



NAVAL HISTORY

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

is the principal objective of the Navy League of Australia

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The Month of June is indeed a significant month in terms of Australian Navy History, as the following reveals.

LOSS OF USS FRANK E. EVANS FORTY FOUR YEARS AGO.

Forty five years ago on 3rd June 1969, the U.S. destroyer “Frank E. Evans was sliced in two in a collision with the Australian Aircraft Carrier HMAS Melbourne in the South China Sea.

The collision resulted in the death of 74 American sailors.

Fifty eight years ago your newsletter editor, accepted an invitation for a tour of inspection of the “Frank E. Evans” when the ship, as a representative of the U.S. visited Melbourne for the 1956 Olympic Games.

USS Frank E. Evans DD754 was an Allen M. Sumner Class Destroyer and was known by her motto as “*The Fighter*”.

At the time of the ships visit to Melbourne “Frank E. Evans”, was under the command of Cmdr. J.N. Behan Jnr., U.S.N., who advised that he and his crew were part of a “*Can do outfit*”.

The Evans had a standard displacement of 2200 tons, an overall length of 377 feet and a beam of 41 feet. Her main armament consisted of six five inch and six three inch guns plus anti-submarine weapons including five 21 inch torpedo tubes. Her wartime crew totalled 350 and her speed was 34 knots.

USS Frank E. Evans engaged in both WW11 and the Korean War.

“D-DAY” 6TH JUNE 1944.

It was seventy years ago on the 6th June 1944 when approximately 500 RAN, personnel participated in the allied landings at Normandy, many were R.A.N.V.R., Officers in command of British landing craft. The late Cdre. Dacre Smyth R.A.N., was the only Australian on board HMS Danae at the D.-Day Normandy landing. HMS Danae was a Dauntless Class Cruiser in which Dacre served as Gunnery Control Officer.

JUNE 1884

It was on this date 25th June 1884, 130 years ago, that the Victorian Navy’s torpedo boat HMVS Childers arrived in Port Phillip on her maiden voyage together with gunboats Victoria and Albert. The League five years ago celebrated the anniversary of this occasion with a luncheon reception at Melbourne’s Mercure Hotel with guests from HMAS Childers No. 2 plus the C.O. from the visiting Canadian Frigate HMCS Winnipeg

HMAS CASTLEMAINE ANNIVERSARY.

On 17th June this year the ex HMAS Castlemaine maintenance team celebrated the 72nd anniversary of the commissioning of the ship.

HMAS CASTLEMAINE was launched at Williamstown by the late Mrs. R.G. Menzies on 7TH August 1941, and commissioned 10 months later on 17th June 1942.

The Ship is an Australian Bathurst Class Minesweeper – Corvette with a displacement of 650 tonnes, length 186 feet, beam 31 feet, draft 8 feet 3 inches, speed 15 knots and a crew of approximately 70.

HMAS CASTLEMAINE served with distinction during WW11 in the northern waters of Australia, New Guinea, Timor, Pacific Islands and China Sea.

Perhaps HMAS CASTLEMAINE could be described as a lucky ship, as she could have easily suffered the same fate as HMAS ARMIDALE a Bathurst Class sister ship to Castlemaine, which was bombed and sunk by Japanese aircraft whilst operating with HMAS CASTLEMAINE off Timor during December 1942.

The fact that HMAS CASTLEMAINE is still afloat alongside at Gem Pier Williamstown, just a few hundred metres from where she was launched 73 years ago is testimony to the builders who constructed her and to Peter Williams and his dedicated band of volunteers, who have been instrumental in maintaining HMAS CASTLEMAINE over the past forty years.

THE RAN IN VIETNAM.

RAN logistic support to Vietnam commenced in 1965 with the Aircraft Carrier HMAS SYDNEY tasked to transport ONE RAR to Vung Tau. HMAS SYDNEY would affectionately become known as the “Vung Tau Ferry” and eventually all personnel involved in the RAN’s logistic support to Vietnam were recognised as being on operational service when legislation was passed in 1986 confirming this fact.

HMAS SYDNEY was escorted during her 24 deployments to Vietnam between 1965 and 1972 by 11 ships of the RAN, namely the Aircraft Carrier HMAS MELBOURNE, the Battle Class Destroyer HMAS ANZAC, the Daring Class Destroyers VENDETTA, VAMPIRE and DUCHESS and the River Class Destroyer Escorts HMA Ships YARRA, DERWENT, SWAN, PARRAMATTA, STUART and TORRENS.

The two requisitioned freighters, HMAS JEPARIT and HMAS BOONAROO, also assisted greatly in the logistical operations.

On the “Gunline” Operations for the RAN in Vietnam started with the deployment of the Charles F. Adams Type Perth Class Guided Missile Destroyer HMAS HOBART in 1967. HMAS HOBART was followed by her sisters HMA Ships PERTH and BRISBANE plus the Williamstown Victoria built Daring Class Destroyer HMAS VENDETTA.

Further RAN involvement in the Vietnam War included:-

The Fleet Air Arm operating with the US 135th Army Assault Helicopter Company, they were the RAN helicopter flight Vietnam (RANHCV), the emu’s that “*Got the bloody job done*”.

The RAN with 9 squadron RAAF.

The Clearance Diving Teams 1 and 3.

Plus – The RAN Fleet Band,

The Entertainers,

Naval Staff Office,

Navy Medical Staff Ashore,

Navy Chaplains Ashore.

All of whom did great work in Vietnam and all of whom deserve to be remembered for their sterling efforts during that difficult period.

By 2015 the heroic deeds of the Anzac’s 100 years prior will be prominent in all of our thoughts, but as we lead up to that point in time, let us spare a thought for the 13,500 RAN personnel who engaged in the conflict in Vietnam which by 2015 will mark the 50 anniversary of the RAN’S logistic support to the war in Vietnam

HMCSS VICTORIA

One of our regular contributors to the Navy League newsletter, CMDR John Wilkins OAM, RFD, RANR, has again provided a fine contribution with the story of Australia’s first warship, HMCSS VICTORIA. We trust that you find the story to be of interest.

OUR FIRST WARSHIP

By A.W. Greig

The Argus Saturday 3rd. May 1919 p6

In the minute accompanying the Estimates for 1853 submitted to the Legislative Council in November 1852, Lieutenant Governor Latrobe wrote as follows –

“The frequent communication with the heads which will be rendered necessary by the establishment there of a Sanitary Station and the convenience of public officers and of stores to the outposts should be provided for and it is proposed to appropriate sum's sufficient to purchase and keep in commission a Government steam vessel which if the Council thinks fit, can be procured from England without delay.” In accordance with the intention thus expressed sums aggregating £11,500 had been set aside and Commander "W.N.Lockyer RN had been commissioned to procure the required steamer before LaTrobe's successor, Sir Charles Hotham, left England to assume office in Victoria; but Hotham was advised by Lockyer of the project which had been placed in his hands for execution by the colonial Government, and induced him to stay his hand until he (Hotham) had reached his new sphere of action.

Within a month of his arrival here Hotham wrote to Lockyer under date of July 19, 1854 informing him that the amount placed at his disposal had been increased to £27,000 and he might spend up to £30,0000 if absolutely necessary. He was no longer to consider “a light draught of water as a necessity” but to obtain a “good seagoing vessel fitted for general service.”

Who was responsible for the fact that what was apparently originally designed to be a light despatch boat for purely civil use was ultimately built as, ii steam sloop of war, equipped for offence or defence, it is difficult to say.

I have some evidence that there was a tendency among old colonists to regard Sir Charles Hotham as wholly responsible for the construction of Australia's first warship.

Her Majesty's Colonial, steam sloop Victoria, 580 tons burthen, was launched at the Limehouse Dockward on the Thames on June 30, 1855. With a length of 166 ft and 27ft beam she was sheathed with diagonal mahogany planking and carried six 32 pounder guns on her broadsides as well as 32 pounder swivel gun, 9 ft 8 in .long,

At the beginning of December she reported ready for sea but it was not until May 31, 1856, that she arrived in Port Phillip under the command of Captain W H Norman.

Commander Norman had formally been in the merchant service and as master of the Queen of the South had brought Sir Charles Hotham to Victoria a circumstance to which he no doubt owed his appointment, although Hotham did not live to see the fruition of his plans , but was dead even before the Victoria left British shores.

Notwithstanding the fact that the .Victoria was hailed by the English press as “the foundation of a new naval power in the Southern Seas” at the time of her launch the greater part of her career was occupied with such humdrum duties as had originally been designed for her, but in the earliest part of her service there were one of two episodes not altogether devoid of interest.

NEW ZEALAND WAR

Early in 1860 the smoldering trouble with the Maori's of the North island of New Zealand burst into the flame of the Taranaki rebellion. The Governor of the colony, Colonel Gore Browne, appealed to Australia for reinforcements and detachments of the 12th and 40th Regiments, under Major-General Pratt, were promptly despatched to his assistance. On April 19, 1860, the (HMCSS) Victoria left Hobsons Bay for Hobart where she took on board two companies of the 40th Regiment for conveyance to New Zealand, and for twelve months she remained at the disposal of the Government of that colony.

I am indebted to Mr. George Elliott who was paymaster on the Victoria during this period for some account of the part played by the ship's company in the hostilities.

Every man who could possibly be spared, he says, was landed at New Plymouth and incorporated with the Imperial Naval Brigade. They garrisoned a blockhouse erected on the beach to prevent a flank attack by the Maori's and they also headed the storming party at the capture of the Matarikoriko Pah in Decernber 1860.

Meanwhile those who remained on board the Victoria were not idle. On one occasion, says Mr.

Elliot, an attack by the Maoris on New Plymouth was considered imminent and all the women and children in the town were hurried on board the Victoria and taken to Nelson for safety. The ship herself was continuously and exclusively employed in running between the Manukau Harbour (near Auckland) and New Plymouth. From the Manukau we took down reinforcements, stores of every description, specie, &c and from New Plymouth we brought back wounded invalids and others and men going on leave to recuperate.

Anyone who is acquainted with the West Coast of New Zealand and the entrance to the Manukau Harbour will tell you that we must have experienced a very rough time especially during the winter months.

In April 1861, a temporary peace was patched up with the natives, and the Victoria returned to Melbourne bringing with her Maj-General Pratt who was greeted as a victor, the Governor, Sir Henry Barkly, boarding the Victoria in person to welcome him. While the Volunteer Artillery fired a salute on his landing a Guard of Honour from the 40th Regiment received him on the pier, and the Volunteer Cavalry provided him with an escort on his way out to Toorak.

BURKE & WILLS

Public interest at this time was largely taken up with the exploring expedition which with Robert O'Hara Burke in command had left Melbourne in August of the preceding year to find a way across the continent to the Gulf of Carpentaria.

The last direct news had been received from Burke in December, 1860, and there was a feeling of uneasiness abroad for the safety of the explorers. A lightly equipped relief party was on its way to the Darling, when it became definitely known in June 1861 that Burke after establishing a depot for his main party on Cooper's Creek had pushed on northwards with his second in command, William John Wills, and only two other companions shortly after the date when his last despatch reached Melbourne and had not since been heard of.

Steps were at once taken to organise search parties on a larger scale than that at first intended.

An overland party left Melbourne under the leadership of Dr. A W Howitt on July 1 and just one month later the steam sloop Victoria took her departure for Brisbane whence she conveyed to the Gulf of Carpentaria the brig Firefly carrying an exploring party under William Landsborough who made a fruitless search for 200 miles in a north westerly direction from the mouth of the Albert River.

After receiving a report from Mr. Frederick Walker who had led another party from Rockhampton to the Gulf of Carpentaria and had come upon Burke's tracks and seeing Landsborough set out on a second trip southwards.

Captain Norman returned to Melbourne arriving in Hobson's Bay on March 31 1862.

For the purpose of coordinating the efforts of Landsborough and Walker he had been placed in the position of "Commander-in-Chief of the Northern Expedition parties" and his visit to the Gulf is commemorated by the name of the Norman River on which now stands the town of Normanton.

LAST DAYS

In March, 1861 the Treasurer of Victoria, Mr., (afterwards) Sir George Verdon declared that the Victoria was unfit for defensive purposes being much worn and having been superseded by ships of more recent design; and about the middle of this year the number of her crew seems to have been considerably reduced.

For some years subsequently the Victoria was engaged in Admiralty Survey work under Staff Commander A J Stanley.

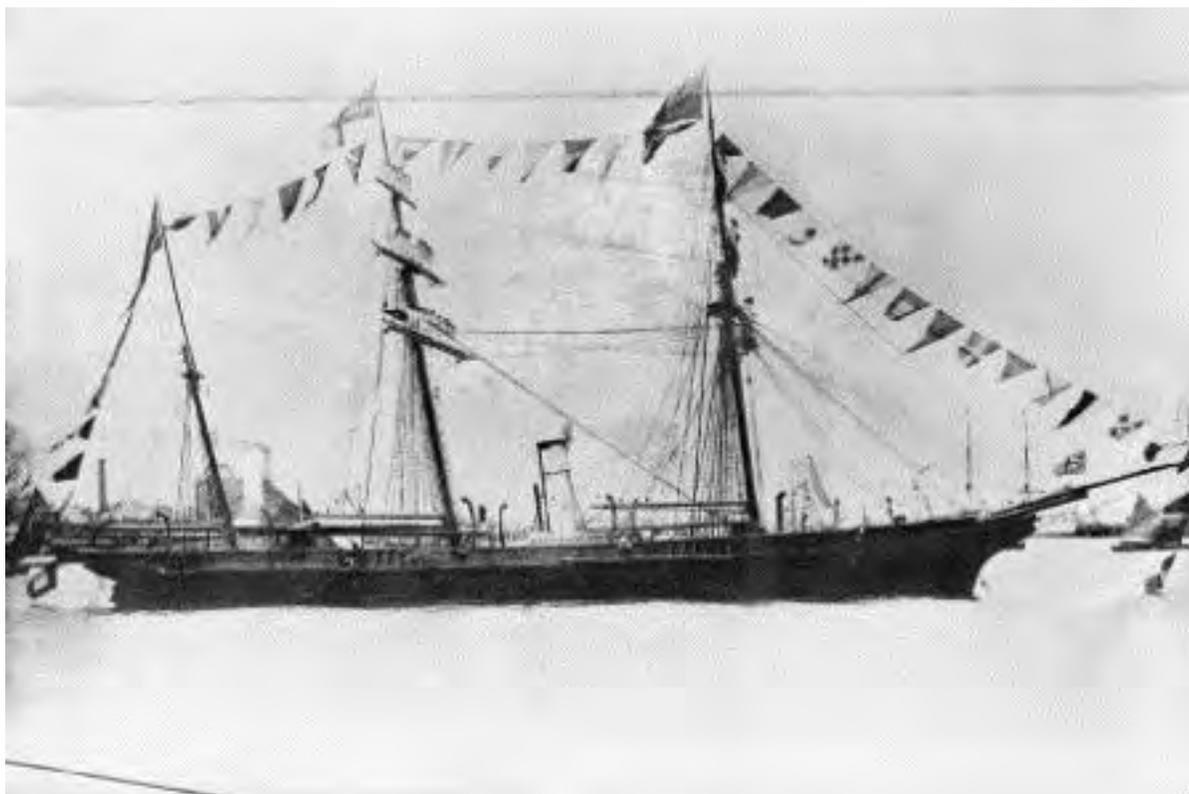
From this service she was paid off in January 1878 and her former work in connection with lighthouse service etc. being now carried out by the steamer Pharos she was practically left on the shelf.

For a few weeks in the Christmas season of 1882/3 she was chartered by Captain S. Patrick for bay excursions, but by 1888 she was sold by the Government to Captain James Deane of Williamstown, the amount of the purchase money being it is said only £310.

Captain Deane had her hull scraped and cleaned but his failing health prevented his carrying out whatever plans he had formed in connection, with her and she was finally sold in August 1894 to William Marr, shipwright, of Williamstown, and she was broken up in August 1895 just over forty years from the date of her launch.

Several relics of Victoria's first warship still exist in the possession of private individuals, and in 1911 a binnacle case and "magazine for boat service" which had belonged to her were handed over by the Chief Engineer of Ports and Harbours to the Historical Society of Victoria. Towards the end of last year the Society finding itself cramped for accommodation for its growing collections offered these relics to the Trustees of the Exhibition Building, by whom they were accepted and have now found a place in the museum attached to the Aquarium. **(Note by JMW, A fire destroyed the Aquarium in the 1950s together with all the historical items they held in trust)..**

2014 is the 158th anniversary of her arrival date in Port Phillip starting Colonial Victoria and Australia's first Navy, the first Colony to receive a warship in the British Empire which by the late 1880s had 20 warships and Auxiliaries and outnumbered all other Australian Colonies combined. At Federation the formation of the Australian Navy on 1st March 1901 saw Victoria contribute 6 of the 14 ships and more than two thirds of the career naval personnel needed to crew these ships and Victoria supplying its Colonial Secretary of Defence Department as the first permanent Secretary of the Federal Department of defence – CAPT Robert Muirhead Collins VCN. Victoria led the way.)



HMCSS VICTORIA

Yacht a way to let off some steam

LUXURY steam yacht *Ena* powered through Port Phillip Bay yesterday, whistles blazing and steam bellowing from her smokestacks.

Ena's owner, Warwick Turner, is set to charter the

steam yacht for public and corporate hire.

The 113-year-old vessel, one of only three left in the world, underwent a \$3.5 million restoration in 1984 after its wreck was recovered off Hobart.

Ena at Docklands yesterday. Inset, stoker Thomas Lord with Angela Reynolds and cook Russell "River Rat" Anderson. Pictures: MIKE KEATING



HMAS SLEUTH (ENA)

HMAS SLEUTH

Of further interest, we notice that the old luxury yacht 'ENA' is heading for Victoria from New South Wales. Purchased by interests in Melbourne 'ENA' will be hired out for corporate events in Melbourne. 'ENA', built in Sydney by W.A. Dunn at Berry's Bay Sydney, and launched in 1901, may be also known to naval history enthusiasts as the steam launch HMAS SLEUTH. Following her requisition by the RAN in January 1917 for World War 1 service, HMAS SLEUTH patrolled the Queensland Coast with a crew of 10 and armed with a Hotchkiss three pounder gun on the bow until wars end in 1918.

Following her restoration between 1984 and 1987 'ENA' circumnavigated Australia during the period 1987-1988. Her main characteristics are recorded as being:-

DISPLACEMENT	60 TONS
SPEED	10 KNOTS
LENGTH	88 FEET
BEAM	16 FEET 6 INCHES
DEPTH	8 FEET

'ENA' (HMAS SLEUTH) is probably the last World War 1 vessel still afloat in Australia. No doubt "ENA" (HMAS SLEUTH) will make a fine sight as she cruises Port Phillip Bay.

"AS IT WAS"

JUNE 2004

In addition to delving back into the annals of Navy History, it can also be of interest to peruse the recent happenings that either caught the eye of, or involved the Navy League.

In this section of our newsletter, we have a look back 10 years to June 2004 for events that transpired and note that it was around this time that it was the:-

1. Commissioning of Anzac Class Frigate HMAS BALLARAT FFH155
2. USS RAZORBACK returned home.

HMAS BALLARAT COMMISSIONS

On June 26th 2004 at 1730 H Australia's latest warship joined the RAN fleet. The Anzac Class Frigate HMAS BALLARAT FFH155 was on that date commissioned at the Docklands precinct in Melbourne Victoria. VIP'S in attendance at the commissioning included the Minister for Defence Senator Robert Hill, together with the Chief of Navy Vice Admiral Chris Ritchie and the RAN'S Maritime Commander Rear Admiral Raydon Gates.

For Rear Admiral Raydon Gates the HMAS BALLARAT commissioning ceremony was to be his last official function in the position of the RAN'S Maritime Commander, as Rear Admiral Rowan Moffitt took over this position 2 days later on Monday 28th June 2004.

Rear Admiral Gates has been posted to the U.S. where he will head up the Australian Navy Office in Washington DC. The ceremony was attended by many hundreds of invited guests including many former crew members of HMAS BALLARAT No.1, the Naval Association of Australia and the Navy League of Australia.

HMAS BALLARAT is the second ship to bear the name and is the 6th RAN Anzac Class ship to commission of a total of 8 for the RAN plus 2 that have already been commissioned into RNZN. There now remains Toowoomba and Perth to commission into the RAN thus competing the program of 10 Anzac Class ships.

The first HMAS BALLARAT, a Williamstown built Bathurst Class Minesweeper-Corvette commissioned in 1941 and served with distinction in a number of theatres during WW11.

During the first HMAS BALLARAT'S career she steamed over 138,000 miles, she was decommissioned in 1946 and following some years in merchant service was finally scraped in 1953.

The latest HMAS BALLARAT under the command of CMDR David J Hunter with LCDR Steve Driden as XO is fitted with the evolved Sea Sparrow Missiles which is the latest generation Anti-Missile System and is fired from the ships mark 41 vertical launch system. The Australian designed Nulka active missile decoy is also fitted. Other features of HMAS BALLARAT'S main armament include one five inch gun capable of firing twenty rounds per minute plus two triple mounted torpedo tubes.

HMAS BALLARAT also carries a Seahawk Helicopter which, significantly enhances its anti-submarine and anti-surface warfare capabilities.

Navy League of Australia members in attendance at the commissioning included Victoria Division President CMDR John Wilkins, Vice President Ray Gill, and Vice President Roger Blythman, Dacre Smyth, Executive Committeeman Ken Crook and yours truly.

Towards the end of the commissioning proceedings, I had the opportunity of having a chat with BALLARAT'S CO Commander David Hunter, whom I had met earlier this year during a reception held on board the visiting Cruiser USS PORT ROYAL.

On behalf of the Navy League I congratulated CMDR Hunter on having organised a most interesting and most successful commissioning ceremony, which included beat retreat and ceremonial sunset. I further extended best wishes to CMDR Hunter and the ships company of HMAS BALLARAT.

Prior to leaving Melbourne for NSW, HMAS BALLARAT was open for public inspection on 27TH June 2004 and engaged in a family day cruise on Port Phillip Bay on 28th June 2004. The Navy League of Australia and Naval Association of Australia were represented on these occasions.

HMAS BALLARAT departed Melbourne for Sydney n 29th June 2004, stopping at Eden NSW for ammunition. Ballarat will be engaged for the next few months in operational readiness evaluation trials off the New South Wales coast following which BALLARAT is expected to be involved in patrolling Australia's Northern approaches. It is also possible that HMAS BALLARAT could be back in Melbourne during March of next year in line with a routine maintenance program.

HMAS BALLARAT will be home based at Sydney's fleet base east.

USS RAZORACK RETURNING HOME

Of interest to note is that a number of ex US Submariners from a group of 8000 have managed to save from the scrap heap a WWII submarine, the USS RAZORBACK.

During the Second World War, USS RAZORBACK operated in the Pacific and sank 28,000 tons of Japanese shipping, including 6 warships.

Then followed further USN service including the period of the Cold War, until her sale to Turkey in 1970, where she remained in service with the Turkish Navy until 2001.

The determined group of Veteran Submariners saved the RAZORBACK from the scrap metal merchants by enlisting the help of politicians, Government Officials and Navy personnel from Washington to Ankara.

The 61 year old diesel powered RAZORBACK bought back from the Turkish Government for the sum of US \$39,000, is currently on a 24 day tow across the Atlantic by the tug RHEA and is heading for the Arkansas town of North Little Rock where she will be one of the feature attractions at the Arkansas inland Maritime Museum.

The USS RAZORBACK is a Balao type Submarine of the Gato Class. I recall visiting one of RAZORBACKS sister ships USS SEGUNDO SS398 when she called into Melbourne during the late 1950's I also visited another boat of the class in 1994 at Pearl Harbour Hawaii where the restored USS BOWFIN is on permanent exhibition.

The main features of this class are :-

Submerged displacement of	2425 tons
Lenth	312 feet
Beam	27 feet
Crew	85
Torpedo Tubes	10 – 21 Inch

When we read about and speak about the Turkish Navy and Submarines, one wonders what will become of the RAN'S WWI Submarine AE2, which lies in Turkish waters on the bottom of the Sea of Marmora, the end result of action with Turkish gunboats in 1915.

Will the AE2 ever be raised? If so what then? Will we ever see it back in Australia? Only time will tell.

Closer to home we may also ask what's to become of the OTAMA? The Oberon Class Submarine ex HMAS OTAMO, somewhat similar in dimensions and characteristics to that of the RAZORBACK, however, whilst the ex USS RAZORBACK heads for her new home in the landlocked state of Arkansas USA, the ex HMAS OTAMA lies rusting at anchor awaiting a new home ashore at Hastings Victoria, finance permitting.

VICTORIA DIVISION Including TASMANIA

Tasmania Established 1900, Victoria 15 October 1915

2014-2015 ANNUAL DUES

We extend a very warm welcome to all our Tasmanian based members.

Please forward your annual payment off **\$35** to Hon Secretary R Gill JP by 30 June and that will assist our honorary officers responsible for the administration. Payment can be made direct by internet banking direct into our account, but make sure your name is included

BSB 033 389 A/C No.: 107631 Westpac Bank

or post to

P.O. Box 2340 Mount Waverley 3149

Hope you are enjoying Frank McCarthy's Monthly Email Newsletter and the Navy League's Quarterly journal "The Navy"

We hold occasional "Welcome luncheons" and "special events" depending on ship arrivals so let us know when you send your payment if you are interested in being notified of these events and we will update our records.

Events and news items are listed in the Monthly Newsletter which is distributed by email and for those without a personal email you may I suggest that if you have family members or a friend to whom we can send it to you please let us know the email address.

Ring the Secretary 9884 **6237** if you and/or a friend would like to attend events or need advice.

Yours Aye!

CMDR *John M Wilkins* OAM RFD*

Past President / Hon Treasurer

03 9842 4256

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*.

Correspondence:- All articles for publication in the Navy League of Australia (Vic.Div.) Newsletter, should be addressed to the Editor, Frank McCarthy, email:- (alistle@bigpond.com). All other correspondence should be addressed to the Hon. Secretary, Navy League of Australia (Vic.Div.) P.O.Box 2340, Mount Waverley, Victoria 3149: (raydotgill@optusnet.com.au).

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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>		
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Suburb _____	State _____	P/code _____
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Signature _____		Date _____
<i>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.</i>		

