



Log of the
NAVAL WARFARE OFFICERS' ASSOCIATION



ENGAGE!

NAVAL WARFARE OFFICERS' ASSOCIATION

<http://warfareofficers.org.au>

formerly

The Anti-Submarine Officers' Association,
and incorporating

The Saint Barbara Association—Australian Division

Patron

VICE ADMIRAL C.A. RITCHIE AO RAN (Rtd)



THE OBJECT OF THE ASSOCIATION

“To preserve, promote and foster amongst its members, by such means as the Committee may from time to time deem appropriate, the spirit of patriotism, loyalty and service to the Nation and the Navy enjoyed by members during their period of service and to perpetuate the spirit of comradeship so generated.”

DATES FOR YOUR DIARY 2013

Annual Luncheon - Sydney	Friday 01 November
Annual Luncheon - Canberra	Thursday 21 November

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President's Report September 2013

The next couple of months will place a spot light on the Navy with the International Fleet Review taking place in Sydney in early October. Not only will there be visiting Navies joining for the Review on Sydney Harbour, there will be a street march and many other activities to remind Australia about the role and importance of the Navy over the past one hundred years since our first entry into Sydney. The International Fleet Review will coincide with the Sea Power Conference and the Pacific 13 maritime trade show at Darling Harbour.

It should be a great time for Navy and a great time to reflect on your own contribution to its rich tapestry. Captain Lee Goddard, Commanding Officer HMAS PERTH has very kindly offered NWOA members tours of the ship whilst it is alongside in Sydney. More details will be provided in due course.

After 8 years at the helm, this will be Greg Glancy's last edition of Engage. I am sure you will agree that he has made a very valuable contribution throughout that time. He has sacrificed many hours in making Engage! a quality magazine and I would like to pass on my thanks on behalf of the Association. Greg, thank you. Ted Breukel will take over the reins from the next edition and we are looking forward to him putting his own stamp and contribution, on what is a key element of our Association.

The recent winter barbecue was the last to be hosted by John Holman at his residence. As usual it was a great success and enjoyed by all who attended. An alternate venue is being sought to continue the tradition. Thanks go to John for all the effort over the years. It has been much appreciated and has gone to the heart of the Association's goals.

Your committee has agreed the addition of a Fleet Liaison Officer to become a committee member. This will assist in getting the word about the Association to warfare officers in the Fleet. Although the new position has not yet been filled, it will replace the position held by David Price, a founding committee member of the NWOA. Thanks go to David for his great contribution to the Committee and to the Association over many years.

We have our annual Luncheons coming up in both Sydney and Canberra in November, and I hope we can get a large attendance. These are significant activities on our annual calendar, and not only do they provide a great lunch, but also the opportunity to renew acquaintances.

Our membership drive continues, so I would encourage bringing a friend to an upcoming event. The best way to grow our membership is word of mouth. Hopefully the imminent focus on Navy will lead to warfare officers, both serving and retired to want to be part of our Association.

Thanks all.

Aye

Davyd Thomas

President

Honorary Life Members (in alphabetical order)

Peter Cosgrove, Guy Griffiths, John Holman, David Leach, David Price, Brian Robertson, Ray Williams

A web of intrigue!

A message from the back office.

Toiling in his dark laboratory, Dave Kinkead has done great things to rejuvenate the Association's communications technology, and we commend him for his selfless, superior efforts.

Dave writes –

We've relaunched the website with a new design, host and domain. The new site offers us a chance to improve the way we communicate with members, manage subscriptions and save costs by sending Engage! by email to those who'd like to help us save a small forest!

The new address is <http://warfareofficers.org.au>, and the old address will redirect to the new one for the next few months. To login into the site, simply select the login link from the top-right-hand corner. Enter you email and password as prompted. Because the new site uses a different encryption process, your old password will no longer work, so just click the forgotten password link <<http://warfareofficers.org.au/passwords/new>> and follow the instructions if you have any issues.

Once logged in, you'll be able to check your membership status at a glance, search the membership contact list, and comment on association news. You can update your own contact details by clicking on your name on the home page, or by searching for your profile under 'people'.

To help us cut down on postage, please ensure you check the 'Receive Engage! by email []' box if you'd prefer a more prompt pdf copy. Most of the data from the old site, and all of the subscription data was successfully migrated. However, there might be limited cases where your biography was not. If this is the case, then we kindly ask you to update it when possible.

The new site looks fantastic from all modern browsers, tablets and phones. Unfortunately, it's not as polished when viewed from legacy browsers like Internet Explorer 7 and 8 but this shouldn't be much of an issue after the next DRN upgrade.

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While there is more than enough to distress those who regard the English language these daze, Gunnery Officers might enjoy the following.

There is a two-letter word that perhaps has more meanings than any other two-letter word, and that is 'UP.' It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP ?

At a meeting, why does a topic come UP?

Why do we speak UP and why are the officers UP for election and why is it UP to the secretary to write UP a report ? (*Ed. David Flakelar – this is a rhetorical question.*)

We use it to brighten UP a room, polish UP the silver; we warm UP the leftovers and clean UP the kitchen.

We lock UP the house and some blokes fix UP the old car.

At other times the little word has real special meaning.

People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing, but to be dressed UP is special. A drain must be opened UP because it is blocked UP.

We open UP a store in the morning but we close it UP at night.

We seem to be pretty mixed UP about UP !

To be knowledgeable about the proper uses of UP, look the word UP in the dictionary.

In a desk-sized dictionary, it takes UP almost 1/4th of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used.

It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more.

SHUT UP!

Bitu Paka Day 11 September 1914

As you work your busy way through the 11th I hope that you can find a few moments to think of the members of the RAN and RANR who were landed on the jetty at Kabakaul in New Britain from the cruisers and destroyers of the Australian Fleet at dawn 99 years ago.

Their task was to find the German radio station somewhere in the vicinity and to capture it. They did not know where it was not how well defended it might be. Resistance was expected, although they themselves were only lightly armed: if they ran into difficulties they had no way of communicating the fact and seeking assistance except by runner.

There must have been a few nervous gulps as they chambered live rounds in their pistols and rifles that morning and set off down a likely-looking road, fringed with dense jungle, into the growing heat of a tropical day. The Royal Australian Navy was about to fight its first battle with Imperial Germany, not at sea but on land.



The action that developed at Bitu Paka called for initiative and improvisation, as German defences were identified, snipers encountered and casualties taken by the landing party. Reinforcements were summoned and bluff and determination carried the day, but not before five Australians had died. The final phase took place as dusk was falling. Australia's first military action under the new Commonwealth flag was a victory, and one of considerable strategic consequences for Australia and Germany.

Lieutenant Thomas Bond RANR won Australia's first Distinguished Service Order that day, and Able Seaman Billy Williams RANR of Northcote in Victoria, sadly, was the first Australian to lose his life in World War One.

You might also reflect on why it is the RAN and naval veterans organisations don't commemorate the anniversary of this battle with its sacrifice and heroism. It founded a tradition and set a standard of devotion to duty which successive generations of Australian Navy people have upheld in all corners of the globe, and do so to this day.

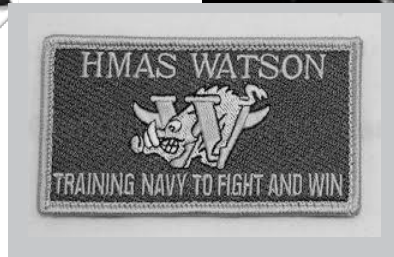
And finally, if you have the opportunity, you might share the story with another Australian: we all should know and be proud of the achievement of those officers and sailors from the Australian Fleet who set off into the unknown from Kabakaul at dawn 98 years ago today to do battle for their country.

Ian Pfennigwerth
Captain RAN (Rtd)
Ed. Thank you, Ian!

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When creating wives, God promised men that good and obedient wives would be found in all corners of the world. And then He made the earth round.

HMAS WATSON HISTORY



HMAS Watson continued to develop into the 1960s with a tender for a new Wardroom accepted in December providing accommodation and associated facilities for both senior and junior officers.

It was the completion of the inter-denominational Chapel of St. George the Martyr in 1961, however, that garnered the most attention. The Chapel memorialises all members of the RAN who have died in service and was paid for with donations.

Admiral of the Fleet Sir Bruce Fraser, First Baron Fraser of North Cape, GCB, KBE, who commanded the BPF in the last stages of WWII, wrote in support in 1960:

I think the idea of the Chapel is wonderful and a most fascinating design. Its position will be one to commend itself to sailors all over the world both to the Royal Navies and the Merchant Marine. I remember so well often going down to the South Head to watch the Fleet coming into harbour, the DUKE OF YORK and the aircraft carriers, and so I have rather an affection for this spot in addition, of course, to the memories of my stay in Australia when everyone was so extremely kind and hospitable. The appeal is certainly worthy of the utmost support and I wish you every success in your efforts with my best wishes. Yours sincerely, FRASER OF NORTH CAPE.

The First Sea Lord, Admiral Sir Charles E. Lambe, GCB, CVO, also offered his support:

Troup has shown me your letter about the Memorial Chapel at HMAS Watson and I am writing to say what a wonderful idea I think this is. I have passed on the contents of your letter to the Chaplain of the Fleet and I hope we may be able to help in some way. Meanwhile I enclose a small cheque as an indication of my support for this splendid and imaginative project. Yours sincerely, Charles E. Lambe.

The Chapel's foundation stone was laid on 30 April 1960. About 1200 people attended the short religious service to mark the occasion including the Minister for the Navy, Senator the Hon. John Gorton, and three senior members of the Naval Board as well as many other officers, sailors, family members and representatives of ex-navalmen's associations. The stone was dedicated by a boy known only as William, a ward of Legacy, whose father was a sailor who had given his life in World War II three months before William was born. He was chosen, and his anonymity preserved, as a symbolic representative for all those that had made the ultimate sacrifice as members of the RAN and associated services.



A working party helps to construct the Chapel of St George the Martyr.

Watson's RN counterparts, HM Ships Vernon and Dryad, the RNs Torpedo and Anti-Submarine, and Navigation Direction Schools respectively, also made their own special contributions to the Chapel. Each school presented a bronze plaque; the one from Vernon was emblazoned with the prayer written by Vice Admiral Horatio Lord Nelson on the eve of the Battle of Trafalgar on 21 October 1805, while Dryad's plaque

contained part of General Dwight D. Eisenhower's address to the Allied Expeditionary Force on D-Day, 6 June 1944.

Nelson's Prayer:

May the Great God, whom I worship, grant to my Country and for the benefit of Europe in general, a great and glorious victory; and may no misconduct in anyone tarnish it; and may humanity after Victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him who made me, and may His blessings light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen. Amen. Amen.

Eisenhower's address:

Soldiers, sailors and airmen of the Allied Expeditionary Force you are about to embark upon the Great Crusade to which we have striven these many months. The eyes of the world are upon you. The Hopes and prayers of liberty loving people everywhere march with you. The tide has turned. Free men of the world are marching together to victory. I have full confidence in your courage, devotion to duty and skill in battle. Good Luck and let us all beseech the blessing of Almighty God upon this great and noble undertaking.

Stones from Christian shrines around the world, some dating back to the fifth century AD, can be found in the Chapel's altar, including stones from the United States, England, India, South Africa, Scotland, Ireland, Hong Kong, Korea, Singapore, Israel, and Zanzibar (Tanzania). The altar also contains stones from cathedrals in Sydney, Bathurst, Melbourne, Perth and Rockhampton. The wood-carved pulpit features a New Zealand Kea bird and was donated by the RNZN, while other items such as stone carvings and altar cloths were gifts from many different nations including the Netherlands and Malta.

This wood-carved Kea was a gift to the Chapel from the RNZN.

The Chapel was dedicated on 4 March 1961 in a service attended by about 2000 people including, once again, the Minister for the Navy, Senator Gorton, and the Chief of Naval Staff, Vice Admiral Sir Henry Burrell, KBE, CB. The Chaplain of HMAS Watson, the Reverend James Trainer, performed the first two christenings in the Chapel the next day and special services for ten RAN ships lost during WWII were scheduled before the end of the year.





The HMAS Watson Chapel.

At the beginning of the 1960s, with fixed-wing aircraft earmarked to be phased out of the RAN and the carrier HMAS Melbourne (II) becoming a primarily ASW platform, a greater emphasis was placed on incorporating helicopters into ASW training at Watson. A Magnetic Air Plot System, a method of displaying the air and tactical anti-submarine picture as used in Melbourne, was installed in the AITC early in 1964. Staff ratings also put to sea to complete Helicopter Control Training and improve the AITC's ability

to control anti-submarine exercises involving helicopters. This expanded capability further increased the already significant training workload on the AITC and, consequently, Watson's then Commanding Officer, Captain Ian Easton, DSC, RN, made a number of proposals for complement changes and improved methods of instruction to try and ease the workload on staff and equipment. Instructional notes were revised and staff and facilities were extended throughout the course of the year, however, the training demand remained high and maintenance and staffing continued to be an ongoing problem. At the end of September 1964, there were seven extra sailors above complement attached to the AITC.

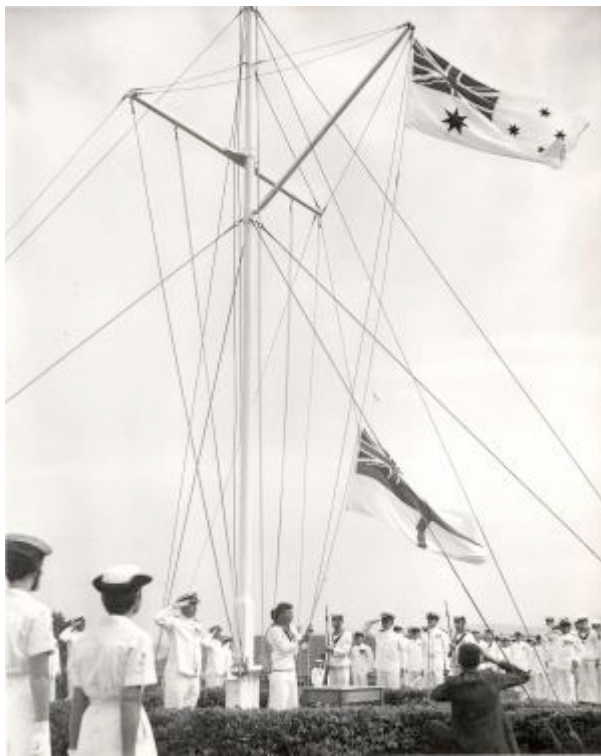
'Expedition Training' was also a popular activity at Watson. Carried out in the Tianjara area and the Royal National Park, the training consisted of personnel being dropped in the bush with supplies and rations for 24 hours, and then expected to make their way back to a pre-determined point 25 miles away. Training was voluntary and irregular, dependent on the availability of suitably qualified personnel to supervise, though there was no shortage of volunteers to undergo the training.

On 10 February 1964 at 8.56pm, HMAS Melbourne collided with HMAS Voyager (II) in one of the most tragic accidents in Australia's peacetime naval history. The disaster resulted in the loss of 82 lives, all from Voyager. Melbourne had been manoeuvring to find sufficient wind over the deck to allow for Gannet and Sea Venom Deck Landing Practice. The Commanding Officer of 816 Squadron, Lieutenant Commander Toz Dadswell (later Commodore Dadswell, AM) was approaching Melbourne in his Gannet at the time:

I approached the ship from the port quarter in a descending turn. I noted that Voyager was not in the correct RESDES [Rescue Destroyer] position. At 2056 a huge ball of flame lit the sky. It was the boiler room of Voyager exploding.

On the morning of 12 February, 140 Voyager survivors arrived at Watson to make leave arrangements in the wake of the disaster. The survivors returned to Watson at the end of their respective leave periods to await their next posting and receive further assistance in dealing with their own personal issues arising from the tragedy.

As well as its ongoing training commitments, Watson provided personnel for regular ceremonial duties on occasions such as Australia Day and Anzac Day, as well as for special occasions such as the visit of US President Lyndon Johnson in October 1966, and the introduction of the RAN White Ensign on 1 March 1967. In spite of such distractions, the decision to supplement training staff with sailors that had recently completed their courses and were awaiting posting, enabled most of the Schools to continue operating at near full capacity.



The RAN White Ensign is raised for the first time at HMAS Watson on 1 March 1967.

1965 proved to be a very busy year for the TAS Trials team as, in addition to their normal embarked trials and assessing program, they were involved in the installation, inspection and acceptance trials of the Helicopter Attack Teacher Table at HMAS Albatross at Nowra, as well as extensive trials on the RAN's Ikara weapons system at the Weapons Research Establishment at Salisbury, South Australia. The TAS Trials team became an integral part of the Ikara project for most of the 1960s in both its developmental stages and, later, during its introduction as an operational, embarked weapons system.

Ikara, an indigenous word meaning 'throwing stick', was a fully Australian designed and manufactured anti-submarine guided weapon

system. The system was designed to deliver an acoustic homing torpedo close to its intended target via a radio-controlled carrier rocket. The United States had developed a similar system, known as an Anti-Submarine Rocket (ASROC), at around the same time. ASROC, however, used an unguided, or 'point and shoot', ballistic missile as the torpedo's method of delivery. Ikara's superiority was in the accuracy of its radio guidance ensuring optimal targeting and enabling re-deployment of the missile after launching as necessary. Ikara was successfully exported and employed by the RN, RNZN and the Brazilian Navies.

A model of the Ikara torpedo carrying guided missile on display in HMAS Watson.



Watson's training capabilities expanded in May 1966 when a new Solartron Radar Simulator began operations. Used mainly for Helicopter Control training and AIO exercises, the simulator proved to be just as useful a training aid as the AITC. A Planetarium was also installed in the Navigation and Direction School in 1969 and proved

to be a most useful training aid, particularly for new students, in astronavigation. With the ageing AITC experiencing serviceability issues, industrial design studies began in 1968 on a new AIO and Tactical Trainer. Part of the remit of the new project was to provide upgraded conference facilities enhancing Watson's burgeoning reputation as an eminently suitable place to host meetings, conferences and symposia.

In August 1966, with the impending de-commissioning of Rushcutter, Watson became home to the Sydney Port Division of the RANR and the Australian Sea Cadet Corps – NSW Division. Watson's Executive Officer became the Staff Officer Reserves to the Flag Officer in Charge, East Australia Area, reflecting the establishment's expanded responsibilities. HMAS Archer, an Attack Class Patrol Boat, was commissioned on 9 November 1968 as the Reserve's training ship. More than 400 Naval Reserve officers and sailors were posted to Watson to conduct regular training on Thursday evenings, while cadets received weekend training in various ships and establishments in and around Sydney. Rushcutter's de-commissioning also resulted in the Explosive Ordnance Disposal Section of the Diving School transferring to Watson on 23 August 1967 to become part of the Mine Warfare Section in the TAS School.

The Reservists were not the only new arrivals at Watson. Towards the end of the year, the top floor of the CPOs Block was altered to accommodate 25 members of the WRANS and alterations were made in the Wardroom to accommodate one WRANS officer. At around the same time, five WRANS Radar Plot (RP) sailors qualified as Leading WRAN RPs, achieving the highest ever standard of any course that had passed through the Navigation and Direction School; male or female. On 9 January 1967, 19 WRANS transferred from HMAS Penguin to Watson.



HMAS Watson circa 1967.

To add to the influx of new personnel posted to Watson, the establishment also became the main staging area for troops deploying to, and returning from, the war in Vietnam. The troops were housed in temporary accommodation on the western side of South Head as they prepared to embark in, or were disembarked from, the fast troop transport, HMAS Sydney (III).

Two significant changes to teaching methods were effected in 1966 and 1967.

First, in mid-1966, the employment of instructors at Watson was re-organised so that each instructor specialised in a particular subject rather than guiding a course throughout its entire training program. This change enabled each instructor to focus on their speciality and consequently improved the standard of training offered at Watson. Second, in November 1967, the first Combined Tactical Training Course began, convincing all officers that attended of the need to consider all tactical aspects in concert with each other, rather than in isolation as had been done in the past. A Training Coordination Centre, modelled on a similar organisation operating in HMAS Cerberus, was also established the following year to better coordinate training, an initiative which proved to be very successful in the years to come.

Aaahh!.....Memories

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SLIP THE BRIDLE!

After eight years and twenty four editions it is time to give someone else a go.

I have a couple of other things which I should be paying attention to (yes, I know that's a preposition) and I must move on. I'm sure Ted Breukel will carry the newsletter to new heights and I wish him and all of the readership well..... *ex-Ed*

To finish: (I promise)

You know it's my favourite, so once more with gustotime flies like an arrow, fruit flies like a banana.

What do you call two crows on a branch?

Attempted murder!.....if I'd heard that earlier, it might have been my favourite.

.....Engage the APE!

PIRATES AND THE WAY TO FAME AND FORTUNE

Pirates had a system of hierarchy onboard their ships determining how captured money was distributed. However, pirates were more "egalitarian" than any other area of employment at the time. In fact pirate quartermasters were a counterbalance to the captain and had the power to veto his orders. The majority of plunder was in the form of cargo and ship's equipment with medicines the most highly prized. A vessel's doctor's chest would be worth anywhere from £300 to £400, or around \$470,000 in today's values. Jewels were common plunder but not popular as they were hard to sell, and pirates, unlike the public of today, had little concept of their value. There is one case recorded where a pirate was given a large diamond worth a great deal more than the value of the handful of small diamonds given his crewmates as a share. He felt cheated and had it broken up to match what they received.



Sir Henry Morgan. In 1671, Morgan sacked and burned the city of Panama – the second most important city in the Spanish New World.

Spanish pieces of eight minted in Mexico or Seville were the standard trade currency in the American colonies. However, every colony still used the monetary units of pounds, shillings and pence for bookkeeping while Spanish, German, French and Portuguese money were all standard mediums of exchange as British law prohibited the export of British silver coinage. Until the exchange rates were standardised in the late 18th century each colony legislated its own different exchange rates. In England, 1 piece of eight was worth 4s 3d while it was worth 8s in New York, 7s 6d in Pennsylvania and 6s 8d in Virginia. One 18th-century English shilling was worth around \$58 in modern currency so a piece of eight could be worth anywhere from \$246 to \$465. As such, the value of pirate plunder could vary considerably depending on who recorded it and where.

Ordinary seamen received a part of the plunder at the captain's discretion but usually a single share. On average, a pirate could expect the equivalent of a year's wages as his share from each ship captured while the crew of the most successful pirates would often each receive a share valued at around £1,000 (\$1.17 million) at least once in their career. One of the larger amounts taken from a single ship was that by Captain Thomas Tew from an Indian merchantman in 1692. Each ordinary seaman on his ship received a share worth £3,000 (\$3.5 million) with officers receiving proportionally larger amounts as per the agreed shares with Tew himself receiving 2½ shares. It is known there were actions with multiple ships captured where a single share was worth almost double this.

By contrast, an ordinary seaman in the Royal Navy received 19s per month to be paid in a lump sum at the end of a tour of duty which was around half the rate paid in the Merchant Navy. However, corrupt officers would often "tax" their crews' wage to supplement their own and the Royal Navy of the day was infamous for its reluctance to pay. From this wage, 6d per month was deducted for the maintenance of Greenwich Hospital with similar amounts deducted for the Chatham Chest, the chaplain and surgeon. Six months' pay was withheld to discourage desertion. That this was insufficient incentive is revealed in a report on proposed changes to the RN Admiral Nelson wrote in 1803; he noted that since 1793 more than 42,000 sailors had deserted. Roughly half of all RN crews were pressganged and these not only received lower wages than volunteers but were shackled while the vessel was docked and were never permitted to go ashore until released from service.

Although the Royal Navy suffered from many morale issues, it answered the question of prize money via the 'Cruisers and Convoys' Act of 1708 which handed over the share previously gained by the Crown to the captors of the ship. Technically it was still possible for the Crown to get the money or a portion of it but this rarely happened. The process of condemnation of a captured vessel and its cargo and men was given to the High Court of the Admiralty and this was the process which remained in force with minor changes throughout the Revolutionary and Napoleonic Wars.

Ship prize shares

Rank	Pre 1808	Post 1808
Captain	3/8	2/8
Admiral of fleet	1/8	1/8
Sailing Master & Lieutenants & Captain of Marine	1/8	1/8
Warrant Officers	1/8	1/8
Wardroom Warrant officers & Petty Officers	1/8	1/8
Gunners, Sailors	1/8	2/8

Even the flag officer's share was not quite straightforward; he would only get the full one-eighth if he had no junior flag officer beneath him. If this was the case then he would get a third share. If he had more than one then he would take one half while the rest was shared out equally.

There was a great deal of money to be made in this way. The record breaker, admittedly before our wars, was the capture of the Spanish frigate the Hermione, which was carrying treasure in 1762. Its value was so great that each seaman netted £485 (\$1.4 million in 2008 dollars).

The two captains responsible, Evans and Pownall, got just on £65,000 each (\$188.4 million). In January 1807 the frigate Caroline took the Spanish San Rafael which brought in £52,000 for her captain, Peter Rainier (who had been only a Midshipman some thirteen months before).

All through the wars there are examples of this kind of luck falling on captains. Another famous 'capture' was that of the Spanish frigates Thetis and Santa Brigada which were loaded with gold specie. They were taken by four British frigates who shared the money, each captain receiving £40,730. Each lieutenant got £5,091, the Warrant Officer group, £2,468, the Midshipmen £791 and the individual seamen £182.

It should also be noted that it was usually only the frigates which took prizes; the ships of the line were far too ponderous to be able to chase and capture the smaller ships which generally carried treasure. Nelson always bemoaned that he had done badly out of prize money and even as a flag officer received little. This was not that he had a bad command of captains but rather that British mastery of the seas was so complete that few enemy ships dared to sail.

Comparison chart using the share distribution known for three pirates against the shares for a Privateer and wages as paid by the Royal Navy.

Rank	Bartholomew Roberts	George Lowther	William Phillips	Privateer (Sir William Monson)	Royal Navy (per month)
Captain	2 shares	2 shares	1.5 shares	10 shares	£8, 8s
Master	1.5 shares	1.5 shares	1.25 shares	7 or 8 shares	£4
Boatswain	1.5 shares	1.25 shares	1.25 shares	5 shares	£2
Gunner	1.5 shares	1.25 shares	1.25 shares	5 shares	£2
Quartermaster	2 shares			4 shares	£1, 6s
Carpenter			1.25 shares	5 shares	£2
Mate		1.25 shares		5 shares	£2, 2s
Doctor		1.25 shares		5 shares	£5 +2d per man aboard
"Other Officers"	1.25 shares			various rates	various rates
ABs (2 yrs experience) Ordinary Seamen Landsmen (pressed)	1 share	1 share	1 share		22s 19s 11s

OPERATION CORPORATE 1982

A MARITIME DOCTRINAL PERSPECTIVE

On 2-3 April 1982, Argentine military units invaded the British South Atlantic possessions of the Falkland Islands and South Georgia. Although taking them by force was a gamble, the Argentine Junta desired to strengthen their standing at home, and based their decision on mounting evidence of British political weakness, including publicity concerning major cutbacks in the British Armed Forces.

The United Kingdom's limited deterrent posture in the South Atlantic had clearly failed, yet by the middle of June the islands were back under British control. The key to the rapid and successful outcome of Operation CORPORATE was the Royal Navy's inherent readiness and its ability to conduct a joint campaign of maritime power projection across 8000nm of the Atlantic Ocean.¹

The first units of the British task force that took back the Falklands sailed from UK ports between 5-7 April; their prompt despatch a military act to demonstrate national resolve.

But the response was in no sense an isolated measure; rather it was designed to support ongoing diplomatic efforts to secure an Argentine withdrawal. Nevertheless, once it became clear that the Junta intended to ignore international disapproval, the task force's mission readily changed from coercion to combat. Of greatest importance to ultimate success, a clear military aim was selected and maintained throughout.



Jubilant British crowds salute the departure of HMS Hermes, the task force flagship, from Portsmouth.

Although the

Operation remained incredibly complex, at all times the adaptability of the forces involved ensured that Britain's leadership could anticipate and fine tune their military responses. Particular care had to be taken in planning, for the challenges were greater than would normally have been considered acceptable for an attacking force. Most notably:

- the distance to the theatre meant long lines of communication and constraints on the amount of force that could be applied
- the Argentine garrison had significant time to prepare their defences
- the British could not expect superiority either in the air or on the ground

- British forces would be required to maintain combat readiness over an extended period, while remaining at sea with a sub-Antarctic winter approaching
- contrary to extant defence policy and long-term NATO contingency training, this would be a purely national campaign.

These difficulties made it essential to construct a campaign that achieved an acceptable end-state before British forces reached their operational limits through personnel fatigue and equipment breakdown, and were thereby forced to withdraw. The military conditions that would bring about this end-state were identified as the removal of Argentine forces from Port Stanley, the major population centre/seat of government in the Falklands.

As always, military resources were limited, making it essential that critical task force components were protected throughout the operation. Chief among these components were the two light aircraft carriers, HM Ships Hermes and Invincible and their embarked fixed and rotary-wing aircraft. The Argentine threat was multidimensional, but in addition to the task force's offensive potential, its inherent mobility, versatility, and sustainability also provided a spectrum of effective defensive options.

Since the bulk of Argentine ground forces were concentrated at Port Stanley, a direct assault here might shorten the campaign, but the military risks of such an action were immediately judged too high. Moreover, an assault risked high civilian casualties, an unacceptable outcome when the operation aimed to free the local populace. Hence, the agreed campaign plan sought to minimise these risks, while taking advantage of British maritime strengths.

The subsequent campaign therefore consisted of several sequential phases. These phases included:

- the deployment into theatre of nuclear-powered attack submarines, which could exploit their speed and stealth to collect intelligence, conduct surveillance and build the recognised maritime picture
- the assembly and deployment of the task force, including storing and combat preparation, and the taking up of ships from trade to achieve sustained reach
- a smaller scale operation to retake the island of South Georgia, thereby transmitting intent to the Argentine forces and removing any potential to outflank British forces the establishment of a sufficient degree of sea control to permit a landing in the Falklands, while simultaneously denying the Argentine garrison the possibility of reinforcement
- an amphibious assault in a remote and therefore less well-defended area of the Falkland Islands to establish a beachhead
- a breakout from the landing area, followed by an overland advance against Port Stanley.

If a deployment is distant from a naval force's normal operating base, maritime doctrine emphasises the importance of a forward deployed logistics element. Vital to the strategic mobility demonstrated in the Falkland's campaign was the early set up of Ascension Island in the mid-Atlantic as an advanced logistic support site. It was thereafter used as both an airhead and a tanker base in support of the Joint Operational Logistics Pipeline. The first task force units reached Ascension on 10 April, followed by the flagship Hermes on 16 April and the Amphibious Force on the following day. Time was taken to complete planning, embark additional stores, re-stow cargo, and refresh embarked troops ashore.

Having detached an advanced force with Royal Marines and Special Forces, the operation to recapture South Georgia began on 21 April. Naval gunfire covered the final advance of the assault force and the demoralised Argentine troops surrendered on 25 April. An unexpected bonus from the operation was the capture of one of the three operational Argentine submarines. However, the remaining submarines still posed a residual threat as a force in being, and continued to require the task force to devote much time and effort to anti-submarine warfare.

Further reducing any challenge to British sea control, on 2 May the submarine HMS Conqueror sank the Argentine cruiser General Belgrano. This action resulted in the containment of the remaining Argentine surface forces, including their aircraft carrier, ARA

Veinticinco de Mayo, which took no further part in the campaign. Thereafter, Argentine capabilities for sea denial largely rested in their maritime air forces based on the mainland, the seriousness of the threat being demonstrated on 4 May, when the destroyer HMS Sheffield succumbed to an air launched Exocet missile attack.

The primary British response to this threat was a campaign of attrition directed against the Argentine navy and air force to weaken, or preferably neutralise, their off-island defensive capability. This came about through a cumulative operation to stimulate action with the Argentine air forces through air combat and destroyer/frigate missile traps, preferably on terms favourable to the British.

The British had early on declared a 200nm radius Military/Maritime Exclusion Zone, taken from the centre of the Falkland Islands. From 30 April this was replaced by a Total Exclusion Zone, in which all ships and aircraft, naval, military or civil, in any way supporting the Argentine occupation of the Falklands were liable to attack. The blockade was enforced using fixed and rotary-wing air attacks, sweeps by surface action groups and the implicit threat of submarine action. There were never enough counter air forces to prevent the continual air resupply of the Argentine garrison, but the ongoing pressure did much to keep the defending forces on edge.

In the meantime, the British task force had initiated advanced force operations using submarines, air and clandestine reconnaissance to prepare the battlespace in advance of the landing forces. Deception operations, including raids and bombardments, were also used to mislead the enemy's interpretation of British intentions, maintain the initiative and raise morale within the task force. On 20 May, with conditions judged ready, the British command used the ability of maritime forces to achieve surprise and the concentration of force to stage a full scale amphibious assault in San Carlos Water, an inlet off Falkland Sound.

While the amphibious units and supporting warships carried out their landing, the aircraft carriers stood off, conducting offensive counter air operations and air support. Control of the air over the amphibious objective could not be guaranteed, and once the Argentines realised that the landings were not a diversion the British suffered heavily from air attack. Yet, notwithstanding ship losses and damage, the task force possessed sufficient resilience to continue operations. Furthermore, the inability of the Argentine air forces to prevent the subsequent unloading and buildup of vital military stores reflected overall British success in their campaign of attrition.

The overland advance from the beachhead began on 26 May. The most serious British loss of the campaign was the container ship *Atlantic Conveyor* on 25 May, and more particularly her cargo—carrying helicopters and irreplaceable stores. This setback dictated substantial alterations to the offensive plan of advance. Further Argentine air attacks on two logistic landing ships on 8 June also inflicted substantial damage, but again not enough to thwart British intentions. Improvisation, strict prioritisation, and the flexibility of maritime support meant that the campaign's momentum was sustained.

Although the Argentine defenders in the approaches to Port Stanley still outnumbered the attacking British land forces, they were harried day and night by air attack, air portable artillery and naval gunfire support. Consistently outmanoeuvred and driven out from their strong defensive positions, the ill-supplied and demoralised Argentine troops retreated to Port Stanley. With military disorder setting in, the garrison surrendered on 14 June, just as the final British investment of Port Stanley was beginning. Thus ended the war, but in the words of the commander of the British Task Force, 'only for the land forces', out here in the Battle Group, the electronic City still cannot sleep: the nightwatchmen remain alert. The combat air patrol is still on the flight deck, at ten minutes' notice to go. The eyes and ears of the Fleet are tireless'.²

¹ This Semaphore is largely based on D Brown, *The Royal Navy in the Falklands War*, Pen & Sword Books, London, 1987; Royal Navy, *The Fundamentals of British Maritime Doctrine*, BR1806, HMSO, London, 1995, pp. 189-195; and Royal Australian Navy, *Australian Maritime Doctrine*, Sea Power Centre - Australia, Canberra, 2010.

² Admiral Sandy Woodward, *One Hundred Days*, Fontana, London 1992, p. 332.

Word Stuff

Have you ever wondered from where the expression ‘beyond the pale’ originated?


(Never mind, read on anyway.)

Unacceptable; outside agreed standards of decency.

Firstly, let's get the spelling correct. It's 'beyond the *pale*', not 'beyond the *pail*' - nothing to do with buckets. The everyday use of the word 'pale' is as an adjective meaning whitish and light in colour....*much like Ed. was during most of his time at sea.* This 'pale' is the noun meaning 'a stake or pointed piece of timber, a meaning now virtually obsolete except as used in this phrase, but still in use in the associated words 'paling' (as in paling fence) and 'impale' (as in '*he doesn't look too good*').



The paling fence is significant as the term 'pale' came to mean the area enclosed by such a fence, and later just figuratively 'the area that is enclosed and safe'. So to be 'beyond the pale' was to be outside the area accepted as 'home'.



Catherine the Great created the *Pale of Settlement* in Russia in 1791. This was the name given to the western border region of the country, in which Jews were allowed to live. The motivation behind this was to restrict trade between Jews and native Russians. Some Jews were allowed to live, as a concession, 'beyond the pale'.

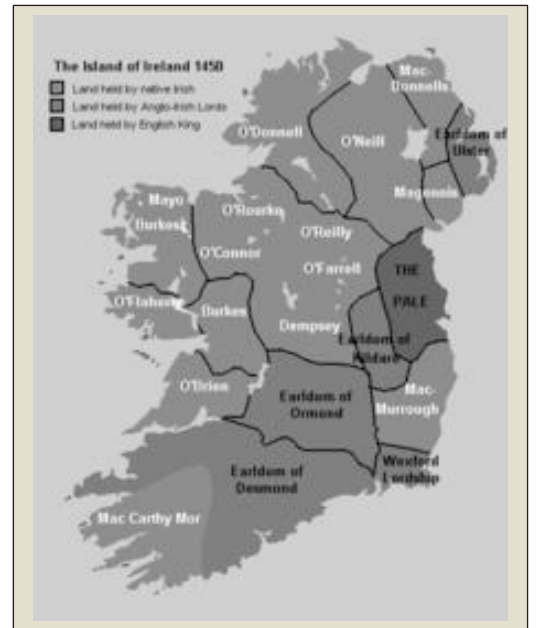
Pales were enforced in various other European countries for similar political reasons, notably in Ireland (the Pale of Dublin) and France (the Pale of Calais, which was formed as early as 1360).

The Pale (An Pháil in Irish) or the English Pale (An Pháil Shasanach), was the part of Ireland that was directly under the control of the English government in the late Middle Ages.

The first printed reference comes from 1657 in John Harington's lyric poem *The History of Polindor and Flostella*. The character Ortheris withdraws with his beloved to a country lodge for 'quiet, calm and ease', but they later venture further:

"Both Dove-like roved forth beyond the pale to planted Myrtle-walk".

Such recklessness rarely meets with a good end in 17th century verse and before long the lovers are attacked by armed men with 'many a dire killing thrust'. The message is clear - 'if there is a pale, decent people stay inside it', which conveys exactly the figurative meaning of the phrase as it is used today.



RAN BEACH COMMANDOS

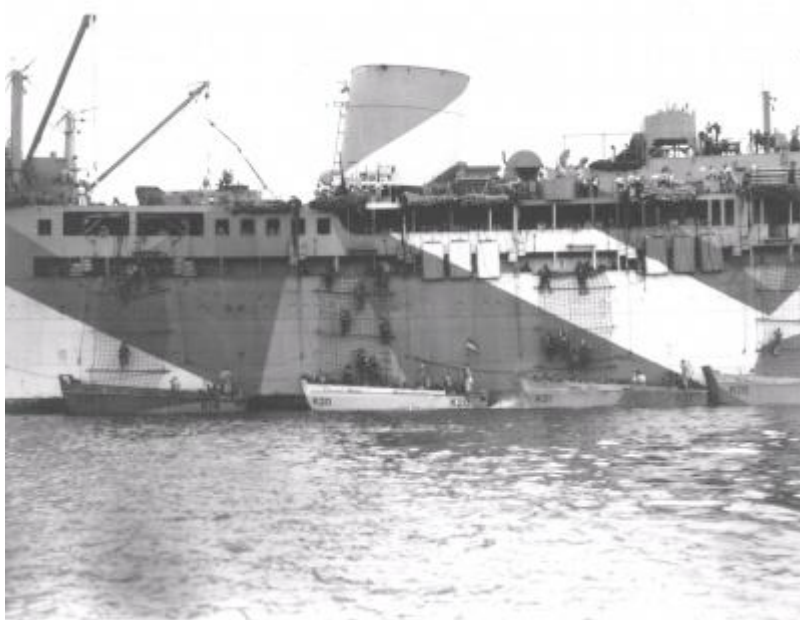
The Naval Beach Commandos hold a unique place in Australian naval history. From 1942 to 1945, around 1000 Royal Australian Navy (RAN) sailors trained in amphibious warfare alongside their compatriots from the Army and Air Force, and large numbers of United States servicemen. These sailors played an instrumental role in the Operation OBOE landings at Tarakan, Brunei Bay and Balikpapan.

In March 1942, the Australian Government, recognising the importance of an amphibious capability in any effort to drive the Japanese out of the Pacific, began exploring the requirements for combined operations training in Australia. Two training centres were established before the end of the year.

The army established the Combined Training Centre at Toorbul Point, Queensland, while the Joint Overseas Operational Training School was established at Port Stephens, north of Newcastle. With construction work progressing ashore at Port Stephens, HMAS Assault was initially commissioned aboard the armed merchant cruiser HMAS Westralia and began providing instruction for landing craft crews, beach parties (naval commandos) and combined operations signals teams. Assault transferred ashore on 10 December 1942.

An American Amphibious Training Group was also established nearby and the two facilities were combined as the Amphibious Training Centre in February 1943 under the overall command of the commander of the Seventh Amphibious Force, Rear Admiral Daniel E Barbey, USN. HMA Ships

Kanimbla, Westralia and Manoora, were all converted into infantry landing ships (LSI) during 1943.



Amphibious training with HMAS Kanimbla.

Training at Assault was intense covering every aspect of landing operations on hostile shores. Sailors had to partake in assault courses, instruction in various weapons and explosives as well as hand-to-hand combat. Former naval commando, Able Seaman Ted Jones, recalled training with his unarmed combat instructor, Lieutenant Donald Davidson: “Over and over again he would impress upon us that we were being trained to fill a commando role

and in such a role we could quite easily find ourselves in a position where we had to depend on our hands, eyes and senses to prevent an enemy in hand-to-hand combat from killing us ... it was – kill or be killed – and this was a reality, not a supposition.”¹

The commandos also had to learn how to conduct in-water beach surveys which would often leave them immersed fully clothed for hours on end, as well as constructing makeshift metal ‘roadways’ on the beach enabling the landing of vehicles as large as a tank.

Having trained some 20,000 US soldiers and marines, 2000 Australian soldiers and 1000 RAN personnel, the Amphibious Training Centre closed in October 1943, although HMAS Assault continued operating on a reduced basis. Thereafter, all amphibious training facilities were based at Toorbul, which became the centre for amphibious activities in the Southwest Pacific Area (SWPA). Most of the RAN's 120 naval commandos as well as Kanimbla, Westralia and Manoora, were also transferred to Toorbul. In addition, shortly after training at Port Stephens ceased, a detachment of naval commandos proceeded to Cairns for training with the army's Australian Beach Group.



RAN Beach Commandos in training.

In December 1943, the RAN decided to raise a dedicated naval commando unit. The Naval Beach Commando was formed on 6 January 1944 under the command of Principle Beachmaster Commander Robert S Pearson, RAN. By the end of 1944, three additional units had been raised along with boat crews and signal units. The title RAN Beach Unit was adopted for each and Commander Pearson became Senior Naval Officer, Beach Unit. Although these highly trained, elite units were desperate to prove their skills in action they nevertheless had to endure a long wait while US formations took priority during subsequent amphibious assaults across northern New Guinea and the Philippines.



CMDR Robert Pearson.

The RAN Naval Commandos saw action for the first time on 1 May 1945 during Operation OBOE I, the assault on Tarakan Island off Borneo. Tarakan has an area of only 135km², and largely consists of mangrove swamps with a hilly, forested centre. The port of Lingkas was selected for the landing as it had the Island's best beach, though hardly ideal being 2km long by 90m wide and composed mainly of soft mud up to three metres deep. Westralia and Manoora formed part of the RAN contingent at Tarakan. The LSIs carried Naval Beach Commando B, comprising 14 officers and 107 ratings under the command of Lieutenant Commander Bernard Morris, RANVR, five observers from Beach Commando D, as well as elements of the army's 9th Division. Six telegraphists from Naval

Beach Signal Section D were also loaned to USS Rocky Mount and later landed on Tarakan to replace casualties. The commandos were divided into four beach parties; Red, Green and Yellow beaches at Tarakan, and Blue beach at Sadau Island 8km distant.

The main invasion force entered Lingkas before dawn on 1 May. A shore bombardment swept the area before the landing craft thrust up onto the beach giving the commandos a dry landing. Throughout the course of the day and into the night, hundreds of tons of equipment and personnel were disembarked from Westralia and Manoora and the LSIs departed at around noon the following day. The beach commandos landed with the first wave of each forward battalion. They carried out reconnaissance, marked beaches, established and maintained signal

communications, organised and furthered the unloading of landing craft, salvaged craft which became stranded, and generally organised and conducted all the work on the beaches.² This was no easy task as the jetties were damaged and the tide had receded.

RAN Beach Commandos on the beach at Tarakan with a pet monkey.

All of the RAN's casualties during this operation were beach commandos; telegraphists John Brady and William Ryan were killed and a signalman wounded when a Beach Control Point came under shellfire on 2 May. Lieutenant Commander Morris continued to act as Port Director until relieved on 17 May.



All three Australian LSIs took part in the amphibious phase of Operation OBOE VI³, the assault on Brunei Bay on 10 June 1945. Beach Commando A, under the command of Lieutenant Commander Ron McKauge, DSC, RANVR, was embarked on this occasion, once again in company with elements of the Australian 9th Division. This time the naval commandos, numbering 20 officers and 157 ratings, were divided into three beach parties. The main body of the assault group landed on Labuan Island, dubbed Brown Beach, while a smaller force, from Kanimbla, landed at Muara Island and Brunei Bluff – White and Green Beaches respectively – which were some 32km from the main assault. The selected beaches in Brunei were wide and sandy, much better suited to amphibious landings than those at Tarakan.

The assault group entered Brunei Bay before dawn and, in spite of the shore bombardment, landing craft came under sporadic sniper fire as they entered the water. The snipers, however, only succeeded in revealing their positions and were soon stopped by Allied guns. The Beach Commandos were first ashore at 0915 and little more than an hour later all three beaches were secured without casualties. The commandos again played a leading role during the assault as well as in organising the follow-on Allied forces. General Douglas MacArthur expressed his satisfaction to the commandos, remarking, 'The execution of the Brunei Bay operations has been flawless ... convey to your officers and men the pride and gratification I feel in such a splendid performance'.^[4] When the amphibious fleet departed, the Beach Commandos stayed behind, employed in various duties including patrol and survey. They were withdrawn on 27 June through the Australian Beach Group Camp on Labuan Island.

The Beach Commandos' final action in World War II was during Operation OBOE II, the Australian 7th Division's amphibious assault at Balikpapan. In addition to the army contingent the three LSI's embarked 17 officers and 150 ratings of Beach Commandos B and D, under the command of the experienced Lieutenant Commander Morris. Klandasan, at the southern end of Balikpapan Bay, was identified as the best landing site despite the relative shallowness of the water and the strength of enemy defences. Some 25km of coast was protected by a log barricade and around 3500 Japanese and 6500 local conscripts covered the beaches with automatic weapons. Heavier installations farther inland provided defence in depth. The Australian landing force had also to contend with an extensive shallow-water minefield, laid originally by the Allies, which took 16 days to make safe. Three beaches, designated Red, Yellow and Green, were selected for the landing.



An RAN Beach Commando signals with an Aldis Lamp.

The Balikpapan assault group arrived before dawn on 1 July and the beach parties started transferring to the landing craft at 0710. The shore bombardment began ten minutes earlier and, apart from a well-protected 3-inch gun which did little but force the troops to take cover, effectively destroyed the larger shore defences. The Beach Commandos, as always, were first ashore at 0855 and although they suffered no casualties during the landing, some of their mates in the 7th Division were not so lucky. The commandos in the first wave directed naval gunfire and by the time the third assault wave landed at 0903, the Japanese mortars and pillboxes had been destroyed. During the day the beach parties directed the landing of 10,500 troops, 700 vehicles and 1950

tons of stores over difficult beaches with more than a metre of surf running.^[5]

The assault at Balikpapan was the last amphibious landing of the war. The Naval Beach Commandos were disbanded shortly afterwards and its men were re-assigned throughout the RAN, many remaining in the SWPA and some returning to Australia. They went about their job with a minimum of fuss and a great deal of pride, and though their important role is sometimes overlooked, their exemplary performance was recognised by Rear Admiral Barbey, who reportedly ‘chided his American Commanding Officers ... for persistently being outperformed by those God-damn “Ossies” in our speed of over beach unloading, consistent timing and very low landing craft damage’.^[6] This was high praise indeed, for some of the RAN’s most unusual sailors.

Although the Australian Defence Force no longer has a dedicated beach unit, the tasks undertaken by the RAN Beach Commandos during World War II remain relevant, and therefore continue as an essential component of our current and future amphibious operations.

By kind permission of the Sea Power Centre

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2. Gill, G Hermon, *Australia in the War of 1939-1945 Series two Navy Volume II royal Australian Navy 1942-1945*, Australian War Memorial, Canberra, 1968.
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6. Address by CMDR J Hume RAN (Rtd) 15 August 1995.

SHIPS NAMED CANBERRA

In the annals of the Royal Australian Navy (RAN), two of its warships have proudly carried the name of Australia's capital city – Canberra. On 17 February 2011, a third ship, the first of two new amphibious ships (LHD) built for the RAN, was launched in Spain. She is currently forecast to enter service in 2014 following her official commissioning as HMAS Canberra (III). With this in mind, it is timely to review the history of the Canberras, examine their contribution to Australian maritime security and highlight the unique bonds forged between these ships and the citizens of our nation's land-locked capital.

The name Canberra is derived from the language of the Ngunnawal people who traditionally occupied the district now recognised as the Australian Capital Territory (ACT). The word means a 'meeting place' of either rivers, or of tribes joining together to feast on Bogong moths in mountains to the south of the region. Recognition of Canberra's indigenous heritage is also reflected in the coat of arms of the city which features two swans, representing both the aboriginal and European cultures that now share the region. That coat of arms forms the centrepiece of HMAS Canberra's ship's badge.



The official badge of HMAS Canberra featuring the coat of arms of the city of Canberra

The first RAN ship named Canberra was one of two 10,000 ton Kent class heavy cruisers ordered by the Australian government in 1924. Built in the United Kingdom, Canberra commissioned at Clydebank on 9 July 1928, two months after her sister, HMAS Australia (II). After five months working up in British waters, Canberra sailed from Portsmouth for Australia on 4 December 1928. En route, she visited Gibraltar, Las Palmas, the African ports of Sierra Leone, Takoradi, Lagos, Cape Town, Simonstown and Durban, before arriving at Fremantle on 25 January 1929. She then 'showed the flag' at Bunbury, Albany, Adelaide and Melbourne, finally arriving in her home port of Sydney on 16 February. In each port large crowds gathered to see the RAN's latest cruiser with its impressive main armament of eight, 6 inch guns.

For the next ten years Canberra operated on the Australian Station. Together with Australia she shared the role of flagship of the RAN Squadron and the two formed the backbone of the RAN during the lean years of the Great Depression. At that time Canberra made only occasional overseas visits to the nearby Dutch East Indies, New Caledonia and Fiji.

Following the outbreak of hostilities with Nazi Germany in September 1939, Canberra began her wartime career conducting patrols and escort duties in home waters under the command of Captain Wilfred R Patterson, CVO, RN. In June 1940 Australian-born Captain Harold B Farncomb, MVO, RAN, assumed command, and sailed the following month for service in the Indian Ocean. There the cruiser performed important convoy escort work between Fremantle, Colombo and Cape Town. In July she participated in an unsuccessful search for the German raider Atlantis, then actively disrupting Allied shipping routes from Africa to India and the Malay States. Later, in November 1940, Canberra rescued survivors from the merchant ship SS Port Brisbane, sunk by another German raider, Penguin. With the aid of her amphibian aircraft, Canberra conducted a prolonged but ultimately fruitless search for Port Brisbane's attacker which had by then melted into the vastness of the surrounding ocean.

In early 1941 Canberra resumed her Indian Ocean escort and patrol duties making further searches for enemy raiders including the German pocket-battleship Admiral Scheer. In March, while in company with HMNZS Leander, she intercepted the German supply ship Coburg and the tanker Ketty Brovig, a former Norwegian ship captured as a prize the previous month by Atlantis. The enemy ships were engaged and subsequently sunk when their crews set scuttling charges.

When war broke out with Japan on 7 December 1941, Canberra was berthed in Sydney Harbour having already steamed more than 175,000 miles on war service. Her next task involved escorting troop convoys to New Guinea, Malaya and the Dutch East Indies. In May 1942 Canberra had a lucky escape when three Japanese midget submarines penetrated Sydney's harbour defences, launching a surprise attack on Allied ships lying at anchor. The depot ship HMAS Kuttabul was sunk during the raid and the harbour thrown into chaos.

The following month Captain Frank E Getting, RAN, assumed command and the cruiser was soon back at sea taking part in offensive sweeps into the Coral Sea as part of Task Force 44, which included US Ships Chicago and Salt Lake City.



HMAS Canberra (I)

In August 1942 Canberra was operating as a component of a large Allied naval force supporting US landings at Guadalcanal in the Solomon Islands. On 9 August a large Japanese cruiser force conducted a surprise night attack on the Allied ships in an action that became known as the Battle of Savo Island. Canberra became an early victim of the engagement receiving at least 24 shell hits in the first two minutes and suffering a number of torpedo strikes.

Captain Getting was mortally wounded, fires took hold and power was lost, leaving Canberra's guns mute and the ship listing dangerously to starboard. A total of 84 of Canberra's crew were killed. The wounded and survivors were subsequently transferred to USN Ships Patterson and Blue. Unable to raise steam, Canberra was sunk by USS Ellet at approximately 0800 on 9 August 1942. Also lost in the action were the US cruisers: Quincy, Vincennes and Astoria.

To honour Canberra, the US Navy commissioned the Baltimore class heavy cruiser, USS Canberra in 1943. To date, the only US Navy ship to be named for a foreign capital.

The second RAN ship to be named Canberra was one of six Adelaide class guided missile frigates built to the design of the American Oliver Hazard Perry class. Canberra's keel was laid on 1 March 1978 and she was launched on 1 December 1978 by Lady Marjorie Tange, wife of Sir Arthur Tange, the then Secretary of Defence. She commissioned in Seattle on 21 March 1981 and following acceptance trials off the US west coast, she arrived in her home port of Sydney in March 1982. As built, Canberra displaced 4100 tonnes. She was 135.6 metres in length with a beam of 13.7 metres. The hull length was increased to 138 metres during 1990-91 at which time her flight deck was strengthened to support Sikorsky S-70B-2 Seahawk helicopter operations. Two General Electric gas turbines saw her attain speeds in excess of 30 knots and her armament comprised one 76mm gun, Harpoon anti-ship missiles, standard surface-to-air missiles, a Phalanx close in weapons system and two triple mounted anti-submarine torpedo tubes. The frigate's usual complement was 186, however, this increased to over 200 when helicopter flights were embarked. Canberra's roles included air defence, antisubmarine warfare, surveillance, interdiction and reconnaissance.

She travelled widely, exercising with regional navies and visiting ports throughout the Indian and Pacific oceans as well as the United States. In 1985 her crew got a taste of Cold War operations when she was directed to intercept and shadow a Soviet task group led by the cruiser Frunze which was detected transiting the South China Sea. More benign tasks followed, including Royal Yacht escort duty in 1988 during the Queen's state visit and participation in the 1988 Bicentennial Naval Salute in Sydney. Canberra later took part in the Royal Malaysian Navy's International Fleet Review held in 1990.



HMAS Canberra (II)

Between October 1992 and April 1993 Canberra deployed to the Red Sea in support of Operation DAMASK VI to support the enforcement of United Nations Security Council sanctions against Iraq. There she conducted interception and boarding operations to stop the flow of illegal oil out of Iraq. During that deployment Canberra provided anti-air cover for USS Caron during a Tomahawk cruise missile strike against land based targets in Iraq.

January 1996 saw Canberra home ported in Western Australia where she remained actively engaged in diplomatic and constabulary tasks. In May 1998, she was one of a number of Australian warships placed on standby in case the evacuation of Australian citizens from Indonesia was necessary following the fall of the Suharto regime. Illegal fishing activity in Australia's remote fisheries zone in the Southern Ocean twice saw Canberra tasked to assist the Australian Fisheries Management Authority. In April 2001 she escorted the foreign fishing vessel South Tomi to Fremantle in support of Operation TEEBONE before deploying to the Solomon Islands where she operated in support of an International Peace Monitoring Team during Operation TREK.

In January 2002 Canberra returned to the Southern Ocean apprehending the Russian flagged vessels Lena and Volga – both were intercepted poaching Patagonian Tooth fish in the Heard and McDonald Island exclusive economic zone. The masters of the vessels were subsequently charged and convicted. The high operational tempo continued unabated when Canberra deployed the following month for the Persian Gulf. There she joined HMA Ships Newcastle and Manoora

on active service in support of Operation SLIPPER as part of the International Coalition against Terrorism. In her twilight years Canberra patrolled Australia's northern approaches supporting Operation RELEX II, a whole of government initiative aimed at deterring people smuggling operations.

During 2005, Canberra conducted her final overseas deployment to Asia, visiting South Korea, China and Aichi, Japan (the host of the 2005 World Expo) and Malaysia. On 12 November 2005, following 24 years of service and having travelled over 800,000 nautical miles Canberra decommissioned at Fleet Base West, HMAS Stirling, Western Australia. Despite being based far from her namesake city, Canberra maintained strong linkages with the national capital. Hundreds of Canberra's citizens served in the frigate during her long commission and her main internal passage-way was proudly named Northbourne Avenue, in reference to one of Canberra city's main arterial roads. The ACT government subsequently presented the ship with a replica street sign to make it official. Additionally, the men and women of Canberra exercised their right of Freedom of Entry to the City of Canberra on four occasions; 1982, 1986, 1990 and 2000.

Following decommissioning, Canberra was stripped of all useful fittings and naval heritage items and gifted by the Australian Government to the state of Victoria for use as an artificial reef and recreational dive site. Her hulk was subsequently sunk in 28 metres of water off Ocean Grove, Victoria, on 4 October 2009.

The next RAN ship to be named Canberra is being built in collaboration between Navantia and BAE Systems - Maritime in Spain.

The Canberra class LHD will be bigger than Australia's former aircraft carrier HMAS Melbourne (II) displacing 27, 500 tonnes. When completed they will be more than 230 metres long and 27.5 metres high. Launched in Spain on 17 February 2011, Canberra is currently undergoing her internal fit out with the installation of a 40-bed hospital, storerooms and accommodation facilities.



HMAS Canberra (III)

The hull is to be transported via heavy lift-ship from Spain to Australia in July 2012 and is expected to arrive in Williamstown Shipyard, Victoria in August. There, work will begin to add the various superstructure and mast components to the hull. When complete, each LHD will be capable of carrying a combined armed battle group of more than 1100 personnel, 100 armoured vehicles and 12 helicopters.

HMAS Canberra (III) will provide the RAN with a world-class expeditionary capability for decades to come and the citizens of Canberra will have much to be proud of when she commissions in early 2014.

HMAS Canberra (III) - Characteristics

Length: 230m
Beam: 32m
Masthead Height: 42m (TBC)
Draught (transit): 7.2m
Draught (docked): 10m
Maximum Speed: 20kts (contracted)
Endurance: @15kn - 9000nm;
@20kn - 6000nm
Displacement (transit): 27,831 tonnes
Displacement (docked down): 31,442 tonnes
Diesel Generation sets: 2 x MAN 7448 kW

Gas turbine: 1 x LM 2500 19,160 kW
Emergency Generator: 1 x Progener-Mitsubishi 1350 kW
Propulsion (Electric): 2 x Siemens azimuthing 11 MW Pods aft, 2 x 1.5 MW bow thrusters
Flight Deck: 4750m² (202.3 x 32m) with 6 spots for medium sized helicopters, eg NRH 90, S70A – OR – 4 spots for CH 47 sized helicopters
refuelling is available at all spots provided with one aircraft elevator (aft - 13.6 x 13.3m) and one multipurpose elevator (stbd side fwd – 11.2 x 17m) which access the hanger/light vehicle deck dedicated ammunition elevator between the magazine and flight deck

John Perryman

VETERANS' AFFAIRS CORNER



*Advice from the expert:
CMDR John Hodges RAN SM* (Rtd)
RSL National Veterans' Affairs
Advisor, ANZAC House, 245
Castlereagh Street, Sydney*



CMDR John Hodges RAN SM (Rtd)
RSL National Veterans' Affairs Advisor*



In the past two weeks I have assisted 3 former members of the ADF in obtaining benefits from the Department of Veterans' Affairs (DVA) for the treatment of their Prostate Cancer. This has prompted a timely reminder to ensure that all of us know what benefits/assistance is available from DVA.

To begin with, Prostate cancer is one of the most common forms of cancer in men after some types of skin cancer. Nearly 18,700 Australian men are diagnosed with the disease every year and nearly 3,000 will die from it. In its early stages most men do not know that they have the condition as it may not present with many symptoms. Prostate health is an important issue for men and one they should not overlook.

In Australia:

- Prostate cancer affects about 1 in 11 Australian men before the age of 75
- Is rare before age 50, but is the most common cancer for men over 55 years of age
- More than two-thirds (70%) of all new prostate cancers are in men over the age of 65
- Approximately 50% of Australian men will experience some type of prostate problem during their lifetime.

Although prostate cancer is a common health problem in men as they age, the risk increases if there is a family history of the disease especially if a father or brother is affected by the condition. Prostate cancer is also diagnosed in younger men. It is important that men are tested for prostate cancer on a regular basis, in particular after the age of 40. Early detection and treatment improves the chances of a cure.

To assist current and former members of the Australian Defence Force better understand prostate health DVA produced the book ***You and Your Prostate***. It is available on the DVA website www.dva.gov.au under the Health & Wellbeing/Health Programs/Men's Health/Prostate Health portal. You will find clear diagrams detailing the anatomy of the male reproductive organs, and urinary and prostatic symptoms. This book also presents details for available support and assistance.

Who is eligible?

All Australian veterans are eligible for treatment for all cancers including Prostate cancer at DVA expense, where a request has been lodged and accepted by DVA for treatment of this condition.

THIS IS FOR NON-LIABILITY TREATMENT ONLY, NOT COMPENSATION.
CONSEQUENTLY, YOU DO NOT HAVE TO RELATE YOUR CANCER TO SERVICE. DVA
WILL PAY FOR TREATMENT REGARDLESS OF THE CAUSE.

This includes veterans who are eligible to receive treatment under the *Veterans' Entitlement Act 1986* (VEA), the *Australian Participants in British Nuclear (Treatment) Act 2006* (APTA), and former members of the Australian Defence Force (ADF) and current part-time reservists who have warlike or non-warlike service under the *Military Rehabilitation and Compensation Act 2004* (MRCA) on or after 1 July 2004.

If you already hold a Repatriation Health Card – For All Conditions (Gold Card) you may obtain health care for your cancer at DVA's expense for services provided through DVA arrangements.

If you already hold a Repatriation Health Card – For Specific Conditions (White Card) and DVA accepts your claim for treatment of cancer, you may obtain health care for your cancer at DVA's expense in the same way that you obtain treatment for other accepted disabilities.

If you are not a Gold or White Card holder, you can lodge a claim for treatment of malignant cancer with DVA. You will need to provide a diagnosis of your condition from a fully qualified medical practitioner. If your claim for treatment is accepted by DVA you will receive a White Card that will enable you to obtain health care at DVA's expense through DVA arrangements for treatment of your cancer only.

How is DVA notified that I have cancer?

DVA is notified when your doctor advise DVA in writing of your condition. Your doctor will need to provide a confirmed diagnosis or the histology report indicating malignancy. The form: *Application for Health Care in Respect of Cancer* is available on the DVA website under the Forms portal.

If you need any further information please contact me at ANZAC House on (02) 9264 8188 Ext 715 or at jhodes@rslnsw.org.au

"Ignoring health problems rarely fixes them" - Anonymous

Offer of Professional Advice and Assistance with DVA Matters – Nowra and surrounding districts

Ken Curtis (LCDR RAN Rtd) offers to provide free assistance to serving and past members of the ADF living in the Nowra and surrounding districts who are seeking to claim Department of Veterans' Affairs (DVA) pension and compensation entitlements for service related injury, illness or disease.

Ken was medically retired from the RAN in 2009 after 34 years' service.
Appointments are essential and bookings can be made by contacting:

Kevin Curtis CSM LCDR RAN (Rtd) on 4422 0172 or email kpcurtis@bigpond.com

Please leave a land line number (work or home). All assistance is FREE.

Frequently Asked Questions About NWOA

About Us

The Naval Warfare Officers' Association is a social network for past and present Warfare Officers of the Royal Australian Navy. Our purpose is to continue the patriotism, loyalty, friendships and comradeship of Naval Service within the wider community. Further information can be found at our website <http://warfareofficers.org.au/>. If you don't have Internet access please contact Membership Secretary and she will arrange to have your details loaded to the website database.

Who Can be a Member

The NWOA welcomes those officers qualified in a recognised Naval Warfare course and others who, by reason of their close association with, or interest in, the objects of this Association, the Committee deem to be desirable to be members.

How to Join the Association

1. Go to the Association's website using the web address given above or drop 'NWOA' into your search engine. If you don't have Internet access please contact Secretary and she will arrange to have your details loaded to the website database.
2. Click the 'Join' tab then 'Join now'. When prompted enter a 'Password' selected by you your email address then click 'Register'.
3. Your application will be automatically sent to the Association Secretary who may question your qualifications.
4. Enter your 'Username' and password to the site and you will be prompted to enter your personal details after which click 'Update User'.
5. To become a member with full access privileges pay your annual subscription as described below. On receipt of your subs you will be converted to full membership.

How to Check Whether you are Financial

Members have the responsibility to ensure they remain financial. To check this go to the website and Log In

How to Check and/or Change your Personal Details

Members are responsible for ensuring their personal details are current. To do this: Log in or Profile/update details/Update User.

Cost of membership

Membership subscription for one year is \$30.00, three years \$84.00 and five years \$130.00. How to pay is shown below.

Subscriptions are due 31 March unless paid for year in advance. To check your membership status you need to Log In to our website. If you do not have Internet access then contact Membership Secretary: LCDR Tina Brown using the postal address shown below.

Members with WW II service are not required to pay but Secretary needs to know so that she doesn't hound you for unpaid subs. Drop her a line or send an e-mail.

How to Pay Subs

Either pay by cheque and mail to: LCDR Tina Brown RAN 31A Macquarie Light Road HMAS Watson Watsons Bay NSW 2030	OR	Pay on-line. Westpac BSB 032 000 Account 100155. Include your name and details of the transaction with the funds transfer and <u>please send details by email</u> to Membership Secretary tina.brown1@defence.gov.au ALLOW A FULL WEEK FOR CHEQUE CLEARANCE OR ELECTRONIC BANK TRANSFER
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Association Merchandise

Contact Secretary for

Warfare Officer Lapel Badge @ \$5	Association Tie(s) @ \$25 each (including postage)
Hard cover copies of CONTACT @ \$25 each (plus packing and postage \$6.50)	Soft cover copies of CONTACT @ \$12.50 each (plus packing and postage \$6.50)

PAY SUBS ONLINE

Members are encouraged to pay for subscriptions, events, and NWOA merchandise online.

Westpac BSB 032000 Account 100155

Please include your name and details of the payment in the transaction and then ***please*** send an email to the Secretary with this information.

Honorary Secretary - David Flakelar at: dfflakelar@tpg.com.au

Please ensure your mail contact details are current!!!

The Quiz !

- 1) For what do the initials CSIRO stand?
- 2) Which Governor of New South Wales was removed from office in the 1808 Rum Rebellion?
- 3) (a) Who was the first head of the Navy? *Your continued service rests on your answer!*
(b) Who was the first Chief of Navy?
- 4) What are the respective names of the Sydney residences of the Australian Governor General, and Australian Prime Minister?
- 5) Name the five countries with capital cities closest to Darwin?
- 6) Who wrote 'I love a sunburnt country, a land of sweeping plains, 'in the poem *My Country*?
- 7) What is a Panama plate?
- 8) Prior to the 1930s, Australia Day was celebrated under another name. What was it? *(It was a really good idea because it ensured that husbands always remembered, and thereby family harmony was maintainedwell, that's one interpretation.)*
- 9) Is a (seagoing) ship's ensign, hoisted at the mast close-up, said to be 'carried', 'hoisted', 'worn', or 'flown'?
- 10) What is the difference between a 'lazy painter' and a 'painter'? *Don't be silly, now!*

Answers

1. Commonwealth Scientific and Industrial Research Organisation.
2. Captain William Bligh RN.
3. (A) Rear Admiral Sir William Rooke Creswell KCMG KBE served as First Naval Member, Australian Commonwealth Naval Board 1 March 1911 — 19 June 1919. He had served in the same role for the seven years prior as Director, Commonwealth Naval Forces. (B) Vice Admiral Rod Taylor AO February - June 1997. He had served as Chief of the Naval Staff March 1994 – February 1997.
4. Admiralty House, and Kiribilli House.
5. East Timor, Papua New Guinea, Palau, Brunei, Indonesia.
6. Dorothea Mackellar.
7. When a ship is berthed on a high wharf and there is risk of the line jumping out of an open fairlead, a plate is fitted to close the gap. The term originated in the Panama Canal where ships are worked through locks at various heights.
8. Anniversary Day.
9. 'Worn' or 'flown'.
10. A lazy painter is used to haul a boat up to a boom, while a painter is used to secure it to the boom.