

The Navy League of Australia - Victoria Division

# NEWSLETTER



November 2013

Volume2 No:11

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

is the principal objective of the Navy League of Australia

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## NAVAL HISTORY

NOVEMBER 1805

### **HIS MAJESTY’S SCHOONER “PICKLE”**

In last months newsletter in the “Naval History” section, we made mention that in this year of 2013 we commemorate the 208<sup>th</sup> anniversary of the Battle of Trafalgar. For it was on 21<sup>st</sup> October 1805 that Admiral Lord Nelson defeated a combined Spanish-French Fleet, thus placing “Britannia” in the position of “*Ruling the Waves*” for the next 100 years and more.

These days “Trafalgar Day” is traditionally celebrated by RN Commissioned Officers, and by commissioned officers in many Commonwealth navies, at a mess dinner on 21<sup>st</sup> October.

Perhaps less well known, is the “Pickle Night” mess dinner which is celebrated a fortnight later on 5<sup>th</sup> November (Guy Fawkes Night) by Warrant Officers and Chief Petty Officers.

With the death of Nelson at Trafalgar, Vice Admiral Collingwood took command of the fleet, his ship “ROYAL SOVEREIGN” had been badly damaged during the battle necessitating that he transfer to the frigate EURYALUS which was undamaged.

From EURYALUS Collingwood took control of operations and prepared dispatches to advise all-concerned of the battle. Due to severe storms, which were battering the fleet, some of which were already battle damaged, it was not until 26<sup>th</sup> October that the reports were ready for despatch.

The completed dispatches, which detailed the victory of the battle, the death of Nelson, damage details and prizes taken were transferred to the small six gun schooner PICKLE. However, due to more bad weather it took nine days before PICKLE arrived and anchored in Falmouth on 4<sup>th</sup> November 1805.

From Falmouth PICKLE'S Captain Lieutenant Lapenotiere RN, hired a two horse coach and set off for London. The usual one week journey was achieved in 36 hours with the benefit of 20 changes of horses.

In London the good news of the victory at Trafalgar was spread, but a dampener hung over the news due to the death of Nelson.

So there you have in a nutshell, or should that be cockleshell? The origin of the "Pickle Night Dinner".

### **NOVEMBER 1914**

#### **RAN'S FIRST VICTORY**

The RAN destroyed its first enemy warship on November 9<sup>th</sup> 1914. While escorting the first troop convoy from Australia to the Middle East, the light cruiser HMAS SYDNEY investigated reports of a strange warship off Direction Island in the Cocos Group. This turned out to be the German cruiser EMDIN, and although hopelessly outgunned by the more modern and faster Australian cruiser, the EMDEN stood out to engage the SYDNEY. After an action lasting over 1.1/2 hours, the EMDEN was almost totally destroyed and was driven ashore on North Keeling Island. HMAS SYDNEY was hit by several salvos, killing 4 men and wounding 12. Casualties on the EMDEN were very heavy. 134 killed and 64 wounded, while the captain and the remainder of his crew, with the exception of a landing party which escaped in a commandeered schooner, were taken prisoner.

### **NOVEMBER 1940**

The auxiliary minesweeper HMAS GOORANGAI was sunk and its entire crew of 24 lost in a collision with MV DUNTROON in Port Phillip. This was the first RAN loss in World War 2 and the first surface ship to be lost in wartime.

### **NOVEMBER 1941**

HMAS SYDNEY and the German auxiliary cruiser KORMORAN met in a naval engagement in the Indian Ocean off the WA coast. Both ships were sunk, the SYDNEY with the loss of all hands – 645. She was the first RAN cruiser to be lost.

### **NOVEMBER 1941**

The Sloop PARRAMATTA was sunk off the Libyan coast by a German submarine, at the cost of 139 lives. She was the first RAN ship to be torpedoed and sunk by submarine.

### **NOVEMBER 1942**

The cruiser HMAS ADELAIDE intercepted and sank the German blockade runner RAMSES in the Indian Ocean.

### **NOVEMBER 1942**

The destroyers HMAS QUIBERON and HMS QUENTIN assisted by RAF fighter aircraft sank the Italian submarine DESSIE off the coast of Algeria in North Africa.

### **NOVEMBER 1952**

The battle class destroyer, HMAS TOBRUK, under the command of CMDR Richard I. Peek, RAN, destroyed a complete communist freight train between Songjin and Chongjin during the war in Korea.

In later years, the now late Vice Admiral Sir Richard I. Peek KBE, CB, DSC, RAN, became a member of the Navy Leagues Federal Advisory Council.

## “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 November 2003, we note that it was around this time we reported:-

1. A brief visit by HMAS HUON
2. RAN Solomon force heading home
3. Navy Week visitors 2003
4. Williamstown Dockyard 2003

### **RAN MINEHUNTER PAYS A BRIEF VISIT**

The coastal mine hunter HMAS HUON paid a 19 hour visit to Melbourne recently, arriving at 1600H on 20<sup>th</sup> November 2003 and departing at 1100h on 21<sup>st</sup> November 2003. HMAS HUON MHC 82 is the lead ship of the RAN'S fleet of 6 Huon Class Minehunters and is followed by HMAS'S HAWKESBURY NO. 83, NORMAN NO.84, GASCOYNE NO.85, DIAMANTINA NO.86 and YARRA NO.87.

HMAS HUON'S last visit to Melbourne was in May of this year. The prime objective of HUON'S current visit to Victorian waters was to pay a visit to the Point Wilson Ammunitioning Facility.

As HUON has recently completed an extensive refit, the remainder of this year will see her engaged in a working up programme which will be followed by exercises in South East Asia during the New Year period, plus a visit to Japan in Company with her sister HMAS DIAMANTINA.

The main characteristics of the Huon Class are as follows:-

Displacement	720 Tonnes
Length	52.5 Metres
Beam	9.9 Metres
Speed	14 Knots
Ships Company	38 Including 6 Officers

During my visit to HMAS HUON I left issues of the Leagues magazine “The Navy” with HUONS Commanding Officer LCDR. Barry Jones.

### **RAN'S SOLOMON FORCE HEADING HOME**

Many of the RAN'S naval force in the Solomon Islands are heading back to Australia, following their involvement in operation anode.

The LPA ship HMAS MANOORA left Honiara in late October bound for her homeport in Sydney.

HMAS MANOORA will be followed home by the LCH. HMAS BETANO and the MHC Sydney based HMAS DIAMANTINA.

Naval forces staying on for the short term will be the heavy landing craft HMAS BRUNEI and the Fremantle Class Patrol Boat HMAS WOOLONGONG.

### **RAN SHIPS VISIT FOR NAVY WEEK 2003**

Three ships of the RAN arrived in Melbourne during late October to participate in Navy Week celebrations.

The coastal mine hunter HMAS HAWKESBURY, under the command of LCDR Paul Mandziy, arrived on 29<sup>th</sup> October 2003, whilst the Anzac Class frigate HMAS ANZAC with Captain Peter Lockwood in command and the Hydrographic Survey Ship HMAS LEEUWIN with LCDR Anthony Withers as CO both arrived on 31<sup>st</sup> October 2003.

HMAS ANZAC Pendant No.150 was deployed to the Arabian Gulf during the recent Iraq conflict and has the distinction of being the first Australian RAN Warship to have fired shots in anger since the Vietnam War.

HMAS HAWKESBURY Pendant No.82 has recently returned to Australian waters following her deployment to operation anode in the Solomon Islands.

HMAS LEEUWIN Pendant NO.A245 together with her sister ship HMAS MELVILLE A246, have both swapped their white hulls and buff coloured upper works for navy grey as they are both now also involved not only on survey duties, but on patrol in North Australian waters as part of operations *Relex 2*.

Both LEEUWIN and MELVILLE were commissioned on the 27<sup>th</sup> May 2000, they were built in Cairns North Queensland and are both also based in Cairns.

This visit to Melbourne by HMAS LEEUWIN was the first by a dedicated RAN Survey Ship in many years.

Both survey ships are now armed with machine guns for their "*Other-than-Survey*" tasks, they can operate for up to 300 days a year at sea carrying out their various tasks. To maximise vessel productivity, the RAN operates the ships with three crews rotating through the two ships.

The three visiting RAN ships sailed from Melbourne on Wednesday 5<sup>th</sup> November 2003 with HAWKESBURY returning to her Sydney base, LEEUWIN to continue with her oil rig bass strait survey duties and Anzac teaming up with HMAS PARRAMATTA ammunitioning at Geelong and assisting with PARRAMATTA'S working-up period as Anzac proceeded to Fleet Base West.

The original plan for Melbourne's 2003 Navy Week was for an RAN five (5) ship visit, however, other operational requirements precluded HMAS PARRAMATTA from visiting and the fifth ship HMAS MELBOURNE, has been redirected for deployment to the Arabian Gulf.

## **WILLIAMSTOWN'S DOCKYARD FUTURE IN DOUBT**

The future of Melbourne's naval shipbuilding industry and thousands of jobs hinge on Tenix's Williamstown shipyard winning a contract to build Air Warfare Destroyers for the RAN.

Naval shipbuilder Tenix said that they would consider closing the shipyard if the the company lost the destroyer contract. The company would also certainly be bidding for the contract to build the replacement ships for RANB'S LPA ships HMA'S KANIMBLA and MANOORA.

The Tenix contract to build ten Anzac Class Frigates for Australia and New Zealand at a cost of \$6 billion will run out in 2006.

Further recent media articles have reported an announcement by Defence Minister Senator Robert Hill, that plans for a \$50 billion defence program have been approved. The defence plan will provide Australian forces with a frontline capacity for both future international and regional conflicts.

The acquisition of new naval vessels for the RAN plus surveillance aircraft will be of particular interest to the League, as the list of new equipment now confirmed for acquisition includes the aforementioned three air defence destroyers, together with five global hawk type unmanned surveillance aircraft, all of which have been advocated for acquisition by the League.

Other items on the new ship list for the RAN include the following:-

1. Two new 20,000 tonne plus amphibious ships to replace HMAS'S KANIMBLA and MANOORA.
2. New navy tanker.
3. New sealift ship

To offset the cost of the new ships, two FFG Frigates will be retired, two Minehunters will be decommissioned and the tanker HMAS WESTRALIA and Heavy Landing ship HMAS TOBRUK will be phased out of service.

## **NOVEMBER 2013**

The League is pleased to advise that following publication of an article by John Bird in the September 2013 issue of the "Naval-Officers-Club" newsletter. We also have the opportunity to publish this story.

John Bird, a retired RN naval aviator and Navy League stalwart is also a Senior Officer Bearer of the Navy League, past and present. Details of John's RN service, plus his Navy League history are highlighted on page 11 of this edition of our newsletter.

### **THE WAY IT USE TO BE...HMS THESEUS FIVE DAYS IN APRIL 1946**

**By John Bird**

This is the story of my first, and only, week aboard the Light Fleet Carrier HMS *Theseus*. Actually it was 5 days, but it seemed longer.

My first front line squadron appointment (after wartime service since 1942) was to 816 Squadron, Royal Navy, shortly thereafter to become, together with our sister Squadron 805, part of the first carrier air group of the Royal Australian Navy. 816 was equipped with Fairey Firefly 1s and 805 flew the Supermarine Seafire Mk 15.

We formed up in the Royal Naval Air Station Machrihanish on the Mull of Kintyre off the west coast of Scotland in January 1946, a cold place to be at that time of year. But regardless of snow and ice, we set about forming the squadron into the fighting force it was designed to be. Our Firefly's role was anti-shipping and armed reconnaissance, and the aircraft carried a sophisticated (for those days) ASV radar pod slung beneath the fuselage, 4 x 20 mm cannon, 8 rocket rails and 2 bomb racks.

During the short time we spent in Scotland we had a rigorous training schedule to prepare the squadron for embarkation. Our squadron Commanding Officer, Lieutenant Commander J S L Crabb RN, a Fleet Air Arm Observer, took the opportunity to address the squadron personnel, informally, at a dance one night. He had spent part of the war in a POW camp in Germany. In a brief reference to his internment, he told of the occasion when being questioned by his captors and in an endeavour to break the tedium, he asked whether they were interested in birds. Being given an affirmative reply he told them to "kiss my ass for a lark". Presumably this impertinence earned appropriate retribution, but I forget what it was. From 1955 John Crabb was in Australia on loan to the RAN. He retired here in 1958 and spent his final years in Barwon Heads, Victoria, where he died in 1988. In February 1946, the squadron flew south to RNAS Lee-on-Solent to continue the work up. In addition to my flying duties as an observer, I was also the squadron Photographic Officer, in which role I acquired the photographs accompanying this article. (They were enhanced by Patricia Wright and

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Jane Teasdale.) **Squadron embarkation**

Towards the end of April we flew north again to join HMS *Theseus*, a newly-commissioned Light Fleet Carrier, off the east coast of Scotland, to carry out basic carrier flying operations before sailing for the West Indies to “show the flag”. I was looking forward to that, since I had carried out my flying training there some years earlier as a cadet. We were the first squadrons to join the ship. As things turned out, we would give *Theseus* good reason to remember our visit. There were several “incidents” which are listed here in the perceived order of their seriousness. **The rudder** Flying a photo reconnaissance operation, I took off with senior pilot Ray Hastie. Shortly after take off the aircraft’s rudder jammed; the operation was cancelled and we headed for the carrier. Given the importance of the rudder, indeed of all control surfaces when carrier landing, the situation could have been problematical. However, Ray Hastie, being the pilot that he was, landed on without incident.

#### **Crane contact**

On take off, Duncan Lang struck the crane situated on the starboard side of the flight deck, just forward of the island structure. He neatly folded back about 300mm of his starboard wing and exercising an expected degree of airmanship he completed his take off, made a circuit and landed on, again without incident.

#### **Number 9 wire**

*Theseus* was fitted with 10 arrester wires and if an aircraft caught any of the first eight wires, all was well. However if the aircraft caught wires 9 or 10, then it was likely to hit the barrier, placed there to arrest aircraft which missed wires 1 to 8. Bob Goodlet caught wire 9 and the barrier operator, being a quick witted chap, immediately lowered the barrier. Not quite quickly enough however, as a single blade of Bob’s 3-bladed airscrew attests as it flies gracefully through the air.

#### **The feathers, and the diving batsman**

Peter Wooland, carrying out his first deck landing, got it all wrong, centred his aircraft on the port edge of the flight deck and landed on with the result shown. It was a particularly dramatic event visually, as a fire main was ruptured, creating a watery version of Prince of Wales Feathers. Fortunately, Peter walked away unharmed.

Not shown is the batsman’s platform and safety net, into which he could, and on this occasion did, dive in an emergency. He, too, survived to tell the tale.



*Peter Wooland's aircraft being retrieved by mobile crane. This was taken some time after the event: the fire main has been isolated and the batsman is possibly down in the wardroom having a stiff tot to recover.*

### **ditching**

The Firefly was equipped with a Griffon engine (also fitted to later versions of the Spitfire), which developed a fierce degree of torque. At or about stall speed the engine, if subjected to a sudden increase in power, would cause the aircraft to drop its starboard wing and become extremely difficult to control. On this occasion, Mike Lowe was on final approach, had just cleared the round down, (the after end of the flight deck), was not happy Sadly he was barely above stall speed and thrust his throttle open too quickly. The Griffon took over, dropped Mike's starboard wing sharply and he executed a graceful roll to starboard and dived straight into the sea. Just abaft the island there is a platform where one can watch flying operations, known as the Goofing Gallery. I was so engaged (goofing) and have always held that the following 30 seconds were the longest I have ever experienced, as we waited for Mike to reappear. This he did, to be picked up by the escort destroyer, stationed on the port quarter and waiting for such an event. Mike was physically unharmed and flew again, with his position and decided to "go round again".

*Bob Goodlet took No 9 wire and the barrier, in that order. His airborne propellor blade is*



*visible on the left of the picture. Fortunately it missed everybody.*

### **Island intimacy**

**The torque-stall tendency engendered by the Griffon engine is also relevant to this final story, except that on this occasion John Pelly was given the “cut” by the batsman.** The “cut” was the final order when landing and meant just that, “cut your engine”. John was not happy with his position and like Mike, thrust his throttle full open. The result was similar to the previous event, except that John followed a slightly lower trajectory than Mike and landed in the bridge structure just abaft the mast. The aircraft broke its back in the observer’s cockpit and had *starboard*. *Mike Lowe hasn’t surfaced yet - but he will.*

John’s observer been flying with him, he would have been killed. Miraculously, John was thrown out of the aircraft and was picked up, badly injured, by the escort.

I was on duty in the operations room at the time; we were aware of a dull thud, that was all. But “Knocker” Knight, one of our squadron pilots, was on the goofing gallery and was sprayed with burning fuel. He recovered fully, after a spell in hospital.



*A consequence of the Firefly's torque-stall the uncontrollable roll to*

### **Repairs - and reflections**

Needless to say, *Theseus* required some major repairs after a week like that, and our trip to the West Indies did not materialise. And so ended our “Christening” of this brand new HM Ship.

Naval aviation in those days was a somewhat hazardous occupation in wartime and as may be gauged from the above experience, peacetime flying was not without its interesting moments. All this of course, was before the introduction of the mirror landing sight (replacing the “batsman”) and the angled deck, which have saved many lives over the intervening years.

The day after John Pelly's crash, 816 Squadron flew off to Donibristol, the nearest naval air station and thence south to Lee-on-Solent, where shortly thereafter I was demobilised, joined the Supplementary Reserve and studied architecture at the Royal West of England Academy for 5 years. At which time the RNR Channel Air Division was formed at the Royal Naval Air Station Ford in Sussex; but that's another story.

**Comment by an ancient aviation correspondent:** The Seafire and Firefly deck landing accidents discussed were not that unusual in 1946-47, even though the then 20<sup>th</sup> CAG was being groomed to become the RN showcase CAG manned by selected hotshot aircrew. The RN WW II-era Deck Landing Control Officer (DLCO) procedures used at that time were superseded to conform with the USN Landing Signals Officer (LSO) system in 1950-51. Apart from vital battling signals being reversed (“go lower” now meant “you are low”) the USN-conforming LSO batted the aircraft into a “box” astern where the pilot received either a mandatory cut or waveoff. At the cut, the pilot let the nose drop, he sighted the deck, made last-second lineup corrections and flared to soften the landing. Once cut, if the aircraft bounced or otherwise looked like missing the wires, there was no option but to boresight the barrier.

Under the old RN system, the LSO batted the nose-high aircraft all the way to the deck. The USN system aimed to reduce the number of late pilot-initiated wave offs, high bounces and off-centre landings.

Would the USN system have reduced the accident rate in *Theseus* at that time? Not necessarily. As expected, there were a number of “old hands” accidents in the RN and RAN, some fatal, that might well have been attributed to a reflexive misinterpretation of a batsman's signal during the critical changeover periods.

A Firefly “torque stall” was possible, but it was never as vicious as the Vought F4U Corsair or Hawker Sea Fury. More likely, engine torque direction notwithstanding, if the carrier was not properly into wind, or if the pilot attempted to line up a touch too far right, a very similar-looking gyration involving a snap right wing drop and roll inverted could be initiated by hot funnel gas and island turbulence over that wing as the aircraft approached the round-down. Oddly, in light fleet carriers, the number 9 wire usually had a longer pull-out than 10 and was more likely to result in a barrier than catching the last wire.

When the 20<sup>th</sup> CAG joined the RAN, the CAG Commander, no doubt mindful of the *Theseus* debacle, put up a case of (duty free) champagne if no aircraft went over the side during

Sydney's workup in 1949-50. He paid up gladly, despite Danny Buchanan's famous Grand National that wrote off his Firefly and four others in the deck park.

**Editorial Comment:** John Bird correctly acknowledges the contribution of the angled deck and the mirror to landing safety in later years. The introduction of jet aircraft vastly improved the pilot's vision ahead and down; and the steam catapult enabled the launch of heavier aircraft.

At the "top end" of naval aviation, these improvements led to bigger aircraft and bigger aircraft carriers of formidable capability - and truly formidable cost. Today only the USA operates full-sized aircraft carriers; although it seems China may aspire to do so, and probably will - in time.

But more recent developments have seen the introduction of short-take-off-vertical-landing (STOVL) aircraft, and smaller aircraft carriers with the "ski-jump" launch ramp replacing the catapult. Such combinations are now feasible for nations with a limited defence budget - and indeed several nations in Australia's area of interest are moving in that direction. Fixed wing naval aviation is again within reach of maritime nations with limited means, and becomes an option for defence planners.

\*



*John Bird joined the Royal Navy in 1942, and completed flying training in the West Indies as an observer in Walruses and Albacores. After commissioning as a Sub Lieutenant RNVR, he had wartime service on A/S missions over the Western Approaches and the North Sea in Barracudas from HMS Fencer and RNAS Fern. He had five days carrier-borne operations in the Firefly in HMS Theseus during 1946, described in this article. Post-war, he trained as an architect, but remained active in the naval reserves. He moved to New Zealand in 1958, and to Australia in 1970. Since 1948, John has devoted much of his energy to the Navy League. He was founding Secretary of the Navy League of New Zealand, Northland Division in 1969, President of the Navy League of Australia, Victoria, 1976-92, and a Federal Vice President, Navy League of Australia 1980-2008.*



## **CRESWELL ORATION 2014**

### **AUSTRALIAN NAVY FOUNDATION DAY**

The *Creswell Oration 2014 luncheon* will be held on Friday 28 February 2014 at Wm Angliss TAFE Restaurant.

The RAN Fleet Commander RADM Tim Barrett AM CSC RAN has kindly agreed to present the 2014 Creswell Oration.

The title of his Oration will be advised in the near future.

This annual event is managed by the Navy League of Australia Victoria Division on behalf of the:

- Naval Officers' Club in Victoria,
- Naval Association of Australia Victoria Section ,
- Naval Historical Society Victoria Chapter,
- Navy League of Australia Victoria Division.

Mark your diaries now for 28 Feb 2014, luncheon 1200 for 1230.

Cost \$40 per head. Payment may be made by EFT direct to NLA Vic Bank - Westpac BSB: 033 389 A/C No: 107631 (*make sure your name is recorded against the payment*).

Bookings now open.

All enquires to CMDR John M Wilkins OAM RFD\*RANR Ret'd  
[jmwilkins34@netspace.net.au](mailto:jmwilkins34@netspace.net.au) telephone: 98424256

## **NAVY WEEK YACHT RACE 2013**

As part of "Navy Week 2013" the Navy League of Australia, Victoria Division's trophy race was conducted on Saturday 19<sup>th</sup> October 2013 in Port Phillip Bay off Williamstown.

The presentation of the "Geoffrey Evans" cup to the skipper of the winning yacht followed a light luncheon and after race BBQ, all hosted by the Navy League for the 35 RAN personnel in attendance at the event from HMAS CERBERUS.

Place-getters with navy crew members aboard were also presented with "Navy League" prizes in this the 33<sup>rd</sup> year of the Navy League Navy Week Yacht Race.

Results of the race can be viewed via the internet on 'RYCV Race Results'.

## **SHIPS VISITS 2013**

It may seem strange not to have a ship in Melbourne to celebrate "Navy Week" which also coincides with "Melbourne Cup Week", however, that now appears to be the "norm" as seldom do we see ships of the RAN in Melbourne at all. Perhaps the almost complete Nuship CANBERRA was meant to be Navy's representative for the occasion?

Port visits to Melbourne by ships of the RAN this calendar year total four, with no other visits scheduled for the remainder of this year. What a sorry state of affairs, when we compare RAN ship visits to Melbourne in previous years of 15 in 2003, 16 in 2004, 19 in 2005, 14 in 2008, 9 in 2009, 7 in 2012 and so the downward slide continues.

At one point in time it seemed that the Nigerian Navy would save the day for Melbourne's Navy Week when NNS THUNDER was scheduled to visit during late October on her way home from Sydney's "International Fleet Review", but unfortunately the visit to Melbourne was cancelled.

# 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.  
**Tasmanian Division:** 40 Fleetwood Drive, Speyton, TAS 7310.  
**West Australian Division:** 3 Prosser Way, Myaree, WA 6154.

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.

<b>THE NAVY LEAGUE OF AUSTRALIA</b>		
<b>APPLICATION FOR MEMBERSHIP</b>		
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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Correspondence:- All articles for publication in the Navy League of Australia (Vic.Div.) Newsletter, should be addressed to the Editor, Frank McCarthy, email:- ([alistie@bigpond.com](mailto:alistie@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](mailto:raydotgill@optusnet.com.au)).

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