helicopter hooked up for preliminary flight trials above a Bankstown runway.

With the lift trials carried out without incident, the Sea King moved out with the two tonne 'vintage' helicopter as a suspended load.

After crossing Milperra Road, the Sea King made for Mittagong where it refueled before continuing to HMAS ALBATROSS (NAS NOWRA) to join the Navy Historical Flight.

The Commanding Officer of NAS NOWRA, Commodore Rob Partington, said the Navy had carried out lifts of other helicopter lifts but it was not a frequent occurrence.

"It's an unusual



The destroyer escort YARRA departs Sydney for the final time on 10 June, 1992. (Photo - Brian Morrison)

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

## HMAS CANBERRA — 50th ANNIVERSARY OF LOSS

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

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

A total of 84 of the 816 on board either died of wounds or were posted as missing believed killed. A further 109 of ship's company were wounded.

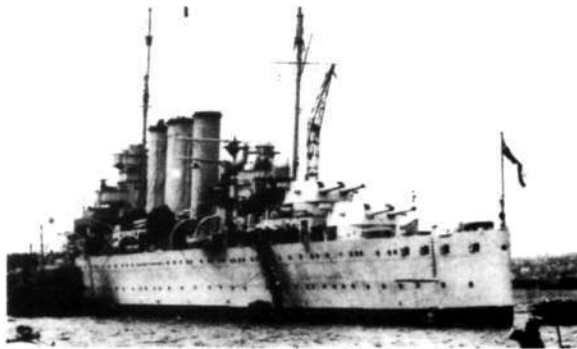
Many of the survivors were posted to another heavy cruiser, HMAS SHROPSHIRE, which was transferred from the RN to the RAN in 1943 as a replacement for CANBERRA and went on to see further action and witness the reversal of fortune of the Japanese Navy including the final decisive battle — the Battle of Leyte Gulf in the Central Philippines.

The ordeal of the survivors of the CANBERRA disaster and subsequent action made for life-long bonds of friendship reflected in the strength of the CANBERRA/SHROPSHIRE Association which, with the Naval Historical Society, organised services in six States and the ACT to remember 'absent friends'.

## THE LOSS OF HMAS CANBERRA AND THE BATTLE OF SAVO ISLAND

At dawn on August 7, 1942, the first waves of US Marines landed at Guadalcanal and Tulagi, and soon secured the sites. The Japanese reaction was immediate. Hastily organising a surface strike force of seven cruisers and a destroyer, they began to attack the Allied force without delay. It was a bold decision as it involved steaming in broad daylight down the length of 'The Slot' between the Solomons.

The Americans had split their forces into three groups. Two were guarding the channels on either side of Savo Island, AUSTRALIA in company with



HMAS CANBERRA (I), in Farm Cove, Sydney

CANBERRA, CHICAGO and two destroyers, patrolled the southern channel, while the northern channel was guarded by the US cruisers VINCENNES, ASTORIA, and QUINCY, and two destroyers.

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

CANBERRA had been caught while steaming slowly at 12 knots in a state of 'modified second degree of readiness'; half her crew were asleep, her aircraft bombed-up but defuelled, armament and damage control parties closed-up, her guns empty and trained fore-and-aft. The Australian cruiser was struck by 24 shells in two minutes. With both engine-rooms hit, her power and lighting gone and fires blazing amidships and between decks, she listed to starboard.

While CHICAGO was pursuing a lone enemy destroyer, the Japanese force destroyed the three American cruisers. In 32 minutes of gunfire and torpedo attacks the Japanese force had destroyed four Allied warships and inflicted 1270 casualties, including 35 killed. At 0240 the Japanese force regrouped and headed for Rabaul.

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

A Board of Inquiry was convened in Sydney within weeks of the action. The Board found that CANBERRA was not in a proper state of readiness, but judged the

crew's behaviour 'satisfactory'.

HMAS CANBERRA was a County Class (heavy) cruiser and sister ship to HMAS AUSTRALIA. Each had a complement of 848 officers and sailors, was 630 feet long and displaced a total of 13,630 tonnes (full load).

As a result of the battle of Savo Island just over 1000 Allied sailors lost their lives and another 700 were wounded. Australian casualties were 84 dead and 109 wounded.

## FIVE COMPANIES TENDER

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

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

The contract, scheduled to be awarded later this year, will be the largest base support contract ever let by the Department of Defence for the Royal Australian Navy.

The tendering process marks a very important step in equipping the station to meet Australia's defence requirements, while continuing to support the Naval communications needs of the United States Navy.

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



HMAS BRISBANE off Sydney, after her departure for South East Asia on 3 August. (Photo — Naval Photo Unit)

## LONG OVERSEAS DEPLOYMENT

The Royal Australian Navy's Guided Missile Destroyer HMAS BRISBANE sailed from Sydney on Monday, 3 August on a five month deployment to South East Asia.

While overseas the ship will visit 15 foreign ports and participate in two major exercises with Australia's regional allies.

BRISBANE sailed at 10am from the Navy's Fleet Base in Woolloomooloo. A big crowd of family members were there to farewell the ship.

## LOGGERHEADS AT SEA WITH THE NAVY

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

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

A CALM Marine Park Ranger delivered the returning turtles to HMAS GERALDTON in the HMAS STIRLING

small craft compound where the patrol boat's Commanding Officer Lieutenant Commander Keith JOHNSON accepted custody.

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

HMAS GERALDTON then proceeded on a mammoth deployment, which will see her visit Cocos and Christmas islands, Indonesia, Singapore, Papua New Guinea before circumnavigating Australia, visiting nine Australian ports en route.

## WOLLONGONG GETS NAVY SURVEY OFFICE

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

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

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

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

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

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

The RAN Hydrographer has 6 survey vessels, two production facilities, and 260 survey or cartographic specialists.

## NEW FRIGATE A 'TRIBUTE TO AUSTRALIAN SKILLS...'

The Royal Australian Navy's newest warship, the frigate HMAS MELBOURNE, has returned to her builder's yard at Williamstown (Vic) after highly successful sea trials.

The ship entered dry dock on 10 June for rectification of some minor faults and to receive some improvements which became available too late to be incorporated while she was being built.

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

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

## NAVY CELEBRATES SYDNEY 150th

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



Heading towards the berth.  
(Photo - B. Morrison)

Highlights of the naval contribution included:

- \* A Fleet Arrival by HMA Ships DERWENT and JERVIS BAY and the Japanese Squadron comprising the training ship KATORI and destroyers, SHIRAYUKI and SHIMAYUKI.



Japanese destroyers sail up harbour for the Sesqui-Centenary Celebrations on 17 July  
(Photo - B. Morrison)

and SHIMAYUKI.

- \* 21-gun salutes fired from the KATORI with a response from HMAS WATSON at

South Head. Already in harbour was the American Tank Landing Ship (LST) USS RACINE.



USS RACINE. (Photo - B. Morrison)

\* A Heritage Parade on Saturday, 18 July by naval personnel from the shore establishments PENGUIN, KUTTABUL and WATSON plus the Maritime Command Band and a field gun team from HMAS NIRIMBA.

Later Australian, one American and three Japanese ships were open for public inspection at the Fleet Base, Woolloomooloo.

## RAN INSHORE MINEHUNTERS TO ENTER SERVICE IN 1993

The Minister for Defence, Senator Robert Ray, has announced that the Royal Australian Navy has accepted a state-of-art minehunter weapons system for HMA Ships RUSHCUTTER and SHOALWATER.

The MWS80-5 minehunting sonar system uses sound waves and highly sophisticated electronics to detect and identify solid objects under water by analysing echoes. The sound waves do in water what radar's electromagnetic pulses do in air.

Three of the Atlas Elektronik systems will be supplied to Navy. One will be used in each of the Inshore minehunters while the third will be used for training at the Mine Warfare Systems Centre at HMAS WATERHEN. This will enable HMA Ships RUSHCUTTER and SHOALWATER to enter full operational service in 1993.

Senator Ray described the MWS80-5, already fitted to HMAS RUSHCUTTER, "As a substantial achievement on the part of Atlas Elektronik in meeting Australian requirements. It provides the RAN with a very capable solution to the problem of inshore and shallow water mines.

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

Warm water trials for the MWS80-5 will take place off Cairns over the next three months in conjunction with the IBIS V minewarfare system, developed by Thomson Sintra Pacific and currently fitted to HMAS SHOALWATER.

Senator Ray said that, "The results generated from the Cairns trials are expected to contribute greatly to the understanding of minehunter sonar in Australia's tropical waters. The data generated will assist in the evaluation of weapons systems for our future requirements."

As was announced by Senator Ray in the 1991 Force Structure Review, the two MHS will be brought into full service to provide minewarfare training and carry out operational duties in confined waters. No further vessels of the class will be acquired.

Expressions of interest have already been

as a permanent memorial to the men who served (and continue to serve) in ships bearing the name HMAS SYDNEY.

With the support of the National Trust of Australia (NSW), an appeal has been launched by the Naval Support Commander Rear Admiral David Holthouse AO, RAN, to raise \$100,000 to restore the mast.

Rear Admiral Holthouse said the HMAS SYDNEY mast was a highly visible landmark which provided an important historical link with the first HMAS SYDNEY which was a member of the Royal Australian Navy's first fleet. Four ships have

borne the name SYDNEY, including the current guided missile frigate.

"Over the years the elements have unfortunately taken their toll on the mast and there is now a real possibility of it being declared a safety hazard to the public unless urgent action is taken to repair it," he said.

Rear Admiral Holthouse said several major Australian companies had already donated to the appeal, including Bellinger Instruments, MTU Australia, Westpac and the ANZ and Advance Banks, and he was confident of reaching the \$100,000 target with support from the

people of Sydney. Rear Admiral Holthouse also welcomed the support of Mosman Municipal Council which has formed a special committee to co-ordinate fund raising.

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

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HMAS SHOALWATER. (Photo - J. Mortimer)

called for the Minehunter Coastal project which will see four vessels of proven design acquired to provide for open water operations, with an option for two further vessels to be acquired later this decade.

## APPEAL LAUNCHED TO SAVE SYDNEY HARBOUR LANDMARK

A public appeal was launched in late August to save one of Sydney Harbour's most historic landmarks - the HMAS SYDNEY memorial mast on Bradley's Head.

The 30 metre high mast is in danger of being declared a public safety hazard and could be removed unless urgent repairs are carried out soon.

The mast was taken from the original HMAS SYDNEY when she was scrapped and was erected on Bradley's Head in 1934



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## WHYALLA AN HISTORICAL JOURNEY

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

**B**ut, in Whyalla, the unbelievable happened. HMAS WHYALLA (1941-1946), later to become the RIP (1947-1984), and now known affectionately as The WHYALLA, was removed from the sea in February 1987 up the same slipway, now disused, that gave its birth, and transported through the BHP plant and across a saltbush landscape to be set down on foundations adjacent to the city's northern highway entrance.

WHYALLA is the focal point of a nationally unique attraction which includes the restored ship and museum building (Whyalla Maritime Museum) and the Whyalla Tourist Centre. The museum opened on October 29, 1988, with the Tourist Centre opening some 10 months earlier on December 23, 1987. Total cost of establishing the complex was \$1.3m. Although purchase price of the ship was just \$5,000 it cost in excess of \$560,000 to remove it from the sea and set it down on its specially designed foundations.



WHYALLA, ready for the move up her old building way

Meanwhile, back to Saturday, February 14, 1987 – the day WHYALLA was due to start its journey from the BHP Harbour. Several hundred onlookers were ready, television crews had flow from Adelaide, and the many official photographers and other media were in place to see the ship edged back up the slipway.

Plans by WA contractor Dawson Offshore were to have the ship "on site" within two or three weeks. However, as the old saying goes: "the best laid plans can go astray" – and they did. The subsequent battle pitted by Dawson Offshore against what became known as the "Reluctant Lady" resulted in a successful project, but not completed until April 2, and not until Dawson's Operator Manager Dave Shade and Operations Engineer Piet Ellnor, had spent untold hours, sleepless nights and many frustrations to win her over.

In reality it took five days to winch the ship, sitting on a special cradle which had been previously lowered over the side of the wharf and attached under the hull, up a specially laid track, to a position where the bow was above low water mark. But the problems weren't over. Damage had been caused to the cradle when it became stuck on the end of the old slipway. Working often at night because of the need of high tides, it took a further two weeks to get the ship completely clear of the water – divers spending hour after hour clearing away damaged pieces of steel, and activating a jacking system which saw the ship slowly inch its way up the slipway.

During all this, 220 tonnes of trailers with 328 wheels and two prime movers valued at \$4 million railed from Perth to transport the ship overland, had arrived, but due to the delay and another commitment at Mount Newman, had to return and come back in late March.

By mid-March 1987 the ship was at the top of the slipway, and then began the process of raising it about 1 1/2 metres to allow for the installing of the trailers. The big hurdles were over, the Brambles Manford crew returned with the transport equipment, and from then it was fairly smooth sailing. Within five days the ship was secured on the trailers, shifted along its 2km route, and settled on its permanent foundations.



Sitting at the end of the slipway



## WHYALLA — An Historical Journey



Bow view of the restored WHYALLA

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



A rare moment, as the first ship built at Whyalla, sits high and dry



Starboard quarter view, through a local park

### "THOSE" NUMBERS — J153 and B252

When built for the Royal Australian Navy, the ship was given the pendant number J153, now painted on the starboard side. When attached to the British Admiralty it was assigned the number B252. In

restoring the ship, it was decided to include both numbers.

Four corvettes were built in Whyalla under the Commonwealth Government's wartime shipbuilding program — HMAS's WHYALLA (launched May 12, 1941), KALGOORLIE (August 7), GAWLER



Jacked up for her final voyage, on land WHYALLA, about to cross a railway

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## WHYALLA — An Historical Journey

(October 4) and PIRIE (December 3).

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

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



Her final resting place

service.

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

lights of Port Phillip Bay and other ports along the Victorian coast.

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



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# NAVAL MATTERS

by A. W. GRAZEBROOK

## INDONESIA BUYS NEW SHIPS

*Contrary to some initial reactions, Australia should not be alarmed by the news that Indonesia plans to buy 39 second hand ships from Germany*

Although the ships are an undoubted modernisation of the Indonesian Navy, their entry into Indonesian service will not involve a quantum increase in Indonesia's offensive maritime strength.

The German Government has given approval for the sale of the ships, which were built originally for the Volksmarine (the former East Germany navy) and adjudged surplus to Bundesmarine requirements after unification of the two Germans.

- The ships are:*
- Sixteen Parchim class corvettes
  - Nine de-militarised Kondor II class mine counter measures vessels.
  - Twelve de-militarised tank landing ships.
  - Two de-militarised depot ships.

According to the 1990/91 edition of Jane's Fighting Ships, the Parchim class corvettes are 1200 ton full load diesel driven ships with a maximum speed of 25 knots. Their armament and sensors are of Soviet design. Each ship has an SAN5 point defence missile system, a twin 57mm gun mounting (120 rounds per minute), a twin 37mm gun mounting (rate of fire 500 rounds per minute), anti-submarine torpedo tubes, anti-submarine mortars, the ability to lay mines, and both hull mounted and variable depth sonars. As they have no surface to surface guided missiles, they would be at a disadvantage against major surface units. However, they would have defences against air launched anti-ship missiles.

As is to be expected to ships designed for service in a Baltic navy, the Parchims are optimised for operations in shallow and confined waters. As such, they will fit well into the Indonesian order of battle. Although they represent a significant increase in strength, the Parchim class are not well suited to offensive long distance ocean going operations.

It is not known why the 414 ton standard displacement Kondor class coastal minesweepers are to be de-militarised, or whether de-militarisation means removal of the gun, and missile armament and the mine sweeping gear, or the armament alone. Indonesia already has two Dutch built

modern coastal minehunter/sweepers in service.

To recognise Indonesia's intention to operate them in both the patrol and MCM roles, the original design for the Dutch Navy was modified to improve the patrol performance of the Indonesian ships. It may be that Indonesia intends to arm the Kondor class for the patrol role, or to fit them with western mine warfare equipment. Given the importance of noise and magnetic hull signatures to mine hunting systems, it could be difficult to fit western minehunting systems into East Germany built mine warfare hulls.

Unquestionably, most professional defence officers would agree that Indonesia needs more than the two minehunter/sweepers already in service. In any case, minesweepers and patrol boats are both essentially defensive.

The 1950 ton full load Frosch class tank landing ships have an extensive anti-aircraft gun armament and a minelaying capability. Presumably, demilitarisation means the removal of at least the gun armament.

The Frosch class each have a 600 ton military lift, which includes twelve main battle tanks (the Indonesian Army has no main battle tanks, but does have about 900 smaller armoured vehicles).

Indonesia already has fourteen tank landing ships, of which seven were built in World War II. Each of the older LSTs can carry 2100 tons military cargo. Although the total military lift of the 12 Frosch class is less than that of the older LSTs it may be that the Frosch class are intended to replace the seven elderly LSTs (at least some of which are used for inter-island communication). On that assumption, the acquisition of the Frosch class LSTs does not impart an increase in the oceangoing amphibious strength of the Indonesian Navy.

Over the past few years, Indonesia has made a number of shrewd purchases of second hand naval ships and helicopters. This latest purchase from Germany may well be the wisest yet.

Although her purchase from Germany does not represent an increase in Indonesia's

offensive oceangoing maritime strength, it does bear out Navy magazine's forecast that substantial numbers of surplus naval vessels are likely to find their way into the navies of our region.

Elsewhere in the world, a major acquisition (this time from the United States) has substantially altered a regional balance of maritime power.

By bartering base facilities for warships, Greece has acquired from the United States four Charles F. Adams class guided missile destroyers (very similar to those in service with the RAN), three Knox class anti-submarine frigates and twelve P3A Orion long range maritime patrol aircraft (an earlier version of the RAAF's Orions). Although much (but not all) of the armament and sensors in the new ships is more modern than that already in service in the Hellenic Navy, that Navy is already accustomed to operating and maintaining US naval equipment.

From the Netherlands, the Hellenic Navy is acquiring three Kortenaer class frigates (Greece already has two ships of this class in service).

Added to Greece's modernisation programme already in hand to replace old and obsolete units, these major acquisitions from the United States very substantially improve Greece's maritime strength relative to Turkey. Over the past one and a half centuries, Greece and Turkey's relationship has varied from uneasy to full scale open war. Because of difficulties over human rights matters, at present Turkey is unable to purchase similar equipment from the United States.

Of course, it is inconceivable that Greece's acquisition per se could affect Australia adversely. On the contrary, given the similarity of some of Greece's new ships, there may be an opportunity for mutually financially beneficial cooperation in logistics and training.

The lesson for Australia is the suddenness with which a medium sized navy, with a good core of professional personnel, can expand and change the strategic balance in a region.

## ANZAC FRIGATES NAMED

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

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

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

This new breed of surface combatant, based on the West Germany MEKO 200, will be able to operate alone or with the guided missile destroyers and frigates in more intensive operations.

Vice Admiral MacDougall said, "These names, all of which have been borne by previous ships of the RAN, have a proud place in our nation's history. They reflect not only Australia's great military heritage but also the strong links between the community and the Navy. In keeping with the process of reconciliation, we are especially proud to honour the Arrernte and Warumungu peoples."

The name ANZAC, more than any other, symbolises the spirit of our nation's character. It also reflects the bi-lateral nature of the project and will be seen as an enduring symbol of the close defence relationship between Australia and New Zealand."

HMA Ships ANZAC, ARRRERNT, WARUMUNGU and STUART recall some of the most famous RAN destroyers of the past. All have illustrious war records and proud ship associations. The new spelling of ARRRERNT and WARUMUNGU (formerly ARUNTA and WARRAMUNGA) conforms to modern usage and is preferred by the peoples of those tribes.

The first STUART is remembered as the leader of the "Scrap Iron Flotilla" and the use of this name will perpetuate the memory of those famous ships. The final four ships bear the names of major Australia cities, with their selection maintaining a fair distribution of ships names between the states.

Admiral MacDougall said the ANZAC ship contract will continue to provide a major boost to the Australian shipbuilding industry.

"More than 70% of the work will be performed in Australia and New Zealand, and it's expected to provide more than 7000 jobs into the next century," he said.

The frigates are due to be delivered at the rate of about one a year.

### BACKGROUND TO NAMES

When the first RAN Fleet was built early this century, the guidelines established for naming ships were as follows:

- a) the Battle Cruiser was named AUSTRALIA
- b) cruisers were named after capital cities,
- c) destroyers were named after rivers, and
- d) auxiliaries were named after Australian animals.

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

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

But the RAN situation was further complicated. There was the periodic introduction of Royal Navy names (eg the 'Gift' destroyers) which continued up to the 1960s with the loan of HMS DUCHESSE. In some instances these names have been reused mainly because of the wartime record their bearers gained (eg Scrap Iron Flotilla).

Other names have come from requisitioning Australian merchant ships (eg HMAS WESTRALIA) and additional indigenous names such as the progressive use of provincial town names and rivers. There has also been the adoption of ad hoc names for specific classes such as those of the Collins Class submarines.

The present collection of ship names is therefore a mix of tradition, circumstance and isolated initiatives. The resulting situation is that the whole naming process has become a vexing issue with many conflicting considerations.



HMAS ANZAC (II)

## ANZAC FRIGATES NAMES

### Naming Principle

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

- promote links between the Navy and Australian community,
- be internationally recognisable as an Australian name, and
- foster esprit de corps within the Service by providing a tangible link with the Navy's past.

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



Above: HMAS ARUNTA  
Right: HMAS WARRAMUNGA

### Naming Guidelines

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

The draft guidelines are as follows:

- submarines named after famous Australians or heroic sailors;
- destroyers or frigates named after major cities, major city rivers or famous ship names;
- offshore patrol vessels or patrol boats named after cities and towns or past patrol boats;
- hydrographic ships named after hydrographic ships of the past, explorers and scientists who have contributed to knowledge of our maritime environment;
- amphibious ships named after Australian amphibious or combined operations;
- minewarfare vessels named after past minewarfare vessels and Australian rivers, bays, straits and coastal features;
- support ships named after former support ships;
- tugs and other auxiliaries named after Australian flora and fauna; and

- work craft named after colonial vessels related to the operating locality.

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

### NAMES FOR THE ANZAC FRIGATES

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

#### Batch One

HMAS ANZAC  
HMAS ARRERNTJE  
HMAS WARUMUNGU  
HMAS STUART

#### Batch Two

HMAS PARRAMATTA  
HMAS BALLARAT  
HMAS TOOWOOMBA  
HMAS PERTH

(Provisional – dependant on paying off of the present HMAS PERTH.)

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

#### Batch Three

HMAS HOBART  
HMAS BRISBANE

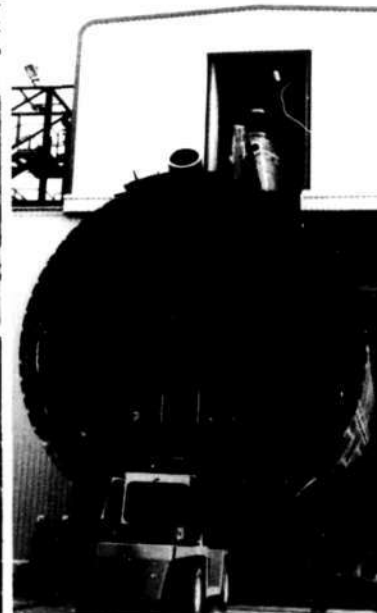
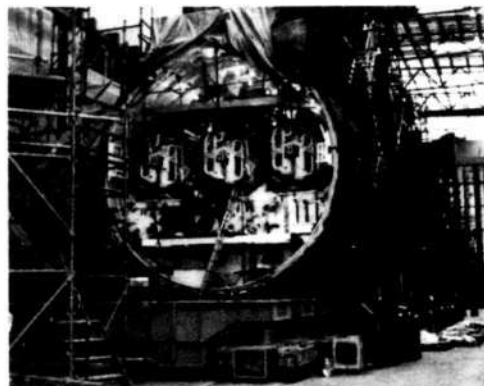
The proposed names reflect both the Navy's heritage and links with the Australian community. In order to provide some order to the names the ANZAC frigates have been divided into batches. This will also reflect some material differences between the ships. ANZAC Frigates 5-8 will incorporate a number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

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

NSW	VIC	QLD	WA	SA	TAS	NT	ACT
3	2	2	2*	1	1	1	1

\* including HMAS WESTRALIA

## COLLINS CLASS UPDATE



Top: Section 400/507 of boat 1, moving into the paint shop.  
Centre: Installation of diesel engines in section 200.  
Left: Hull shop.  
Above: Another view of section 400/500.

# THE RAN AT RIMPAC 92

by CMDR Paddy Hodgman - Director of Public Information - Navy

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

Nowhere has the value of these exercises been more vividly demonstrated than in terms of the speed and effectiveness with which RAN units were able to integrate with allied naval forces during operations in the Arabian Gulf. To be able to perform so effectively at such short notice is important in terms of the alliance as well as being indicative of our operational standards.

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

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

The magnitude of RIMPAC 92 was demonstrated by the complexity of waterspace management for seven submarines, the number of air hours flown, and the fleet entry into San Diego which started at 0600 and completed at

2200 on July 23, with ships berthing every 15 to 30 minutes.

The exposure to state of the art equipment and systems, (for example inverse synthetic aperture radar (ISAR), officer in tactical command information system (OTCIXS), airborne warning and control systems (AWACS) and advanced electronic warfare aircraft (Compass Call)) platforms and commensurate operational doctrine and procedures has been invaluable.



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

#### Additional highlights included:

- Deperming (removal destructive magnetic influence) of HMA Ships ADELAIDE, CANBERRA and OTWAY;
- Completion of Seahawk operational test and analysis to allow acceptance into RAN service;
- Firing surface and subsurface launched Harpoon, a warshot MK44 torpedo, 10 Mk46 and six MK48 torpedo firings; and
- Tactical surface to air missile and gun firings on a mobile sea range.



## THE RAN AT RIMPAC 92

Photographs courtesy USN

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

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

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

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

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

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

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

USS VINCENNES proved to be an excellent command and control platform and headquarters, well supported and by the CO and crew. Shore headquarters staff included three representatives from Republic of Korea, 15 Canadians, 17 Australians and 39 members of



US Navy S-60 lands aboard HMAS ADELAIDE

the US Navy supplemented by 12 VINCENNES crew. RADM Walls was particularly pleased with the enthusiastic, dedicated and professional staff provided for BFU headquarters.

The Battleforce picture was maintained via a satellite voice command net, other satellite systems were the antisubmarine warfare (ASW) tactical secure voice command network. Other satellite systems were used to pass international undersea surveillance system (IUSS) cuing information, officer in tactical command information system (OTCIXS) and the common user digital exchange sub system.

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

Admiral Macke and US Commander Third Fleet VADM Unruh. RIMPAC remains the principle forum for auditing interoperability levels and exchanging ideas and tactics. It provides an excellent return on the investment of people and ships participating. Overall, the Navy has gained exceptional training value in a complex, technologically advanced and asset rich environment not normally found in our home waters.



HMAS SUCCESS moored in San Diego



# THE RETURN OF *THE TIGERS*

## — HS816 SQUADRON COMMISSIONS

by Anthony UNDERWOOD

*HS816 Squadron commissioned at NAS NOWRA on Thursday, July 23*

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

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

The Guard was marched off and the Squadron and Band were dismissed after the Australian White Ensign and Australian National Flag were hoisted and the commissioning pennant broken over the Squadron which has as its motto: *Imitate the action of the Tiger*.

The CO of NAS Nowra, CDRE Rob Partington, welcomed a wide variety of guests – the first Project Coordinator, Harry Julien, the first Project Director (now) RADM Tony Hunt and the current Director of Aviation Projects, CMDR David Anderson.

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

CDRE Partington added that also present were the first CO of 816 SQN, LCDR Nat Gould (retired), CMDR Ken Barnett (ret. – CO during the Gannet period) and noted that there were 'no prizes for guessing' who was a CO of 816SQN during the Tracker era.

The Base Commander also remembered 'absent friends' with members of HS816 SQN embarked as ships' flights in HMA Ships DARWIN (returning from duties in the north of the Red Sea) and CANBERRA (participating in Exercise RIMPAC 92).

CDRE Partington described the

Sikorsky S-70B-02 Seahawk being operated by HS816 SQN as the leading edge of technology and serviceability.

"As sophisticated as these aircraft are, they have the sort of serviceability an aircraft manager dreams of," he said, "we have four serviceable aircraft in storage, two undergoing scheduled maintenance and the remainder ready to fly," he said.

He called on Mrs Sonja Dowsing (wife of CO 816 SQN, CMDR Brett Dowsing) and the youngest member of the Squadron, AB Justin Heath, to cut the commissioning cake.

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

CMDR Dowsing said later formal acceptance of the S-70B-2s into operational service in between 12 months and two years would mark the end of the \$652.2 million project, providing the RAN with what is

arguably the most capable ship-borne helicopter in the world.

"Eventually we will have six FFGs, each with a single Seahawk flight," he said.

"As their parent unit, HS816 SQN will have six aircraft for training and four will be held in operational reserve."

The Squadron's Public Relations' Officer, LEUT Arthur Heather, pointed out the aircraft's formidable features to a large but hushed crowd of Sydney media representatives who went flying with a formation of five of the new helicopters the day before commissioning.

He said the S-70B-2 variant of the Seahawk had the ability for fully autonomous operation – that each aircraft had the ability to detect, locate and engage ASW targets independently of its parent ship.

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

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

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

### THE AUSTRALIAN S-70B-2 SEAHAWK

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

The Australian aircraft, however,



## THE RETURN OF THE TIGERS

have the capability of processing their own mission sensor information on board and operating independently of the parent ship.

The S-70-B2 processing system can monitor up to eight sonobuoys and up to 64 surface contacts and each of the Australian aircraft can carry up to 30 sonobuoys – generally a mix of active and passive ones. A magnetic anomaly detection (MAD) system and surface surveillance radar are additional sensors which assist detection and localisation of targets.

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

Two Mk46 torpedoes can be carried externally and a 7.62mm general purpose machine gun can be mounted in the cabin door.



## ANNUAL GENERAL MEETING 1992

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

### BUSINESS

1. To confirm the Minutes of the Annual General Meeting held in Sydney on Friday, 15th November 1991.
2. To receive the report of the Federal Council, and to consider matters raised therefrom.
3. To receive the financial statements for the year ended 30th June, 1991.
4. The following Directors being over the age of seventy-two years, see re-election as Directors (Federal Councillors) in accordance with the Companies Act.

**Capt. L.F.W. VICKRIDGE OBE VRD RANR Retd (WA Division)**  
**A.H. HEWITT (WA Division)**

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

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

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

6. **General Business:** To deal with any matter notified in writing to the Honorary Federal Secretary by 31st October, 1992.

**ALL MEMBERS ARE WELCOME TO ATTEND**

**BY ORDER OF THE FEDERAL COUNCIL**

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**JOHN M. WILKINS RFD**  
Honorary Federal Secretary



## WELCOME ABOARD THE BATTLESHIP TEXAS

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

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

# BB35 THE BATTLESHIP TEXAS



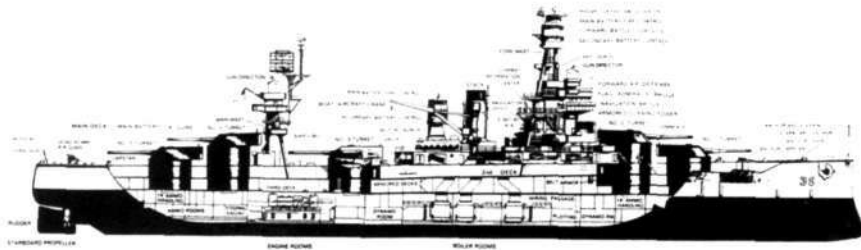
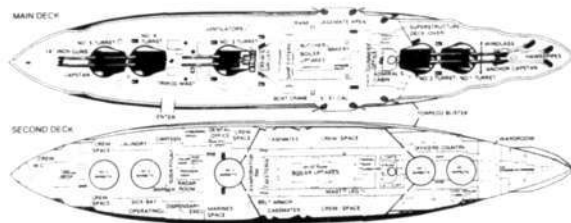
PHOTOS — CHRIS SATTLER



## RESTORATION

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

Major repair work began in December 1988 when the TEXAS was towed to Todd Shipyard in Galveston and concluded when she returned to her improved berth at San Jacinto Battleground State Historical Park in July 1990. Initial projects concentrated on restoring the ship's watertight integrity. Nearly 350,000 pounds of steel plating were replaced on the hull, tanks and torpedo blisters; gun tubs and some anti-aircraft gun mounts, previously removed by the Navy, were once again added to the main deck; and structural repairs were made to the masts and superstructure of the ship. Following the removal of the non-historic layer of concrete on the main deck, work began on the installation of new wooden decking. But the



## BB35 THE BATTLESHIP TEXAS



most obvious change was a new paint scheme. Instead of a peace-time gray, the TEXAS was painted the dark blue she wore during service in the Pacific in 1945 (Navy specification Camouflage Measure 21).

The work of saving the TEXAS has involved a tremendous effort and has been a great source of pride throughout the State. But while the ship officially reopened to the public on September 8, 1990, her restoration is not complete. Over a period of several years, many

compartments and work areas on the ship will be carefully refurbished to portray life on a warship in 1945. Some of the spaces scheduled for work have never been available for public tour. Although this phase of the restoration will be exciting, it will also require considerable time and resources. Assisted by former crew members, volunteers, interested groups and contributors, the Parks and Wildlife Department will continue to bring new life to the TEXAS.

## BATTLESHIP TEXAS GENERAL DATA:

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



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## BB35 THE BATTLESHIP TEXAS

Displacement: (1914) 28,000 tons  
(1927) 34,000 tons  
Speed: (1914) 21 knots  
(1927) 20.4 knots

Complement: Crew, 1,625; Officers 100;  
Marines 84 (peacetime)  
Active through 32 years of rapid change  
in the machinery of naval warfare, the

TEXAS has undergone much modification in guns, armor and propulsion. She helped pioneer naval aviation between the wars, and was kept up-to-date with advances in fire control, radio and radar as the focus of her defense shifted to the sky. Her basic reasons for being, however, remained the same: to float the big guns of her main battery into an action and to keep them firing against any enemy response.

### ARMAMENT

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

	1914	1945
Secondary		
Battery:	(21) 5"/51	(6) 5"/51
Torpedo Tubes:	(4) 21" TT	—
Anti-Aircraft:	—	(10) 3"/50
		(10) 40mm quads
		(44) 20mm

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



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# PRESERVING AMERICA'S WARSHIPS

All photographs by Chris Sattler



USS CONSTITUTION, a sail frigate, is the oldest ship remaining on the Navy list. She is preserved in Boston. Originally built in 1798



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

Mural of the sunken battleship USS ARIZONA in Pearl Harbor



Stem view of USS NORTH CAROLINA



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



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

## PRESERVING AMERICA'S WARSHIPS



Preserved at Bremerton in Washington State is the 1950s vintage destroyer TURNER JOY, destined to form a new museum in the near future.



Starboard quarter view of USS STEWART



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



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



Fletcher class destroyer USS CASSIN YOUNG is maintained by the National Park Service in near original condition at the Boston, Charlestown Navy Yard

## PRESERVING AMERICA'S WARSHIPS

At right: First nuclear powered submarine, USS NAUTILUS, is now preserved, afloat at Groton.

Right hand bottom: A replica of Bushnell's TURTLE is housed at the Nautilus museum in Groton.

Left hand bottom: Submarine USS BOWFIN, now in Hawaii, was responsible for the sinking of sixteen enemy ships during the Second World War

Below: Research submarine USS ALBACORE, was completed in 1953 as the first tear drop hulled submarine, able to achieve 35 knots submerged. Located at Portsmouth, New Hampshire.



At right: The former nuclear powered surface ship SAVANNAH provides the backdrop for the USCGS INGHAM, veteran of almost forty years service with the US Coast Guard at Patriots Point, South Carolina.

Below: USS LIONFISH, shows off her original WWI appearance.





## CONWAY'S HISTORY OF THE SHIP:

The Eclipse of the Big Gun - The Warship 1906-45

Published by  
Conway Maritime Press  
Reviewed by  
J. Straczek

The name Conway Maritime Press has become synonymous with quality and informative books on maritime subjects. This reputation can only be further enhanced by their latest offering. "The Eclipse of the Big Gun - The Warship 1906-45" is part of a 12 volume encyclopaedia tracing the development of the ship from the earliest time to the present. Whilst not an encyclopaedia in the true sense the series is encyclopaedic in its breadth and depth. The series is produced under the editorial direction of Dr Basil Greenhill who co-authored, with his wife, the authoritative study of Britain's naval war in the Baltic from 1854-55.

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



With each of the warship classes treated the development of the design is discussed as are the factors which impacted on these developments. Be these factors changing technology, wartime experience or artificial limitations imposed by treaties and financial constraints. In essence this volume chronicles the rise of the aircraft carrier and the submarine at the expense of the Big Gun. Naturally enough discussion is centred around the warships of the major powers. However, Australian ships do get mentioned



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

The volume is very well illustrated with both photographs and line drawings.

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

All in all "The Eclipse of the Big Gun - The Warship 1906 - 1945" is a book that promises much, and delivers.

## SUBMARINES OF THE US NAVY

by  
Stefan Terzibaschitsch  
Published by  
Arms and Armour Press  
Review Copy from  
Capricorn Link  
Reviewed by  
Ross Gillett

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

Each entry is presented via an overall class introduction, supported by technical and building tables. Small scale line drawings also depict most of the classes. The photographs accompanying the text illustrate the boats at varying stages of their

careers, from launch to reserve fleet. Early sections in the book are devoted to Submarine Administration, the different armaments and finally electronic equipment, paint and camouflage.

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

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

Highly recommended to all readers.

## FAST ATTACK CRAFT

by  
Anthony J. Watts  
Published by  
Arms and Armour Press  
Review Copy from  
Capricorn Link  
Reviewed by  
Ross Gillett

This unusually sized book (B5) is a compilation of the fast attack craft that serve in most of the world's navies in 1991-92, tracing the growth in size and role via 75 photographs and accompanying captions. The former Soviet Union is well represented from the torpedo boats to the latest missile corvettes.

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

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



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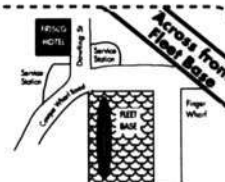
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