

# JOURNAL OF THE AUSTRALIAN NAVAL INSTITUTE

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#### AUSTRALIAN NAVAL INSTITUTE

- 1. The Australian Naval Institute has been formed and incorporated in the Australian Capital Territory. The main objects of the Institute are:---
  - a. to encourage and promote the advancement of knowledge related to the Navy and the Maritime profession.
  - b. to provide a forum for the exchange of ideas concerning subjects related to the Navy and the Maritime profession.
  - c. to publish a journal.
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    - (2) Members of the Australian Military Forces and the Royal Australian Air Force both permanent and reserve.
    - (3) Ex-members of the Australian Defence Forces, both permanent and reserve components, provided that they have been honourably discharged from that force.
    - (4) Other persons having and professing a special interest in naval and maritime affairs.
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As the Australian Naval Institute exists for the promotion and advancement of knowledge relating to the Naval and maritime profession, all members are strongly encouraged to submit articles for publication. Only in this way will our aims be achieved.

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In writing for the Institute it must be borne in mind that the views expressed are those of the author and not necessarily those of the Department of Defence, the Chief of Naval Staff or the Institute.

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#### JOURNAL OF THE AUSTRALIAN NAVAL INSTITUTE (INC.)

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# Correspondence

#### WHO SANK THE SYDNEY?

Dear Sir.

I must compliment Circe in his good taste in supporting my plea to recover some or any parts of HMAS SYDNEY for preservation in either the National War Memorial or In the little publicised Memorial to mark the RAN's 75th birthday

Commodore (?) Ian Knox foreshadowed plans to celebrate the 75th Birthday of the RAN in various ways including a Fleet Review. Section 18 of (his) Plan Green was mentioned (see the February '82 Journal)

If I may state an opinion, the idea of a Fleet Review is a bit like 'Patrol Boat' following 'Warship'. A poor substitute and not even original. Sir, doesn't the Royal Australian Navy have any original ideas? Must we always follow, or imitate, the outmoded and outdated traditions of our British counterparts?

Circe points out in his letter that IJS YAMATO has been located and HMS EDINBURGH dived upon in a salvage operation. Let me remind your readers that an American millionaire (claims to) has located RMS TITANIC and that men have located and dived upon RMS LUSITANIA.

Perhaps you could ask Commodore Knox for opinions (possibly personal and official) on the matter of locating the grave of HMAS SYDNEY.

#### Joseph Porter

Sir.

Although I would welcome any suggestions Joseph Porter has to celebrate the RAN's 75th Anniversary, I do not believe that originality is the prime requirement for events to celebrate this important occasion.

To the best of my knowledge, a Naval Review has never been staged in Australia, and few Australians will have had the opportunity to enjoy this exciting and historic spectacle. In any case, the Review is only one of many projects being developed. which include, for example:

- A commemorative TV series on Australia's Maritime Heritage.
- the unveiling of a Naval Memorial.
- the publication of a series of prestige books,
- · the issue of an anniversary port, and
- tours of Australia by Naval Bands.

Joseph Porter also referred to recovering parts of HMAS SYDNEY and asked my opinion on locating her grave. I'm sure he is aware of the effort involved in locating HMS EDINBURGH and recovering gold from that ship whose final resting place was fairly accurately known and was in relatively shallow water. Defence resources are severely stretched at present and likely to remain so. As yet there is no money allocated for the Navy's 75th Anniversary. If Joseph Porter has any ideas for locating HMAS SYDNEY which could be undertaken without cost to the Navy I would be interested to hear them.

> I.W. Knox **Rear Admiral RAN**

Sir,

Your correspondence columns indicate that interest in the fate of the SYDNEY shows little diminution since Michael Montgomery first raised doubts in respect of the official version of the KORMORAN action in his book 'Who Sank the Sydney?'

Speculation is not unreasonable as, in the absence of any SYDNEY survivors, of necessity the narrative of the action was gleaned exclusively from interrogation of the German crewmen who, the author suggests, might have had very good reason to conceal the true part played by their ship.

Montgomery, son of the navigating officer lost in the engagement, introduces a number of perhaps far fetched theories; however, he does make the point that had the victory of the KORMORAN been achieved by illegal means it would have been in the vital interests of her Captain and officers to give a false position for the scene of the action in order to minimise the possibility of the recovery of survivors eager to bear untavourable witness.

The position of the action was reported as being about 26 30 S. 111 00 E with the ships moving 10 to 15 miles generally to the south west for its duration.

In this position:

- Despite the fact that she was running late on her return to (a) Fremantle having turned over her charge late at Sunda, and thus presumably would have been hurrying home, the SYDNEY would seem to have been about 70 miles to the west of the direct Sunda Strait-Fremantle route. In a word, 70 miles off track.
- (b) At her current maximum speed of 15/16 knots and with a couple of hours of daylight in hand KORMORAN running in to lay a minefield under cover of darkness would not have had time to reach the nearest practical laying position and retire before dawn. The postscript is relevant.
- The rafts picked up by the AQUITANIA and TROCOS were (c) more or less on the direct Sunda-Fremantle route. But both wind at the time and current for November should have pushed them to the north west; thus had they been cast adrift in the accepted position of the action they should have been located some 100 plus miles to the westward of where they were in fact recovered.

If the above premises are accepted then a much more reasonable area for the action would be located 60 or 70 miles to the eastward of the accepted position

After a lapse of time of 40 years it is unlikely the whole truth of the matter will ever emerge clearly; however, two silent witnesses exist in the form of the remains of the ships. Should they indeed lie 100 miles or so off the coast as is presently accepted then the case rests; however, if their location were found to vary grossly from this position then a re-examination of the whole action and subsequent inquiry would seem to be amply justified.

Towards this end might it not be practical for ships to be alerted when passing through the general area to be on the lookout for two wrecks which in size must be unique in that locality and which may be found to lie closer inshore and in much more accessible waters than heretofore believed?

The postscript is the preamble of a narrative of the action by Professor Ahl, formerly Sub Lieutenant, aviator and watchkeeper of the KORMORAN which follows exactly the official line except for the opening paragraphs, included here, which are most interesting. I am unaware of any reference elsewhere to a lay being scheduled for the night of November 19/20 yet Ahl is quite clear on the matter.

Perhaps the good Professor, relating his tale many years after the event, had forgotten how important it was at the time to conceal the fact that a lay in Shark Bay was planned for the very night of the action.

#### WOC.

#### Postscript:

woo

Report on the naval engagement between the Australian cruiser SYDNEY and the German auxiliary-cruiser KORMORAN off the Western coast of Australia on November 19, 1941 (By Prol. Heinfried Ahl, retired Lieutenant-commander and former flying and watch-officer on the KORMORAN)

Wednesday, the 19th of November 1941. We intended to lay mines in the Shark Bay with the harbour of Carnarvon.

The darkness minus the time for the action should be used as follows: half of it to draw near the coast, the other part for getting away.

It was unusual to be such close to an enemy coast because of the control by navy and airforce, particularly by the latter.

The weather was sunny, visibility very good, wind 3 to 4, calm sea, medium swell from south-west. Our course was 20 degrees, that is about north-north-east.

At 20.00 hours the Bay should be headed for with course east. It was 15.00 hours, when the crow's nest announced a ship ahead ...

#### EDUCATION AND TRAINING - THE ILL-MATCHED PAIR?

#### Sir.

If I remember correctly, 'Jacky' Fisher faced a three-fold examination when he applied to join the British Navy: he had to answer a simple mathematical question, recite the Lord's Prayer, and drink a glass of sherry. These three tests could be taken to represent symbolically the three main areas in any formation process of one destined for an executive position. The mathematical question might represent the technical formation needed, the Lord's Prayer could represent the moral or philosophical underpinning of what he is doing, and the glass of sherry might represent the social and personal formation that should be part of every educated person.

There seems to be no doubt that the technical formation of officers for the RAN is excellent. Articles such as that of Commander Daw on Systematic Problem Solving (ANI Journal May 82) show that the men responsible for the training are continually trying to improve, However, I think that there is a definite distinction to be made between education and training; and the fact that this is being forgotten is bedeviling tertiany studies in all technical fields around the country. Training has to do with the skills of the job; education has to do with the person himself. The problem is brought home when you meet doctors whose table conversation consists of basic anatomy and physiology and a superficial knowledge of the latest football scores. These men are skilled doctors and educational morons.

Commander Daw gives an excellent model consisting in five stages — analyse, design, conduct, evaluate, and validate — as a system around which to structure a training programme in problem solving. It no doubt works extremely well, but it could equally be used to structure a course in Latin grammar and syntax. An educated mind has such a training that a systematic way of thinking, such as Commander Daw suggests, is second nature to it. A person might gain this systematic-questioning way of thinking after two years of study of Latin, Greek, Philosophy and History, or Mathematics and then be able to apply that trained mind to the technical problems of his particular profession. This profession in this case, is running a ship. I venture to suggest that after five years, a person trained in a good, systematic, liberal education for two years and in technical training for three would not be behind someone trained in purely technical fields the whole time, and would have other advantages as well. You might ask why should the young naval officer be put to all this education. I am asking why not.

To be a naval officer is a serious business. To be a truly devoted and efficient naval officer it is necessary to devote the whole of the personality to it. It is no use being ambivalent about it, as are so many Christians who on Sunday suspend their scientific world-view and take up belief in the bible - but keep the two completely separate lest contradictions arise which might prove hard to handle. To be in the business of, even only possible, war requires moral and philosophical decisions to be made. How strong is the plea of superior orders? You have to believe in the possibility of a just war. But can a young naval officer argue the morality of a just war cogently and persuasively against such diverse people as fundamentalist Christians. anarchists, pacifists, left-wing theorists, or fifth-columnists? Are young naval officers of today in a position to apply Commander Daw's model to philosophical problems, moral questions, or non-technical situations?

Secondly, an educated person is a psychologically healthy person, all other things being equal. To be psychologically healthy, one's aim in life, one's value systems, one's actions and work must all be in agreement. If one of these is out of harmony with the rest then the personality is to some degree unstable; and something will change. Such a lack of harmonizing of these various elements could be behind the early resignation of some young naval officers.

Thirdly, professional naval officers have to be aware of the world about them, especially the political world, both at home and overseas. I am not suggesting that naval officers engage in political activity but that they be politically aware. This requires some knowledge of history and of the application of problemsolving models to current affairs. A well-educated naval officer should be able to carry out all types of political and publicrelations roles, even to the top of the Ministry of Defence, with very little training beyond this education.

The third area, after those of technical and philosophical education, is the social and personal area. By 'social skills' I mean more than just good manners. (I do not know of any naval officer who eats his peas from the blade of a knife, who slurps his soup, or who sits with both elbows on the table throughout the eating of the main course). An educated person should be an interesting person, able to converse freely on a wide range of topics with both beggars and kings. There is nothing more fatal to general conversation in a wardroom that an officer whose topics of conversation are limited to the latest advances in E.C.M. A good naval officer should be a companionable person, because he is the representative of the Navy. Wherever he goes, people will judge the naval service by the impression he leaves behind.

Again, 'personal' formation must be truly the formation of the person, Naval officers, like all armed Service personnel, retire fairly early in life. Their tertiary training and education must be such that they are in a position to cope with this change. A number of interests and skills should be encouraged fairly early on so that the retired officer has the ability and skill to undertake some other fulfilling activity. In other words, his should be a full and integrated personality:

The details of a programme of formation for young naval personnel is up to the experts to work out; but I do suggest that they consider the needs of education as well as training. Perhaps some experts would say that they already do this, or maybe they might consider that the production of a personable, educated personality is beyond the reasonable demands of a naval college.

What I am asking for is that officer-training, like other tertiary training, move away from the demands of models, systems and organizations and move towards the needs of the individual personality. It is an appeal for a wider-ranging formation which would include a broader general education which would in turn, give the young trainee officer a chance to become a better person as well as a better officer.

#### Father Michael Head, S.J.

#### SOBRAON

#### Dear Sir

Further to Commander Pennock's article on the SOB-RAON. I enclose a copy of part of the annual report on the Nautical School Ship SOBRAON. This particular report, a copy of which is in my possession, was presented to the NSW Parliament in 1905

Members may be interested to compare the meals served to the young boys of the SOBRAON to todays culinary delights.

> J.H. Straczek Lieutenant RAN

#### BOYS' DIETARY ARRANGEMENTS

#### Summer

Breakfast - Daily - Cocoa and bread. Tea - Daily (Sunday excepted) - Tea, bread, and butter, jam, or treacle. Tea - Sunday - Tea, bread, and butter. Captains of messes and principal "Good Conduct" Boys - Scones or cake

#### Dinner

Day	First Division Messes	Second Division Messes	Third Division Messes	
Monday and Thursday	Haricot beef or mutton, suet dumplings, and boiled potatoes, blanc-manage and jam.	Curried beef or mutton, with boiled potatoes.	Sea-pie of meat, pastry, and vegetables, with potatoes.	
Tuesday and Friday	Curried beet or mutton, with boiled potatoes.	Sea-pie of meat, pastry, and vegetables, with potatoes.	Haricot beef or mutton, suet dumplings, and boiled potatoes, blanc-mange, and jam.	
Wednesday	All messes, rice or sago custar	d, with 1 pint of milk, 2 oz. cheese	, and 1/2 lb bread per boy.	
Saturday	Sea-pie of meat, pastry, and vegetables, with potatoes.	Haricot beef or mutton, suet dumplings, and boiled potatoes, blanc-mange, and jam.	Curried beef or mutton, with boiled potatoes.	
Sunday	Roast fresh meat or boiled co with sauce, and fresh fruit.	rn beel, vegetables in season, t	ooiled potatoes, plum pudding,	

Boys in "Good Conduct" messes will have, in addition, pudding every day.

#### Winter

Breakfast - Daily - Porridge and milk, cocoa and bread. Tea — Daily (Sunday excepted) — Tea, bread, and butter, jam or treacle. Tea — Sunday — Bread and butter, tea. Captains of messes and principal "Good Conduct" Boys — Scones or cake.

#### Dinner

Day	First Division Messes	Second Division Messes	Third Division Messes	
Monday and Thursday	Irish stew, suet pudding, and treacle.	Pea soup, roast or boiled fresh meat, boiled pota- toes, and vegetables.	Sea-pie of meat and pastry, with potatoes, boiled rice, and treacle.	
Tuesday and Friday	Pea soup, roast or boiled fresh meat, boiled pota- toes, and vegetables.	Sea-pie of meat and pastry, with potatoes, boiled rice, and treacle.	Irish stew, suet pudding, and treacle.	
Wednesday	All messes, curries and stewed	rabbits alternately, and boiled ric	e and treacle, suet pudding.	
Saturday	Sea-pie of meat and pastry, boiled rice and treacle.	Irish stew, suet pudding, and treacle.	Pea soup, roast or boiled fresh meat, boiled pota- toes and vegetables.	
Sunday	Roast fresh meat or boiled corr sauce, and fresh fruit.	beef, vegetables in season, boile	ed potatoes, plum pudding, with	

Boys in "Good Conduct" messes will have, in addition, pudding every day and fish for tea on Friday.

H. BUTWELL

Chief Cook and Steward, N.S.S. "Sobraon."



HMAS TINGIRA (ex SOBRAON) in the process of being broken up. — Courtesy Navy & Marine Corps Museum



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### 1981–1982 PRESIDENT'S REPORT

This year 1981–1982 has been one of consolidation for the Australian Naval Institute, yet one of steady progress. Your Council has taken the opportunity, in a non-seminar year, to survey the Institute's progress over the seven years since incorporation and to map out a course for the future.

As a major part of this survey, Council discussed and adopted a set of objectives to be used as the basis for annual Institute development and long term budgetary planning. These objectives have been framed to represent goals towards which the Council can strive each year: they may not all be achieved, but that is not necessarily important. What is important, is that this Institute has grown to such a size, and with such recognition, both nationally and internationally, that a co-ordinated policy for the future is needed so that members can be aware of and discuss, as necessary, a way ahead.

The principle objectives for the year have been related to administrative arrangements, finance, membership, the journal, the ANI book collection, and the Chapters. Progress is summarised in this report under the activities of each Sub-Committee.

The Financial Sub-Committee has been active throughout the year to ensure that the maximum economies in operation continue to be achieved.

The need to hold the present annual subscription rate of \$15 at this level for as long as possible has dictated financial planning. The emergence of an apparently prudent surplus at the end of the year's operations is one result of this approach.

Initiatives have been taken in a number of important areas to ensure that financial resources will continue to be available to support our primary aims, including Seminars. In particular, monies have been set aside to assist in the promotion of Chapter activities and for restocking ANI presentation medals. Additionally, interest earned on long term investments has been identified as a budget item for re-investment, thus preserving the real value of our assets. We have also adopted a policy of placing working capital not immediately required, on call in a savings investment account. These steps should ensure that the appropriate financial backing will be available to assist in staging our next Seminar planned for 1984.

A draft budget has been prepared for next year. This also projects a modest surplus at the end of the year. It should be noted however, that the actual result must depend on our continuing success in offsetting a substantial proportion of the Journal costs with advertising revenue.

The Membership Sub-Committee's major tasks this year have been to update the membership register and to distribute a backlog of membership certificates. A complete list of members and their addresses appeared in the May journal, and the response to this information seems to indicate that our records are current: members will realise, of course, that the onus is on them to inform the Sub-Committee of any changes of name, rank or address. Membership growth has continued. We are now approaching the 600 mark for active members.

You will recall that I mentioned in the last President's Report that a Special General Meeting was to be called to consider proposed changes to the Constitution with regard to extending 'Regular Membership' to include members of the Citizen Naval Forces/Australian Naval Reserve engaged in full time service and members of the active elements of the RAN Reserve. You will be aware from your February journals that the motion to change the Constitution was not carried by the necessary majority of members present.

The Journal has remained the most visible and important aspect of the Institute's activities, especially in a year when there is no seminar. And I think all will agree that the expected standard has been maintained. The Editor and his Editorial Sub-Committee are to be congratulated. Advertising revenue has been maintained at a most encouraging level — a sign of our standing in the commercial Defence community and an effective means of containing the cost of the journal, which rather naturally is a significant factor in the cost of subscriptions.

The Editor has had a demanding task in recent months in producing a balanced journal. Without articles in reserve it is far from a routine task to plan journal contents. There is a continuing need for articles, photographs, sketches and artwork. The journal is widely distributed and read. It exists to provide an excellent forum for the expression of individual views on any subject of maritime interest. Members are thus asked to make a special effort in 1983 to contribute to the journal content.

The ANI Silver Medals for the best essays on maritime strategy were presented to Lieutenant Commander J.M. Leak RAN and Squadron Leader D.K. Palmer RAAF. Both essays were published in the journal. The Council offers congratulations to both recipients of this coveted medal.

The ANI collection has grown steadily over the last year. Holdings now comprise some 120 books and 720 professional journals. Additions to the collection include review copies of newly published works and copies of earlier works presented by individuals. Your Council wishes to thank

the numerous donors for their generosity, particularly Commander R.J.R. Pennock whose contributions have been numerous. Continued support in developing the collection would be much appreciated.

A modest purchasing programme continues with the aim of acquiring copies of notable and out-of-print works. Such a programme requires a deal of searching in secondhand bookshops and any member who unearths an appropriate volume is invited to contact the custodian. Because of the difficulties presently associated with the storage and custody of the collection, it cannot be opened regularly for loans. Books may be borrowed by arrangement with the custodian who can be contacted via the Secretary.

As far as Chapters are concerned, I am pleased to report that the West Australian Chapter has been revitalised after a few years lapse in activities.

The Canberra Chapter has attempted to maintain a consistent level of activity during the year, though the average low attendance of the Chapter membership has been a disappointment. Mr Michael Thwaites, a noted historian, Rear Admiral Paffard RN Retired and Captain T.J. Holden RAN were among the speakers to address meetings during the year.

The Sydney Chapter held a personnel seminar in early December and in conjunction with the RAN Staff College held three meetings this year. The first was an address by Vice Admiral Holcomb, USN, Commander 7th Fleet, who spoke about US/Australian maritime interests. Later Major General (Dr) R. Clutterbuck gave an address on the media and political violence. The final activity for the period took place on the 5th October when Commodore J.A. Robertson gave an address on the Falkland Islands/Sea Power in action. Attendance at all meetings was at an acceptable level indicating the importance of Chapter activities for the good health of the Institute. Because of the very selective subjects and speakers, interest has been high and the Sydney Chapter strongly endorses the concept of the Institute arranging for visitors to speak at Chapters.

I take this opportunity to remind you that Council will assist members to organise and run Chapters. One Councillor has a specific duty to liaise with Chapters. Your Council would like to see members organising Chapters in areas where there are many members yet where Chapters have not previously existed — any member in Darwin or Nowra/Jervis Bay, for example, who is interested in forming a Chapter should contact the Secretary for assistance and advice.

The Institute is highly honoured that His Excellency the Right Honourable Sir Ninian Stephen, AK, GCMG, GCVO, KBE, KStJ, Governor-General of Australia has been pleased to extend his patronage to the Institute. The Right Honourable Sir Zelman Cowen, AK, GCMG, GCVO, KStJ, QC, who gave us so much encouragement during his term of office retired from the office of Patron on 29 July 1982 and has been proud and pleased to accept the invitation of the Council to become an honorary Life Member, thus being able to maintain an association which he greatly values.

After the successful SEAPOWER 81 Seminar it was the Council's intention to hold a Seminar in 1983 but for a number of reasons Council decided to defer the Institute's next Seminar until 1984. A seminar in 1983 would have conflicted with a planned seminar in Canberra by the Royal United Services Institute. In the event the venue for this seminar has been moved to Sydney. Your Council also wished to have regard to forthcoming national events in 1986 and 1988. Thus it was decided that the next seminar be held in 1984. One of the first tasks of the incoming Council will be to decide on a theme so that planning can commence without delay.

In summary, 1981–1982 has been a valuable year of consolidation and progress for the Institute. May I express on my own behalf and on behalf of members, appreciation for a job well done by all Councillors and for their contribution and time given to the advancement of the Institute. I would also like to express the Council's appreciation for the invaluable support of all members.

The Institute is well placed to undertake whatever major activities the incoming Council may wish for 1983/84.

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# **FINANCIAL STATEMENTS**

#### AUSTRALIAN NAVAL INSTITUTE AUDITED ACCOUNTS AS AT 30 SEPTEMBER 1982

#### BALANCE SHEET AS AT 30 SEPTEMBER 1982

ACCUMULATED FUNDS	19821	981	ASSETS	1982	1981
Balance as at 1.10.81	11,604.28	5,059.81	Sundry Debtors	1,684.00	2,054.20
Add Surplus for year	4,583,34	6,544.47	Commonwealth Bonds	10,500.00	4,500.00
Constant of the	16,187.62	11,604.28	Savings Investment Ac.	4,000.00	
			Cash at Bank	1,964,51	6,713.66
Provision for Replacement			Stock on Hand		
Medals	300.00	-	Insignia	617.15	1.064.50
LIABILITIES			Medals	292.81	339.44
Subscriptions in Advance			Medal Die	1.00	1.00
1981/1982	-	604.00			
1982/1983	332.00	45.00			
1983/1984	45.00	15.00			
1984/1985	30.00	75.00			
After 1985	60.00	-			
Sundry Creditors	2,104.85	2,329.52			
	\$19,059.47	\$14,672.80		\$19,059.47 \$	\$14,672.80

#### INCOME AND EXPENDITURE ACCOUNT FOR THE 12 MONTHS ENDED 30 SEPTEMBER 1982

EXPENDITURE	1982	1981
Journal Operating Cost	3,852.24	4,362.82
Postage	140.28	178.49
Audit Fee	130.00	90.00
Company Fees	14.00	4.00
Donation to Legacy	100.00	100.00
Advertising	91.14	21.85
Stationery	595.48	554.48
Engraving	10.90	8.95
Library Additions		5.00
Bank Charges	30.87	44.52
Depreciation	-	391.80
Presentation Medals	46.63	46.63
Chapter Support Provision for Replacement	200.00	-
Medals	300.00	-
	5,511.54	5,808.54
Surplus to		
Accumulated Funds	4,583.34	6,544.47
	\$10,094.88 \$	\$12.353.01

INCOME	1982	1981
Seapower 81 Surplus	-	5,865.46
Insignia Trading	78.55	115.30
Joining Fees	305.00	460.00
Subscriptions	8,596.00	5,469.85
Interest	875.33	437.35
Donations	-	5.05
Proceedings Sales	240.00	-

\$10,094.88 \$12,353.01

#### JOURNAL OPERATING ACCOUNT FOR THE 12 MONTHS ENDED 30 SEPTEMBER 1982

EXPENDITURE	1982	1981	INCOME	1982	1981
Printing November 1981	1,845.00	1,577.00	Journal Sales	92.50	268.70
Printing February 1982	1.845.00	1,707.00	Journal Subscriptions	987.80	717.47
Printing May 1982	1,926.00	1,770.00	Advertising	3,380.44	2,350.14
Printing August 1982	1,926.00	1,833.00	Net operating cost		
Photos	55.45	18.00	transferred to Income and		
Cartoon	-	23.13	Expenditure Account	3,852.24	4,362.82
Postage	584.90	340.00	they are the function.		
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#### INSIGNIA AND MEDAL TRADING ACCOUNT FOR THE 12 MONTHS ENDED 30 SEPTEMBER 1982

INSIGNIA	1982	1981		1982	1981
Stock on Hand 30 Sept 81	1,064.50	284.00	Sales	525.90	749.80
Purchases	-	1,415.00	Stock on Hand 30 Sept 82	617.15	1,064.50
Profit	78.55	115.30			
	\$1,143.05	\$1,814.30		\$1,143.05	\$1,814.30
MEDALS					
Stock on Hand 30 Sept 81	339.44	386.07	Presentations	46.63	46.63
Purchases			Stock on Hand 30 Sept 82	292.81	339.44
	\$339.44	\$386.07		\$339.44	\$386.07

#### AUDITOR'S REPORT

19th October, 1982

The President, The Australian Naval Institute Inc., P.O. Box 18, DEAKIN, A.C.T. 2600

Dear Sir,

Please find attached an Income and Expenditure Account, Statement of Receipts and Payments ands Balance Sheet of the Institute which relate to the twelve months ended 30th September, 1982.

In my opinion the attached accounts are properly drawn up so as to give a true and fair view of the state of affairs of the Institute.

The rules relating to the administration of the funds of the Institute have been observed. All information required by me has been obtained.

> Yours faithfully, P.O. Reis, AASA

# LIFE BEGINS AT FORTY

by Lieutenant Ross Gillett RANR

When it comes to continuous service, the Royal Australian Navy's torpedo maintenance firing range in the Pittwater, north of Sydney are justly proud.

This year the establishment celebrates forty years since construction first begun, just after the commencement of the Pacific war. Although the torpedo range was originally manned by 60 men, nowadays only eleven including the officer-incharge, Lieutenant Bruce Vandenpeer, are in attendance. In turn Bruce is responsible to the Superintendent RAN Torpedo Maintenance Establishment, North Sydney.

The main role of the range was and still remains, to test practice torpedoes so that they can be placed away into storage for possible future use. Over the four decades on excellent success rate has been achieved.



Firing point building



A torpedo on the railway

The duties of retrieving the torpedoes or 'fish' are they are normally referred to are performed by locals Angus MacInnes, Lloyd Watts and Eric Bush who man the torpedo recovery boat *BINCLEAVES*.

The range consists of a workshop building, 170 feet by 90 feet, for the preparation of the torpedoes before and after firing. Two high pressure air compressors able to compress air to 3,500 lbs. per square inch are installed together with machine tools and specialised test equipment.

A jetty 700 feet long connects this workshop to the firing point building where there are five positions for torpedo tubes. Only one of the positions is now occupied by a 21 inch torpedo tube. The tube operates vertically in guides and is raised and lowered to the desired height by means of special hoists.

The torpedoes are brought from North Sydney and offloaded onto a small railway system employing an electric truck on a 2½ft guage. The railway runs the full length of the 700 foot wharf to where the 'fish' is unloaded into the tube.

There are three targets moored at 1000 yard intervals along the range, giving a total distance of approximately 3000 yards. All the targets are fitted with navigational lights. Following the torpedo firings, *BINCLEAVES* recovers the 'fish' for its return to the wharf and workshop.

'Most of the current test firings are performed with Mk 8 torpedoes and we expect this pattern will continue well into the late 1980s', said Lieutenant Vandenpeer. 'Testing is confined to the colder, non-school holiday months to avoid inconvenience to people using the area for recreation'.

'Our range staff patrol the area during firings to ensue no pleasure craft stray into the range area', he added. 'In fact the Pittwater sight is the only convenient stretch of water suitable for the testing and appraisal of torpedoes'. According to Lieutenant Vandenpeer, 'We're quite proud of our establishment and mini fleet, especially the 'flagship', *BINCLEAVES*. Like the range *BINCLEAVES* is approaching forty years of valuable service to the Navy and the community. In past years she has been called upon to assist private boats in distress within the Pittwater and adjoining waterways'.

BINCLEAVES is immaculately maintained by Angus and her crew who see the boat as a necessity during all the test firings.

Most of the men at the range are long term employees and all live locally. The longest serving is Des Tharratt, a leading hand for fifteen years. Not far behind is foreman George Merlin who incidentally lives adjacent to the depot.

As well as it's main torpedo functions, the range also provides facilities for naval cleance divers and a venue for diving courses for both Australian and foreign naval personnel. Every year the diving tenders *HMAS PORPOISE* and *HMAS SEAL* make separate visits.

Just as it has done for the past forty years, the RAN Torpedo Range in the Pittwater is still providing an important service to the defence of the nation.



BINCLEAVES - Courtesy Ross Gillett

# A PICTURE IS WORTH A THOUSAND WORDS

By Commander G. Cutts, RAN

I enjoyed reading Haydn Daw's article in the May '82 Journal, and applauded his attempt to explain the RAN Training System in simple terms, avoiding the jargon which is confusing to laymen but essential to the professionals. As a contrast, I was totally confused by three articles on training in the May/June 1982 Defence Force Journal, articles apparently designed so that only other professional training technologists could understand them — considering the effort and cost involved in producing DFJ I wonder how many people read/understand/enjoy many of its contents?

Some of my difficulty with the DFJ articles arose because they were couched in professional jargon and there was a marked absence of clear, simple diagrams to illustrate the concepts. Although I am hopeless at carpentry and utterly unable to translate simple plans into simple bookcases, nevertheless I find that diagrams help me to understand, and to convey to others, abstract thoughts. Some people talk with their hands, but I prefer pencil and paper. Hence, I have decided to put into print some of the diagrams which I have used over the years in teaching sailors and officers the principles of staffwork, preparation of service correspondence and presentations, and general problem solving. I make no apologies to professionals who may think I am abusing their fields of expertise - this article is for laymen.

As this article started with a reference to the RAN Training System Model, let me present first the Cutts' version, easily remembered by Australian sailors and officers because it has the acronym A PIEMAN:



The Pieman has been used to explain RANTS to non-trainers, but its principal use is to get across to students the principles of written and verbal presentations, be they minutes, letters, papers, lectures or briefs. The letters stand for the terms Analyse, Plan, Implement, Evaluate and Manipulate, and to illustrate its use, I will use the example of someone tasked with giving a verbal presentation:

- Analyse what is the level of knowledge of the audience? What does he (they) expect to hear? What does the subject really mean or imply?
- Plan do your homework thoroughly and research the subject in depth; decide whether you will use a full, double-spaced script with key words underlined/highlighted or notes; work out where (if) you will use visual aids (there is truth in the title of this article); if you are using them, keep them large, clear and simple (3 visuals rather than 3 ideas on 1 visual); try to visit the place where you will be performing vour visual aids will be useless if there is no screen, overhead projector ....
- state your aim, deliver clearly and Implement concisely, sum up, ask for questions; be attentive to audience reaction - grasp their attention at the beginning and leave them with something to think about (the conclusion will be freshest in their memories when they think about your presentation afterwards); do not confuse them with a superfluity of facts and figures, and don't compete with yourself - tell them you will issue detailed handouts at the end, so they can concentrate on listening to you!
- Evaluate the audience's questions will reveal your success or otherwise — but do not give all your info in the talk, otherwise you will have none to help you answer questions; ask yourself after the event how you could have improved.

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Manipulate — especially after the last phase, but also possibly elsewhere, you may need to manipulate some part of the Pieman — for example, a routine presentation will need a different style when it changes from Monday morning to first thing after lunch on Friday; on a hot day you may need to have a few breaks; people at the back may not be able to read your visuals; the audience may have been bored because you pitched the level too high or too low.

This is not an article on how to give a presentation, but you can probably see how the Pieman can be useful. It is also useful for writing lengthy minutes, letters or papers — analyse your topic and audience; plan your introduction, conclusion and main headings; write clearly and concisely; put yourself in your reader's place and ask if your argument is convincing or confusing (i.e. would I sign/agree with this if I were the boss?); revise and manipulate if necessary before dispatch.

Diagram 2 is useful when you are attempting to analyse your audience's (reader's) level of knowledge of your subject. It is known as the SEX diagram:



Although the illustration is simple, the principle is one of the most difficult for speakers/ writers to remember. It refers to the concept of maturity, the ability to grasp more and more complex thoughts as one grows older. The 'Spheres of Experience' can be illustrated simply, by using a monetary example: children first learn the meaning of 1c, 2c and 5c; later they know what

they can expect for 10c, 20c, 50c and \$1: many years elapse before a person really comprehends the meaning of \$100 - the spheres widen when one buys a car, and then a house. I dream of winning the lottery, but I find the thought of money in excess of \$500,000 way beyond my comprehension because it is way beyond the limits of my Sex. Most of us have limited Sex in relation to time my children when very small understood events in the past or future only in terms of one or two 'sleeps': now they can comprehend a year. but not a decade. Do you really grasp what is meant by a century? Although Vietnam, Korea or even the Second World War may seem like only vesterday to you, don't assume the same familiarity for young sailors or midshipmen - how old were they when Vietnam finished?

The moral of the Sex diagram is not to overestimate your audience's level of understanding. Remember that you would not be speaking/ writing to someone unless there was a difference between you. On this subject, you should be aware that there are three levels of reading/ hearing ability and we all operate at each level according to circumstance:

- the comfortable level we can comprehend without any difficulty;
- the study level we need assistance either from a reference book (or piece of Service correspondence) or a lecturer (staff officer, briefer);
- the impossible level we cannot comprehend even with references.

For example, a group of officers/sailors may be operating at the comfortable level at a symposium on ASW if they are all ASW experts; they may need assistance if they go to a symposium on Management Theory — and if one of them got the wrong venue and walked into a lecture being given by an academic to the area psychologists, he would find he was operating at the impossible level. We all understand the dangers of jargon use it to talk to equals or to deliberately obfuscate, but do not use it to communicate to non-equals.

The TAPIR is named after that large herbivorous ungulate which has a flexible proboscis. The key word is flexibility — lateral thinking, after Edward de Bono, to solve problems of any kind, but especially communication problems.

![](_page_17_Picture_12.jpeg)

Messages are intended to communicate information from transmitter to receiver; invariably there is a barrier to communication, i.e. a problem, even if it is only the ignorance of the receiver. Your task is to brief your commanding officer such that his ignorance is overcome and he is enlightened: you have to find an answer to the problem, a way or ways round the barrier. The biggest problem in problem solving lies in defining the problem: an incorrect definition will mean that you will waste time seeking wrong solutions, or at the least, you may miss finding a better solution than the one you end up with. [You may end a sentence with a preposition.]

For example:

![](_page_18_Figure_2.jpeg)

Your problem is not the lack of spark in your car, hence the solution is not to get under the bonnet or ring the NRMA. The problem is the barrier preventing you from getting to the Admiral's briefing: fixing the car may be one solution, but there are several others:

![](_page_18_Figure_4.jpeg)

Edward de Bono talks of lateral thinking approaching a problem from all angles — and he also discusses Po and No-Po, i.e., the value of looking at seemingly obvious non-possibilities as well as possibilities. The former, though not presenting you with a solution, may well lead to a solution through the association of ideas. You might not be able to convince the Admiral that you have the Black Plague and that it is highly infectious, but considering such a John Cleese solution might well convince you to try to defer the appointment instead of just getting frustrated and dirty fiddling under the bonnet.

This is a good time to introduce you to SAP, the Cutts' version of a systems analysis process. To me, a car is a black box which either goes or does not: what goes on under the bonnet is a mystery. I am concerned with the outputs — hopefully, a cheap, reliable, comfortable and convenient means of transport; I am aware that the system needs inputs (fuel, oil, water, a driver . . .) and that there are environmental controls (traffic congestion, ice and snow — especially in Canberra at the moment!).

![](_page_18_Figure_8.jpeg)

As most of us are in the Navy, we will realise that few systems are stable, and so SAP needs a regulator to control disturbances, whether or not they arise from the inputs, outputs or the environment. The regulator's function is similar to that of manipulation in the Pieman, but not identical. The role of the regulator is to help you to question possible effects of solutions to problems — if I change this input, what will be the effect on the output? How will the inputs be affected, to maintain the same output, if one of the environmental factors changes? If I have been asked to change the output, what change will be needed to the input?

![](_page_18_Figure_10.jpeg)

I find Sap is particularly useful in helping sailors and officers to get an overall grasp of their functions — secretaries and personal staff officers, for example are in positions to act as regulators for their senior officers; training staff can see their schools or trainees as black boxes and perhaps better understand the interplay between inputs, outputs and the environment. When you are writing a paper, try to see it as part of an overall system — don't propose changes to one part without examining the effects on other parts. The fallacy of arguing by omission is all too frequent; you will find the section headed 'Recom-

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mendations' a lot easier to write, and will find they get accepted more readily, if you have previously examined all possible (and maybe some not possible) solutions and tested them all by asking, 'If A, then what might happen to B?'.

The last diagram I have to offer is known by the splendid name of FISPLIS-WREABANG. Far less complicated than it sounds, it merely refers to a trick of the trade useful when giving verbal presentations or any other theatrical performance:

![](_page_19_Figure_2.jpeg)

For the first five minutes, your audience's attention is at its highest level — poised, expectant, concentrated, ready to catch every falling pearl — so create a good impression, state your aims clearly and ensure you will hold their attention for longer than the initial 5 minutes.

During the course of the presentation, try to involve your audience in the four tasks of speaking, listening, writing and reading. Remember that children can concentrate for no more than 20 minutes: navy personnel for 25 minutes — unless there is variety. Retention of information is made easier if participants have been active as well as passive; however, the Great Training Technologist in the Sky will descend heavily upon he who misinterprets my message by giving the audience a printed sheet, flashing up a vugraph of the same material and then proceeding to read it aloud!

Finally, end with a bang, not a whimper. Make your conclusion clear, concise and interesting; for example, a summary on a vugraph or whiteboard convinces your audience that you have covered the topic well, refreshes their memories, and gives food for further thought, questions and discussion.

My aim in this article has been to pass on some of the diagrams and notes which I have used over the years to teach staffwork, problem solving and presentations. I hope some of you have found them interesting and useful, and that you will be spurred, perhaps, to write to the editor either to comment on them or to give us a look at some diagrammatic aids which have helped you — especially any concerned with technical topics and/or shiphandling.

![](_page_19_Picture_7.jpeg)

### AUSTRALIA'S MEN O' WAR

Chief Petty Officer Geoff Vollmer has let me know that he has a small number of the limited edition of his book Australia's Men O' War available at a very special price.

The limited edition is leather bound, and has three separate pen sketches suitable for framing. All items are supplied in a leather satchel with gold print.

As a special offer to Institute members Geoff will make them available for \$45 per set (original price \$75).

Further details from CPO G. Vollmer, CPO's Mess, HMAS CERBERUS, Westernport 3920.

![](_page_20_Picture_0.jpeg)

# WASHINGTON NOTES

America's position favoring Japanese rearmament has been remarkably consistent since 1948, as consistent, as a matter of fact, as the Japanese government's refusal to increase rearmament. But the effect of the atomic bombs, the loss of her overseas empire, and the destruction of the home islands, combined with Allied policy to totally disarm and demilitarize Japan, took root faster and more strongly than anyone in the United States government could have imagined.

Japanese opposition to a renewed military was embodied in the famous Article 9 of the Constitution of 1947 which states:

'Aspiring sincerely to an international peace based on justice and order, the Japanese people forever renounce war as a sovereign right of the nation and the threat or use of force as a means of settling international disputes.

In order to accomplish the aim of the preceding paragraph, land, sea and air forces, as well as other war potential, will never be maintained. The right of belligerency of the State will not be recognized."

This constitutional provision undoubtedly represented the overriding sentiment of the Japanese population in 1947 and continues to represent a large sector of the population today. But these constitutional restraints have already been interpreted to permit the right of self defense, a right recognized for all countries in the Charter of the United Nations.

It is interesting to compare the rebuilding and rearmament of West Germany and Japan. Although both nations were virtually destroyed during World War II, the Germans, who faced large Soviet armies from a divided nation with an isolated capital, saw the post-war Soviet threat to be far more menacing than did the Japanese, an island people protected by waters patrolled by the overwhelmingly superior United States Navy. Not unitl the Japanese Defense Agency's 1980 white paper on defense was the Soviet Union identified as a potential threat to Japan.

Europe's attitude toward West Germany became one of seeking ways to bring that nation into closer commercial and military intercourse for their mutual economic benefit as well as mutual protection. Asian nations have not sought similar forms of integration. Overall, they have preferred to see greater expenditures by Japan on economic aid rather than increased military budgets.

In the course of the Japanese-American defense debate, there are constant references to Japan's haveing a 'free ride' on defense because of its ability to rely on the American nuclear umbrella. But what American ally does not? Certainly Australia and New Zealand rely on American nuclear protection, as well they should. But the 'ride' is not 'free' for America's other allies. The key difference is that Australia, New Zealand and other American allies are expected to — and do — take a proportionate share of the *conventional* defense of the West. Not only does Japan not assume her proportionate share of the West's defense, she does not adequately provide for her own conventional defense.

The Japanese argument that low military expenditures are required for its economic development holds little efficacy now, if it ever did. Few nations desire to spend their national treasure on military forces, but it is a truism that freedom is *not* free. West Germany, it should be noted, performed 'economic miracles' at the same time as Japan's economy expanded during the post war period, while making major expenditures in defense of both the Federal Republic and the West as a whole.

The atmosphere of the defense debate is further clouded by overemphasis on America's commitment to defend Japan, and its contribution to the economic problems that have developed between the two countries. Frankly, I consider the rebuilding of West Germany and Japan as among the greatest achievements of the American people. The economies of those nations serve as living tributes to the foresight of American planners and governmental officials of the late 1940s and early 1950s. That the people of the United States have forgotten the economic lessons their antecedents taught former foes is not the fault of those nations. Low Japanese defense expenditures, in my opinion, have only a minimal correlation to the number of Japanese automobiles sold in the United States.

Lieutenant Joseph S. Bouchard, USN, has noted that in Japan the building of a consensus on an issue before a governmental decision is made. is crucial to the functioning of Japanese democracy. Bouchard notes that few points of the defense debate have not been discussed in public, if not actually debated. But the time for debate has come, as a consensus is necessary. The Japanese government must continue to point out the seemingly self-evident fact that Japan's very existence depends upon the freedom of the seas. Soviet over flights of the Japanese coast. harassment by the Soviets of the Japanese fishing fleet, and the increase of Soviet armed forces on the northern islands of Japan seized during World War II, all serve to challenge the Empire's sovereign rights, rights that can and should be protected. While the United States still has the responsibility to provide the conventional and nuclear protection for friends that cannot afford their own, it can no longer carry a country that refuses to help itself.

First, there must be an acceleration of the modernization of all facets of the Self-Defense Forces. The air defense of the home islands as well as ammunition reserves and strategic stockpiling is virtually non-existent. Command and logistic facilities need upgrading. The Ground Self-Defense Forces are in desperate need of new equipment, from tanks to missiles. The Air Self-Defense Forces should increase and accelerate F-15 and E-2 acquisition. The Maritime Self-Defense Forces need more P-3Cs. greater anti-aircraft and underway replenishment capabilities. The acquisition of a small aircraft carrier would vastly improve the fleet's defensive capabilities, but could be seen as an offensive weapon system, posing such grave diplomatic problems which could counteract such a vessel's usefulness.

Second, the Japanese press has reported that three defense related panels of the ruling Liberal—Democratic Party have urged the scrapping of the current defense structure and the limitation on defense expenditures to 1% of the GNP. A Ministry of Defense should replace the Defense Agency and the Imperial Japanese Army, Navy and Air Force should be reestablished. A complete system of military and national security laws should be passed by the Diet, insuring civilian control of these military forces with budget increased as necessary.

Fourth, Japan should seek to cooperate militarily with other nations. If other nations hesitate to have Japanese forces in their territorial limits, or if Japan chooses not to send its forces overseas, then Japan should invite foreign forces onto its territory for joint exercises.

Fifth, the Japanese Government should continue to ease restraints on the exchange of military technology by Japanese firms with foreign, and particularly American concerns.

Sixth, the United States government should commit itself to working with our friends in Asia who are in general agreement with the United States regarding the Japanese rearmament, to reassure other nations in that area that we oppose a *militaristic* Japan as much as they do, but deem a *rearmed* Japan as a crucial factor for their future well-being as well as for our own.

Richard Hough recounts how the late Admiral of the Fleet, the Earl Mountbatten of Burma, had to be ordered to meet Emperor Hirohito on his visit to the United Kingdom early in the last decade. Mountbatten never forgot the atrocities he saw committed against Allied prisoners of war after the defeat of Japan in 1945. Indeed, Japan was the only major power not invited to take part in Mountbatten's funeral, at his expressed order.

Japan was a cruel and ruthless enemy as well as a tyrannical occupier. A stagnant pool of animosity remains throughout Asia, but we cannot ignore the way the Japanese people have accepted and nurtured democratic processes since 1945, any more than we can ignore their brilliant economic success.

The problems to be faced by both the Japanese and American governments as the Japanese rearmament debate continues will not be easy. However, the lesson of responsible use of military force, a lesson learned by Australia at Gallipoli, Britain on the Somme, West Germany from its *Gotterdaemmerung* and by American in Vietnam was certainly learned by Japan at Hiroshima. From this lesson and a strong democratic base, Japan can resume a full military posture for her own protection and the defense of her friends in Asia and the West.

Tom A. Friedmann

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# **WORKING AS A TEAM**

by Lieutenant Ross Gillett RANR

A small group of naval reservists from the Sydney, Adelaide and Melbourne Port Divisions joined forces in late May/early June this year when they manned the Sydney based Reserve patrol boat, *HMAS ADVANCE* for the 'Rockies' first Bass Strait Oil Rig Surveillance (*BSORS*).

Although most of ADVANCE's crew were Sydney homeporters, one RAN Fleet Reserve, two Adelaide and one Melbourne based crew member joined the ship for an opportunity for reserve personnel to work together. Commanding Officer for the two week patrol was Lt Cdr Bob Cunningham, RANR, a history teacher at Woolooware High School in Sydney's southern suburbs. Joining the CO were Lieutenant Lorraine from Port Adelaide as XO and Sub Lt James Keeran as navigator under training.

ADVANCE's crew joined at HMAS WATER-HEN on Saturday, May 29. After encountering favourable weather during the passage south, ADVANCE arrived in Eden on Sunday, May 30. Inclement weather necessitated a delay in the voyage and instead ADVANCE exercised with her sistership, HMAS BAYONET.

Conditions finally abated to allow the patrol boat to resume her trip to Bass Strait but at 0600 on June 4, 10 miles south-east of Green Cape a red flare was sighted. *ADVANCE* altered course to commence a search pattern. Not long after the damaged 23 foot ketch Josephine was towed back to Eden, arriving at 1305. After handing over the ketch to the Harbour Master *ADVANCE* finally departed Eden, arriving in Bass Strait on Saturday June 5.

For the next two days ADVANCE was secured to Kingfish buoy before commencing a surface shoot with its 40/60 bofors and proceeding to Prime Seal Island. Devonport was reached on Sunday, just after midday for crew recreation, refuelling and painting.

Two days after leaving Devonport, AD-VANCE received reports from a patrolling Tracker aircraft of the Fleet Air Arm that fishing vessels were closing in on Snapper Platform. The patrol boat was sent post-haste to the scene but found that no breach of the 500 metre zone had been made. A rendeavous was made with HMAS IBIS off Tuna Platform on Thursday, June 10, before making passage for home.

Sydney was reached at 1230 the ensuing day. ADVANCE proceeded to de-ammunition and destore before arriving back at Waterhen at 1100 on Saturday, June 12. During the patrol, ADVANCE had steamed 1251 miles and had been underway for 110 hours.

'Although the patrol was affected by the weather and a rescue mission, the time available on *BSORS* gave the crew an opportunity to relieve the PNF boat and at the same time allow the 'Rockies' a true operational patrol', said Lt Cdr Cunningham.

'Training is always a pre-requisite, but doing the actual patrol is more important. Now that ADVANCE is a fully fledged working member of the Sydney Port Division, we have programmed a busy itinerary for the remainder of the year'.

'Over the period July 9/10/11, ADVANCE was joined by the two diving tenders, HMAS SEAL and HMAS PORPOISE for the largest Sydney Port Division this year. All craft were manned by reservists in a training exercise in the Sydney-Broken Bay region', he added.

#### SHIPS OF THE RAN RESERVE

(photographs - Defence Public Relations)

![](_page_23_Picture_2.jpeg)

HMAS LABUAN Builder: First commissioned into RAN: Transferred to RANR: Location:

Walkers Ltd, Maryborough, Qld 9 March 1973 15 June 1979 Brisbane Port Division

![](_page_23_Picture_5.jpeg)

#### HMAS BAYONET

Builder: First commissioned into RAN: Transferred to RANR: Location:

Walkers Ltd, Maryborough, Old 22 February 1969 27 March 1982 Melbourne Port Division

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![](_page_24_Picture_0.jpeg)

#### HMAS ADVANCE

Builder: First commissioned into RAN: Transferred to RANR: Location: Walkers Ltd, Maryborough, Qld 24 February 1968 13 February 1982 Sydney Port Division

![](_page_25_Picture_0.jpeg)

#### HMAS ARDENT

Builder: First commissioned into RAN: Transferred to RANR: Location:

Evans Deakin Ltd, Brisbane, Qld 26 October 1968 18 June 1982 Hobart Port Division

![](_page_26_Picture_0.jpeg)

#### HMAS AWARE

Builder: First Commissioned into RAN: Transferred to RANR: Location:

Evans Deakin Ltd, Brisbane, Qld 21 June 1968 November 1982 (proposed) Adelaide Port Division

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![](_page_27_Picture_0.jpeg)

#### HMAS ADROIT

Builder: First commissioned into RAN: Transferred to RANR: Location: Evans Deakin Ltd, Brisbane, Qld 17 August 1968 March 1983 (proposed) Fremantle Port Division

![](_page_28_Picture_0.jpeg)

Royal Swedish Navy has taken delivery of Hugin-class patrol boat no. 14 in a series of 16. Length: 36.4 m. Displacement: 150 tons. Speed: 30+ knots. Complement: 18.

![](_page_28_Picture_2.jpeg)

 Philips combat & weapon control system 9LV 200.

This powerful weapon package is proposed for the R.A.N. Freemantle class FPB.

PHILIPS

PHILIPS ELEKTRONIKINDUSTRIER AB Defence Electronics. S-17588 Järfälla, Sweden. Tel. Int. +4675810000. Telex 11505 philja s.

![](_page_28_Picture_7.jpeg)

# **Tobruk** Specially designed for combined Navy/Army amphibious operations

![](_page_29_Picture_1.jpeg)

6000 tonnes of amphibious heavy lift ship capable of operating in areas where there are no port facilities.

TOBRUK can beach and unload through bow doors, "swim" amphibious vehicles from the stern doors, bring landing craft alongside using her own equipment and use ship borne helicopters for ship-to-shore operations.

The HMAS TOBRUK is capable of carrying a squadron of the Army's Leopard Tanks, large numbers of wheeled vehicles and accommodate between 350 and 550 troops.

Carrington Slipways Pty Ltd won the contract and commenced work on the ship in November, 1977.

HMAS TOBRUK is the biggest vessel constructed for the Australian Navy in an Australian Shipyard during the last 15 years.

Carrington Slipways Pty Ltd are justly proud of their modern flow-line facilities at Tomago and their success with the introduction of computerisation into their ship-building.

#### Carrington Slipways Pty. Ltd Old Punt Road, Tomago. NSW Australia 2322 Tel: Newcastle 64 8071 Telex: 28185 Cable: Carrslips.

# WARFARE TRAINING IN THE UNITED KINGDOM: IS IT THE BEST OPTION?

by Lieutenant Commander M.J. Harrison RAN

The Principal Warfare Officer (PWO) is a trained tactical officer responsible to the Command for optimal use of a ship's weapons and sensors to combat a three dimensional, multi platform threat. The PWO system evolved from the requirement of a ship being capable of defending itself in a multi threat environment on a 24 hour basis. This is achieved by manning the ship's weapons and sensors in a Two Watch system with a PWO in charge of each watch. The Command delegates authority to the PWO to react with pre-planned responses to varying threats and initiate offensive actions as a counterattack. The PWO is assisted by officers and sailors who are employed in the particular use of singular weapons and sensors but he has the Command's mandate to over-rule or redirect tactical employment of those weapons and sensors.

Of necessity, the PWO must have an understanding of all the weapons and sensors in his ship. At present, that understanding is achieved by a consummate training package completed at *HMS DRYAD* in the UK.

The PWO system has been criticized in that claims are made that PWOs do not exhibit the detailed knowledge of equipment which was evident in a Long Course trained officer. Intially, the PWO had the knowledge to completely deploy the systems in a warfare environment, but lacked the depth of knowledge to plan trials, participate in the more advanced exercises and cogently discuss his systems with the maintainer. This shortcoming however, is markedly reduced with experience and familiarity with equipments and it is a far less valid argument to level the charge of lack of in-depth knowledge at an experienced PWO who fills warfare staff billets at Fleet and Navy Office levels.

A more serious criticism however, is arising in that there has been concern voiced that the present system of warfare training is not meeting the needs of the RAN. The rising costs of overseas training, the divergence of weapons and sensors between the RN and the RAN and the projected make up of the RAN in the 1990s have led to a body of opinion which considers that warfare training could be more profitably achieved by conducting it in Australia. This disguiet was reflected in a recent defence study which investigated the total resources required for warfare and related equipment training and compared the requirement against existing resources in Australia and those provided through courses overseas.

#### Advantages of Warfare Training in the United Kingdom

While there remains a large percentage of the more senior officers who have completed professional training in the UK, there will be a loyalty to the 'old country' that may militate against objectivity. Notwithstanding, the advantages of continued warfare training in the UK are considerable and cannot be dismissed without careful attention.

#### A Competent Officer

The PWO system has produced an officer capable of co-ordinating a ship's weapons systems in the Defence state and reacting correctly to any threat. Technology has provided some assistance in this with suites of sensors and electronic sensors to detect launch platforms and missiles but it is the PWO who is the cornerstone of the Command and Control organisation and his

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implementation of pre-planned responses which gives the ship some chance of coping with the speed of events likely in modern warfare. Previous warfare training systems arguably did not produce such an officer. Whatever warfare training policy is finally enacted in the RAN, it must reflect this most essential requirement of the UK trained PWO.

#### **Broadening Professional Horizons**

Continuing warfare training in the UK exposes an officer to broader horizons than he might otherwise be exposed to if his warfare training was conducted within the RAN. Further, it makes feasible the continuation of RN RAN exchange service. The broader and invaluable experience gained by RAN officers in exchange service and their being exposed to the more immediate threat environment of the NATO scene is of significant benefit and has helped maintain high operational standards in the RAN. Access to a larger Service community and to intelligence from sources not always available to the RAN. gives officers a tactical insight which is invaluable in their future careers if they are to formulate RAN policy which accords with accepted allied doctrine.

#### A Technical Base

While criticism of the PWO's in depth knowledge of systems has diminished, the RN has recognised that an improved initial performance level could be achieved with respect to the technical education of the PWO. Accordingly, a PWO technical course of eight weeks' duration has been implemented at RNEC Manadon. The syllabus is being developed to provide PWOs with a greater awareness of the impact of technology on maritime warfare with a better appreciation of the engineering principles which underpin operational capability and weapon effectiveness. The continuing improvement of the PWO course evidences the consciousness of the RN trainers of the importance of the PWO course. RNEC Manadon is a professionally accredited Naval engineering establishment of which the RAN has no equivalent; if the PWO course was conducted in Australia this valuable refinement to the course could be lost.

#### Officer Incentives

If the UK PWO course was discontinued, the basis for subsequent exchange postings is diminished. Exchange service with the RN is currently viewed as a perquisite by RAN officers for the very real social benefit of the opportunity for the family to experience life outside the Australian community. Observing that junior officers' courses are no longer conducted overseas and the Advanced

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Warfare Officers' course is to be terminated, the PWO course remains the only long term overseas experience that many officers can expect. While requite and retribution are not advocated for service, to abandon a facet of Naval life which contributes to officer morale and provides recruiting appeal is a retrograde step.

#### **Conserving RAN Resources**

While RN PWO training in pursued, RN training facilities, Fleet units and aircraft which support the training conducted in those facilities enable RAN resources to be used for more operational purposes.

Similarly, the shortage of trained warfare officers in the RAN would be intensified with the requirement to instruct on RAN warfare courses, The present training facilities at *HMAS WATSON* (the logical establishment for in-country warfare training) are underborne with warfare officers and increasing the training load would increase the criticality of that officer shortfall.

#### Disadvantages of Warfare Training in the United Kingdom

Considerable modification and refinement of the PWO organisation and its inception. Technological advances and altered procedures have required the RN PWO course to adopt and evolve but there is evidence to suggest that it has evolved to a stage which renders it unsuitable for the RAN. The relevance of a UK course for the RAN is now being questioned.

#### **Relevancy of UK Training**

The relevance of RN PWO training is generally decreasing and differences between the majority of RAN and RN ships is becoming greater. While the RAN had a 'British complexion' ships and systems were similar and the training courses compatible. With an 'American complexion' the RAN DDGs, FFGs and the projected FOD are becoming far removed from the new build RN warships. Consequently, procedures and documentation have less commonality and in systems such as Sea Wolf, Sea Dart and Sonar type 184 there is no common ground whatsoever.

The RAN PWO returns to Australia and must complete a six week orientation before he can capably direct RAN weapons and sensors. Similarly, he must complete a course in the RAN (and USN) NCDS AIO system to which he may not have been exposed previously. It is not suggested that training in different weapons or computer systems nugatory effort, but the fact remains that a substantial readjustment has to be made by the PWO on his return to the RAN.

#### Self Reliance

At present, there are 24 annual vacancies made available to the RAN for RN PWO courses. Importantly, it is the RN which decides how many RAN officers can be trained which essentially means that the initiative for training an important component of the officer cadre does not lie with the RAN. The present availability cannot be guaranteed by the British government and it is doubtful whether the RAN requirements would be fulfilled by the RN in times of wartime emergency or peacetime financial stringency. RAN self reliance in warfare training will never be realised whilst all warfare training is conducted in the UK.

#### **Capital Outlay**

Costs associated with PWO courses in the UK have risen significantly and are estimated to be in the order of \$2000 per week per student. That cost figure is not inclusive of travel costs and allowances. To train 24 PWOs per year causes a capital outflow of some \$1.5m annually of which very small amounts would ever find their way back into the economy by way of sub contractors and purchases of fuel and training ancillaries.

#### Personnel Aspects

The family separation for married officers not nominated for exchange service on completion of the PWO course has meant lengthy separations or large, non-recoverable personal costs. Both alternatives are detrimental to officer morale, with personal frustration if he is persuaded by his wife that a lengthy separation is domestically unacceptable. An Australian PWO course would certainly overcome these difficulties.

To achieve an equitable exchange ratio with the RN, it has been necessary to man some RAN Destroyer Escorts with an all RN PWO team. The RN sailor has different attitudes and philosophies to his RAN counterpart and generally requires an RAN Divisional Officer familiar with his problems and the means by which to solve them. The RN PWO on exchange receives no formal Divisional training yet the expectation is that he perform in all aspects just as his RAN contemporary. With an all RN warfare structure, the operational branch sailors lose that valuable RAN Divisional expertise which is detrimental to morale and could reduce operational effectiveness.

#### **Overseas Options**

Optimising the management of modern weapons systems is not a problem peculiar to the RAN. For the purpose of this paper, the French, Canadian and United States Navy systems of the user/maintainer concept are briefly considered. While all the disadvantages of overseas training apply to these systems, it serves to focus the difficulties that must be considered by RAN planners when evaluating an alternative warfare training package to that offered by the RN.

#### **The French Navy**

In 1966 the French Navy opted for a system of 'polyvalence' where the Executive and Engineering branches were fused to produce the user/maintainer officer. The fusion proved unsuccessful as it produced mediocrity in both specialisations and subsequently the French Navy have reverted to two separate, albeit overlapping branches. A technical officer may switch to operations and vice versa; however, once switched, the officer remains employed in that specialisation.

The French Navy is not seriously mooted as an alternative to the RN PWO training because it has seen less commonality with the RAN than does the RN. However, it does serve to illustrate that the total user/maintainer concept is not, at least in the French Navy, the panacea to warfare training.

#### The Canadian Navy

The Canadian Navy was swept up in the amalgamation of the Canadian armed services with common officer training and career packages. The Canadians too, embraced the user/ maintainer concept for warfare officers but found that standards declined in both disciplines. To retrieve the situation, the Canadians have reintroduced a Combat Systems Engineer who remains a technical specialist throughout his career.

The Canadian Navy conducts warfare courses but is not seen as a valid alternative to the RN PWO scheme. Canadian equipments are not used in the RAN although it is recognised that with gradual acceptance of USN equipments some commonality will accrue. However, criticisms of the RN PWO course are probably intensified when applied to the Canadian scenario.

#### The United States Navy

With the increasing predominance of USN equipment in the RAN, a warfare course in the US is an apparent valid option. However, training methodologies employed by the two navies are very different and warrant careful scrutiny.

The USN Line Officer is educated with a Bachelor of Science with subsequent programmes leading to a Master of Science. He is expected to fill operational and technical billets aboard USN Fleet units and this has led to intra USN criticisms that the career officer's training structure is too heavily loaded to engineering. A relevant perspective on USN warfare training as compared to RN warfare training is provided by Commander D.L. Knuth (retired) writing in the December 1981 edition of the USNI Proceedings:

'How has the RN attained greater Battle Group tactical proficiency than the USN with an officer corps that is much smaller than ours and with equipment inferior to ours? Few RN officers have Bachelor of Science degrees and they have no program leading to Masters degrees. RN officers are "Masters" nonetheless; Masters of Methodical procedures. They achieve this proficiency by receiving heavy doses of training at tactical schools which they begin attending at the senior Lieutenant level.'

Commander Knuth's views are not known to reflect USN policy but they are worth considering by RAN planners. The operations training given to USN officers is a period of some three months split between the Surface Warfare Officer School and Tactical Action Officer (TAO) training (the TAO is the USN watchkeeping equivalent to the PWO). This seemingly perfunctory treatment of warfare training in the USN does not satisfy the RAN requirement and would preclude USN operations training as an alternative to the RN PWO Course.

#### **The Australian Alternative**

Diverging equipments, costs, self-reliance and personnel considerations all reinforce the desirability of a RAN warfare course. Whether such a course could produce warfare officers to the same standards as the RN PWO course is a matter for debate, but a lesser product is unacceptable as it would diminish the effectiveness of the technological weapons and sensors presently entering the RAN.

#### Model Training Facilities in UK

At present, model time during the RN PWO course consists of the following:

- one week in the ASUAT conducting ASW procedures as a lead-in to ASW time,
- one week ASW games after the ASW seatime with a tactical rather than procedural emphasis,
- one week AAW games incorporating limited AIC experience,
- · one week AWW games, and
- a final assessment week in a multi threat environment.

Total model time in at sea fitted models is five weeks or approximately 200 hours during the period.

#### Model Training Facilities in the RAN

Procedural training in suitable ship models is critical to the success of any RAN PWO course. The present RAN facility is the Action Information Organisation Tactical trainer (AIOTT) at HMAS WATSON which is presently scheduled to be updated by 1985 with the hybrid DDG/FFG model. The DE model will be enhanced by the addition of the Tactical Operational Plot System (TOPS) but essentially will be made obsolescent by the introduction of the FOD which is to be based on the FFG operations room fit. The Carrier model is unsuitable to train PWOs to operate in a private ship. Therefore, in the long term, only one suitable ship model will exist in which to train an RAN PWO course. Importantly, this is markedly less than the four computerised at sea fitted models available on the RN PWO course.

Due to the physical model restraints, an RAN PWO course would be limited to eight students with a projected four courses per year. Projected maximum usage rates of the AIOTT are 2171 hours annually and while two RAN PWO courses would require 2126 hours per year, three RAN PWO courses would require 2319 AIOTT hours per year. The situation evolves that through model constraints, the RAN is limited to running two PWO courses per year in one effective model. Additionally, there would be no increase in the numbers of trained PWOs or trainer hours as compared to the present RAN PWO course. With one hybrid model (which will be used by FFG or DDG teams but not both concurrently), it does appear that RAN model training facilities are inadequate to provide the same level of training as does the RN PWO course.

#### Fleet Resources

Probably the most valuable training period during the RN PWO course is the sea time. Operational Fleet hulls are dedicated to PWO training and presently consist of:

- Gunnery firings one ship for one week, and
- ASW two ships for two weeks.

The all-up (surface) ship requirement is five shipweeks per course.

The 1976 Defence White Paper projected a 12 Destroyer force for the RAN with a DDG, FFG, DE and FOD mix allowing replacement as aging hulls are phased out. Assuming a constant availability of eight destroyers with an operational year of 40 weeks per destroyer, the RAN has available 320 ship-weeks annually. If the RAN aimed at four PWO courses annually, the dedicated ship weeks required per year for PWO training would be 20 ship-weeks per year or 6.25 per cent of the operational destroyer force of the RAN.

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The availability figures are not based on factual data, but they are cited to give a complexion to the problem of dedicated hull requirements for an RAN PWO course. The Fleet is presently extended in meeting national and operational commitments and, without expansion, would be hard pressed to meet the further training demands of an RAN PWO course. If any such course could not be afforded the required operational hulls, it would be markedly reduced in effectiveness which militates strongly against its being conducted at all.

#### A Dual Training System

An alternative to singular national warfare training is a dual training system where 15 officers per year are trained in the UK while the remainder are trained in Australia. The prime advantage of a dual training system is that available RAN resources could cope with the training load of a reduced RAN PWO commitment. Further, the number of trained PWOs would increase and a training infrastructure would be established so that if, by necessity of RN unavailability, a future decision was made to train PWOs in Australia, that decision could be effected with fewer teething problems.

A dual training system however, has the difficulty of maintaining commonality. With differing weapons systems and procedures between the RN and RAN, it is perhaps inevitable that the RN trained PWO would have very different instruction in warfare to the RAN trained PWO. This could lead to a lack of warfare cohesion in the RAN with subsequent tactical disagreement at sea.

A further adverse effect of a dual system of training is the possible rise of elitism where one system was perceived to be superior to another. This could result in a lowering of morale in those officers who felt that they had completed the inferior course.

Despite the advantages of a dual training system, it does not appear to offer a viable alternative to the RN PWO system. Rather than provide a solution to the problem of warfare training, it retains the original problems and introduces new ones.

#### Conclusion

Doubts exist that the present system of training warfare officers in the UK is not meeting the needs of the RAN. However, UK training has some very considerable advantages which are pertinent to RAN planners evaluating an alternative system:

- The RN PWO scheme has produced an officer capable of co-ordinating a ship's weapons systems in the Defence state and reacting correctly to any threat. Any alternate system must be capable of producing the same qualified officer.
- Warfare training in the UK exposes an RAN officer to a larger Service community which would assist him in his future career when formulating RAN tactical doctrine.
- The RN PWO course is being given a systems loading with an eight week technical course at RNEC Manadon. RNEC Manadon is a professionally accredited Naval engineering establishment of which there is no equivalent in Australia.
- The RN PWO course provides the basis for exchange service which is viewed as a perquisite by the RAN officer. To abandon a facet of naval life that contributes to officer morale and provides recruiting appeal is a retrograde step.
- Continuing warfare training in the UK enables RAN resources to be used for operational purposes.

Disadvantages of continuing warfare training in the UK are becoming more evident as the RAN evolves:

- Increasing differences between RN and RAN ships and equipment is diminishing the relevance of the RN PWO course. RAN officers returning to Australia must complete a six week RAN orientation course before posting to a fleet unit.
- The initiative for training RAN warfare officers lies with the RN and there is no guarantee that RAN training requirements would always be fulfilled.
- National outlays for the RN PWO course are in the order of \$1.5m. If PWO training was conducted in Australia, a large proportion of that expenditure would return to the national economy.
- Officers not selected for exchange service undergo a long period of family separation or are burdened with large non recoverable costs. Both situations are detrimental to officer morale.
- To achieve an equitable exchange ratio with the RN, some RAN DEs have not been manned by RAN PWOs to the subsequent detriment of the operational sailor's welfare.

The French and Canadian Navies experimented with the user/maintainer concept with adverse results; they have both reverted to specialised operations and technical officers. Neither the French nor Canadian Navy offer a viable alternative to the RN PWO system. While commonality exists between the RAN and USN ships and equipments, USN Warfare training methodology does not lend itself to the RAN. The absence of a long tactical course precludes USN training as a viable alternative to the RN PWO course.

RAN model facilities are inadequate for PWO training in Australia with a projected update to the AIOTT at HMAS WATSON giving only one model that is suitable for warfare training.

The RAN is presently extended in meeting national and operational commitments. Unless the destroyer force is expanded, the RAN would be hard pressed to provide the dedicated hulls required for warfare training. A dual RN/RAN warfare training system is not a viable alternative to the RN PWO course as it does not solve present problems but does introduce new ones.

An Australian PWO course overcomes the problems of relevancy, self reliance, reducing capital costs and reduced morale for officers not offered exchange service. However, the ability of the RAN to provide the backup training resources is inadequate and a course of lower standard could result. For this reason, continuing the PWO course in the UK is presently the best option. It also has the added advantages of overseas service for RAN officers.

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![](_page_35_Picture_7.jpeg)

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# HMAS COOK - TOWARDS 2000?

by Lieutenant Commander J.R. Brown, RAN

HMAS COOK, bearing the illustrious name of the discoverer of the east coast of Terra Australis, is, like him, somewhat unique.

As the present Executive Officer, and newcomer to the 'White Navy' I was concerned that so little seems to be known about the ship's capabilities or role, in general naval circles. So, with this in mind, I decided to attempt to impart some salient facts about this relative newcomer to the RAN.

To begin with, her vital statistics: COOK is the result of the RAN's commitment to Military Oceanography, back in the late '60s. A product of the Directorate of Naval Ship Design, she is 96.3 metres long, has a beam of 13.4 metres and a draft of 3.7. Her loaded displacement is 2,500 tonnes. The keel was laid in March, 1975, and Mrs. Joy Killen, wife of the then Minister of Defence conducted the launching ceremony in August, 1977. HMAS COOK was commissioned on 28 October, 1980.

The COOK has a complement of 110 officers and men, with accommodation for up to 13 scientists (including females). Although her main role lies within the RAN, it is envisaged that whenever possible, the use of her facilities will be offered to the marine community too. COOK has an impressive range of equipment which can be discussed under the broad headings of oceanographic, hydrographic, navigation, meteorological, data processing and engineering elements.

The main oceanographic equipment consists of Plessey 9040 VCTOD probe (Velocity Conductivity Temperature Dissolved Oxygen and Depth), with digital readout and plot, Datawell Waverider buoy, Sippican 1800 metre Expendable Bathy thermograph, Plessey Thermosalinograph and various core sampling equipment. The sea surface temperature is constantly monitored at two levels on the hull and at the engine cooling water inlets. An Autolab Induction Salinometer is also installed for the testing of Nansen/Niskin samples. As in most modern ships, pitch and roll of *COOK* is monitored from the MK 19 gyro compass. A 13 tonne capacity oceanographic winch is located aft beneath 2 deck. Handling of bulky equipment is facilitated by an A-frame located on 2 deck and can be located either at the stern or aft on the starboard side. Cable capacity is 10,000 metres of 16mm wire rope. Three hydrology winches, each of 3 tonne capacity are located aft on 1 deck. Cable capacity for these is 10,000 metres of wire rope or 6,000 metres of electric conductor cable. A 5 tonne capacity electro-hydraulic crane is also located on 1 deck. Jib length of the crane is 15 metres.

There are two oceanographic laboratories, one wet and one dry, situated in the after part of the ship with immediate access to the hydrology winch deck. They are used mainly for the handling and testing of samples; however, there is limited capacity for storing, the main storage area being a 17 cubic metre refrigerated compartment also situated in the after part of the ship.

A scientific workshop enables the preparation and maintenance of equipment.

Although HMAS COOK's prime role is oceanographic research, the ship is capable of conducting hydrographic surveys. The main equipment used is the Data Instruments Corporation Stabilised Narrow Beam Echo Sounder (SNBESS). This system utilises a pitch compensated transmitting beam and 16 roll compensated 2 2/3 degree receiving beams at a right angle to the transmitted beam. The bottom on either side of the ship is sounded, making a continuous record of the amount and direction of slope on either side. Depth range of the SNBESS is 45 metres to in excess of 11,000 metres. It is worth noting that HMAS COOK was the first ship in the world to have this particular system fitted at a cost of over \$1,000,000.

A Simrad fully trainable hull mounted sonar with a range of 4000 metres is fitted to assist in locating underwater obstructions. One 10 metre Survey Motor Boat with a precision echo sounder and specialised navigational equipment is carried to enable surveys to be carried out in restricted waters. *HMAS COOK* has the ability to collect tidal data by deploying portable automatic tide gauges to suitable shore sites and can carry out limited geodetic surveys in support of hydrographic tasking. Another first for *HMAS COOK*: she is presently Australia's only 'custom' fitted maritime surface and upper air meteorological observing station.

A radiosonde flight can be launched at 12 hourly intervals whilst at sea. Data is signalled to the Bureau of Meteorology in Melbourne who retransmit to offices throughout the country. As *HMAS COOK* is the only ship in the Australia Area fitted with this equipment, much data is provided which would not otherwise be available.

On the surface, continuous monitoring is made of wind speed and direction, atmospheric pressure, dry and wet bulb temperature, sea surface temperature global radiation and all wave radiation. This data, along with position, course, speed, sea state and swell state is signalled to the Bureau of Meteorology every six hours.

All data collected must be quickly and easily correlated with ship's position. Besides traditional methods, the navigator has three aids to determine position. Miniranger is a short range radar based system which utilises a number of shore stations to provide an accurate position up to 20 nautical miles offshore. Argo is a low frequency radio fixing aid, again using shore stations, which can be used up to 200 nautical miles offshore. SATNAV utilises United States navigational satellites to fix the position of the ship when well offshore. It is accurate to within 200 metres.

This plethora of information is channelled to the 'nerve centre' of the ship, the data logging compartment, where the Hewlett Packard 1000 E series processes it. The computer has a 164K random access memory and 19.6 million bytes of online disc storage. Three magnetic tape drives provide unlimited archival storage.

The HP 1000 system is programmed to continuously log the readings from the sensors according to a pre-determined sampling cycle. The data is stored onto magnetic tape for later processing, either on the ship or at shore facilities. The data logger also maintains a continuous estimate of ship's position. This is achieved by taking the latest fix, the Navigator's estimate of the current, and speed and course information read directly from the electromagnetic log and gyrocompass respectively. Scientific staff can use the data logger for problem solving in either the Fortran, Basic or Assembler languages. HMAS COOK's engineering fit has been specifically designed to enhance her scientific role.

Main engines are four D398 Caterpillar 12 cylinder 640 Kw diesels driving two shafts with 2.6m controllable pitch propellors. Maximum speed is 17 knots. Range at cruising speed of 14 knots is 11,000 nautical miles.

Electric power is provided by four Caterpillar diesel generators (total wattage 2,200 Kw). These generators power the ship's scientific and domestic equipment, and the auxiliary propulsion system. This system comprises a 300 Kw 360 degree rotatable Pleuger bow thruster and a 220 Kw Pleuger active rudder which can be turned from 90 degrees port to 90 degrees starboard. Primary reason for this propulsion system is to maintain the ship on station with a certain degree of precision whilst oceanographic equipment is overboard. The auxiliary propulsion system greatly simplifies manoeuvring in close guarters. enable wires lowered from winches less than 5 degree deviation from vertical, berthing/unberthing, and can be used to propel the ship at up to 6 knots in the event of main engines failure.

A 'silent' running 200 Kw generator is housed in the funnel compartment on 02 deck. This generator is resiliently mounted for quiet running when noise and vibrational interference must be reduced to a minimum and with only this machine operating, the ship is in its optimum state for performing underwater, acoustic experiments.

Two other rather unique features about *HMAS COOK* are her After Conning Position (ACP) and the clean Port Side. The ACP on 01 deck aft enables the Officer of the Watch to manoeuvre the ship on station, and, at the same time, observe the operation of the crane and/or the winch(es). All the overboard discharges are located on the starboard side of the ship leaving the port side sea surface as clean as possible for sampling purposes (and also for those tropical waters swimmers at "Hands to bathe")!!

It is envisaged that *HMAS COOK* will become fully operational in her vital role in early 1983.

It is no secret that *HMAS COOK* has encountered several serious mechanical problems since commissioning. In fact as I write this article the ship is in dry dock for the third time in the last year undergoing major mechanical rectification work. Despite her 'lingering malady', the unfortunate nicknames she has adopted either from the press or 'locals', "pawn piece, white elephant or lemon", I am convinced that *COOK* will, with the amazing complexity of equipment, extend the realms of oceanography for Australia in the years to come and make her worthy of the famous name she bears towards the year 2000.

# THETFORD AND THELDOM

by Captain C.B. deCourcy-Ireland RN(Rtd)

This article is a further recollection of the author's service in Flinders Naval Depot during the years 1922–1924.

The first sight the relationship between these two might have appeared to be somewhat incongruous. But such relationships arise in the most unexpected ways and between characters who on the face of it are poles apart.

In this case moreover, Thetford was an Officers Steward 2nd class (Leading Steward), and Theldom a small grey mare of uncertain ancestry and indeterminate age. Thetford was the Wardroom Wine Steward, a rather scruffy looking little man with a lined face, a gap in his front teeth and a lisp. He was clumsy and forgetful, but terribly willing and anxious to please. A glance at his Service Certificate one day showed years of unblemished character; but only average assessments for ability, with one bad lapse. I asked him tactfully about this and he told me the awful story. He was Valet to an Admiral at the time. The Flagship was about to carry out a practice shoot; and it was one of Thetford's duties on such an occasion to see that everything in the Admiral's cabin was secure from possible damage. Including some valuable prints of which the Admiral was very proud, and which hung on the bulkheads. Thetford took down the prints, placed them carefully on a thick rug on the dock, turned out the lights, locked the cabin door and went off to his action station. On conclusion of the shoot he received a message to prepare a bath for his Master. He charged into the cabin, and ever forgetful, landed bang on the prints groping for the light switches. There was a devastating crash of broken glass. Fearful of the wrath to come Thetford turned on the bath, cleared up the mess and returned to the Bridge to confess. The Admiral was not pleased and expressed himself with considerable force and at some length. But worse was to come - in his misery and confusion Thetford had forgotten to turn off the bath! By the time the Admiral came aft the water was six inches deep in the cabin and the Admirals carpets truly soaked. Poor Thetford: he was drafted into Barracks, and whilst there he saw an Admiralty Fleet Order inviting applications to join the RAN. He applied and was accepted. 'I was just on me twelve years' he said, 'and I didn't fancy me chances outside; so I came out here'.

'Was there ever a Mrs Thetford?' I asked.

'Yes', he said shortly, 'She walked out on me; said I was no good. I dunno what happened to her'.

Just how he came into possession of Seldom was not altogether clear. Something about a country race meeting and a rather drunk Australian. Anyway he felt sorry for the little mare who was obviously being ill treated, and bought her for £2. He brought her back with difficulty; and got permission to put her in a rough paddock at the back of the Wardroom. 'I'd always liked horses,' he said, 'since I was a kid and used to drive a milk cart at times for me uncle'.

For weeks he couldn't get near her. She was distrustful of human beings and wouldn't let him touch her. But he kept at it. 'I took her something every day, and I talked to her' he said. Gradually she lost her fear, until there came the great day when she allowed him to put a bridle on her. He found, bought, and dished up an old buggy; and within six months he was driving her. 'She must have done it before' he said, 'took to it like a duck to water'.

"Why call her Theldom?' I asked and could have kicked myself. He grinned. 'My lisp', he answered. 'Theldom caught: she 'as to come of her own accord'.

And so the relationship between man and horse grew. He spent hours talking to her, and she would stand there listening as if she understood every word. I often saw them but I never intruded. I guessed he was pouring out his soul to her, all the frustrations and failures of his life that he could not confide to anyone else. Thetford had found someone to love, and who returned his love.

'Going up to town for the week-end, Sir?' he would ask. 'Run you up to the Station'. And off he would go to invite Seldom to take me. I would stand at the bottom of the steps outside the Mess and as they came round the corner of the block, Seldom trotting delicately along and Thetford sitting proudly upright on his seat, he would call out 'Coming Sir'.

'What's going to happen Thetford?' I ventured once towards the end of my time at FND, 'if you get a sea draft'. 'Drafting Officer says I'm safe here until my time's up next year' he replied. 'I got it all fixed up. Me and B\_\_\_\_\_ is teaming up and I'll help her run the store. I've introduced her to Theldom and they've took to each other. There's a good paddock behind the store'.

I was surprised. B \_\_\_\_\_ ran a small general store at Crib Point. A massive good natured woman who was popular among the locals; but I had no idea that Thetford knew her. I congratulated him. 'Well' he said, 'it's logical like. She 'assn't seen her husband in years and for all I know my wife is dead. And Theldom gave her approval, didn't you old girl. So that's that'.

He drove me to the Station for the last time to catch the train to Melbourne and the boat for England. Final send off at the Mess; past the Drill Hall and the Guard House: up the hill past the Married Quarters to the Station. My gear had gone on ahead in the lorry. Thetford was strangely uncommunicative but there was a strange air of suppressed excitement in his manner. Something was afoot, but for the life of me I couldn't think what.

At the Station he put my suitcase in the train while I bought my ticket; but seemed in a hurry to be off. I gave Seldom a last pat, shook his hand, thanked him again and wished him the best of luck. He grinned.

'Hope to see you again soon' he said mysteriously, and climbed up to his seat.

As I looked out of the carriage window I saw hinm with his whip raised. He had turned the buggy round and was facing towards Wolamaloo. The Engine drive was leaning out of his cab; the Station Master was poised to blow his whistle; there was an air of expectancy among all the faces looking out of the windows.

The Station Master blew his whistle, the Engine driver gave a toot and opened his throttle, Thetford lowered his whip, an outraged Seldom sprang into life and we were off.

It was 3 miles to Wolamaloo and the road ran alongside the line for most of the way. Seldom of course got away the quickest, and spurred on by anger at the indignity of even being touched by the whip, soon established a good lead. But I had a feeling that the rough surface and unevenness of the dirt track road would take its toll. Sure enough at the half way stage the train had almost caught up, and although every passenger aboard the train was cheering her on, the strain was beginning to tell on the little mare.

A startled mob of wallaby which took to the track ahead of us caused the driver to brake momentarily and lost him ground, but at the two mile post he was drawing ahead.

And then I remembered the points. The line doubled ¼ of a mile short of Wolamaloo and there was a curve just before that. I prayed that the Engine Driver would remember too: we were swaying like a drunken sailor. He did, and just as I thought we were done for slammed on his brakes. The whole train shuddered and slowed and we took the points with a jerk. But as we rounded the curve and straightened up for the Station there was a buggy just mounting the ramp at the end of the platform. Astonished passengers scattered hastily as Seldom slithered to a halt. Thetford and Theldom had done it: they had beaten the Crib Point to Melbourne express.

The Australians are a generous breed. They erupted from the train and crowded round the buggy and the little mare standing there with her flanks heaving and her head down. A lot of money had changed hands on that race, but winners and losers alike joined in their praise. Someone threw their winnings into the buggy and in a flash there was a shower of notes and coins. 'Buy her some feed' said one: 'Enter her for the Melbourne Cup' shouted another: 'get yourself a pint and one for the mare', cried a third.

B\_\_\_\_\_\_ took her place beside Thetford and Seldom, — she must have been on the train; someone fetched the Engine Driver. It was quite a scene. Thetford stood there, tears of happiness streaming down his cheeks. He had lost his cap and he looked more dishevelled than ever, but his cup was full.

'Take care of them both, I said, and Seldom raised her head. She had got her wind back and was ready to take on the world. 'I sure will' replied B\_\_\_\_\_, with a look of motherly pride at her new dependants. 'Take care of yourself luv' and she proferred me an enormous check.

And there they stood and three of them, as we chugged slowly out of the station. It happened over fifty years ago, but down the lanes of memory I can still hear the clip clop of little hooves and that cheerful call 'Coming Sir'.

![](_page_41_Picture_15.jpeg)

# SHIPS AND THE SEA

A recent 'Ships and the Sea' article dealt with the composite full rigged ship SOBRAON. With the assistance of several members we can now look at the same ship in her later, and most important role.

Purchased by the New South Wales Government in 1881 for use as a Nautical School Ship, SOBRAON was re-purchased in 1911 by the Commonwealth on behalf of the RAN. Dry docked, surveyed and re-fitted, the old ship was commissioned as *HMAS TINGIRA* on 25 April 1912. Between that date and 25 June 1927 a total of 3158 Boy Seamen were trained for further service in the RAN.

Permanently moored in Rose Bay, *TINGIRA* was a familiar sight with her white hull and buff masts. All three masts had been cut down to lower-masts only with one yard each on the fore and main masts. Outfitted with a number of 32ft cutters and with accommodation spaces built above the main deck, she presented the typical 'hulk' look.

Life aboard *TINGIRA*, like the discipline, was hard. For the trainees (2nd Class Boys) it was a long, full day with Call to Hands at 0530 and Pipe Down at 2200.

Although I haven't been able to find too many details of the culinary delights savoured by the *TINGIRA* trainees, the menu available to the inmates of *NSS SOBRAON* would have been much the same.

Leave and pay appeared to be reasonably generous, especially in those days. Weekly pay was £0/7/6 with 1 shilling paid to the trainees and £0/6/6 credited to the trainees' pay card. Short leave was granted from 0900-1800 on each alternate Wednesday, Sydney natives were luckier, they had each weekend free from 1300 Saturday to 1800 Sunday.

Entertainment was sparse. Silent movies each Sunday night and the occasional singalong around the piano. Tobacco and alcohol were forbidden. Typical daily routine was:

- 0530 Call the hands, lash up and stow
- 0600 Both watches, scrub decks
- 0700 Two watches boat pulling Two watches — PT
- 0745 Both watches mustered to hoist the cutters inboard, then all hands over the masthead
- 0800 Hands to breakfast, OC change into the dress of the day (white tuck suits similar to No 7s)
- 0900 Divisions and Prayers, followed by instruction in academics, seamanship, gunnery, signals, parade training and the use of firearms.
- 1200 Hands to dinner
- 1300 Both watches continue training
- 1600 Two watches to wash and repair clothes. Two watches proceed ashore for sport. (Irrespective of the sports played the participants had to pull a 32ft cutter half a mile each way and then hoist the cutters inboard on return to the ship)
- 1730 All boats hoisted inboard
- 1800 Hands to dinner
- 2100 Rounds
- 2130 Turn-in
- 2200 Pipe down.

Trainees spent 12 months in *TINGIRA* before being posted to fleet units for further sea training; after which they were eligible for promotion. *TINGIRA* boys served in both World Wars and in Korea. Many were commissioned or became Senior Sailors. Some 50 were serving in *HMAS SYDNEY* when she engaged and sank *SMS EMDEN*.

On 25 June 1927, due to defence cut backs, *TINGIRA* was paid off into reserve. She was sold to Mr W.M. Ford on 3 November 1927 and whilst laid up in Berry's Bay used as a viewing platform in 1932 for the opening of the Sydney Harbour bridge. Re-sold to S. Friere in 1935 she was reduced to the status of a coal hulk. In 1937 *TINGIRA* was subject to litigation over mortgage payments. Eventually she was towed to Kerosene Bay and broken up.

#### **Robin Pennock**

with the assistance of Ross Gillett, John Maddock, Joe Straczek

The German armoured cruiser BLUCHER mounted '8.2" guns disposed in same patterns as Westfalen battleships in the belief that British battlecruisers of Invincible class would also have guns of the same calibre'. This quotation is from the work of John Taylor on German Warships of World War I, but similar guotations could be taken from a large number of works. I have been told that the late Alan Payne's father produced a design for a cruiser with twelve 9.2" guns and that this design was "leaked" to the German intelligence. When it is considered that BLUCHER was laid down in 1907 and the first true German battlecruiser, VON DER TANN, was not begun till March 1908, it might seem that the British ruse was successful; but I would like to question whether the allegation, in fact, was true.

The designs for the Invincible class were hammered out during 1905 and all three ships of this class were laid down by April, 1906. They were all launched in the first half of 1907 and at least two of the units were running builders' trials by mid-1908. The Invincible class design was certainly revolutionary; but, as with DREAD-NOUGHT, it was partly the speed of the construction which caught the breath of the world. The rate of construction even overtook the British armoured cruiser programme and led to the cancellation of the last of the Minotaur class, ORION.

The German ship builders always took things quietly. They were conservative and tried to build ships with a great deal of internal strength. They were not given to making radical changes in design unless forced to do so. It is my contention that *BLUCHER* was just a logical development in the line of German armoured cruiser design, influenced by some foreign designs but not influenced by *INVINCIBLE* to any degree.

It is interesting to compare the BLUCHER with her predecessor, the SCHARNHORST, and the SCHARNHORST in turn, with the ROON. BLUCHER was 4,000 tons larger than SCHARN-HORST, nearly 60 feet longer, and had ten feet more beam. SCHARNHORST had been only 2,000 tons larger than ROON. BLUCHER's machinery delivered 34,000 IHP (approx) 8,000 more than that of Scharnhorst, which in turn was 9,000 more than that of ROON. In armour, measured by thickness, there was not much difference. BLUCHER's main and turret armour was slightly thicker, but the upper belt and protection given to the secondary guns was less.

In terms of broadside, *BLUCHER* mounted two 8.2" and one 5.9" guns more than *SCHARN*-*HORST*. *SCHARNHORST*, in turn, mounted two 8.2" and two 3.4" guns more than the *ROON* on the broadside, though at the cost of two 5.9" guns. The difference in weight of shell fired by the respective broadsides of *BLUCHER* and *SCHARNHORST* was about 600 pounds. In the light of these statistics it is therefore at least possible to suggest that *BLUCHER* was just the logical expansion of the *SCHARNHORST* design, in the same way as *SCHARNHORST* had been a development of the design of the *ROON*.

No ships are built in a vacuum and it is interesting to compare BLUCHER with the foreign construction at the time. In the United States, the Tennessee class with their main armament of four 10" guns had been laid down since 1903. In Italy, Cuniberti's battleship/cruiser type, the Regina Elena class, with two 12" guns and a speed of 22 knots, had been building since 1901, while the Japanese Tsukuba class cruisers, with four 12" guns, had been laid down in 1905. All these ships completely outclassed the BLUCHER in terms of firepower, but they do not seem to have affected German design. If BLUCHER was built to answer any ship, it was the Russian cruiser RURIK. Built in Britain, laid down in 1905, the RURIK displaced over 15,000 tons, carried a main armament of four 10" and eight 8" guns; and with a top speed of over 21 knots she outclassed all the German armoured cruisers built until that time. In any future war, the RURIK would have been in the Baltic and had to be faced. The BLUCHER had the guns and the armour to match the Russian ship, and she was given a design speed of 241/2 knots so as to be able to catch her. In fact, she did 25.86 on the mile.

One other fact might affect the notion that the British deceived the German Admiralty: the design date of the VON DER TANN. Although the ship was not laid down till March 25th 1907, the design work had been begun in August of 1906 and was completed by June of 1907. Consequently, even if the Germans had known all the specifications of the Invincible class from the moment the first unit had been laid down, February 1906, I do not think they could have built such a design, radically new for them, any more quickly than they did.

In conclusion, I might suggest that BLUCHER was not a hybrid ship built as a result of British deception, or a battlecruiser, but rather just a fast armoured cruiser built in response to needs of the German Navy at the time. The speed of construction of the British battlecruisers meant that BLUCHER was obsolete by the time she was completed. But then so were the large Italian and Japanese armoured cruisers which were completed still later.

The Germans used the *BLUCHER* as a battlecruiser and paid the price. She was sunk after a stern chase by British battlecruisers, the very situation in which she was most vulnerable. Probably the *BLUCHER* should never have been deployed on such a mission, though her loss might well have saved the German battlecruisers in that engagement from destruction.

Father Michael Head, S.J.

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![](_page_44_Figure_0.jpeg)

# REVIEWS

BOOK

#### OLD FRIEND, NEW ENEMIES, by Arthur J. Marden, Oxford University Press, 521 pp. plus Index.

From its formation in 1868 the Imperial Japanese Navy was closely modelled on the Royal Navy. Professor Arthur Marder examines the events which led to the gradual decline of this association and compares the strategic planning of the two Navies in the years leading up to the outbreak of war in the Pacific.

The author's research has yielded a wealth of information relating to the period, of both the Royal Navy and the I.J.N. and he is thus able to highlight the factors behind each major decision taken on the road to war. He also examines the principle personalities in each Navy and shows how the character of these people ultimately effected the development of strategic policy. The author then casts the spotlight on the internal differences in the Navies and their allies - the differences between the British and the Americans over Pacific policy and in particular the basing of a battle fleet at Singapore, the differing opinions of the younger, more redical officers of the I.J.N. and the more moderate leaders like Admiral Yorei and Yamamotor, and between the Japanese Navy and Army over the acceptance of the Impertite Treaty with Italy and Germany.

'Old Friends, New Enemies', is however, a very difficult text to become involved in, due to the amount of fine detail which is included. It is an extremely easy book to put down. The work is more suited for a library than a home bookshelf, and would make an excellent reference book.

G.A. Dunk

# HISTORIC SHIPS OF AUSTRALIA, Dacre Smyth, 82 pages.

This is Dacre Smyth's third book of paintings, poetry and prose. *Bridges of the Yarra* was published in 1979 and *Lighthouses of Victoria* in 1980. For this book the artist/author has travelled widely to research, locate and paint the 82 ships which still exist around Australia.

The vessels depicted span 120 years, from SANTIAGO (1856) to AMITY (1976), and in size they range from the Warrnambool lifeboat to HMAS MELBOURNE. As is his usual practice Dacre Smyth has researched and set out the history of each of his subjects and has written a short poem for each. As he explains in the preface:

'Despite the pleas of one or two of my friends to "leave out the poems next time, Dacre", I have also followed my previous practice of penning a brief verse in honour of each painting. I hope that most of my readers will accept such doggerel in the spirit in which it was written!'

As a non-painter I cannot comment on the technical aspects of the brush-work, suffice it enough to say that the paintings are pleasing to the eye and are faithful to what the eye sees. I would comment though on the fact that in its own way this book will help preserve our history. It should also awaken the reader to the fact that much is being done to preserve the maritime history of this country. It also brings into sharp focus that most of the restoration is being carried out by private individuals with little governmental assistance. This includes the restoration of vessels such as (ex-HMAS) CASTLEMAINE and

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(ex-HMAS) DIAMANTINA. Both ships are depicted in this book.

Historic Ships of Australia also serves to jog the reader's conscience that there are other historic ships being left to rot and slowly disappear. The RAN submarine J3 and the monitor CERBERUS (both in Port Philip Bay) are but two. No doubt (ex-HMAS) MELBOURNE will be allowed to go the same way.

A number of the paintings in *Historic Ships* are of paddle-steamers, once the lifeblood of inland Australia. This reviewer believes that Dacre Smyth has correctly included them — they are no less important than the 'saltwater' vessels. Most of these old timers are being restored, preserved or operated in such widespread locations as Lake Alexandrina. Mannum, Echuca, Shepparton and Yarrawonga. One of the paintings shows *P.S. ADELAIDE* in an advanced stage of restoration. When eventually restored *ADELAIDE* will become the second oldest working paddle-steamer in the world.

Perhaps at this stage its worth mentioning Dacre Smyth's fourth book Old Riverboats of the Murray. It is a soft covered, less expensive and more localised book but containing just those river steamers extracted from Historic Ships.

To sum up. The paintings contained in *Historic Ships of Australia* are pleasing to the eye and the historic data gives a well-rounded appreciation of the nautical history of Australia. Hopefully the total effect will not only enhance the bookcase or coffee-table, but also stir the conscience and make the reader more aware of what needs to be done to preserve our maritime heritage.

Historic Ships of Australia is available in most bookshops but members of the Institute may obtain their copy direct from the artist, author, poet and publisher by writing to Dacre Smyth at 22 Douglas Street, Toorak, Victoria 3142. Price is \$19.95 post free.

![](_page_45_Picture_6.jpeg)

#### **New Members**

A/Sub Lt Williams Mr G.H. Thompson Mr R.J. Ambrose Mr H. Grevby Professor Dr Jurgen Rohwer A NAVAL CAREER — REPORTS OF PROCEEDINGS 1921-1964 by Rear Admiral G.G.O. Gatacre, CBE, DSO, DSC\*, RAN Retired. Nautical Press Publications, Manly, NSW.

This autobiography charts the career of Admiral Gatacre and sheds some interesting light on several naval engagements of World War 2, particularly the pursuit of the *BISMARK* and the first battle of Savo Island.

Admiral Gatacre's Service career included Navigating Officer of HM Ships EDINBURGH, RENOWN, NELSON and RODNEY, SO (Operations and Intelligence) in HMAS AUSTRALIA, and staff duties in Navy Office during that war. He commanded HMAS ARUNTA in 1945-47, HMAS ANZAC during the Korean War, and commissioned HMAS MELBOURNE as her first Commanding Officer. His range of duties, including FOCAF and FOCEA, was extensive and his story is certainly worth telling.

My regret is that a suitable biographer did not offer himself to tell it. Some passages offer the author's considered opinion, based on wide experience, of a particular engagement or incident: these pages are detailed in their description and I have no disagreement with their approach — although some other authorities have reached different conclusions.

However, it is in the area of personal achievement that the Admiral's writing seems somewhat lacking. This manifests itself on the first page of narrative (p.6), where we learn that 'GATACRE G.G.O.' was one of the 11 successful candidates for the 1921 RAN College entry — there is no further mention of the other 10, either by name or achievement. By page 9, the Admiral is a Chief Cadet Captain and excellent all-round sportsman, seemingly saving the day and/or taking first prize every time, and a similar tone pervades the whole book. A biographer would have been able to cast a more objective and favourable light on the Admiral, to the benefit of himself and the book.

Admiral Gatacre's style is straightforward, but there are far too many exclamation marks where a descriptive word or two would have added to the emphasis of the story in their place. Some of the spelling used is quite original and, while the photographs are good, the sketches by Commander James are of variable quality.

Altogether, a book I would recommend to be borrowed, rather than bought. But it should be read by those interested in the RAN's earlier years, and the life of one of our most experienced officers.

**Richard McMillan** 

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#### HMAS MELBOURNE by Timothy Hall; George Allen & Unwin, 223pp, Rec. Retail \$14.95.

Although I have no knowledge of any of Mr Hall's previous works, on reading *HMAS MELBOURNE* I am certainly aware of his descriptive journalistic skills but am unable to sense any previous naval background. This is a pity because overall the author has a great deal of difficulty in coming to grips with factual accuracy.

Mr Hall begins by painting a verbal picture of the *MELBOURNE* which makes it difficult for the reader to understand how this ship could ever float let alone put to sea. He then goes on to suggest that life on board this rusting old hull exists in conditions not unlike those encountered in the First Fleet.

Following this graphic description of life on board we are treated to a short chapter on the history of the RAN, *HMAS MELBOURNE* and her aircraft. An even shorter chapter highlighting a few aviation anecdotes and the author's misunderstanding of basic aerodynamics is followed by perhaps the best chapter of the book entitled From the Bridge. This chapter is virtually an interview with Rear-Admiral Hudson and is by far the most accurate and distortion-free section of the book.

The remainder of the book, 94 pages excluding the index and chronology, is taken up with graphic description of the two major collisions involving *MELBOURNE* and draws heavily from three previous books written on these subjects. The final reference to a *MELBOURNE* replacement as *HMS INVINCIBLE* has of course been overtaken by events.

For someone reading this book with firsthand experience of life on board there will certainly be areas that ring true. But for the most part the author has applied selective listening in his research and the book is peppered with incorrect statements quoted as fact. To exacerbate the situation, a large proportion of the many fine black and white plates are incorrectly sub-titled, something that can be expected in a daily newspaper but not in a hard-cover book.

There is no detracting from the fact that MEL-BOURNE is old, nor that living conditions aboard her were unpleasant, but these conditions apply to a large majority of warships and the average suburban home or a passenger liner cannot be used as the comparative yardstick. Perhaps the author would have been more convincing if he had compared MELBOURNE with conditions on warships of a comparable vintage.

This book will undoubtedly find a curious market amongst the many sailors who have served in *MELBOURNE* over her long career and most will recognise the inaccuracies. Unfortunately, the uninformed will not receive the correct picture.

P.J. James

![](_page_46_Picture_10.jpeg)

The following extract from 'Abstracts of Military Bibliography' Volume 16, No. 1 of Jan-March 1982 (published by Captain R.A. Mitchell, Argentine Marine Corps), will serve to demonstrate the international acceptance of the Institute and the Journal.

#### NAVAL WARFARE

THE IMPACT OF TECHNOLOGY ON MARITIME WARFARE IN THE 1980s. Robertson, B.D. Journal of the Australian Naval Institute (Australia), August 1981, p. 10-15.

Throughout the eighties, technological advances will result in the introduction of world wide surveillance systems, more reliable methods of identification and weapons which are faster, smaller and more capable of destroying their targets. Rapid communication systems associated with combat data systems and data links will provide concise and immediate command and control from the highest pinnacle of authority. Technology in the support role will assist in the balanced and timely supply of stores and spare parts. Building and repair facilities will improve enabling a greater fighting effort to be available when needed. The rate of advancement and the availability of technology will have a considerable impact on the balance of power between maritime forces during the 1980s. These advances in military technology will have a marked impact on maritime warfare but the most important factor remains the man. His ability to react under conditions depends on training, discipline, morale and leadership. The deciding factor in war will be the man's skill to use the technology at his disposal at the "moment critique". The ability of man to master the technology at his disposal at the chances of success should war be necessary.

Reprinted from Journal of the Australian Naval Institute.

# FROM THE SECRETARY'S DESK

Congratulations and thanks to those members who have paid their subscriptions for 1982-83. The Membership Sub-Committee is pleased to report that over half the subs are in already, but wish me to remind the slow payers that we are trying for a record this year — all subs paid by the end of 1982. So if you have not sent your cheque, please do so right now. A dozen recalcitrants costs the Institute a considerable amount of time, effort and money.

Whilst on financial matters, I have been asked by the Council to inform members that the costs of insignia and journal binders will be increasing very early in the New Year. So this is your last opportunity to buy cuff-links, crests and binders at the old prices — order now, as the next journal will probably contain the new prices.

**Geoff Cutts** 

![](_page_47_Picture_4.jpeg)

### **SEAPOWER '81 — REVISITED**

As announced in previous issues of the Journal, it is intended to devote the February 1983 Journal to articles based on the topics discussed at the '81 Seminar.

Many of the distinguished guests and speakers at Seapower '81 have indicated their intention and willingness to provide follow-up articles.

Should other members wish to contribute, or raise discussion points or even argue with the benefit of hindsight then please do so. The earlier we receive your items the better — time may even permit answers to be printed alongside the pertinent question.

Final deadline for copy is 20 December 1982.

Hon. Editor

### **SEAPOWER '81**

The Proceedings of SEAPOWER 81 are available from the Institute at \$12 per copy. (Those who attended the Seminar receive a copy automatically, the cost being included in the registration fee). The Proceedings contain the papers presented at the Seminar.

Send your cheque to the Treasurer, Australian Naval Institute, P.O. Box 18, Deakin, ACT 2600.

![](_page_47_Picture_14.jpeg)

### JOURNAL SIZE

There has been an amount of correspondence over the past few months regarding the overall size of the Journal. May I assure members that discussions with the printer have been fruitful and we will return to the 'old' size.

Hon. Editor

### NAVAL INSTITUTE INSIGNIA

![](_page_48_Picture_1.jpeg)

The Council of The Australian Naval Institute advises that cuff-links and mounted crests featuring the badge of the Institute are now available for purchase by Members.

The cuff-links are robustly made and are attractively finished in gold and black. They are epoxy-capped to ensure long life and are packaged in presentation boxes. The price is \$7.00 a pair, which includes postage.

The crests are meticulously hand-painted in full colour and are handsomely mounted on polished New Zealand timber. They measure 175mm x 130mm (5" x 7"). The price is \$13.00 each, which includes postage.

Both items are obtainable from the Treasurer.

#### The Council of the ANI regret to inform Members that the cost of Naval Institute Insignia will rise in February 1983.

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