

ROYAL  
AUSTRALIAN  
NAVY

1911-1961



GOLDEN JUBILEE



# Royal Australian Navy Jubilee Souvenir



“ . . . Whereas it is expedient to amend the law relating to the Government of Her Majesty’s Navy, whereon, under the good Providence of God, the wealth, safety and strength of the Nation so much depend . . . ”

(Extract from the preamble to the Articles of War.)

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HIGHLIGHTS FROM THE PAST  
AN ACCOUNT OF THE PRESENT  
A GLIMPSE OF THE FUTURE



*"The lonely sea and the sky."  
(Masefield.)*



*H.M.A.S. Vampire.*

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# BUCKINGHAM PALACE.

*His Royal Highness the  
Duke of Edinburgh,  
K.G., K.T., G.B.E., P.C*

It gives me very great pleasure to offer my congratulations to the Royal Australian Navy, in which I have the honour to be an Admiral of the Fleet, on the occasion of its fiftieth anniversary.

In half a century the Royal Australian Navy has gained distinctions out of all proportion to its years. In two world wars and during the Korean war its ships and men won an enviable reputation for gallantry and seamanship. This is a particular source of pride and happiness to the Royal Navy which was so intimately involved in the development of the Royal Australian Navy in the early days.

Although the two Navies are entirely independent of each other today there are still very strong bonds of affection and they are also united in the common purpose of serving the people of the Commonwealth and maintaining world peace.

It is much easier to look back than to look forward and just now, when things are changing so quickly in the world, it is particularly difficult for the services to foresee the needs of the future. However I am quite sure that the faith of the people of Australia in their Navy will be fully justified in the years ahead if it continues to show the same imagination, skill and courage as it has done in its first half century.

For me this is more than a formal occasion. There were Australian cadets in my term when I joined the Navy, I served alongside Australians in many parts of the world and in Australian waters during the last war, and I have seen something of the present day Navy in visits to Australia.

So it is with a real sense of comradeship that I send my best wishes to all men and women who are serving or have served in the Royal Australian Navy on this milestone in its history.

July 1961.



*Her Royal Highness  
Princess Marina,  
C.I., G.C.V.O., G.B.E.*

Honorary Commandant Women's  
Royal Australian Naval Service.

I am very glad to have this opportunity of sending you a message to mark the Jubilee of the Royal Australian Navy.

The Women's Royal Australian Naval Service, founded in 1942 and put on a permanent but voluntary footing in 1950, has contributed significantly to the splendid history of the Navy, and it is right that we should celebrate this anniversary. Like our sister Service, the Women's Royal Naval Service, we have proved our worth, notably in war but also in numerous aspects of service life in peace-time, and we are now establishing a tradition of service to the country and to the Commonwealth of which we can justly be proud.

There can be little doubt that this, the youngest branch of the Service, has an important part to play. I am sure you will maintain your fine record and I send you my warmest congratulations and best wishes for the future.

July, 1961.





COMMONWEALTH OF AUSTRALIA

MINISTER FOR THE NAVY

It is pleasing for me to be so closely associated with the Royal Australian Navy at this important milestone in its history. Our Navy has established a proud record over the past fifty years. Right from the beginning it proved to the world that it was a force worthy of respect when, only a year after receiving its first Fleet, it had scored the first sea victory of the First World War. This was the epic engagement between the cruisers SYDNEY and EMDEN, which gave the infant Australian Navy its initial taste of action and a spectacular entry into naval history. The R.A.N. never looked back, and the tenacity, skill and devotion displayed in those early days have been reflected throughout a half century of service. This service, during two world wars, cost more than two-thousand lives and fourteen ships.

This souvenir booklet recalls some of the highlights of our Navy's history over fifty years, but it also gives you a look at the present and a glimpse of the future. The first half century is but a chapter in the R.A.N.'s history, and modern sea strategy presents it with greater challenges than ever before. Whatever lies ahead in the next fifty years, Australians can rely in the future, as in the past, on the Royal Australian Navy.

*J. Gorton*

July, 1961.



NAVY OFFICE  
CANBERRA

From Vice-Admiral Sir Henry M. Burrell, K.B.E., C.B.

FIRST NAVAL MEMBER,  
CHIEF OF NAVAL STAFF

In this Anniversary Year the R.A.N. can look back with pride at its achievements in the past 50 years. It has played its part with distinction in both World Wars and in the Korean War and today our ships and men take their place with our SEATO allies in providing a shield against the threat of communism to the free nations of South East Asia.

Australia's need for sea power is even greater today than it was 50 years ago. As our Prime Minister said in a speech to the General Assembly of the United Nations in September last year:

"The proportion of our trade which sails the seas is immeasurably greater than that of countries of high population and resources who could, if they wished, live to themselves much more successfully than we could."

The security of our sea communications is therefore of vital importance to the life, industry and welfare of our country, and whilst as a nation we must do all we can to preserve peace, equally we must prepare ourselves to defend our vital interests should war be thrust upon us. Our Navy must be capable not only of taking its place in the SEATO shield in Peace, but also of protecting our sea communications in war in addition to making our contribution to the allied effort against an enemy.

Australia can well be proud of the R.A.N.'s record over the past 50 years — it is my earnest hope and firm conviction that the R.A.N. of the future will be a source of equal pride to future generations of Australians.

*Henry Burrell*

July, 1961.

## OUR NAVAL HERITAGE

THE Royal Australian Navy was created on the 10th of July, 1911. On that day fifty years ago, His Majesty King George V granted to the Naval forces of the Australian Commonwealth the title "Royal Australian Navy". This Royal proclamation was the final seal on the establishment of the young Commonwealth's own naval force.

Australia's move towards independent naval power began in earnest in the early nineteen-hundreds. Previously, for more than a century, the Royal Navy had provided Australia's primary sea defence. Nevertheless, for many years Australians had played a role in naval activities, and in the latter part of the last century some of the states formed their own navies for coastal defence. Queensland, Victoria and South Australia each had their own sea-going naval units while New South Wales, where the Royal Navy based its squadron, had training facilities for a Naval Brigade of local volunteers. But it was the Admiralty in London, twelve-thousand miles away, that had final responsibility for naval defence in Australia.

The situation was summed up in 1908 by the Prime Minister of the day, who said:—

"But for the British Navy there would be no Australia. That does not mean that Australia should sit under the shelter of the British Navy. We can add to the Squadron in these seas from our own blood and intelligence, something that will launch us on the beginning of a naval career and may in time create a force which will rank amongst the defences of the Empire".

Within a year of the Prime Minister's statement, Australia was well on the way to naval independence. In 1909, at a conference convened in London to discuss Imperial Defence, the Admiralty agreed to the formation of an Australian Fleet Unit, which would co-operate within the framework of Empire defence. A powerful force, consisting of a battle-cruiser, light cruisers, destroyers and submarines, it was to be paid for, maintained and controlled by Australia and eventually be manned entirely by Australians.

Two years later, in 1911, an Imperial Conference reached final agreement on the status of the Australian Fleet Unit, and this in turn was followed by the granting of the title "Royal Australian Navy". The R.A.N. became a reality as a fighting unit in October, 1913 when the Fleet envisaged four years earlier entered Sydney Harbour for the first time.

Thus Australia began a naval career that was soon to enhance the prestige of the young nation. The Royal Australian Navy's first fifty years embraced two world wars during which the exploits of Australian ships and men won an honoured place in naval history.

Throughout these years the Royal Australian Navy received the assistance and encouragement of the United Kingdom. Particularly in its early days, the Royal Australian Navy relied heavily on the Royal Navy. The Royal Navy provided forty-one per cent of the officers and men for the R.A.N.'s original Fleet. In succeeding years, the British Government assisted the Royal Australian Navy's development with gifts of ships and equipment. Until comparatively recent times, Royal Navy officers held many of the senior appointments in the R.A.N.

Today, the Royal Australian Navy is self-sufficient. No longer does the Australian Navy automatically come under Admiralty control in the event of war, and Australian officers hold the senior appointments in the service. The few Royal Navy officers in the R.A.N. today are mainly on exchange duty with the Australian Service.

Proud traditions, common purpose and mutual respect are now bonds between the Royal Australian Navy and its parent service. The Royal Australian Navy has long since reached maturity, and looks back with pride on its heritage and with gratitude to the Royal Navy.

Turning back the pages of history reveals five decades in which Australia's changing fortunes, growth to nationhood and acceptance of international responsibilities, are reflected in the changing pattern and development of the Royal Australian Navy.



# HIGHLIGHTS FROM HISTORY

1909

Imperial Conference on Naval Defence recommends the establishment of an Australian Fleet Unit. The new Fleet Unit, consisting of a Battle Cruiser, 3 Light Cruisers, 6 Destroyers and 3 Submarines, to be paid for and controlled by Australia and eventually manned entirely by Australians. In other words a separate and independent Australian Navy.

1910

Naval Defence Act passed, 25th November . . . Admiral Sir Reginald Henderson, representing Admiral of the Fleet, Lord Fisher, arrived to advise on naval defence . . . YARRA and PARRAMATTA, Torpedo Boat Destroyers, arrived in Melbourne on 10th December.

1911

The title, Royal Australian Navy, was granted by King George V . . . Naval Board reconstituted with Rear Admiral Sir William Rooke Creswell as First Naval Member . . . Battle Cruiser, H.M.A.S. AUSTRALIA, launched on the Clyde . . . Administration of the Commonwealth Naval Forces reorganised and transferred from Victoria Barracks, to Navy Office, Lonsdale Street, Melbourne.

1912

Flinders Naval Base commenced . . . Williamstown Naval Depot commissioned as H.M.A.S. CERBERUS, 1st July . . . TINGIRA commissioned as Boys Training Ship . . . H.M.S. ENCOUNTER lent by Admiralty and commissioned in R.A.N. as H.M. Australian ship . . . H.M.A.S. WARREGO commissioned, 1st June . . . Naval College established at Geelong, Victoria.

1913

Australian Fleet under Rear-Admiral Sir George Patey entered Sydney Harbour on 4th October (AUSTRALIA, SYDNEY, MELBOURNE, WARREGO, PARRAMATTA and YARRA) . . . Admiral Sir George King-Hall twenty-second and last Commander-in-Chief Australia Station, hauls down his Flag bringing Admiralty responsibility for the Station to an end . . . All Naval establishments transferred to Commonwealth control . . . R.A.N. College began first training course at Osborne House, Geelong . . . State of the Royal Australian Navy:—

## In commission

|                |                                               |
|----------------|-----------------------------------------------|
| Battle Cruiser | AUSTRALIA                                     |
| Cruisers       | { ENCOUNTER<br>MELBOURNE<br>PIONEER<br>SYDNEY |
| Destroyers     | { WARREGO<br>PARRAMATTA<br>YARRA              |
| Torpedo Boats  | { COUNTESS OF HOPETOUN<br>CHILDERS            |
| Gunboats       | { PROTECTOR<br>GAYUNDAH                       |

## Building [In Australia]

|            |                                                     |
|------------|-----------------------------------------------------|
| Cruiser    | BRISBANE                                            |
| Destroyers | { TORRENS<br>SWAN<br>DERWENT (commissioned as HUON) |

## [In Great Britain]

|                          |                    |
|--------------------------|--------------------|
| Submarines               | { A.E.1.<br>A.E.2. |
| One Submarine Depot Ship |                    |
| One Oil Supply Ship      |                    |



An artist's impression of the arrival of the Australian Fleet off Sydney Heads, October, 1913.





*Torpedo Boat Destroyer PARRAMATTA. (700 tons).*



*Guns crew in H.M.A.S. PARRAMATTA, 1911. Sailors are wearing summer rig of the day, including the "Sennet" hat.*

## 1914

World War I began . . . AUSTRALIA and MELBOURNE captured German Samoa, 30th August . . . Nauru captured by MELBOURNE . . . German New Guinea surrendered . . . Submarine A.E.1. lost with all hands off New Britain . . . Australian Squadron operated as a counter to Von Spee's German Pacific Squadron . . . SYDNEY sank EMDEN off Cocos Island, 9th November . . . A.E.2. in company of second A.I.F. convoy, proceeded to Mediterranean.



*Torpedo Boat, COUNTESS OF HOPETOUN.*

## 1915

AUSTRALIA sank S.S. ELENORE WOERMANN off Falkland Islands, 5th January . . . AUSTRALIA became flagship of Second Battle Cruiser Squadron, based on Rosyth, Scotland . . . R.A.N. College transferred to Jervis Bay . . . MELBOURNE and SYDNEY engaged on West Indies-North American patrols . . . R.A.N. Bridging Train (a special unit of the Naval Brigade) left Australia . . . R.A.N. units began Far Eastern Blockade patrols . . . Destroyer HUON commissioned . . . Submarine A.E.2. lost in Sea of Marmora after heroic passage of Dardanelles during Gallipoli Campaign . . . Cruiser ADELAIDE laid down at Cockatoo Dock.



*H.M.A.S. Submarine A.E.1 with AUSTRALIA and YARRA in the background.*

## 1916

Destroyers TORRENS and SWAN commissioned . . . PIONEER in German East Africa Campaign assisted in destruction of German Cruiser KOENIGSBERG . . . MELBOURNE joined Second Light Cruiser Squadron in North Sea . . . R.A.N. Bridging Train in Suez Canal area . . . AUSTRALIA collided with cruiser NEW ZEALAND and so missed Battle of Jutland . . . H.M.A.S. BRISBANE commissioned . . . H.M.A.S. PIONEER paid off.

## 1917

SYDNEY and AUSTRALIA successfully launched aircraft from specially erected platforms becoming first R.A.N. ships to do so . . . SYDNEY engaged Zeppelin L43 in running fight . . . R.A.N. Destroyer Flotilla proceeded to Mediterranean to begin Adriatic Anti-Submarine patrols . . . German Raider WOLF mined Australian waters, sinking two ships . . . R.A.N. Brigade Minesweeping Section formed.



*The 19,200 ton Battle Cruiser AUSTRALIA in Sydney Harbour.*



*H.M.A.S. PIONEER.*



*EMDEN beached on Cocos Island (1914).*



*The German raider EMDEN.*

## 1918

SYDNEY and MELBOURNE continued on North Sea operations and the Australian destroyers carried on their Adriatic patrols . . . Armistice signed, 11th November . . . SWAN rendered assistance to "White" Russian forces in the Sea of Azov . . . AUSTRALIA, SYDNEY and MELBOURNE present at surrender of the German Fleet at Scapa Flow.

## 1919

Submarine Depot Ship PLATYPUS and six J-class submarines joined the R.A.N. . . . AUSTRALIA, MELBOURNE, SYDNEY and the Destroyer Flotilla returned to Sydney . . . Sloops MARGUERITE, GERANIUM and MALLOWS transferred to R.A.N. . . . Admiral Lord Jellicoe arrived in Australia to report on Naval defence . . . Rear-Admiral Sir William Creswell retired from the Naval Board . . . Rear-Admiral J. S. Dumaesq, first Australian-born officer to do so, hoisted his flag in command of the Australian Fleet.





Light Cruiser SYDNEY (5,400 tons).



H.M.A.S. ENCOUNTER in Milford Sound.

## 1920

Destroyers ANZAC (leader), TASMANIA, TATTOO, SWORDSMAN, SUCCESS and STALWART commissioned in R.A.N. . . . Flinders Naval Base (later "Depot") officially opened . . . ENCOUNTER paid off . . . H.R.H. the Prince of Wales reviewed a fleet of 29 ships in Port Phillip . . . Naval Brigade became Royal Australian Naval Reserve.

## 1921

Williamstown Naval Depot closed down . . . AUSTRALIA paid off . . . R.A.N. Survey Service began.

## 1922

Washington Naval Treaty signed, 6th February — limiting size and strength of world's navies.

## 1923

Eight ships only in commission: ADELAIDE, SYDNEY, MELBOURNE, three destroyers, one Sloop and one Depot Ship . . . Imperial Conference suggested that R.A.N. build or acquire four Cruisers, 6 submarines and patrol vessels over a period of 13-14 years.



The first of the name, H.M.A.S. ANZAC.



H.M.A.S. TASMANIA, Sydney Harbour.



H.M.A.S. BRISBANE, Sydney, May, 1920.



H. M. A. S. GERANIUM, Minesweeper, Sydney Harbour, May, 1920.



One of the six J-class submarines in the R.A.N.



Seaplane carrier H.M.A.S. ALBATROSS.

## 1924

AUSTRALIA scuttled off Sydney in accordance with Washington Treaty . . . Four J-class submarines sold . . . YARRA paid off . . . ADELAIDE joined the Royal Navy as first exchange cruiser . . . R.A.N. adopted Five Year Programme calling for 2 Heavy Cruisers, 2 Submarines and one Seaplane Carrier . . . R.N. Special Service Squadron (HOOD, REPULSE and five light cruisers) visited Australia — sailed accompanied by ADELAIDE.

## 1925

MORESBY commissioned for survey work . . . Heavy Cruisers AUSTRALIA and CANBERRA laid down . . . Submarines OTWAY and OXLEY laid down . . . STALWART paid off . . . MELBOURNE on exchange service with H.M.S. DELHI.

## 1926

Recruiting of boys into R.A.N. ceased . . . Seaplane Carrier ALBATROSS laid down at Cockatoo Dock . . . TORRENS paid off.

## 1927

Submarines OTWAY and OXLEY commissioned . . . GERANIUM paid off, thus ending her career as a survey ship . . . TINGIRA paid off, to become a coal hulk in Sydney Harbour.

## 1928

AUSTRALIA and CANBERRA, eight-inch cruisers, commissioned . . . SYDNEY, TASMANIA, SWAN, WARREGO, HUON and PARRAMATTA paid off . . . MELBOURNE paid off in Portsmouth, England, and sold as scrap.

## 1929

ALBATROSS commissioned . . . Depression era began . . . Survey work ceased . . . Compulsory training ended . . . MORESBY and MARGUERITE (Reserve Training Ship) paid off . . . General reduction in ships and personnel . . . BRISBANE and SWORDSMAN paid off . . . SYDNEY handed over to shipbreakers.

## 1930

YARRA, PARRAMATTA, WARREGO and SWAN handed over to shipbreakers for dismantling . . . TORRENS stripped and sunk by CANBERRA as practice target . . . Only four ships in commission — AUSTRALIA, CANBERRA, ALBATROSS and ANZAC . . . Recruiting ceased . . . Naval College transferred from Jervis Bay to Flinders Naval Depot for reasons of economy.

## 1931

ANZAC paid off — replaced by TATTOO . . . HUON sunk as target . . . Submarines OTWAY and OXLEY transferred to Royal Navy . . . Personnel reduced to 3,239.

## 1932

R.A.N. recruiting resumed . . . Cadet entries to Naval College resumed . . . MALLOW and MARGUERITE dismantled at Cockatoo Dockyard . . . First R.A.N. College officers reach Commanders rank — H. B. Farncomb and J. A. Collins . . . Total personnel reach lowest ebb, 3,121.





*Flotilla Leader, H.M.A.S. STUART.*



*The second H.M.A.S. SYDNEY, a light cruiser of 7,000 tons.*



*H.M.A.S. PERTH in her early wartime dress. False flaps "break-up" the funnel shape.*

## 1933

Survey Ship MORESBY recommissioned . . . STUART, VAMPIRE, VOYAGER, VENDETTA and WATERHEN commissioned in R.A.N. on loan from Royal Navy, replacing obsolete ANZAC and "S" and "T" class destroyers.

## 1934

H.M.S. SUSSEX attached to H.M. Australian Squadron in exchange for H.M.A.S. AUSTRALIA.

## 1935

Cruiser SYDNEY (ex PHAETON) commissioned . . . BRISBANE recommissioned for passage to U.K. and disposal . . . MARGUERITE and MALLOW sunk as targets . . . ANZAC sold for scrapping . . . GERANIUM scuttled off Sydney Heads.

## 1936

Cruisers SYDNEY and AUSTRALIA joined R.A.N. Squadron after Mediterranean service . . . Sloop YARRA, built at Cockatoo Dockyard, commissioned.

## 1937

STALWART, SUCCESS, SWORDSMAN, TASMANIA and TATTOO sold as scrap in accordance with London Treaty . . . Sloop SWAN, built at Cockatoo Dockyard, commissioned.

## 1938

Cruiser HOBART (ex APOLLO) commissioned.

## 1939

Cruiser PERTH (ex AMPHION) commissioned . . . World War II began . . . R.A.N. strength — two eight-inch Cruisers, four six-inch Cruisers, five Destroyers, two Sloops . . . Personnel 5,440 Permanent, 4,819 Reserves . . . Destroyers sailed for Singapore and Mediterranean.

## 1940

Australian-built Sloops PARRAMATTA and WARREGO commissioned . . . R.A.N. Destroyers, together with 4 R.N. Destroyers, formed Tenth Destroyer Flotilla under Commander H. M. L. Waller, R.A.N. . . . First A.I.F. Convoy sailed from Fremantle, 20th January . . . YARRA in operations in Persian Gulf . . . SYDNEY and STUART bombarded Bardia . . . Battle of Cape Spada — SYDNEY destroyed Italian Cruiser BARTOLOMEO COLLEONI . . . HOBART in evacuation of Berbera, British Somaliland . . . SYDNEY, STUART, VOYAGER and VAMPIRE in Battle of Calabria . . .

AUSTRALIA in action at Dakar (Africa) . . . STUART sank Italian Submarine GONDAR . . . German Raiders ORION and KOMET sank five ships off Nauru . . . Raider PENGUIN and her auxiliary PASSAT mined the Sydney approaches, the Hobart entrance, Bass Strait and St. Vincents Gulf . . . Tribal Class Destroyer ARUNTA launched at Cockatoo Dockyard . . . BATHURST, first of 60 Australian-built Minesweepers, launched at Cockatoo.

## 1941

CANBERRA intercepted two German supply ships in Indian Ocean . . . Tenth Destroyer Flotilla assigned to Tobruk "spud run" . . . Mediterranean operations continued . . . Evacuation of Greece — PERTH, STUART, VAMPIRE, VOYAGER, VENDETTA and WATERHEN . . . Evacuation of Crete — PERTH, STUART, NAPIER and NIZAM Battle of Matapan — PERTH, STUART and VENDETTA . . . NESTOR sank German U-boat 127 . . . WATERHEN sunk on Tobruk "Ferry" . . . KANIMBLA and YARRA seized vital areas in Persian Gulf . . . PARRAMATTA sunk by German Submarine off Tobruk . . . SYDNEY lost with all hands after sinking the German raider KORMORAN off West Australian coast . . . PERTH in Syrian campaign . . . PERTH and Destroyers left Mediterranean . . . Japanese bombed Singapore and Pearl Harbour . . . VAMPIRE rescued survivors of PRINCE OF WALES and REPULSE . . . Women's Royal Australian Naval Service founded.

## 1942

VAMPIRE and H.M.S. THANET in action with Japanese destroyers off Malayan coast . . . First air raid on Darwin, 19th February — seven R.A.N. ratings killed . . . YARRA rescued survivors from burning troopship EMPRESS OF ASIA at Singapore . . . Evacuation of Sumatra — six R.A.N. ships took part . . . PERTH takes part in Battle of the Java Sea . . . Allied withdrawal from Java begins — PERTH sunk in Battle of Sunda Strait, 1st March . . . YARRA sunk in gallant fight against strong Japanese cruiser force . . . VAMPIRE sunk by Japanese dive-bombers off Ceylon . . . AUSTRALIA and HOBART in Coral Sea Battle . . . NAPIER, NIZAM and NORMAN in Madagascan operations . . . Japanese midget submarines attacked shipping in Sydney Harbour — Depot Ship KUTTABUL sunk with the loss of 19 ratings . . . NESTOR sunk by German Dive-bombers in the Mediterranean . . . DELORAINE sank Japanese submarine I-124 off Darwin . . . ARUNTA sank Japanese submarine RO 33 off Port Moresby . . . AUSTRALIA, HOBART and CANBERRA in Guadalcanal Campaign marking the beginning of the allied offensive against the Japanese forces in the South West Pacific . . . H.M.A.S. QUIBERON sank German U-Boat No. 411 . . . Loss of CANBERRA in Battle of Savo Island . . . VOYAGER wrecked on coast of Timor while landing guerilla troops . . . IRON CHIEFTAIN torpedoed — first vessel sunk by Japanese submarines on the Australian coast . . . ARMIDALE sunk by Japanese aircraft in Arafura Sea.



*H.M.A.S. ADELAIDE (1922-1945) wearing her wartime camouflage.*



*H.M.A.S. ARUNTA, a Tribal Class destroyer, travelling at high speed.*



## 1943

Australian warships continue their seaward support in the New Guinea campaign . . . Hospital Ship CENTAUR sunk by Japanese submarine off Queensland coast . . . Japanese submarine attacks in Australia coastal waters cease with sinking of PORTMAR; Nineteen ships sunk in two years but campaign defeated by convoy system . . . SHROPSHIRE commissioned in R.A.N. to replace CANBERRA . . . Eight R.A.N. Minesweepers supported landings in Sicily . . . AUSTRALIA, SHROPSHIRE, ARUNTA and WARRAMUNGA engaged in landings in New Britain . . . GASCOYNE, first Australian-built Frigate, launched at Mort's Dock, Sydney.

## 1944

Australian squadron operated as bombardment group in the Admiralty Islands prior to landings . . . Pre-landing bombardment of Hollandia (New Guinea), Biak and Morotai by R.A.N. units . . . AUSTRALIA, ARUNTA, SHROPSHIRE, WARRAMUNGA, GASCOYNE, MANOORA, KANIMBLA and WESTRALIA in Leyte (Philippines) landings . . . AUSTRALIA damaged by "Kamikaze" attack . . . SHROPSHIRE and ARUNTA engaged in Battle of Surigao Strait, last Naval surface battle of World War II . . . British Pacific Fleet formed, 10th December.

## 1945

R.A.N. units took part in the Lingayen (Philippines) landings . . . AUSTRALIA suffered severe damage from "Kamikaze" attacks . . . Germany surrendered, 7th May . . . R.A.N. Ships supported first Borneo landings of A.I.F. Ninth Division . . . R.A.N. "N" class Destroyers took part in Burma Campaign . . . "N" and "Q" class Destroyers took part in the assault on the Japanese home islands which began in July . . . First atomic bomb on Hiroshima, 5th August . . . Japan surrendered, 15th August . . . R.A.N. reached peak strength in July — 39,650, including 2,617 Wrens and 57 Nursing Sisters . . . R.A.N. Naval Personnel War Casualties — 2,170 dead (all causes) . . . R.A.N. Personnel awarded 502 British medals and decorations . . . Six R.A.N. Ships entered Hong Kong, 30th August . . . Detachments from NAPIER and NIZAM landed to occupy Yokosuka Dockyard . . . SHROPSHIRE, HOBART and seven other R.A.N. ships present at Japanese surrender ceremony on board U.S.S. MISSOURI . . . Five R.A.N. ships present at surrender in Rabaul . . . Three R.A.N. ships present at surrender in Balikpapan.

## 1946

General demobilization began . . . Frigate CONAMINE commissioned . . . Naval occupation forces in Japan included R.A.N. ships.



*The heavy cruiser AUSTRALIA  
— second ship of her name.*

*The gallant sloop, H.M.A.S.  
YARRA (lost, 1942).*



*The Battle Class destroyer ANZAC.*

## 1947

Sweeping of minefields on Australian coast completed (at the cost of the minesweeper, WARRNAMBOOL) . . . Australian ships continued to form part of the Occupation Forces in Japanese waters . . . AUSTRALIA recommissioned after extensive repairs and refit . . . W.R.A.N.'s disbanded . . . Battle Class destroyer TOBRUK launched.

## 1948

Occupation Force duties continued . . . R.A.N. Fleet Air Arm established . . . Three Landing Ships, Tank, joined R.A.N. . . . Survey work intensified . . . Rear Admiral J. A. Collins succeeded Admiral Sir Louis Hamilton as First Naval Member . . . Aircraft Carrier H.M.A.S. SYDNEY commissioned . . . Battle Class Destroyer ANZAC launched.

## 1949

H.M. Australian Squadron became H.M. Australian Fleet . . . Many R.A.N. ships by now paid off into Reserve . . . ADELAIDE scrapped . . . R.A.N. ships still formed part of the Occupation Forces in Japanese waters.

★ ★ ★

## 1950-60

From 1950 onwards the post-war tempo Naval growth quickened. The outbreak of the Korean hostilities in June, 1950, intensified demands for naval strength.

Nine ships altogether were sent to the operational theatres — ANZAC, TOBRUK, BATAAN and WARRAMUNGA each having two tours of duty, while SYDNEY, CULGOA, CONAMINE, MURCHISON and SHOALHAVEN each made an operational tour.

R.A.N. ships steamed some 463,000 miles and their main armament fired more than 26,000 rounds. R.A.N. aircraft dropped about 1000 bombs, fired over 300,000 rounds of 20 mm. shells and launched many thousands of rockets. A total of 311 officers and 4,196 ratings served in the area, and thirty-two were awarded decorations.

In addition, since the formation of the British Commonwealth Strategic Reserve, R.A.N. ships, in rotation, have served continuously from Singapore.

The decision to hold large-scale SEATO (South East Asia Treaty Organisation) maritime training exercises has resulted in the grouping together of many ships and aircraft representing the interested nations. These exercises have developed a high degree of efficiency in the combined fleets.

Changes within the structure of the Navy were marked during this decade. The Women's Royal Australian Naval Service was re-established in 1950. The first of the big Daring Class Destroyers, H.M.A.S. VOYAGER, was launched in 1952, followed by her sister ships VENDETTA and VAMPIRE. SHROPSHIRE (1953) and AUSTRALIA (1955) were handed over to the shipbreakers. The angled-deck, steam catapult, mirror-landing Aircraft Carrier H.M.A.S. MELBOURNE commissioned in October, 1955, and the Fireflies and Sea Furies of yesteryear were replaced by Gannets and Sea Venom all-weather jet fighters with helicopters in air-sea rescue roles. The "Q" Class destroyers excepting QUALITY, were rebuilt as fast Anti-Submarine Frigates.

After 28 years at Flinders Naval Depot, the R.A.N. College returned to Jervis Bay for the opening of the new scholastic year in 1958. Sir John Collins retired as First Naval Member, being succeeded by Sir Roy Dowling, who, in turn, was succeeded by Sir Henry Burrell.

In November, 1960, the Government announced that the Royal Australian Navy would acquire six modern minesweepers; that a new survey ship would be constructed; and that a force of anti-submarine helicopters would be obtained. H.M.A.S. MELBOURNE would become an anti-submarine helicopter carrier after 1963.

*QUADRANT, the first of the "Q" Class  
destroyers converted to fast Anti-Submarine  
Frigates.*





## The Royal Australian Navy Today

**T**HE Royal Australian Navy of 1961 has kept up with world progress. Its ships are ready at a moment's notice to go wherever they may be needed. They are mobile, modern and manned by highly trained crews.

The Navy today is very much a part of the life of Australia, not only providing a large measure of the national security essential for confident expansion, but materially contributing to the country's development.

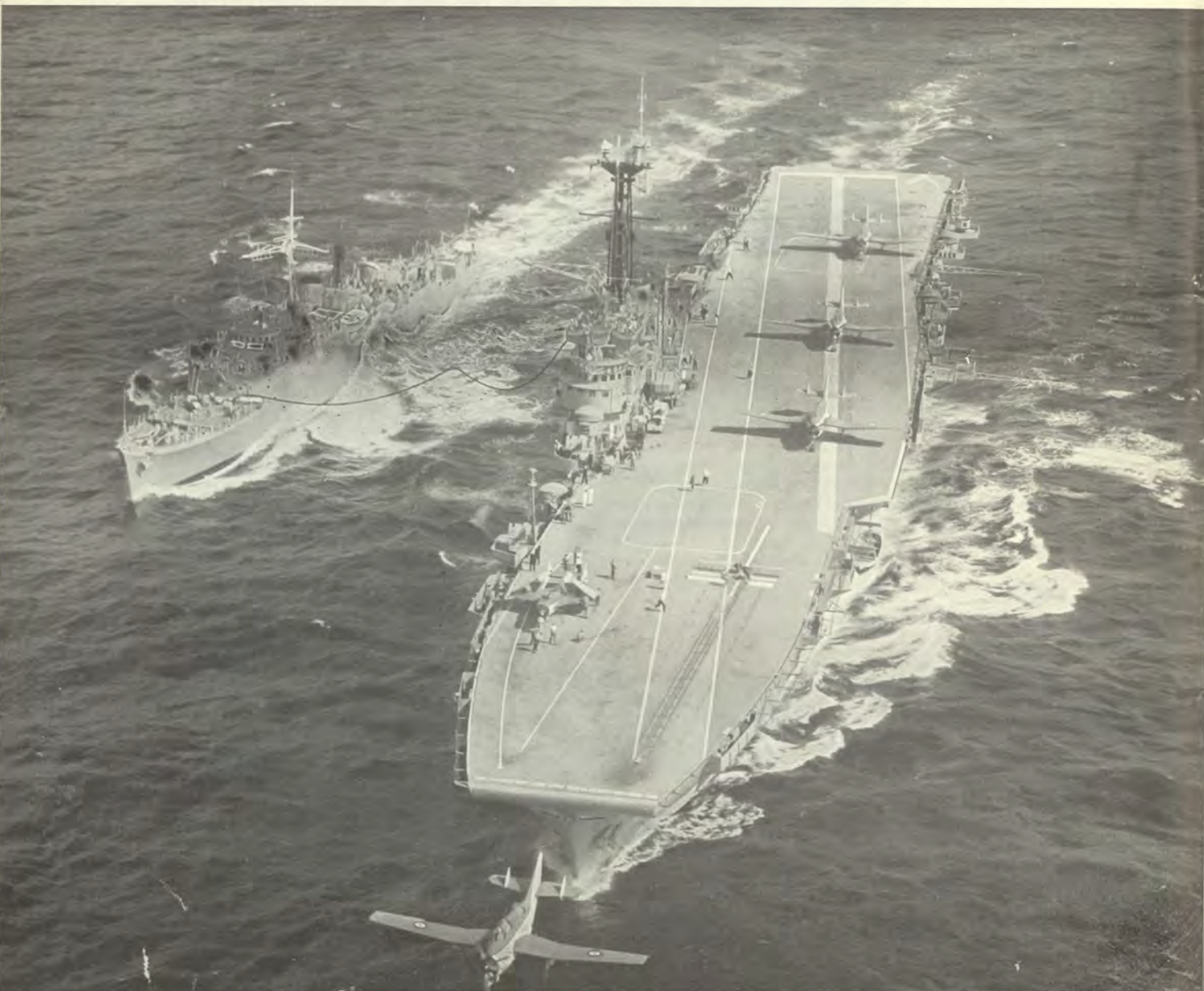
Today, as much as ever before in Australia's history, it is upon the Navy that the first responsibility for the defence and sustenance of our nation — an island nation — must fall.

The Navy has proved over the years, from Kerguelen to Korea, its readiness to accept this responsibility.

Its ships are fitted with the latest weapons and equipment. They are always provisioned and ammunitioned with supplies enough for at least three months, and can replenish these under way at sea. Some of them are at sea in Australian waters, ready instantly for active service at home or overseas. At least two of them are always serving with the British Commonwealth Strategic Reserve based in Singapore. Regularly exercising with the navies of our SEATO allies, these ships are ready to help to provide, simply by the presence of their massive strength, a calming or a persuasive influence anywhere in South East Asia.

In 1960, Australian warships visited more than forty overseas ports, most of which were in Asia. More and more of our northern neighbours are learning about the Australian way of life from the ship's companies of these ships, which come to them proudly flying the Australian Flag and the White Ensign. Our sailors are worthy ambassadors.

*Catapulting of Gannets continues while MELBOURNE refuels QUICKMATCH.*



Under the protection and security provided to Australia's shores by the ships of the Fleet and by the aircraft of the Fleet Air Arm, other Naval vessels are helping in the development of our nation.

Four Royal Australian Navy survey vessels are tackling the formidable task of charting the coastline. This work is important to national development, the modern charts being vital for the opening up of new areas, the establishment of new ports and all shipping activity around Australia's coast. In addition, the R.A.N. has equipped two training ships with floating laboratories, and is assisting C.S.I.R.O. scientists to carry out oceanographic research that is providing valuable information about fishery resources, minerals and weather influences.

The Navy's other peacetime tasks in Australia cover a wide range, from a role in the country's search and rescue organisation to the training of police in diving techniques. All this goes on simultaneously with constant training that keeps men and ships ready for any emergency.

## The Australian Fleet

**T**HE Navy today is primarily designed to cope with anti-submarine warfare. It has seventeen ships in commission while four new frigates are coming from Australian dockyards. These frigates, known as the Type 12, rank among the world's most modern anti-submarine escorts. The first two, H.M.A.S. PARRAMATTA and H.M.A.S. YARRA, are joining the Fleet this year.

With this new class of frigate the Australian Navy sails into the guided missile age. It is proposed to instal the Seacat close-range anti-aircraft missile in these frigates.

Australia's current "operational" ships are its flagship, (the aircraft carrier H.M.A.S. MELBOURNE), three Daring Class destroyers, and the three "Q" Class anti-submarine frigates. These ships come under the command of the Flag Officer Commanding the Fleet, Rear Admiral W. H. Harrington, C.B.E., D.S.O. Also under his control is a Fleet training ship, the Battle Class destroyer H.M.A.S. ANZAC.

The Daring Class destroyers are versatile, modern warships built by Australian dockyards in the last few years. Their 4.5 inch guns provide multi-purpose armament, and equip the destroyers for shore bombardment, surface engagements and anti-aircraft defence. The Darings are equally lethal in the anti-submarine field, and have some of the latest detection devices and anti-submarine mortar weapons. The Darings are VOYAGER, VENDETTA and VAMPIRE.

*H.M.A.S. MELBOURNE in the South China Sea exercising with ships of SEATO Navies.*



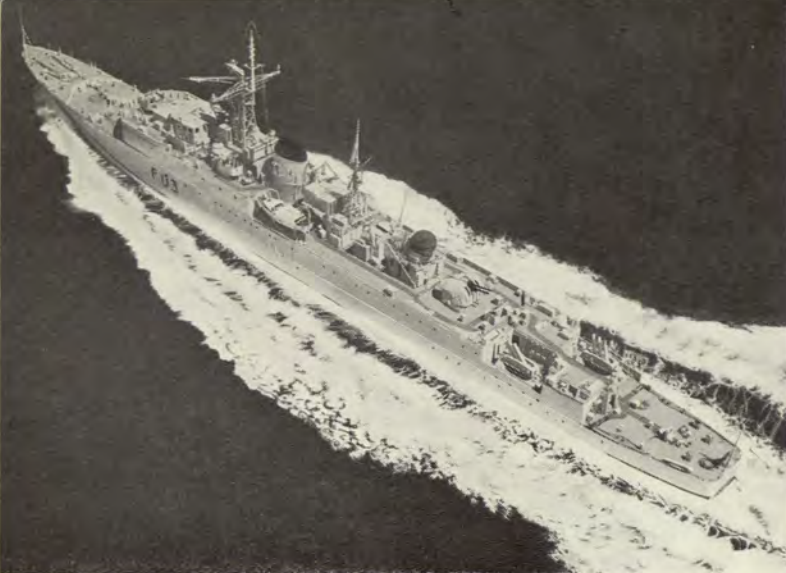
*Australian sailors on a shopping expedition in Singapore.*



*Australian sailors make a practical gesture to a SEATO Ally. In Manila, sailors aboard H.M.A.S. MELBOURNE donate blood to the Philippines Red Cross.*







*QUIBERON travels at speed.*



*The Anti-Submarine Frigate YARRA.*

*Scientists on board GASCOYNE continue their oceanographic studies for C.S.I.R.O.*



The "Q" Class ships are the fast anti-submarine frigates, QUICKMATCH, QUIBERON and QUEENBOROUGH. These ships were originally built as destroyers by the Royal Navy during the Second World War. They were later acquired from the Admiralty by the R.A.N. and were fully converted in Australian dockyards for their specialised anti-submarine role.

H.M.A.S. MELBOURNE with her Gannet anti-submarine aircraft and Venom jet fighters is by far the most powerful unit of the Fleet. The fighters provide convoy protection from air attack and can give air support to ground forces. The Gannets are equipped both to find and destroy submarines, to attack other enemy shipping or shore installations, and to lay mines.

## Survey and training ships

**I**N addition to these "frontline" vessels, there are the survey ships, the training oceanography frigates and various other important small craft.

The survey vessels are WARREGO, BARCOO, PALUMA and BASS. The Navy carries out the survey programmes after consultation with Government authorities and shipping interests to ensure appropriate priorities. Two training frigates, DIAMANTINA and GASCOYNE, are equipped with floating laboratories for their oceanographic work. The R.A.N. has won international prestige for Australia with its surveying and oceanography. Australia is now recognised as one of the foremost hydrographic authorities in the world and its charts are among the world's best. Its oceanographic research is equally respected. The United Nations Oceanographic Conference in New York recently acknowledged the Australian contribution in this field in flattering terms.

Another training ship, H.M.A.S. SWAN, can be used as a survey vessel. However, she has the important task of giving first sea-going experience to the Royal Australian Navy's officer cadets and apprentices. A trials ship, H.M.A.S. KIMBLA, works in close co-operation with the Navy's staff of civilian scientists, who carry out experiments and investigations of considerable significance to modern sea warfare.

The Royal Australian Navy also has a fast replenishment tanker, TIDE AUSTRAL, which is at present on charter to the Admiralty.

The manpower strength of the Navy stands at about ten-and-a-half thousand. This includes over one-thousand officers and nearly nine-and-a-half thousand ratings.

Men and ships are kept at the peak of efficiency with year-round exercises at home and overseas. Defensive and offensive operations designed to the strategic requirements of an island continent are constantly being perfected.

*Continued on Page 29.*

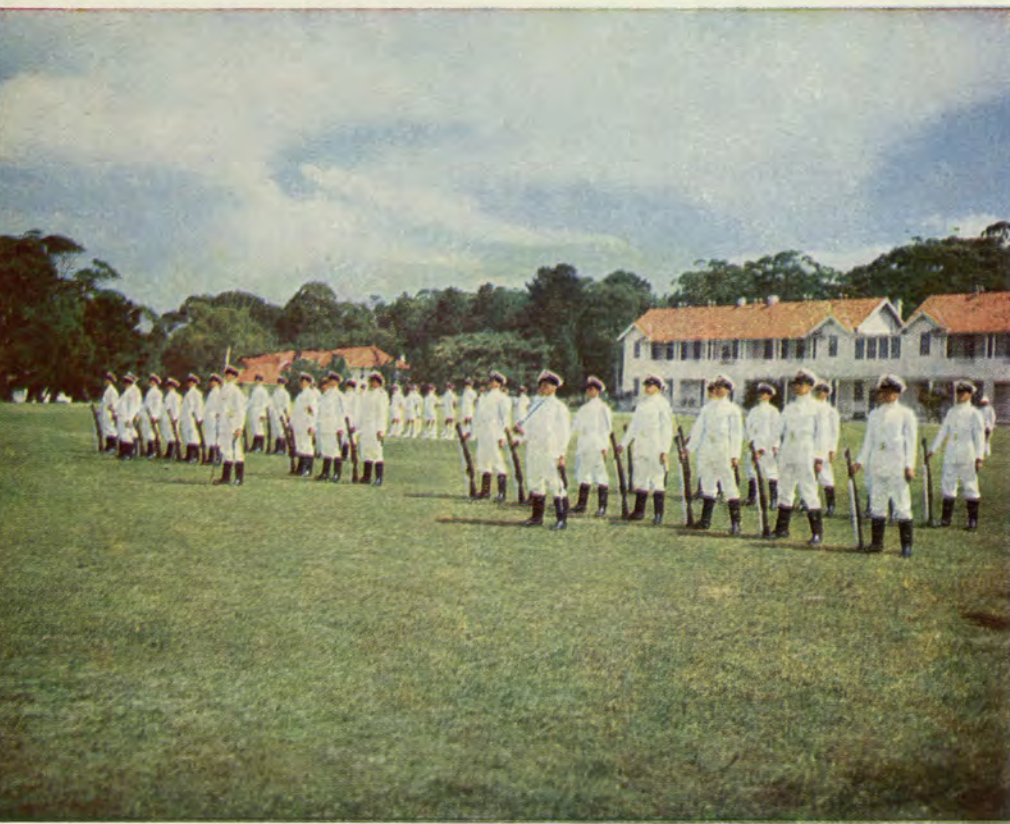


*The Flagship of the Australian Fleet, H.M.A.S. MELBOURNE.*



*VENDETTA being towed from the Captain Cook Dock, which is the biggest dry-dock in the Southern Hemisphere.*





Cadets of the Royal Australian Naval College, H.M.A.S. CRESWELL, at Jervis Bay.

The shore Naval establishment, H.M.A.S. PENGUIN, at Balmoral, Sydney. This is also the base of the Royal Navy's Fourth Submarine Division.



Sea Venoms at the R.A.N. Air Station at Nowra (N.S.W.).

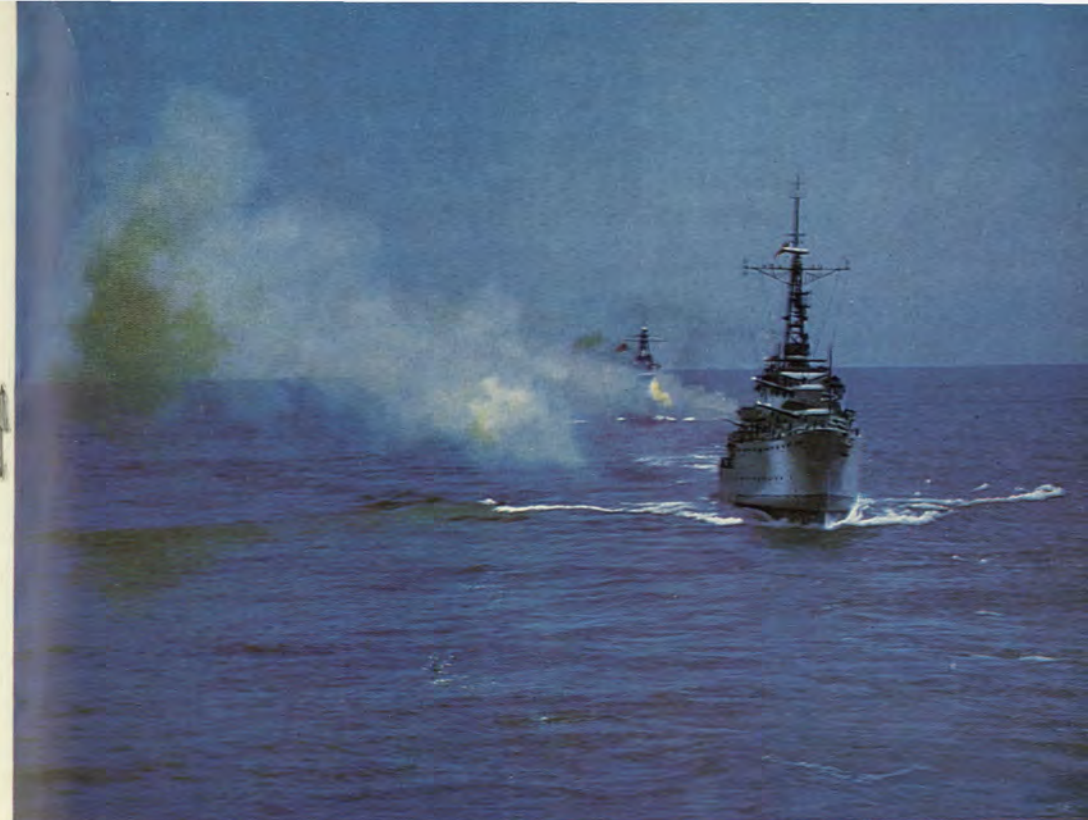
All types of emergencies are simulated at the Damage Control School at H.M.A.S. PENGUIN in Sydney.







PARRAMATTA  
works up to full  
speed during her  
pre - commissioning  
trials.



Australian destroy-  
ers taking part in a  
bombardment.



The launching of the anti-sub-  
marine frigate, PARRAMATTA,  
at Cockatoo Dockyard.

The Chapel of St. George the Martyr  
overlooking the sea at H.M.A.S. WAT-  
SON, Sydney.







On the signal deck of H.M.A.S. MELBOURNE.



MELBOURNE replenishes an Australian escort at sea.

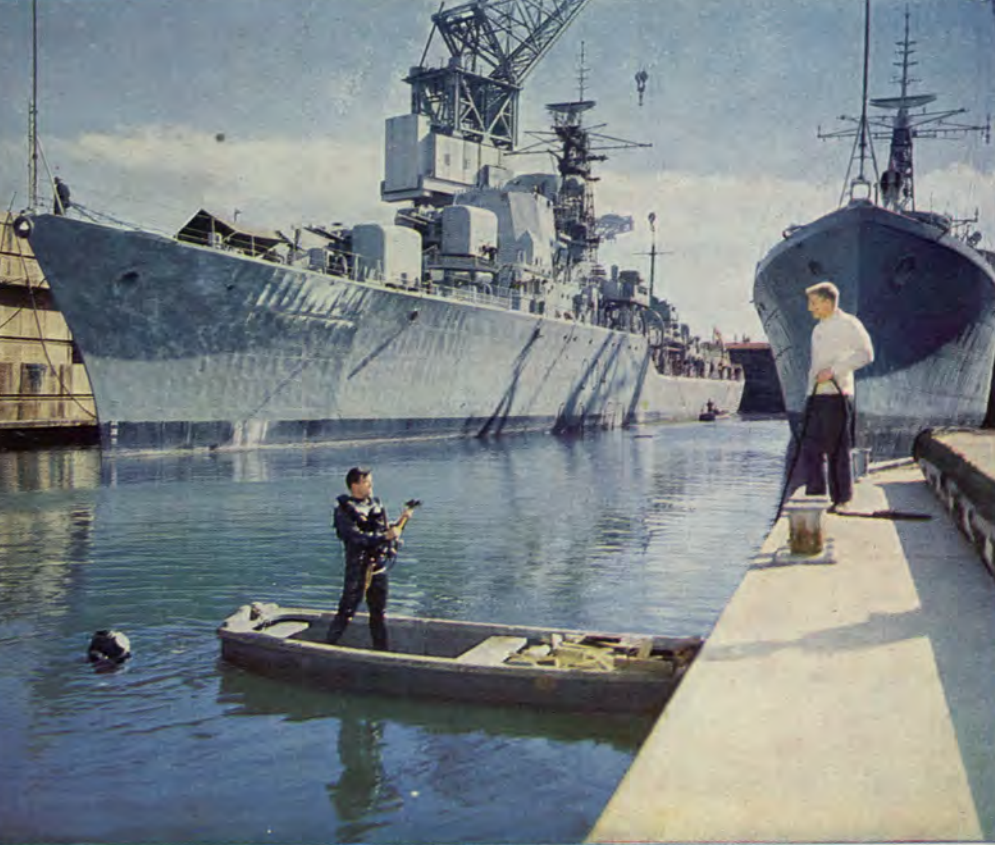
A Sea Venom about to be despatched from the catapult aboard H.M.A.S. MELBOURNE.



With the sea-air rescue helicopter in the background, one of MELBOURNE's Gannets moves up to the catapult.







Navy divers prepare to assist in the docking of VOYAGER and QUEENBOROUGH in the Captain Cook Dock.



Wrens relax in off-duty moments at H.M.A.S. HARMAN, the Navy's main shore radio station in Canberra.

Continued from Page 20.

## Civilians

TO keep the Fleet at sea requires a sound shore backing. In the Royal Australian Navy this is largely provided by civilians. The tasks involved are many and varied and at April, 1961, were being carried out by more than 8,000 civilians.

Of this number, approximately 4,000 are engaged in such tasks as construction of new ships, repair and refitting of ships in commission and in reserve, maintenance of torpedoes and



The R.A.N. Fleet Tanker TIDE AUSTRAL.

items of Naval stores and maintenance of equipment for ships and shore establishments.

A further 2,000 civilians are employed on the logistic support of the Fleet; e.g. providing Naval, ordnance, victualling, medical and dental stores.

About 600 are engaged on various jobs in shore establishments and training schools in lieu of uniformed personnel; the remainder are employed in general and financial administration as part of an integrated team of uniformed and civilian officers at Navy Office and at Naval Headquarters in the various states.



VENDETTA glides gracefully through calm waters off Singapore.

## The Navy's role

WHAT is the strategic role for the Royal Australian Navy; what is the task for which this complex organisation of ships and men is primarily designed?

The Navy has four major roles covering both offensive and defensive strategy:—

- Escorting Australian forces and supplies safely to battle areas;
- Keeping Australia alive and able to support a war effort by maintaining the vital sea communications;
- Disrupting the enemy's sea communications; and
- Carrying out bombardments and other actions in support of the army.

A ship commissions. A scene at the commissioning of VAMPIRE.







*A close-up of PARRAMATTA'S bows as she cleaves the water at full speed.*

on sea transportation of iron ore. Every year, four-thousand-four-hundred ships sail into Sydney Harbour, and three - thousand into Port Phillip Bay.

The very size, bulk and nature of much cargo makes impossible the alternative of air transport. For instance, the task of maintaining an oil supply of one-million tons a month would require the fantastic total of 16-thousand trans-

*Rear Admiral W. H. Harrington, C.B.E., D.S.O., Flag Officer Commanding the Australian Fleet.*



Australians, in their island continent, dependent on sea communications, should have no doubts about the importance of sea power. The successful maintenance of sea communications would be a matter of success or failure for Australia in time of war, even in this advanced age of aviation.

In the event of a limited war, the strategy on which Australian defence is based, the main threat to the Australian continent would be from the sea. This menace would be in the form of long-range submarines with great underwater endurance. Lurking off our coastline, they could lay mines and attack shipping.

Unless Australia could combat this attack on her sea communications, she would be unable to sustain a war effort. Each year, the country's economy depends on 38-million tons of sea cargo, and each month seventy tankers are involved in bringing one-million tons of oil to Australian shores. There is a monthly arrival of forty-eight ships with vital strategic materials, and Australia's iron and steel industry depends



*A Bristol Sycamore helicopter lands on MELBOURNE having completed its sea-air rescue role during flying operations.*

port aircraft, and then they would be burning almost as much fuel as they were actually transporting!

So the ships must get through and comprehensive protection can be provided only by Naval power: ships to guard the convoys, protect the sea communications and harass the enemy.

Such is the Royal Australian Navy today . . . an insurance policy for our future, paying a realistic peace time bonus in the form of national security and development.

## THE NAVY OF TOMORROW

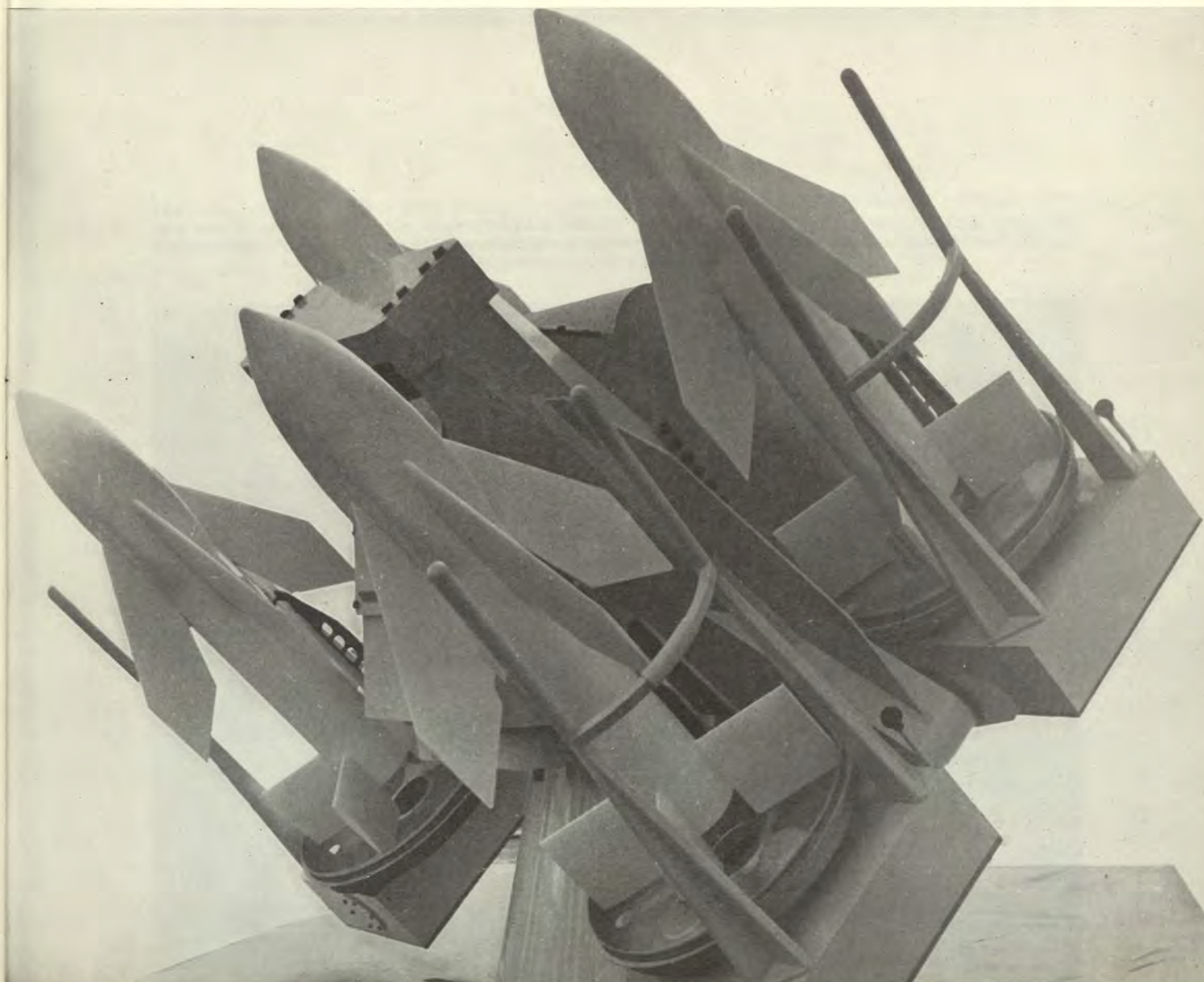
**W**EAPONS and tactics change, but not the basic role of a Navy. A new era is replacing guns with guided missiles, conventional propulsion with nuclear power, battleships with submarines; but the Navy's task remains constant — to maintain the freedom of the seas.

The age of missiles is giving naval forces a more significant offensive role, rocket launchers bringing distant inland targets within striking range of ships at sea. However, particularly for Australia, the defence of the sea communications will continue to be the primary consideration.

The Royal Australian Navy is keeping pace with the changes in naval strategy. This is reflected in its re-equipment programme, including as it does guided missile destroyers, minesweepers and anti-submarine helicopters.

Anti-submarine defence is nothing new to the Australian Navy, but the modern submarine must be combated with new weapons and changed tactics. Mines, too, are an old weapon of sea warfare, but in the future, mine-laying submarines, laying modern sophisticated mines, may represent a very real danger to Australia. Guided missiles are newcomers to the Navy's arsenal. Tartar medium range and Seacat close range sea-to-air missiles will replace conventional guns in anti-aircraft defence.

*Seacat missiles in their launcher present a menacing picture. They are on order for the R.A.N.*







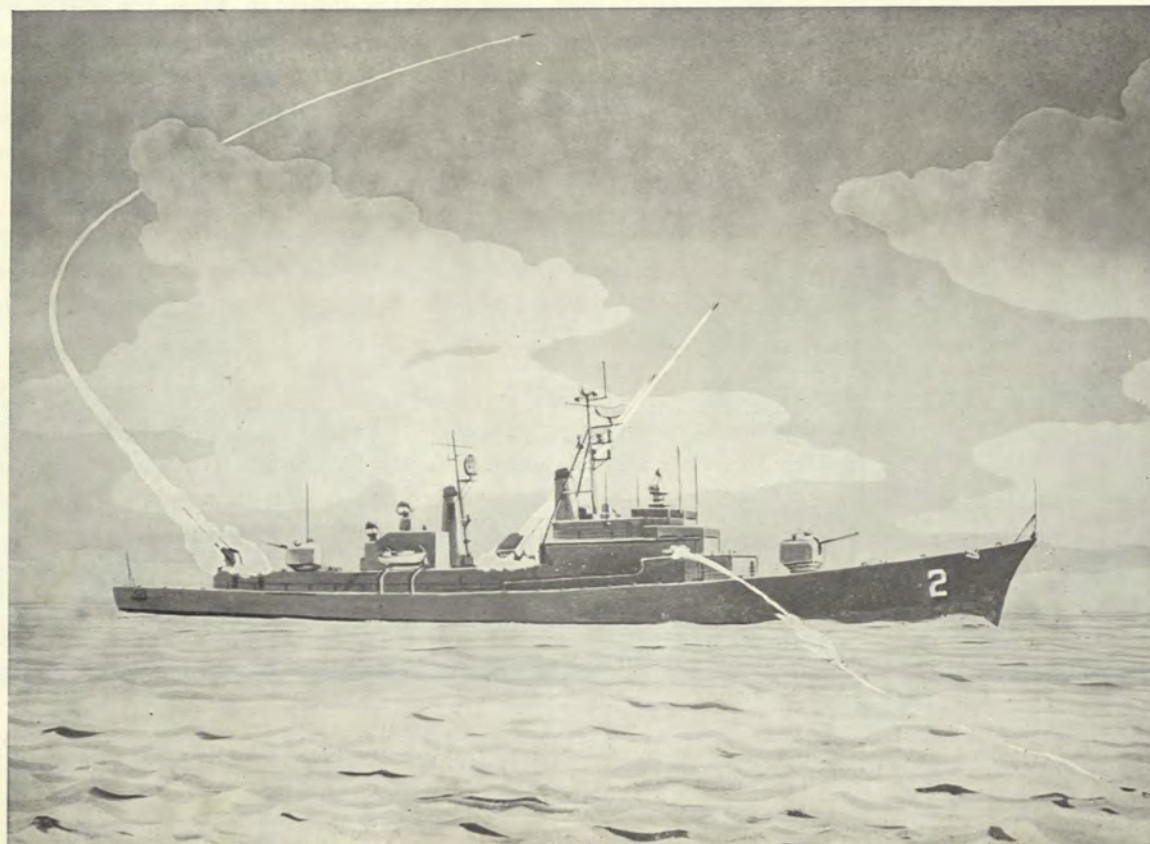
*The Westland Wessex Anti-Submarine Helicopter, 27 of which are being obtained for the Royal Australian Navy.*

*Australia's destroyer escort of the future . . . the United States' "Charles F. Adams" Class. These are versatile, all-purpose escorts, with guided missile systems for air defence. In addition to their anti-aircraft role, the destroyers are lethal anti-submarine weapons.*



*A sea-to-air guided missile leaves a trail of smoke as it roars off its launcher.*

*The future shape of a destroyer's armament is illustrated in this picture of the "Charles F. Adams". The destroyer is equipped with the Tartar sea-to-air guided weapons system with a range exceeding ten miles. The sea-to-air missile has left the launcher near the stern of the ship, while an anti-submarine missile is being launched amidships. An anti-submarine torpedo is being fired forward.*







*Australia is to get six of these Ton class minesweepers. Four of them will be used for the orthodox sweeping role, while two will be equipped as mine "hunters".*

## Submarine menace

**E**VEN in a limited war, submarines would pose a threat to Australia. The modern submarine, with its extensive range and underwater endurance, could prowl outside Australian ports. In addition to attacking shipping, the underwater raiders could lay mines around our coastline.

The ship-borne helicopter is now one of the main answers to the submarine which has refinements making it difficult to detect and attack. Detection was once primarily based on the submarine breaking the surface or on asdic devices picking up the noises of the raider beneath the sea. The "silent", long-range submarine has little to fear from these tactics. It is the helicopter that is emerging as the new anti-submarine weapon, and it is regarded as a most valuable method of finding a submerged enemy, even of the nuclear variety.

Hovering above the sea, the helicopter can suspend an "active" detection device that gives no quarter even to the noiseless submarine. The device is not a passive "listening" sonar, but an active detector that sends out probing signals that rebound as echoes from a submarine. In addition to this "dipping sonar", the helicopter may carry an anti-submarine weapon.

The helicopters, operating from destroyer escorts or a helicopter carrier, have a turn of speed that will prove a match for even the fastest of the modern submarines. H.M.A.S. MELBOURNE, in her new helicopter carrier role after 1963, could provide a mobile protective screen for convoys. Her force of Westland Wessex helicopters could constantly patrol all sides of the convoy, the hovering sentinels probing the sea for the lurking enemy.

Current naval strategy in many parts of the world also includes submarines in the anti-submarine role. The anti-submarine submarine, taking advantage of its long-range detection ability, can be used in advance of convoys to give warning of prowling raiders beneath the sea.

## Future ships

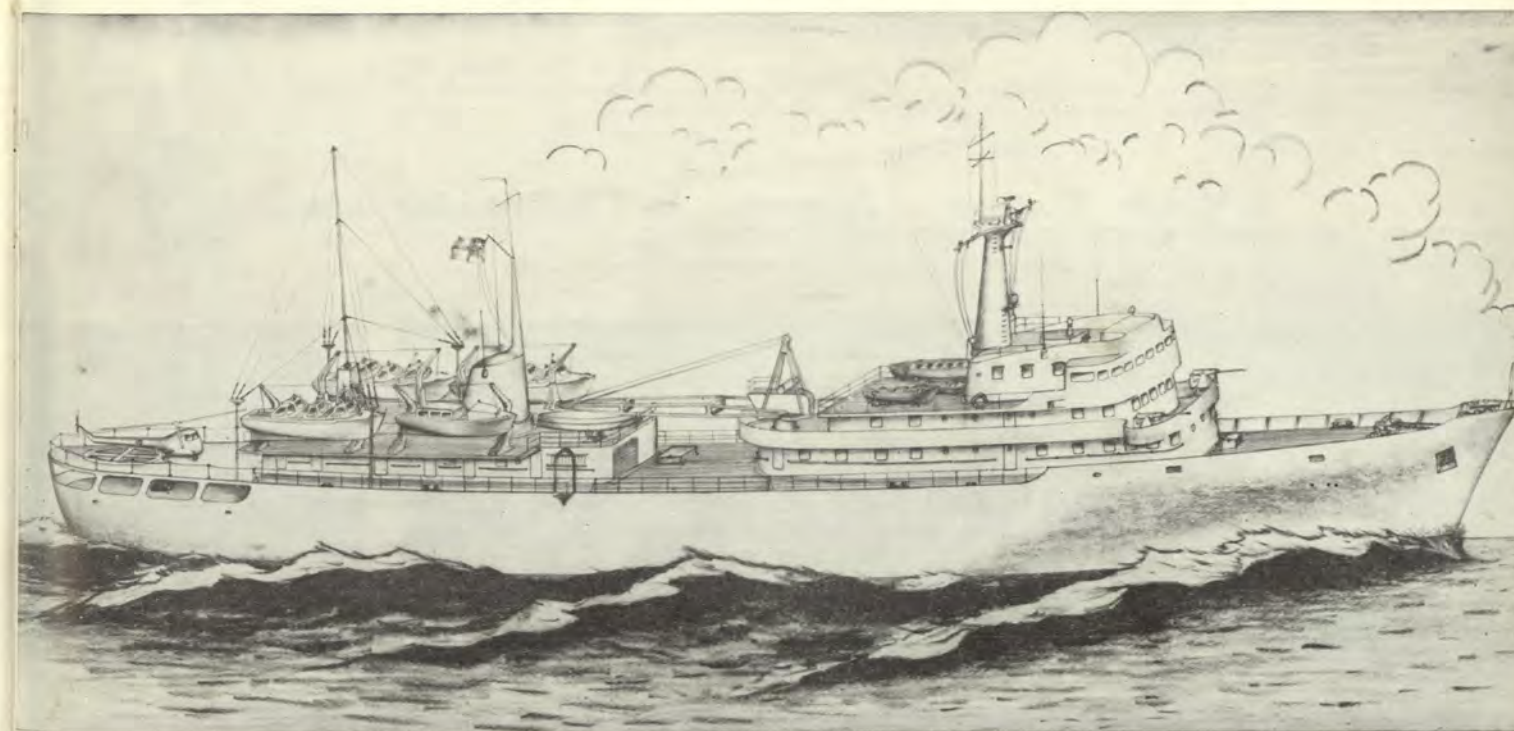
**A**USTRALIA'S destroyer escort ships of the future will be of a versatile, all-purpose type. They will not be designed for any one specific task, but equipped for any offensive or defensive role. They will have the latest devices for "seeking and killing" submarines; have guided weapons systems to guard convoys against air attack, and at the same time be armed to deal with surface engagements and provide shore bombardment support.

The Royal Australian Navy's choice to meet these requirements is the United States' "CHARLES F. ADAMS" Class of guided weapons destroyer. Australia is to obtain two of these versatile destroyers, which are equipped with the TARTAR sea-to-air missile.

When Australia will enter the nuclear age of surface ships or submarines depends on the pattern of future defence strategy. At present the Royal Australian Navy is armed for limited, conventional war, which does not justify the tremendous expense of atomic age weapons. However, the eventual development to nuclear power is as inevitable as the advance from sail to steam.

The future will also see the R.A.N. continuing with its positive contribution to national development. This is illustrated by the decision to construct a specially designed survey ship to help with Australia's huge charting task.

*An artist's impression of the new Australian designed survey ship that will help to maintain Australia's reputation as one of the world's foremost hydrographic authorities. The ship is expected to be commissioned for the Royal Australian Navy in about two-and-a-half years.*





## MAKING A SAILOR

The Royal Australian Navy is beginning the second half of its first century with the most comprehensive basic training system in its history. 1961 also sees the service setting out on a training programme specifically designed to meet the requirements of the technological age. It is an age in which an ever greater degree of academic learning and technical skill is demanded of the men who sail and maintain an increasingly complex generation of ships and weapons. The once popular conception of the dashing, fearless "sea-dog" belongs to a past age. The sailor today still needs the qualities of courage and enterprise, but he also must be something of a scholar and a scientist.

1961 marks the beginning of a new programme of training at the Royal Australian Naval College, Jervis Bay, designed to produce a new generation of officers. The officers of the future will undergo more academic training, with increased emphasis on scientific subjects. Many of them will graduate with university degrees.

This is the first complete year of training since the Navy has had specialised basic training establishments to prepare young men for all spheres of naval activity. The naval college is now but one of five establishments where training is designed to prepare young men who intend to make a navy career.

The final link in the chain of basic training establishments was completed last year with the opening in Western Australia of the Junior Recruit Training Establishment. Here boys aged 15½ to 16½ can join straight from school, and receive twelve months' educational and naval instruction. The school is planned to provide the Navy with more men of higher education and the service looks to these men as a source of future petty officers and officers.

### Training Establishments

The Royal Australian Navy's principal training establishments are:—

The Royal Australian Naval College at Jervis Bay (H.M.A.S. CRESWELL).

The Apprentices' School at Quaker's Hill, near Sydney (H.M.A.S. NIRIMBA).

The Junior Recruits' Training Establishment at Fremantle (H.M.A.S. LEEUWIN).

The Recruit School at Flinders Naval Depot (H.M.A.S. CERBERUS).

The Junior Musicians' School at Flinders Naval Depot (H.M.A.S. CERBERUS).

In addition, the Royal Australian Navy maintains a number of schools in which ratings are given advanced specialist training. These schools are situated at:

Flinders Naval Depot, Victoria.  
South Head (H.M.A.S. WATSON), Sydney.

R.A.N. Air Station, Nowra.  
Balmoral (H.M.A.S. PENGUIN), Sydney.

### H.M.A.S. Watson — Torpedo, Anti-Submarine and Navigation Direction School



A plotting team studies an "enemy" track in the N.D. (Navigation Direction) School.



A Naval "frogman" has just been hauled into the inflated raft towed at high speed, and another is about to be picked up by the padded loop



Asdic operators undergoing training at the T.A.S. (Torpedo-Anti-Submarine) School.



Weapon drill on the Anti-submarine Mortar.

## Royal Australian Naval College

THIS is one of the most significant years in the history of the college; a history that goes back to within two years of the birth of the Navy itself. The Jubilee Year coincides with the new training pattern that opens a fresh chapter both for the R.A.N. and the College. Changes in the course are required by the increasing complexity of naval weapons and equipment. The course at the College has been extended by eight months so that the cadets will reach higher professional and academic standards. This means that boys in the "normal" entry (aged 14½-16½) will have three years and eight months of study, and "special" entries (students who have already reached Matriculation standard) will undertake one year and eight months at the college. To introduce them to life in the Fleet, and incidentally to provide a break in what would otherwise be a long spell of concentrated academic study, the cadets will spend a year at sea as midshipmen. As active members of a ship's company they will gain first-hand experience with the Fleet, after which midshipmen selected to become seamen or supply officers will go to the Britannia Royal Naval College at Dartmouth where they will study for a further two years. The midshipmen specialising as electrical and engineering officers will take a degree course at the Royal Naval Engineering College, which is recognised as an extension college of London University.

At completion of this training in the United Kingdom the young officers are well on their way in a career that for some will culminate in the wearing of an admiral's gold braid.

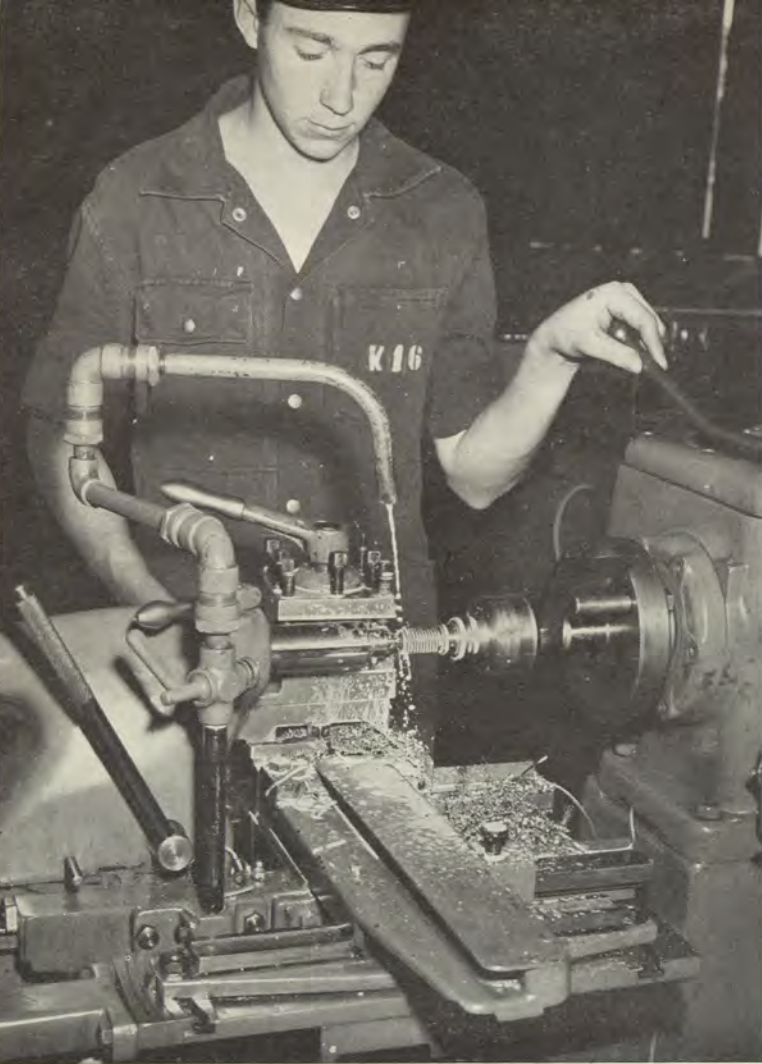


The R.A.N. College at Jervis Bay.



Instruction being given on holding a course in one of the Sea-Air Rescue craft.





*Machine shop practice for an apprentice.*

## Apprentices' School

**T**HIS is the training ground for the skilled artisans so essential in a modern Navy . . . the shipwrights, electricians, engineroom and ordnance artificers and boilermakers.

Five years of training ends with the rank of Petty Officer or Chief Petty Officer, and the satisfaction of being a highly skilled, fully qualified tradesman. Boys become navy apprentices between the ages of 15-17, and spend the first four years at the School. The final year of training is at sea.

The Apprentices' Establishment was set up five years ago in answer to the challenge of increasingly complex mechanical developments. The Navy saw it was necessary to produce a specially trained type of artificer, with a sound educational standard. It decided that a Navy trained apprentice could not only be given his basic training as an Artificer but also be taught specialised Naval equipment and given normal training in discipline and other Naval matters. These men will also, in the future, be a potential source of officers in the engineering and electrical specialisations.

*The Ceremonial Guard of Apprentices marching to the first Passing Out Ceremony in June, 1960.*



*Apprentices receiving classroom instruction in Mechanical Drawing.*



## Junior Recruit Training Establishment

**T**HE boys entering this school at Fremantle are given educational and naval training that will enable them to make the most of their innate ability. The establishment is run on similar lines to a boarding school, with the emphasis on school room studies.

At the end of twelve months at the school the boys have a background that the Navy hopes will make them senior ratings and in some cases, officers of the future. On completion of their training at LEEUWIN the junior recruits are drafted to Flinders Naval Depot or H.M.A.S. WATSON, in which establishments they are given a specialist qualification such as engineering or radar plotter, to fit them for service in a seagoing ship.



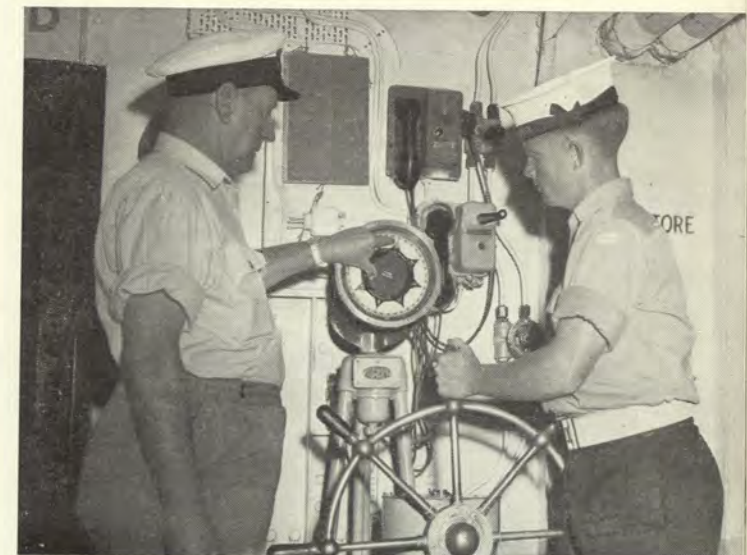
*Boat drill.*



*In the classroom.*



*On the Parade Ground.*



*At sea.*



## Specialised Training – Naval Air Station



*A Sea Fury decorates the entrance to the R.A.N. Air Station.*



*The analysis follows a combined Navy-Air Force tactical "game" at A.J.A.S.S.*

*(Australian Joint Anti-Submarine School).*



*Navy Helicopters in formation over Jervis Bay area.*

## FLINDERS NAVAL DEPOT

**T**HIS is where all sailors start their careers apart from those who enter the service through one of the specialised basic training schools. The recruits, aged between 17-26, undertake an eight week introductory course, and then embark on the technical training in whatever branch of the service they will specialise before going to sea in the Fleet.



*Gunners in action at West Head.*



*Signal School training.*

### Junior Musicians' School

**B**OYS aged between 15-17 receive comprehensive musical training at this school at Flinders Naval Depot. They spend up to three and a half years in basic training before graduating as Musician First Class, achieving a standard equal to the top grades of the Australian Musical Board. They then go on to serve with one of the Royal Australian Navy's four bands, one of which is normally at sea on board the flagship, H.M.A.S. MELBOURNE. The junior musicians enlist for nine years, and have opportunities for advancement to Leading Musician and Petty Officer Musician.

### Specialised Training:

**I**N addition to the initial training of recruits a number of schools are sited in Flinders Naval Depot to which ratings return at intervals throughout their Naval service for more advanced technical training. Courses are given for specialised qualifications in gunnery, electronics, engineering and the various supply and secretariat functions such as cookery.



*School of Music.*



*Switchboard instruction in Electrical School.*



## Specialised Training:

At H.M.A.S. WATSON, situated at South Head, Sydney, ratings are trained to operate the various anti-submarine detection devices and the associated weapons which are fitted in the ships of the Australian Fleet.

This school also trains the Navy's divers whose tasks range from simple recovery of



A rating has a dressing changed in Balmoral Naval Hospital.



An exhibition of fire-fighting on a "crashed" aircraft.

objects from the sea bed to the more hazardous underwater clearance of mines.

It is at the R.A.N. Air Station, Nowra, known as H.M.A.S. ALBATROSS, where most of the personnel of the Fleet Air Arm spend the greater part of their Naval service when not at sea in the aircraft carrier, H.M.A.S. MELBOURNE. The Air Station



Two types of protective clothing worn in the A.B.C.D. School. The rating on the left is using a Geiger counter to test radioactivity.

maintains a number of training squadrons and in addition has several schools which cover such aspects as photography and the specialised engineering knowledge required for the maintenance of aircraft engines.

Another special training centre in New South Wales is at H.M.A.S. PENGUIN, at Balmoral in Sydney.

This is where advanced training is given in Damage Control and A.B.C.D. (Atomic, Biological and Chemical Defence). It is also the site of the Navy's main hospital and of the submarine berths.

At the A.B.C.D. School, officers and men are given instruction in the dangers brought about by the use of nuclear and biological or chemical weapons and trained in methods of minimising loss of life and equipment. The function of the Damage Control School is to impart to almost every officer and man the tried and proven means by which a damaged ship may survive. Fire fighting, ashore and afloat, is also taught.

Ratings shore up a "damaged" bulkhead during their Damage Control course.



## THE WOMEN'S ROYAL AUSTRALIAN NAVAL SERVICE



Wrans (radar plot) receiving instruction in the operations room of a "Q" class frigate.



Wrans receiving training as Boats crew.

AS in many other fields once regarded as strictly a man's domain, women have won themselves an important and respected place in the work of the Royal Australian Navy.

More than three-hundred Wrans serve as radio operators, radar plotters, sick berth attendants, cooks, stewards, stores assistants and drivers.

The Women's Royal Australian Naval Service was first established during the Second World War. It was disbanded after the war, but re-established as a peace-time service ten years ago. Wrans now serve in shore establishments throughout Australia, including Darwin. They enlist for four or six years, but are released if they wish to marry.

Last year the entry age for the service was reduced to seventeen to improve career opportunities. A survey showed that most girls left the W.R.A.N.S. to get married, but many of them waited until they were twenty-one. Joining at eighteen, the girls spent an average of three years in the service. The younger entry age is expected to give girls an extra year in the service and so improve their chances of promotion.

All W.R.A.N.S. recruits undertake their basic training at Flinders Naval Depot in Victoria. Girls are selected from the ranks for officer training.



Wrans at Divisions—Flinders Naval Depot.



Wrans plot rates in the control pit of the Tactical Teacher at WATSON.



## MEN BEHIND THE NAVY



*The Minister for the Navy, Senator the Honourable J. G. Gorton. Senator Gorton is President of the Board and is directly responsible to Parliament, and so to the people of Australia, for the Navy.*



*The First Naval Member of the Board, Vice-Admiral Sir Henry Burrell, K.B.E., C.B. The First Naval Member holds the most senior position in the Royal Australian Navy. He is responsible for matters relating to maritime warfare, for Naval Staff business, and major questions of Naval policy.*



*The Second Naval Member, Rear-Admiral A. W. R. McNicoll, C.B.E., G.M. The Second Naval Member is responsible for Naval personnel and training.*

**SIX** men, comprising the Australian Naval Board, guide the destiny of the Navy. The Board has executive command of the Naval Forces.



*The Third Naval Member, Rear-Admiral K. M. Urquhart, C.B.E. The Third Naval Member is in charge of Naval technical services and ship construction.*



*The Fourth Naval Member, Rear Admiral P. Perry, C.B.E. The Fourth Naval Member is Chief of Supply and also Chief Naval Judge Advocate of the Fleet.*



*The Secretary and Permanent Head of the Department of the Navy, Mr. T. J. Hawkins, C.B.E., B.A., LL.B. The Secretary is responsible for the general working and business of the Department, for financial administration and control of expenditure of the Navy, for civil personnel, and for the co-ordination of the business of the Naval Board.*

## PERSONALITIES FROM THE PAST



**VICE-ADMIRAL SIR WILLIAM CRESWELL, K.C.M.G., K.B.E.**

Known as the "Father of the Australian Navy", William Rooke Creswell was born in Gibraltar on 20th July, 1852 and entered the Royal Navy as a cadet in December, 1865, serving until 1878 when he was invalided out. He engaged in pastoral pursuits in Queensland until 1885 when he joined the South Australian State Navy in the rank of Lieutenant-Commander. He then served as Naval Commandant from 1893 to 1900 when he transferred to the office of Naval Commandant, Queensland, serving in that capacity until 1904, also acting for a brief period in 1902 as Captain Commanding the N.S.W. Naval Forces. He then assumed the post of Naval Commandant, Victoria, holding office until 1907 when he became Director of the Commonwealth Naval Forces. As such he played a major part in evolving Commonwealth Naval policy. As Director, Naval Board of Administration, from 1905, he attended the Imperial Naval Conference in 1909 and thus was actively instrumental in the creation of the Australian Navy. On the foundation of the R.A.N. in 1911, he was made First Naval Member and retained this office until his retirement in March, 1919. Vice-Admiral Sir William Creswell died in 1933.



**REAR-ADMIRAL JOHN DUMARESQ, C.B., C.V.O.**

It is seldom realised that John Saumarez Dumaresq was the first Australian born officer to command H.M. Australian Fleet. A grandson of William John Dumaresq who came to Australia in 1825, John Dumaresq was born in Sydney in 1873 but moved to England at the age of two. When 13 he entered the Royal Naval College, Dartmouth, and soon after passing out specialised in torpedoes. The scientific aspect greatly interested him and he invented and had introduced some of the most important instruments connected with fire control — the best known being the Dumaresq, by which the rate of movement of enemy ships is determined. During the early part of World War I, Captain Dumaresq had command of several ships, notably H.M.S. SHANNON in the Battle of Jutland. Then to gain experience of light cruisers he was appointed to H.M.A.S. SYDNEY for nearly two years. During this period he designed and had fitted in that ship the first revolving platform for catapulting aircraft. In command of H.M.S. REPULSE he took part in the Battle of Heligoland in November, 1917. In 1919, as Commodore (First Class) he was appointed in command of H.M. Australian Fleet. Promoted to Rear-Admiral in 1921, he retained command until April, 1922. He died in the Philippines on 22nd July, 1922.



**VICE-ADMIRAL SIR JOHN COLLINS,  
K.B.E., C.B.**



Sir John Collins was the first graduate of the Royal Australian Naval College to become First Naval Member and Chief of Naval Staff. John Augustine Collins, born at Deloraine, Tasmania, in 1899, was among the first entrants to the College in 1913. Passing out in 1917 while World War I was still in progress, he was sent to England as a Midshipman to serve with the Grand Fleet. Specialising in gunnery, he won the Egerton Memorial Prize in 1923 for the highest marks in practical gunnery. Various appointments in Australia followed and at the outbreak of World War II Captain Collins was Assistant Chief of Staff and Director of Naval Intelligence. Late in 1939 he assumed command of H.M.A.S. SYDNEY and won fame by sinking BARTOLOMEO COLLEONI in the Mediterranean and, later, the destroyer ESPERO. Having taken part in many engagements, including the Battle of Calabria, Captain Collins was awarded the C.B. for outstanding ability. The post of Chief of Staff to Commander-in-Chief, China was followed by a term as Commodore Commanding the British Far East Squadron when Queen Wilhelmina conferred on him a Knighthood of the Order of Orange Nassau. In 1943 he took command of SHROPSHIRE and later, as Commodore (1st Class) he was appointed in command of the R.A.N. Squadron and a U.S. Task Force. Severely wounded at Leyte in AUSTRALIA he was, after recovery, again in command of the Squadron in SHROPSHIRE. 1947 saw him attending the Imperial Defence College and at the beginning of 1948, as Rear-Admiral Collins he became First Naval Member and Chief of Naval Staff. Thus he achieved two firsts — the first graduate of the R.A.N.C. to have command of the Squadron and also the first graduate to become First Naval Member. Promoted to Vice-Admiral in 1950, he was Knighted by the Queen in 1951.

**GEORGE LIONEL MACANDIE, ESQ.,  
C.B.E.**

Mr. George Lionel Macandie made a major contribution to the development of the Royal Australian Navy. He was the first Secretary of the Department of the Navy, and was Secretary of the Naval Board from 1914 to 1946.

Mr. Macandie saw and shared in the development of the R.A.N. from its earliest years and through two world wars. He was associated with the Queensland Navy before Federation and with the Royal Australian Navy from its inception until his retirement from the Commonwealth Public Service in 1946.

He was awarded the C.B.E. in 1920. After his retirement from the Navy Department he compiled the "Genesis of the Royal Australian Navy", an historic book which covers the various Colonial Conferences which paved the way for the R.A.N.



**CAPTAIN H. M. L. WALLER,  
D.S.O. AND BAR, R.A.N.**

In a sadly brief career in World War II, Hector MacDonald Laws Waller won for himself undying fame as an outstandingly courageous and brilliant Naval Officer. Born in Victoria in April, 1900, he entered the newly-founded R.A.N. College in 1914. Quickly he established himself as a most promising potential officer and leader, becoming in turn cadet-captain and chief cadet-captain. At the College he gained his colours for Rugby, and at passing out was awarded the King's Medal. In 1918, as a Midshipman, he was appointed to his first ship, H.M.S. AGINCOURT. As Lieutenant Waller he became "Year" Officer at the College in 1923, and in 1925 he completed his "dagger" signal course. Promoted to Commander in 1934 he was serving in H.M.S. RESOURCE and then in H.M.S. BRAZEN, in command, in the Mediterranean during the Spanish Civil War. From 1934 to 1936 he was Commander of the College and at the outbreak of World War II he was appointed to command H.M.A.S. STUART as Commander (D) of the "Scrap Iron" Flotilla. In 1940 he was promoted to Captain (D) of the Tenth Destroyer Flotilla and played an outstandingly brilliant part in Mediterranean operations. A D.S.O. in September, 1940, for "courageous enterprise and devotion to duty" was followed by a Mention in Despatches for work with the inshore squadron co-operating with the Army in Cyrenaica, and another for good service in Greek waters. The Battle of Matapan brought a Bar to his D.S.O. In October, 1941, he took command of H.M.A.S. PERTH and was lost with his ship when the Australian cruiser was sunk in a battle against an overwhelming Japanese force on 1st March, 1942. A third Mention in Despatches was awarded posthumously.

**CAPTAIN (S) C. H. BLACKLOCK,  
R.A.N.**



Promotion in the Navy is limited only by the individual's capabilities, and the humblest sailor can rise to high rank. Charles Herbert Blacklock proved this. Born in Cheshire, England, on the 4th August, 1900, he joined the Royal Australian Navy as a "boy" in 1915, commencing his Naval training in the TINGIRA. During the latter part of World War I he served in H.M.A.S. FANTOME. Under the "Mate's" scheme, he was commissioned in 1923 and by 1940 had been promoted to the rank of Commander (S). In World War II he saw service in H.M. Australian Ships NAPIER and SHROPSHIRE before becoming Secretary to the Flag Officer-in-Charge, N.S.W., from 1943 to 1947. Commander Blacklock then went to the United Kingdom to stand by the first R.A.N. carrier, H.M.A.S. SYDNEY. In 1949 he was promoted to the rank of Captain, becoming the first officer taken from the non-commissioned ranks in the R.A.N. to achieve that distinction. In 1952 he was appointed to Navy Office as Director of Organisation and Methods, and in 1955, after retirement from the Naval Service, continued on in this post in a civilian capacity until his death in June, 1960.



# LIEUT.-COMMANDER L. V. GOLDSWORTHY, G.C., D.S.C., G.M., R.A.N.V.R.

Sustained bravery in the face of the most extreme danger made Leon Verdi Goldsworthy the most highly decorated man in the Royal Australian Navy. His exploits in World War II make an epic of courage. Born at Broken Hill on 19th January, 1909, he was educated at Kapunda High School, Adelaide School of Mines and Adelaide University. At the outbreak of the Second World War he was in business in Western Australia, and after being rejected for the Navy volunteered in turn for the Air Force and the Army. Fortunately, the Navy asked him to re-apply, and a few months later he arrived in England as an Acting Sub-Lieutenant. Completing his basic training, Goldsworthy volunteered for the Rendering Mines Safe section and, despite his slight 8-stone, he quickly became recognised as one of the most skilful, patient, daring and courageous experts in this most dangerous field. With him on this hazardous work that saved so many lives (and which claimed the lives of so many R.M.S. men) were other gallant Australians, notably Lieutenant H. R. Syme, G.C., G.M. and Bar, and Lieutenant-Commander J. S. Mould, G.C., G.M. In April, 1944, Lieutenant Goldsworthy was awarded the George Medal. A Mention in Despatches followed in August of the same year, and then in September he was decorated with the George Cross and promoted to Lieutenant-Commander. A Distinguished Service Cross was awarded in January, 1945, and in his new operational sphere in the Pacific he gave invaluable training to his counterparts in the United States Navy. Here, particularly at Balikpapan and Corregidor, he enhanced his reputation for skill, daring and outstanding devotion to duty. He was on his way back to the U.K. by air when the war ended, and he attended the Victory Naval Review at Spithead.



# CAPTAIN STANLEY DARLING, O.B.E., D.S.C. and 2 Bars, V.R.D., R.A.N.R. (Rtd.)

Captain Walker's Second Escort Group (R.N.) of Anti-submarine Frigates justly earned their fame as a deadly and greatly feared submarine killer group, and an Australian Naval Officer, Lieut. Commander S. Darling, was perhaps the Group's most skilful hunter of the skulking U-boats. Born in Bellerive, Tasmania, in 1907, Stanley Darling was educated at Hutchins School and at the University of Tasmania, graduating as a Bachelor of Engineering in 1929. His Naval career began in 1921 when he became an R.A.N.R. Cadet. On the outbreak of war in September, 1939, he was mobilised in Sydney and underwent an anti-submarine course at H.M.A.S. RUSHCUTTER. In August, 1940, Lieut. Cdr. Darling went to England on loan to the Royal Navy. Here he served in command of anti-submarine vessels varying from trawlers to frigates — on convoy escort and A/S patrols in most areas of the Atlantic, including Gibraltar, the Faroes, coastal waters, the Caribbean Sea and West Africa. In command of H.M.S. LOCH KILLIN, one of the first of a new class of frigate equipped with a new A/S weapon he joined the Second Escort Group in June, 1944, on A/S patrol in the South Western Approaches and the English Channel in support of the Normandy landings. In this phase LOCH KILLIN detected and sank two U-boats and assisted in the sinking of two others in a single patrol. LOCH KILLIN was again successful in locating and sinking a U-boat in the English Channel in April, 1945. Promoted in the same year, Commander Darling took H.M.S. LOCH LOMOND to South East Asian waters and operated there until the surrender of Japan. On returning to Australia he resumed training in the R.A.N.R. and was promoted Captain in 1953. Awarded the O.B.E. in 1960, he retired in 1961, completing a distinguished Naval career extending over 40 years.



# THE PRICE OF ADMIRALTY

- 1914 A.E.I. Lost off New Britain, 14th September.
- 1915 A.E.2. Stranded, then scuttled by own crew, in Sea of Marmora, 30th April.
- 1940 GOORANGI. Lost in Port Phillip, 20th November.
- 1941 WATERHEN. Sunk by aircraft while serving as a Tobruk "ferry", 30th June.  
SYDNEY. Lost in action against a German raider, 19th November.  
PARRAMATTA. Sunk by submarine in the Mediterranean, 27th November.
- 1942 PERTH. Lost in action in Sunda Strait, 1st March.  
YARRA. Sunk in lone fight south of Java, 4th March.  
VAMPIRE. Sunk by aircraft in Bay of Bengal, 9th April.  
KUTTABUL. Sunk by midget submarine in Sydney Harbour, 31st May.  
NESTOR. Sunk by aircraft in the Mediterranean, 15th June.  
CANBERRA. Lost in action off Savo Island, 9th August.  
VOYAGER. Lost off Timor, 23rd September.  
ARMIDALE. Lost off Timor, 1st December.
- 1943 WALLAROO. Sunk in collision off Fremantle, 11th June.
- 1944 GEELONG. Sunk in collision off New Guinea, 18th October.
- 1947 WARRNAMBOOL. Sunk in minesweeping operations off Queensland.

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In addition four Store Carriers (TERKA, MATAFELE, ADELE and PATRICIA CAM), 14 Miscellaneous Auxiliaries and 2 M.L.'s, were lost.


★ ★ ★ ★

219 Officers and 1951 ratings lost their lives at sea, together with 17 members of the R.A.A.F., 1 U.S.N., 2 Netherlands Army, 58 native troops, 16 native crew, 8 canteen staff and 1 civilian.

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Decorations awarded to men of the Royal Australian Navy include four George Crosses, 12 George Medals, 21 D.S.O.'s, 161 D.S.C.'s, and 159 D.S.M.'s.





**"Stand to, the dawn!"**

During the war dawn and dusk were the most likely times for surprise attacks, and so all ships closed up at Action Stations, ready to fight. All hands remained in this state of readiness until full light in the case of dawn action stations or, at night action stations, until twilight had ended.