



“The maintenance of the maritime well-being of the nation”

is the principal objective of the Navy League of Australia

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CADETS TO THE RESCUE

Two young Australian Navy Cadets, Eve and Molly from the Williamstown based Training Ship Voyager, were recently involved in the rescue and recovery of an injured Hobsons Bay recreational sailor in waters off Williamstown.

So impressed by their sterling efforts Chris Ackerman, Vice Commodore of the Royal Victorian Motor Yacht Club, wrote “To the Cadets Commanding Officer, Lieutenant Jeff Paul, expressing his admiration of their fine accomplishment.

His message follows:-

From: Chris Ackerman [chris@acesys.com.au]
Sent: Monday, 23 March 2015 14:27
To: co.tsvoyager

Subject: Eve and Molly

I just thought I would send this quick message to let you know about the exploits and adventures of two of your cadets this past weekend.

Yesterday while we were having lunch after a club nav rally I saw Tom Alexiadis' inflatable rib go out with two young girls in control and then a short time later it came back and a smaller inflatable was following slowly. I didn't think much more about it and then a short while later I noticed that there was someone down near the club's seawall on a stretcher and an ambulance was parked near our flagpole. John Zammit and I went down to see what was going on. As it turns out Eve Alexiadis and her friend Molly, had gone out for a run in the rib and not gotten far when they saw someone waving for help in a small rib nearby.

A man and his two sons in the other rib had had a mishap where one of the boys had gotten his leg cut by the propeller, apparently quite badly. Eve and Molly had guided them back to our club, called the ambulance and opened the gates for it while assisting with the injured lad.

I was most impressed with the cool, calm and responsible attitude displayed by both girls firstly in their handling of the rib but specifically when faced with that situation. I take it their training TS Voyager probably came to the fore under the circumstances. Both girls should be extremely proud of themselves and are a real credit to your unit.

Regards
Chris Ackerman
Vice Commodore
Royal Victorian Motor Yacht Club



TS VOYAGER, BASS FLOTILLA ASSESSMENT DAY

The annual Assessment Day was held at TS VOYAGER 21st March 2015 which included “Ceremonial Divisions” providing the parents and supporters the opportunity to see the Cadets in action. TS VOYAGER will be competing against other Cadets units in the Bass Flotilla for the title of the Best in Flotilla”.

TS VOYAGER has won the award on numerous occasions over recent years as well as being awarded the “Navy League Efficiency Trophy” as the Best Cadet Unit in Australia in 2007 and runner up in 2013.

There are many new Cadets at TS VOYAGER this year with the complement now at 60 Cadets. The 21st March was an opportunity for the Cadets to show what they have learnt in their time at TS VOYAGER. Their fine display of naval precision on the day, coupled with the recent great work by Eve and Molly, would indicate that TS VOYAGER Cadets have learnt very well.



TS VOYAGER ON PARADE 21/3/2015



TS VOYAGER ON PARADE 21/3/2015

NAVAL HISTORY

The month of April is a memorable period in terms of Naval History. A brief detail of some of the events that occurred during the month of April are listed in the following:-

APRIL 1856 The Williamstown Division of the Victorian Maritime Artillery Corp., was formed in the same year that the "Sloop of War" HMVS Victoria arrived in Port Phillip Bay.

APRIL 1871 HMVS CERBERUS arrived in Port Phillip Bay on her maiden voyage.

APRIL 1915 Anzacs landed at Gallipoli and in the same month the RAN lost their second WWI submarine AE2 in Turkey's Sea of Marmora under the command of LCDR Henry "Dare" Stocker. The crew were captured and spent the remainder of WWI as Turkish prisoners of war.

APRIL 1933 Marked the death of the father of Australian Navy Vice Admiral Creswell at the age of 80.

APRIL 1941 We recall the naval evacuation by the RAN of troops from Greece in HMA ships PERTH, STUART, VENDETTA, VAMPIRE, VOYAGER and WATERHEN.

APRIL 1942 The loss of the RAN'S destroyer HMAS VAMPIRE and the RN'S Carrier HMS HERMES.

APRIL 1943 The 8 inch gun Heavy Cruiser SHROPSHIRE was presented by the RN to the RAN as a gift to replace HMAS CANBERRA lost at the Battle of Savo Island in 1942. HMAS SHROPSHIRE was commissioned for RAN service at Chatham on 20th April 1943.

APRIL 1956 The aircraft carrier HMAS MELBOURNE sailed from Glasgow on 11th March 1956 and reached Australian waters for the first time, arriving at the Port of Fremantle on 23rd April 1956.



HMAS YARROMA

HMAS Yarroma was a channel patrol boat of the Naval Auxiliary Patrol of the Royal Australian Navy (RAN) during the Second World War. The Naval Auxiliary Patrol [NAP] was an organisation of yachtsmen and naval reservists which initially numbered 400 men with 200 volunteer craft in Australia, but eventually grew much larger and extended to new Guinea waters. The boats played a valuable role in channel and coastal patrols around ports all over Australia, and engaged also in air sea rescue work. Established in 1939, the NAP system received official recognition in June 1941 - a decision justified by their role during the midget submarine raid on Sydney Harbour just under a year later. During the attack on Sydney Harbour on 31 May 1942, *Yarroma* fired depth charges at Japanese midget submarine, with the submarine's two crew members destroying their vessel with demolition charges and committing suicide.

HMAS YARROMA carried typical NAP armament of a machinegun on the foredeck and six depth charges on rails at the stern.

Yarroma was awarded the battle honour "Pacific 1942".

“AS IT WAS”

Once again we invite you to join us as we take a look at more recent naval history, at items that involved or caught the eye of Navy League over the years on our “Keep Watch” brief. This time we go back 10 years as we browse through our records and reports to April 2005.

HMVS CERBERUS

Work is currently being carried out on HMVS CERBERUS at Black Rock and funded under the State Governments Victorian Heritage Program.

The Ships four muzzle-loading guns, each weighing 18 tonnes are being removed from their turrets in a bid to lighten the ships and prevent the wreck from further collapse. A serious collapse occurred during a storm in 1993 and by lightening the load by 72 tonnes it is hoped to ease the burden. At present the guns are to be left on the seabed presumably to prevent salt air corrosion.

HMAS CERBERUS is one of the most historically important naval vessels in existence and has world-wide significance.

HMAS ANZAC TO ANZAC COVE

The Anzac Class Frigate, first ship of the class HMAS ANZAC FFH150 is bound for turkey.

HMAS ANZAC with Captain Richard Menhinick as Commanding Officer, no stranger to the Victorian Division of the Navy League, sailed from Albany Western Australia retracing the route taken by the first Anzac Convoy.

The ships company of HMAS ANZAC will take part in this year’s 2005 90th anniversary of the Anzac Day landings at Gallipoli.

During the ships 6 months’ time away from her home port HMAS ANZAC will also visit Greece, Malta, France Germany, Spain, The United Kingdom, Ireland and South Africa

HMAS LABAUAN 1

HMAS Labuan (L3501) (formerly HMA *LST 3501*) was a Mark III Tank Landing Ship that served in the Royal Navy (as HMS *LST 3501*) during World War II, and with the Royal Australian Navy (RAN) from 1946 until 1951. *LST 3501* was built by Canadian Vickers at their shipyard in Montreal, Canada. The vessel was launched on 31 August 1944. The Mark 3 LST had a light load displacement of 2,140 tonnes (2,110 long tons; 2,360 short tons), with a maximum beachable displacement of 3,117 tonnes (3,068 long tons; 3,436 short tons) beaching. They were 345 feet (105 m) in length overall, with a beam of 55 feet 3 inches (16.84 m), and a maximum draught of 13 feet 1 inch (3.99 m) at the stern. Propulsion was provided by triple expansion engines, which delivered 5,500 horsepower (4,100 kW) to the two propellers. Maximum speed was 13 knots (24 km/h; 15 mph), with a range of 10,000 nautical miles (19,000 km; 12,000 mi) at 10 knots (19 km/h; 12 mph). The LCTs had a ship's company of 104, and a maximum load of 168 troops, 18 40-ton tanks, 27 trucks, and 7 Landing Craft Mechanized. In RAN service, *LST 3501* was armed with ten 20 mm Oerlikons: four twin and two single mounts.

In 1946, *LST 3501* and five other Mark 3 LSTs were loaned to the RAN. They were all commissioned into RAN service on 1 July 1946. In 1947, *LST 3501* was selected to assist in the establishment of, then provide logistic support to, the Australian National Antarctic Research Expedition (ANARE) research facilities on Heard Island and Macquarie Island. The vessel was repainted yellow to assist with visual identification in Antarctic waters, and modified slightly to carry a Supermarine Walrus seaplane, which was launched by derrick. On 28 November 1947, *LST 3501* departed from Fremantle with fourteen ANARE personnel and twelve months of supplies, arriving at Heard Island on 12 December and offloading the supplies and scientists. On 5 January, the Walrus was lost during foul weather, and was not replaced.

The ship returned to Melbourne, where more stores and a second group of 13 ANARE personnel were loaded before *LST 3501* sailed to Macquarie Island on 28 February 1948, arriving seven days later. After unloading for the second time, the landing ship waited for the arrival of the research vessel *HMAS Wyatt Earp* in late March before returning to Australia. *LST 3501* was renamed *HMAS Labuan* on 16 December 1948, after the island of Labuan. She returned to the islands on five occasions to deliver supplies and transfer personnel: Heard Island during January to March 1949, 1950, and 1951, and Macquarie Island in April 1949 and 1950.

The landing ship was heavily damaged during the 1951 visit to Heard Island. She paid off to reserve on 28 September 1951 and was sold for disposal on 9 November 1955.

ED NOTE:

The Walrus seaplane was eventually salvaged, returned to Point Cook Victoria and restored to her almost original condition.



HMAS LABUAN 1

NEWS IN BRIEF

OPERATION SLIPPER

The end of 2014 also marked the end of Australia's military contribution to "Operation Slipper". The international coalition against terrorism in the Middle East which commenced in October of 2001. To mark the end of "Operation Slipper" a march was held on Saturday 21st March 2015 commencing in the south bound service lane of St. Kilda Road near Linlithgow Avenue and concluded at the Shrine of Remembrance.

A commemoration service was held at the Shrine following the march which included all current and previous ADF personnel, plus other Government agencies involved in Operation Slipper. Vice Admiral David Johnston AM, RAN, Chief of Joint Operations, was in attendance at the ceremony as the Senior Defence Force Officer.

The RAN'S involvement in Operation Slipper commenced in the aftermath of the terrorist attacks in the United States on 11 September 2001. RAN Ships arriving in the Middle East area of operations during October of 2001 on Operation Slipper rotation No1, were the now paid-off HMA Ships SYDNEY, KANIMBLA and ADELAIDE. Captain Allan Du Toir embarked in HMAS KANIMBLA with a small staff as "Task Group Commander".

HEAVY LANDING CRAFT LCH

Three of the RAN'S six, now decommissioned, Heavy Landing Craft have now been gifted. First to go was HMAS LABUAN II, Pendant No: L128 as a gift to Papua New Guinea. HMAS LABUAN has now been commissioned HMPNGS LAKENKAMU named after the Lakekamu River, in Gulf Province, South Western Papua New Guinea. Two more of the LCH'S have been gifted to the Philippine Navy. The former HMAS BRUNEI, L127 and HMAS TARAKAN L129, will be commissioned into the Philippine Navy (PN) to provide the PN with extra sealift capability. The six "Heavy Landing Craft", which also included the former HMA Ships BALIKPAPAN L126, WEWAK L130 AND BETANO L133, were built by Walkers of Maryborough Queensland, and have now been in Service for more than 40 years. The LCH'S formed part of the RAN'S Amphibious Force.

The main characteristics of the heavy landing craft, often referred to as "Floating Shoe Boxes" are as follows:-

LENGTH	44.5 Metres
BEAM	10.1
DISPLACEMENT	316 Tonnes
SPEED	9 Knots
ARMAMENT	2 Machine guns .50 Cal.
CREW	13

A typical load of 175 tonnes gave the LCH'S a range of 1300 nautical Miles.

The LCH'S were seldom seen in Melbourne as the bulk of their tasks were carried out in Northern waters, however, in October of 1997 HMAS BETANO L133, paid a visit to Melbourne to participate in military exercises in Port Phillip Bay.

NEWS IN BRIEF C'TND

NAVY LEAGUE MEMBER TO RECEIVE FRENCH 'LEGION OF HONOUR' AWARD

News from the Leagues CMDR John Wilkins OAM RFD* advises that League member LEUT Keith Nicol RANVR Ret'd has been awarded the French **Order of Légion d'Honneur** " - "Chevalier (Knight)".

"For outstanding service during second World War. France expresses its gratitude to those who risked their lives for the liberation of France."



The **Légion d'Honneur**

It is in five degrees:

1. Grand Croix (Grand Cross).
2. Grand Officier (Grand Officer)
3. Commandeur (Commander),
4. Officier (Officer),
5. Chevalier (Knight).

Our best wishes go out to him for this great honour.

Well done Keith.

WARRAMUNGA COMPLETES UPGRADE

BAE Systems Australia are pleased to advise that they have now completed (April 2015) this month the refit and systems upgrade to HMAS WARRAMUNGA at their Henderson West Australia Shipyard. BAE further advise that their commitment, focus and the tenacity demonstrated through the refit and "Anti-ship Missile Defence" upgrade at Henderson, and the team spirit to deliver on their commitments, has been recognised by the ADF and will position BAE well for future opportunities.

HMAS WARRAMUNGA now joins HMA ships PERTH, ANZAC and ARUNTA, as Anzac Class "Anti-ship Missile Defence" and refit completed, with HMAS PARRAMATTA following.



HMAS WARRAMUNGA AT BAE DOCKYARD HENDERSON WA

Membership

Any person with an interest in maritime affairs, or who wishes to acquire an interest in, or knowledge of, maritime affairs and who wishes to support the objectives of the League, is invited to join.

OBJECTIVES

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

- Keeping before the Australian people the fact that we are a maritime nation and that a strong Navy supported by maritime elements of the Air Force and Army and other Government Maritime agencies are indispensable elements of our national well-being and vital to the freedom of Australia.
- Promoting defence self-reliance by supporting maritime research, defence industry, Australian shipping, ship-building, port and transport infrastructure and off shore resource exploration and development.
- Promoting and encouraging the interest and training of youth in the sea.

ACTIVITIES

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

- By including in its membership leading representatives of the many elements which form the maritime community.
- Through soundly- based contributions by members to journals and newspapers, and other media comment.
- By publishing *The Navy*, a quarterly journal reporting on local and overseas maritime happenings, past, present, and projected.
- By organizing symposia, ship visits and various other functions of maritime interests throughout the years.
- By supporting Australian Navy Cadets, and assisting in the provision of training facilities.

Member participation is encouraged in all these activities.

POLICY

The policy of the League can be found at the back of *The Navy*.

Joining the League

To become a Member of The League, you do not need to have had any previous maritime experience. You merely need an interest in maritime affairs. Simply complete the Application Form below, and post it, together with your first annual subscription of \$35.00 (which includes the four quarterly editions of The Navy), to the Hon Secretary of the Division of the Navy League in the State in which you reside, the address of which are as follows:

New South Wales Division: GPO Box 1719, Sydney, NSW 2001.
Victorian Division: PO Box 2340, Mt Waverley, Vic 3149.
Queensland Division: GPO Box 1481, Brisbane, QLD 4001.
South Australian Division: PO Box 3008, Unley, SA 5061.
West Australian Division: 3 Prosser Way, Myaree, WA 6154.

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

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

THE NAVY LEAGUE OF AUSTRALIA		
APPLICATION FOR MEMBERSHIP		
To: The Hon. Secretary The Navy League of Australia		
_____ Division		
I wish to join the Navy League of Australia, the objectives of which I support, and I enclose a remittance for \$35.00 (including \$3.18 GST) being my first annual subscription to 30 June next.		
Name: [Mr] [Mrs] [Ms] [Rank] _____		
<small>PLEASE PRINT CLEARLY</small>		
Street _____		
Suburb _____	State _____	P/code _____
Phone _____	Mobile _____	
Email _____		
Signature _____		Date _____
<small>Subscriptions are due on 1 July in each year and your membership will be current to 30 June immediately following the date on which you join the League, except that if your first subscription is received during the period 1 April to 30 June in any year, your initial membership will be extended to 30 June in the following year.</small>		