



ISSUE 124

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LCDR Stoker – An Example of Leadership

**An Expedition in Regime Change:
Australia's party to the Ralliement of
New Caledonia during World War II**

**Those They Left Behind
The Forgotten Naval Men of Sydney**

Port Ash Update

JOURNAL OF THE
Australian Naval Institute



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President's Message

First, a number of thanks. First, to our Friends and Sponsors. Their support is helping restore the ANI to a sound financial footing. Next, as the President, to the Councillors. I mention the efforts of Geoff Lawes, whose work on the website has been terrific, and Josh Watkin and Robert Wright, all of whom have completed ADEFA time and returned to sea. Lastly thanks to our office manager, Jean Davitt, who provides excellent value for money in her ANI services.

2006 was a good year. We held a number of successful social events, ADEFA breakfasts and seminars. *Headmark* went from strength to strength – the ANI owes Peter Jones, the former chair, and all involved with the Journal's renewal a very great deal. We have a good long term model.

Our Vernon Parker Orator was AUSTAL's John Rothwell. His speech and the following dinner were a great success. Chris Skinner, our Maritime Advancement Australia Award winner for 2006-07, continues his study of the Collins class submarine project. We expect him to provide a presentation at the Seapower 2008 conference.

We have a number of events in train. The ANI will be closely associated with the July King-Hall Naval History Conference, sponsoring the air travel of Dr Eric Grove from the UK. Eric, well known to many of you, is always good value. In addition to the single day conference in Sydney at the Maritime Museum - the ANI will assist with sponsoring the reception and the two

day conference in Canberra - I will be asking Eric to speak at ANI events on the future of the Royal Navy, a subject of considerable concern in the UK.

We are looking at our programme for 2007 seminars. I hope to organise one on maritime surveillance and response, and one on naval warfare - I hope in conjunction with other organisations such as the Naval Warfare Officers' Association. Booz Allen Hamilton and the Australian National Centre for Ocean Resources and Security have indicated in principle their readiness to support a new cycle of the Maritime Advancement Australia Award. We will advertise this later in the year and seek applications, announcing the winner at Pacific 2008.

With the approval of Council, I have invited Mike Carlton, journalist and radio personality and well known friend of the Navy, to give the 2007 Vernon Parker Oration. I hope for this event, and the ANI annual dinner which follows it, to be held in Canberra in August.

What lies ahead for the long term? We will continue to expand membership, and build up resources, while expanding activities. I aim first to reach a financial strength so we can pay a skilled, enthusiastic person to be our events coordinator and general 'make things happen' person, and second to keep up the pressure on like-minded organisations to seek opportunities to work together and achieve critical mass.

JAMES GOLDRICK
Winter 2007

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photograph:
HMAS Sirius departs
HMAS Stirling's
Diamantina Wharf
for her Freedom Of
Entry Ceremony on
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LCDR STOKER – AN EXAMPLE OF LEADERSHIP

BY LIEUTENANT D.A. HOLLAND

Leadership and heroism are not the same, but we have much to learn about the latter in understanding the process of leadership.

General S.L.A. Marshall¹

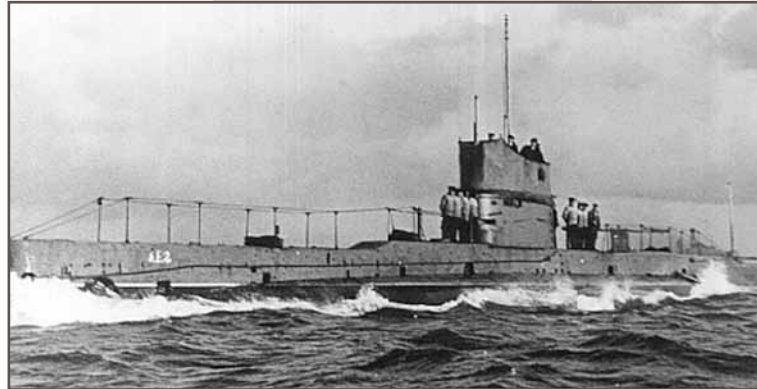
The story of the first landings at Gallipoli by the 1st AIF on 25 April 1915 has earned a rightful place in Australia's 20th century military history. Yet the achievements of the fledgling Royal Australian Navy, and in particular the exploits of the submarine *AE2* on that day, are less well known.² This is extraordinary since *AE2* accomplished one of the most daring submarine feats of the war, becoming the first allied vessel to penetrate the treacherous Dardanelles Strait.

This oversight can be partly explained by World War One censorship and the view at the time that *AE2*'s achievement was a minor part of the overall naval effort.³ The lack of recognition for *AE2*'s heroic exploits continues with many contemporary Australian war historians choosing to deal with later 20th century conflicts and their influence on our national identity.⁴

This essay does not aim to fill in those gaps nor is it meant to be a biography of Henry Dacre Gordon Stoker who, by any account, led had an extraordinary and colourful life⁵. Rather, this essay looks at some of the events, circumstances and personality traits that defined Stoker's capabilities as a leader.

ORDERS ARE TO 'RUN AMOK' –THE INFLUENCE OF GOOD LEADERSHIP

Stoker was fortunate he commanded a new class of submarine. The *AE2* and its sister vessel the *AE1* were British built E Class submarines, one of the most advanced class of submarine afloat at the time.⁶ *AE2* had a combined crew of



AE2 arriving at Portsmouth 17 Feb 1914 (Courtesy Jeff Knaggs)

English and Australian ratings and an engaging and flamboyant personality in her 28 year old Commanding Officer. Lieutenant Commander Stoker.⁷

Stoker may have been lowest in seniority of the six officers appointed to captain the E class submarines at the time, but his leadership capabilities and confident personality quickly won him respect from among his colleagues and crew.⁸

Stoker, an Irishman, was intensely proud of commanding an Australian submarine. An excellent writer, actor and games player; he was popular everywhere: C.G. Brodie (Commander of the E15 – author's note) spoke for the staff when he said that he was 'the very pattern of a forlorn hope leader.

Richard Compton-Hall⁹

Stoker's credentials as a submarine commander -- previously commanded *E7* at Gibraltar -- were further enhanced

when he successfully brought the *AE2* 13,000 miles to Australia including 9,000 miles under its own power.¹⁰

AE2's first war time mission assisting the occupation of German New Guinea was marred by the mysterious and tragic loss of *AE1* off the Duke of York Islands on 14 September 1914¹¹ leaving a devastated crew of the *AE2* to return alone to Australia.¹² Stoker's personal grief inevitably gave way to frustration as the months wore on and he sought to have the *AE2* assist the Royal Navy in Europe.¹³

In January 1915 *AE2* served as the sole escort for a convoy of 17 transport ships taking the second detachment of AIF troops to the Middle East. The *AE2* only reached the Mediterranean before it was diverted to the Dardanelles campaign.¹⁴

Stoker received orders to force a passage through the straits into the Sea of Marmara and there try to block enemy traffic between the Bosphorus and the Dardanelles.¹⁵ It was extremely dangerous. The 35 mile long Dardanelles Strait was considered impenetrable because of its strong currents, narrow passages, strong fortification and density of mines targeting surface shipping.

Despite the loss of several Allied vessels from the Turkish defences, Stoker was determined that the *AE2* should be the first submarine of the British Empire to successfully penetrate the Dardanelles. *AE2* crewmember Charles Suckling noted:



AE2 crew when Prisoners of War 22 Dec 1915 (Courtesy John Skelton)



AE2 crew – Stoker probably front centre (courtesy Peter Stoker)

*The difficulty of navigating a submarine while submerged, through a straight whose narrow passages and strong currents made it a difficult task even in a surface ship. Leut. Commander H G Stoker, the Captain of A.E.2 was the only officer present who thought the feat possible...It was a difficult business trying to persuade the Admiral or any of his Staff that it was possible, and Leut Com. Stoker's application to be allowed to make the attempt was not favourably received.*¹⁶

It was also a highly calculated risk. Stoker knew that he had one of the most modern submarines at hand and a well trained and close knit crew who had developed an intimate knowledge of their boat's capabilities over the past two years. However Stoker would have also been aware that E11 and E14, which were also arriving on station at the Dardanelles during the same period, were more battle hardened as they had already completed numerous patrols in the dangerous North Sea and Baltic region.¹⁷ He later wrote:

*If we got through other boats would be sent after us, but if we failed no other boats would be allowed to attempt it. And finally wishing us luck, (the Admiral) concluded: If you succeed there is no calculating the result it will cause, and it may well be that you will have done more to finish the war than any other act accomplished.*¹⁸

Stoker was described as having 'a grin all over his face' when he was told that AE2 could 'have a go'.¹⁹ It was a measure of his

leadership capabilities that his crew was able to share in his confidence. Charles Suckling explained:

*Our Captain then told us that he honestly believed it possible to get through but if any man wished to leave the boat he was at liberty to do so, not one man asked to be relieved..... I would like to state now that Leut. Com. Stoker was a man absolutely loved by his crew and there was not one of us who was not willing to go anywhere he cared to take us.*²⁰

The willingness of a body of fighting men to follow their commanding officer into dangerous territory in order to complete their mission cannot be underestimated as one of the key qualities of a successful leader. The experienced crew of the AE2 recognised the magnitude of their task and was well aware of the fate of E15.²¹ In his essay: 'Leadership as an Art', James L Stokesbury states that:

*The leader therefore not only has to believe in his men, and have that belief reciprocated; he has to be able to inspire them to risk their lives for some greater end which they may only very dimly perceive, and he has to have himself the courage to demand that they do so. It is of course in this particular that military leadership differs from other kinds.*²²

Stoker's willingness to take the submarine to the limits of its capability was due his understanding of the capabilities of the technology combined with his confidence in the

Ship's Company

OFFICERS

Lieutenant-Commander Henry Hugh Gordon Dacre Stoker DSO. RN

Lieutenant Geoffrey Arthur Gordon Haggard DSC. RN

Lieutenant John Pitt Cary [MID] RN

RATINGS

Chief Petty Officer Harold Abbott DSM. RN No. 8268

Chief Petty Officer Charles Vaughan (MID) RAN

Chief Engine Room Artificer 2nd Class Harry Burton Broomhead DSM. RN No. X278

Chief Stoker Charles Varcoe RN No. 8275

Petty Officer Cecil Arthur Bray RAN No. 7296

Petty Officer Stephen John Gilbert RAN No. 8053

Engine Room Artificer Class I Peter Fawns RN No. 8285

Leading Seaman Charles Holdernes RN No. 8270

Leading Seaman George Henry Nash RAN (Ex-RFR) No. 8056

Leading Signalman Albert Norman Charles Thomson RN No. 8271

Leading Stoker John Kerin RAN No. 7391

Able Seaman John Harrison Wheat RAN No. 7861

Able Seaman Benjamin Talbot RAN (Ex-RN) No. 8221

Able Seaman Alexander Charles Nichols RAN No. 7298

Able Seaman Albert Edward Knaggs RAN (Ex-RFR) No. 7893

Able Seaman William Thomas Cheater RAN No. 7999

Able Seaman Lionel Stanley Churcher RAN (Ex-RN) No. 7970

Telegraphist William Wolseley Falconer RAN No. 1936

Stoker James Cullen RAN No. 2826

Stoker Horace James Harding RAN No. 7216

Stoker William Brown Jenkins RAN No. 2080

Stoker Charles George Suckling RAN No. 214X

Stoker Thomas Henry Walker RN No. 8289

Stoker Michael Williams RAN. No. 2305

Stoker Thomas Wishart RN. No. 8277

Engine Room Artificer 1st Class James Henry Gibson RN. No. 8273

Engine Room Artificer 2nd Class Stephen Thomas Bell [MID]. RN No. 8272

Stoker Petty Officer Herbert Alexander Brown DSM RAN (Ex-RN) No. 8096

Stoker Petty Officer Henry James Elly Kinder Mentioned in a Despatch. RAN No. 7244

LCDR STOKER – AN EXAMPLE OF LEADERSHIP



Lieutenant Commander HGD Stoker DSO (courtesy of the West Australian Maritime Museum)



AE2 at Cockatoo Island 1914
Courtesy Naval Heritage Centre



AE2 launch in 1913
Courtesy of Naval Heritage Centre



AE2 bow underwater
-Mark Spencer copyright

professionalism and discipline of his fellow officers and crew.

This sense of empathy and teamwork proved critical during the many tense hours spent hiding subsurface in the cramped and stifling conditions.²³ Likewise, when the AE2 came under attack, Stoker's decisiveness of command and calmness under pressure was noted by one of his crew:

During (all the shelling) the Captain remained extremely cool, for all

depended on him at this stage. It is due to his coolness that I am now writing this account. Nobody knows what a terrible strain it is on the nerves to undergo anything like this, especially the Captain, as all depends on him.²⁴

Stoker's later career in the theatre indicates that he implicitly understood the authority of stage presence. He would have been aware, perhaps instinctively, but also through his training that effective leaders convey confidence and assuredness through their voice, their physical presence and overall demeanour.²⁵

CONCLUSION

WITHOUT 'EMOTIONAL INTELLIGENCE', A PERSON CAN HAVE THE BEST TRAINING IN THE WORLD, AN INCISIVE, ANALYTICAL MIND, AND ENDLESS SUPPLY OF SMART IDEAS, BUT HE STILL WON'T MAKE A GREAT LEADER.²⁶

DANIEL GOLEMAN

American psychologist and journalist Daniel Goleman identifies 'emotional intelligence' as a driver for effective leadership. He cites personal competence, self awareness, self-management, social competence, social awareness and relationship management as key measures. In this regard, Stoker's leadership can be linked to his high level of 'emotional intelligence'.²⁷

There is still debate as to whether Stoker was overly rash in his determination to engage AE2 in the push through the Dardanelles. Although he succeeded in his goal, it came at a cost of the loss of a strategic fleet asset, years of hardship in Turkish prison-of-war camp and the ultimate death by disease of four of his crew. The Gallipoli campaign itself was ill conceived and poorly executed with the unnecessary loss of thousands of lives. Still, the

wisdom of hindsight should not dilute our saluting the achievements of one of the 20th century's greatest submarine commanders. 🇦🇺

'Appointed in late 2004, LEUT Debra Holland is about to complete her Reserve Entry Officers' Course (REOC) as a Public Relations Officer. She has a 22 year career in journalism, media liaison and writing and is currently employed as the communications and events officer at the Heritage Office, within the NSW Department of Planning. Her interests include flamenco dancing, fencing and theatrical swordplay and she is learning to play the cello. This essay was initially submitted as part of her REOC Naval History requirement.'

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¹ Marshall General, S.L.A. 2005 *Leaders and Leadership - Military Leadership: In Pursuit of Excellence* edited by Robert L. Taylor, University of Louisville and William E Rosenbach, Gettysburg College Westview Press -

² AE2's achievement did reach the Australian troops at Gallipoli and certainly lifted their morale. According to Dr Ian Chambers, AWM historian, a notice stuck on a 'shell-shattered stump on the hillside' read: 'Australian sub AE2 just through the Dardanelles. Advance Australia.'

³ This perceived snub continued postwar when the AE2, and particularly Stoker, were denied due commendations. However Stoker was not alone. AB Mitchell from Ballarat, the only Australian on board E14, deserved a medal for his gallant actions during her sinking. Unfortunately he missed out as his bravery was not witnessed by a senior officer. Mitchell's actions are recorded in the personal papers of J Wheat, a member of AE2's crew. Victoria Crosses were awarded to E14's captain, LCDR E.C. Boyle and LCDR M. Nasmith of E1; both submarines followed Stoker's successful penetration into the inland Sea of Marmara. Stoker may also have been a victim of British bias and unwillingness to promote the success of dominion navies over their own.

⁴ Fortunately this gap in our WW1 narrative is last being corrected with recent scholarship undertaken by military historians Fred and Elizabeth Brenchley; Dr Ian Hodges and Dr Ian Chambers of the Australian War Memorial; and members of the Submarine Institute of Australia -AE2

Project.

⁵ Stoker was in turn, a WW1 submarine commander, a prisoner-of-war and escapee, a successful actor and theatre director, a participant in the planning for D-Day and finally, in the autumn of his life, the Irish national croquet champion!

⁶ The AE2 was one of two new submarines built by Vickers at Barrow-in-Furness for the Royal Australian Navy. They were larger, faster, better armed and with greater range than 'D' class predecessors. These submarines displaced 655 tons on the surface, 796 tons submerged, were 54m long and 6.5m wide. They had four 18in torpedo tubes and produced 1750hp from two eight-cylinder diesel engines, generating 15 knots on the surface and 9 knots submerged. They had a safe diving depth of one hundred feet but were strong enough to descend deeper. The E class carried eight torpedoes but these largely proved ineffectual. In fact the failure of the torpedoes and the lack of a deck gun were critical flaws that hampered much of AE2's operations at the Dardanelles.

⁷ Henry Hugh Gordon Dacre Stoker, the second son of a Dublin physician, had joined the Royal Navy at the age of 15 partly through the influence of an older friend. He was also the nephew of Bram Stoker, the author of *Dracula*. The officers of the AE2 were all of literary stock. The Executive Officer Lieutenant Haggard was godson of the adventure writer H. Rider Haggard and the Third Officer John Pitt-Cary was brother to novelist Joyce Cary.

⁸ Stoker may have been a touch disingenuous in describing his reasons when requesting command of AE2. He recounts that he decided to command one of the new submarines since he had heard of a rich Australian who paid people join his favourite sport, polo! However there is no doubt that Stoker recognised the future capability of the submarines as a fighting force element; a confidence and prescience shared by Winston Churchill. (44-45 'Straws In the Wind')

⁹ Compton-Hall, R. 1991 *Daring the Dardanelles' Submarines and the War at Sea 1914-18'* MacMillan London

¹⁰ On 24 May 1914, after a voyage of 83 days of which 60 were spent at sea, AE1 and AE2 made their entrance into Sydney Harbour becoming the first submarines to travel such a distance. This was a remarkable achievement considering submarines were rudimentary technology at the time and could not travel for more than 200 miles without breaking down.

¹¹ AE1's disappearance marked the loss of the RAN's first warship but the personal loss was more devastating. AE2 crew member Charles Suckling wrote: *In her had died three skilful officers, and thirty two specially selected and trained ratings. To us their companion and jesting rivals over many a miles of sea; who were also losing, in many cases, friends of long years standing; Our loss was a loss indeed.*

¹² Stoker later wrote he sensed the comforting spiritual presence of two of the deceased officers of the AE1 helping and guiding him during one of his escape

attempts from the Turkish prison (pp271-272 Straws in the Wind.)

¹³ Stoker's flamboyant character revealed itself when he bailed up the then Australian Defence Minister, Senator Pearce, seated behind the Speaker's chair in the House of Representatives and talked him into sending the AE2 back to Europe to support the Royal Navy's other E class submarines. (pp76-77 Straws in the Wind).

¹⁴ The aim was to besiege Constantinople from the sea which would effectively take Turkey out of the war and relieve pressure on the Russians.

¹⁵ Stoker's orders were later changed to help provide support to the landings at Gallipoli. The AE2 was now ordered to protect the fleet by attacking mine laying ships in the Narrows before proceeding through the Dardanelles. If this failed Stoker was to "run amok" in the waters off Chanakkale as a diversion for the landings on the other side of the peninsula. (Ian Hodges, Military Historian, Australian War Memorial)

¹⁶ Paper of AB Charles Suckling- Australian War Memorial – AWM File 419/101/14 3DR 6226

¹⁷ Tim Smith – Director-Maritime Archaeology of the Submarine Institute of Australia, AE2 Project.

¹⁸ p100 'Straws in the Wind'

¹⁹ Writing his account of the mission a decade later, it is clear the passing years coupled with the inherent wisdom of age and hindsight had not softened the memory of the bravura shown at the time. Stoker's account of how the officers joked they would divvy up the task of sacking Constantinople is tinged with black humour and romantic visions of beautiful captives in the harems, precious gems and comical chief eunuchs. P88 'Straws in the Wind'

²⁰ Charles Suckling Papers

²¹ Ironically it was only due to the AE2 being delayed by some emergency repairs that saw the E15 precede her making the doomed attempt to breach the Dardanelles.

²² 'The potential leader cannot demand the unswerving loyalty of his followers unless he is willing to return it. If he sees his men only as instruments to further his own career, he is not going to be very successful.....(These men) also believed in a cause which transcended themselves and their own desires or ambitions....it is probable that their followers believed less in these causes than they did in the men who led them.' Leadership as an Art, James L Stokesbury- Military Leadership In Pursuit of Excellence fifth edition edited by Robert L. Taylor and William E Rosenbach, Westview Press 2005.

²³ There is no doubt that the cat-and-mouse game in which the AE2 found itself between 26-29 April provides fodder for an action movie. During one extended period subsurface the AE2 was stretched to its limits; condensation dripped off the men's faces and surfaces and the toxic foetid air tested their bodies and minds. As well the AE2 scraped against mines, was rammed by enemy craft, beached itself twice right beneath Turkish forts, and evaded the Turks' efforts to grapple it with towed devices. It also came under direct attack and at one stage a halocline and misjudged trim caused a severe malfunction which caused the AE2 to surface then go into an uncontrolled dive that could have easily proved fatal.

²⁴ Personal records of J Wheat PR MF 26 Australian War Memorial. Wheat was a prisoner of war for more than three and half years in both Turkey and on the Baghdad railway.

²⁵ The commanding officer in a perilous situation has to demand total attention and trust from his subordinates using few words and the appropriate tone. The best evocation of this attribute appears in Shakespeare's 'Henry V', with the English king's famous battlefield speeches at the Harfleur Gate and the St Crispin's day address before the battle of Agincourt. Similarly, Lt Col Ralph Honner's parade address to the exhausted 39th Battalion at Menari, New Guinea in 1942 is another fine 'real life' example of leadership through an authoritative presence.

²⁶ Daniel Goleman is the author of the theory of 'Emotional Intelligence'. Reference drawn from the Harvard Business Review (November-December 1998 edition) as it appears in 'Military Leadership: In Pursuit of Excellence'

²⁷ This need not be the sole prerequisite demanded in a successful military leader (and history provides us with a contrasting personality in the more bombastic figure of George S Patton) but there is not doubt that in times of duress and emotional stress, Stoker would be my preferred model and mentor.

AN EXPEDITION IN REGIME CHANGE: AUSTRALIA'S PARTY TO THE RALLIEMENT OF NEW CALEDONIA DURING WORLD WAR II

LTCOL NICHOLAS FLOYD

"In case of a conflict between two great powers in the Pacific, their respective positions with regard to naval forces could perhaps be completely dependent upon whether France puts her ports at the disposal of one or the other of the belligerents".

*Kintomo Mushakoji,
Japanese officer, 1924¹*

« La France a perdu la bataille, mais la France n'a pas perdu la guerre »

*General Charles de Gaulle,
proclamation, 20 June 1940²*

PREFACE

France's defeat in 1940 by the victorious advancing German armies precipitated the assumption of power by Marshal Pétain, the Great War hero and French national figure. With the transferral of the seat of government to Vichy, a relatively unknown yet passionate French general, Charles de Gaulle, defied the call to cooperate with Germany, and appealed to all French not under the 'Nazi jackboot' to continue the struggle.

Australia appears as a reluctant yet resigned participant in the ensuing drama that surrounded the Free French *Coup de Force* in New Caledonia in September 1940. Though little known - subject as it was to wartime censorship - this action was not only a small, albeit important step towards eventual victory for the Allies, but it also marks one of the earliest opportunities Australia had to exert its own diplomatic interests, and not merely act as an agent of the British Empire. The inklings of

Australia's eventual pursuit of its own international agenda can be seen in her dealings with this early wartime dilemma, and in the foreign policy decisions subsequent to the *coup*.

This paper examines the role of Australia as portent of the popular choice of government and a glimmering hope of autonomy for the colony of New Caledonia, and the effects on the conduct of the War in the Pacific brought about by this action.

BACKGROUND

The French naval and military forces in New Caledonia were undoubtedly the enduring - and for the most part, the most publicly recognised - threat to Australian sovereignty and her interests in the Pacific during the colonial period. Without such a palpable, Damoclean presence, it is unlikely that British forces would have been tolerated - even welcomed - in Australia until 1870, and the clamour for sizeable, unified and effective defence forces that continued for the remainder of the 1800s would not have reached such levels as they did by the

turn of the century.³

The French in New Caledonia were mistaken in viewing the taunts and threats of a vocal minority in Australia as the harbingers of conflict. As Caledonian anticipation of an Australian invasion waxed, and French resources to counter such action waned, the decline of metropolitan France's investment in the colony incontrovertibly hampered her development. Her penal colony continued to be a distasteful heritage - even after transportation ceased - and the uncertainty surrounding the fate of the New Hebrides (and thereby a safe egress from the New Caledonian archipelago in time of invasion) caused further doubt on Nouméa's viability as a thriving colony. As British Imperial might eclipsed both French and Russian power projection in the 1890s, a fatalism of the impending loss of France's possessions discouraged Paris' augmentation of her colonial defences, and New Caledonia was no exception. Even so, local military efforts to optimise Nouméa's abilities to repel



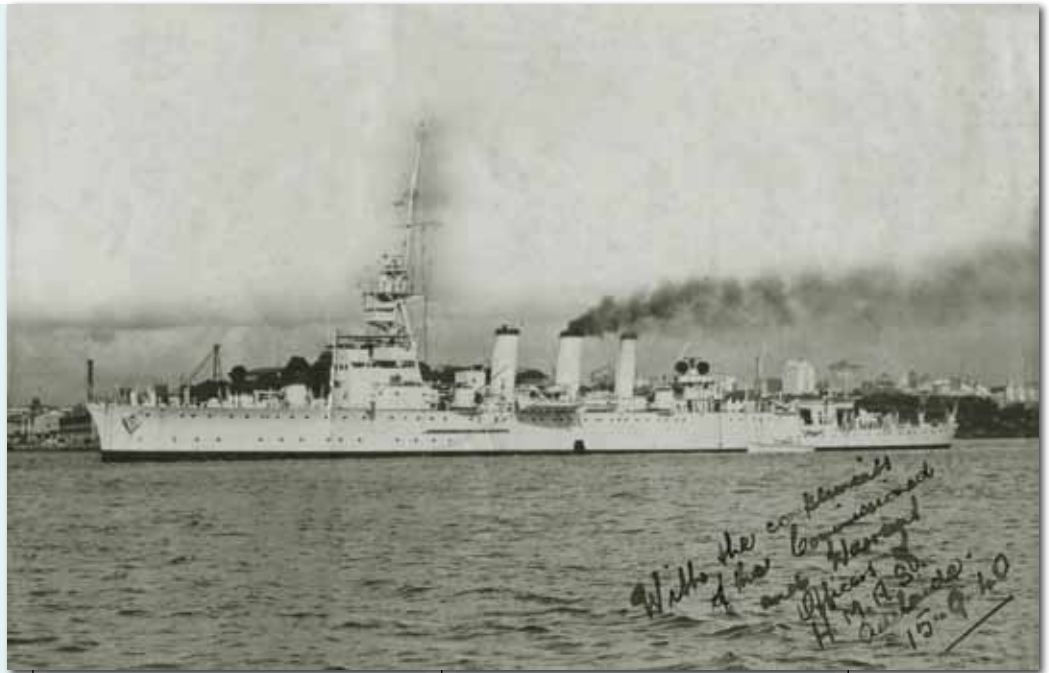
Actions Stations:
Closed up aboard
HMAS Adelaide, off
Noumea, September
1940

attack remained strong until after the signing of the *Entente Cordiale*.

As it turned out, British, Dominion and French alliance during the Great War extinguished any foreseeable chance of conflict, and the shared battlefields of the Dardanelles, Palestine and the Western Front secured the mutual amity of these Coral Sea neighbours, despite the short-lived resurgence of Australian expansionism during the cession of ex-German Pacific possessions after the Great War. But as this new chapter in the relationship between Australia and New Caledonia developed, Australian disagreement with and deviation from British foreign policy towards Japan gave her a greater impetus to follow her own diplomatic agenda. Growing suspicions of British inability to effectively counter a two-ocean threat - even with the development of the much-vaunted Singapore bastion - finally galvanised Australian acceptance of self-reliance and precipitated a renewed focus on New Caledonia. Once again, the islands' strategic position to Australia was recognised, and fears of occupation by both Japan and Australia surfaced.

A PROLOGUE TO WAR

The maintenance of cordial relations between Australia and New Caledonia was now of mutual significance, and the conduct of official fleet visits such as that of the new Australian cruiser *HMAS Canberra* to Nouméa over 11-16 September 1931 were instrumental in the maintenance of such relations. A letter from Governor Guyon to the *Ministre des Affaires Étrangères* records the event, and contains transcripts of various speeches made by both Caledonian officials, and Australian Squadron Commander, Commodore L.S. Holbrook. The



official welcome speech provides insight into the depth of official friendship, which had obviously progressed dramatically since before the War, with Guyon employing terms such as “Brothers in arms”, and “dear neighbours”, and expressing admiration for: “... your Navy, its traditions of honour, valiance, [sic] courtesy and generosity, [sic] in time of war as in time of peace.”⁴

With similar effusiveness, the welcome of the Australian officers to the *Cercle Militaire* in Nouméa by Lieutenant-Colonel Amalric, *Commandant Supérieur des Troupes*, directly addressed their countries' recent shared sacrifice:

[the] Sentiments of the French of the Pacific are particularly strong for their Australian neighbours ... and especially; a sentiment of admiration for the splendid Australian Youth who had come to fight, and mix their blood with ours on the battlefield: at Suez, at the Dardanelles, in Artois, on the Somme. Immortal glory to the Anzacs! Glory also to the valiant Sydney, and the Australian squadron which put a tragic end to the odyssey of the Emden, and freed the [Pacific] islands' populations of the menace of the raider! ... the British and French nations are united by a community of sentiments

*and interests; our Armies and our Navies are the vigilant guardians of the peace, this peace of the Entente Cordiale, founded on a friendship and a reciprocal trust ...*⁵

However, with the demise of British and Australian power - globally and regionally respectively - as reductions enforced by the League of Nations bit deep, the myth of invincibility of the British Empire went into serious decline. Australian - and French - suspicions of Japanese intentions grew, and the British Empire's Singapore strategy attracted considerable criticism, particularly from the Australian Army, and from the Australian Chief of Naval Staff, Rear Admiral Sir Percy Grant, who continually raised the spectre of Britain having to face multiple aggressors on two or more fronts.⁶

Australia's investment in the development of Fortress Singapore had appealed to the proponents of the forward defence theories; Hong Kong was intended to hold out to an aggressor (implicitly Japan) for long enough, while the British Eastern Fleets assembled at Singapore, ready to repel an amphibious invasion that would be limited by the distance of its voyage from Japan. Singapore,

Memories: “With the compliments of the Commissioned and Warrant Officers of HMAS Adelaide - 15/9/40”

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The officers and sailors of HMAS Adelaide on parade with French troops and onlookers, at a 'Prise d'Armes' in front of the Quartier Générale, Noumea, September 1940.



The ship's company of HMAS Adelaide march through Noumea, September 1940.



In memory of shared previous sacrifice: Australia pays respects 'Aux Morts' [to the dead] at the Great War Memorial, Noumea, September 1940.

meanwhile, with its back to the seemingly impenetrable wall of the British-held Malay Peninsula, fairly bristled with guns, but *outwards*. The folly of such assumptions would eventually be brought out, as Japanese troops fairly breezed through Malaya, and had access to the ports of Vichy Cochinchina and Annam, which all had dramatic effects on reducing the logistic considerations of invasion.

The reactions of the French South-East Asian colonies should not have been a surprise, however, had attention been given to contemporary analyses such as that of the French strategist Rear-Admiral Castex. He foresaw that France could not defend Indochina against the Japanese, and considered that French interests in the Pacific were so small as to warrant the disposal of New Caledonia and the New Hebrides to Australia or New Zealand, to whose mercy they were at anyway.⁷ For the time being, territorial speculation aside however, Australian attempts to make the best of relations with her powerful

northern neighbour were themselves hampered by her participation in the Singapore strategy, and also her vehement White Australia Policy.⁸ It was a shortfall not lost on the French observers of the day:

*"It is evident that the Commonwealth [of Australia] continues to live and evolve in the orbit of the British Empire from a political viewpoint. The unity of race within the Empire, and the loyalty of Australians to the Crown permits no doubt of it."*⁹

HOW WAR CAME TO THE PACIFIC

The redemption of New Caledonia by de Gaulle's Free France in September 1940 appears a somewhat insignificant side-issue within the frame of the first tumultuous years of the Second World War. Yet, as with the outcomes of each of Britain's scrambling attempts to win over - or at least, to neutralise - French overseas possessions prior to their being subsumed by the collaborationist Vichy government, the implications of a Gaullist New Caledonia were indeed important, albeit indirectly, to the Allied war effort. As well, common to all of the early Anglo-Free French operations, the reactions of the local French populace greatly influenced both the action taken, and the eventual outcome.

After the fall of France on 22 June 1940, Britain and the fledgling Free French administration embarked on a desperate bid to annex or neutralise

French colonial and naval power *d'outre-mer*.¹⁰ In the Pacific, the overseas French territories of *les Etablissements français d'Océanie* (now French Polynesia), New Caledonia and the Anglo-French joint-administered "condominium" in the New Hebrides, faced the dilemma of choosing between the respective validities of Vichy and Free France. Indo-China's decision to retain loyalty to the Pétainist Government was swift and prudent - given nearby Japan's predicted actions in the coming months - but for the isolated island colonies, the choice was less clear.

In New Caledonia, declaring for Vichy was agonised over by the recently installed yet already alienated Governor, Georges Pélicier. New Caledonia was becoming more heavily reliant upon Japanese trade in nickel, and her links with Germany promised a valuable conduit with a market that was cut off from virtually all other nickel sources for its critical armaments industry.¹¹ Japan herself was dependent upon this nickel source, and also for her iron. Since 1935, Japan had sizeably increased her ore shipments from New Caledonia, and by 1938 was importing 3,596,000 tonnes of trade from New Caledonia, and in 1939 imported 24,000 tonnes of iron ore.¹² Such trade benefits were neither matched nor guaranteed by the British, through her Dominions. France's continued policies of large trade tariffs on trade with Australia and others ensured New Caledonia's reliance upon metropolitan France,¹³ though the uncertainty of Vichy shipping's future status with the Allies cast doubt on this source. While imports from Australia amounted to over five times that of Japan, French analysts had realised as early as 1934 the importance of trade to Japan. They assessed that when Japan: "... considers her interests at stake, whether or not she has previously

been consulted, she will not hesitate to act and will do so - and this is to be feared - abiding by her treaties or not".¹⁴ Japan had an option to ensure continued access to the minerals she required: a maintenance of friendly relations with New Caledonia, or the occupation of the island. It is unclear to what extent Australia was mindful of Japanese investment in New Caledonia, and the importance placed upon continued access. The information was available, but the assessment may not have occurred that redeeming New Caledonia to Free France may precipitate Japan's entry into the War.

Prior to the War, Australian expansionist designs on her Pacific neighbours, whether real or imagined, had been demonstrated in her prosecution of the campaign in and annexation of German possessions during the Great War.¹⁵ Patriotic, yet vaguely autonomous, the *Caldoches* - the white inhabitants of New Caledonia - and their colonial masters feared substitution of one colonial power for another. As war threatened to engulf the Pacific, Australia would become increasingly cognisant of the strategic stepping-stones to its north. Australia could not risk New Caledonia becoming a base for hostile forces: as the entry of Japan into the War on the Axis side became increasingly likely, it was assumed this would precipitate an Australian occupation.¹⁶ At the same time, Australia was regarded as a somehow kindred colonial entity, with many lifestyle hardships considered shared between them that transcended their ancestral rivalry.¹⁷ Contact between the two was nevertheless discouraged by their European masters - erstwhile and current.

Such were the factors facing the Caledonians regarding the colony's political future as they related to Australia, and for Pélacier, the balance favoured siding with Vichy. However,

the *Caldoches*, and in particular the *broussards* (the bushmen and farmers of the Interior of the *Grand Terre*) believed that, patriotic honour aside, their aspirations for autonomy would be probably better served by de Gaulle.¹⁸ In a vain attempt at compromise, the Governor opted secretly to condone allegiance to Vichy, but tell the locals that the colony was for Free France. This short-lived attempt at fence-sitting was doomed to fail, and the hapless Governor was deposed on 28 August, and replaced by the ageing local Army Commandant, Lieutenant Colonel Denis.¹⁹

There is dispute as to whether Australia jumped or was pushed into her minor, yet pivotal role in New Caledonia's *ralliement*. Menzies' Government was cognisant of the issues related above. The then Minister for External Affairs, Sir John McEwen, asserts that he and his Department had battled with Cabinet's inertia and indecision to pre-emptively act against the pro-Vichy Government in Nouméa, particularly in light of Japan's actions in Indo-China.²⁰

According to John Lawrey - assistant to the Australian Government Representative in New Caledonia from December 1940 to 1943 - however, the Australian Government was reluctant to act against an outpost of Vichy France, which was by this stage an implicit ally of Germany and thus Japan.²¹ At the same time, Australia was mindful of Britain's exhortations to emasculate or redeem all French possessions on the Gaullist's behalf.²²

The Anglo-Free French plan was to transfer - by overt naval presence - a

suitable pro-de Gaulle French official, and depose the Vichy administration, at the bequest of the Gaullist populace.²³ However, as part of the British Empire's global naval coverage, the Australian Naval Station was obliged to carry out such British Admiralty directives in this area of the Pacific. A conflict of interest was emerging, and Australia's hesitation to act as an unquestioning *agent provocateur* for Britain can plausibly be viewed as the beginnings or even the catalyst for increasing divergence between British and Australian foreign policy and war aims, as the War continued.

Meanwhile, by 21 July, the French in the New Hebrides had declared themselves for Free France, and by doing so had provided both a moral precedent and a personage suitable to replace Pélacier. Following his leadership in the declaration of the New Hebrides for Free France, Henri Sautot, the French resident Commissioner of the New Hebrides had distinguished himself as a candidate for the task.²⁴

Australian misgivings over such a *coup de force* stemmed also from doubts surrounding the confusing reports as to the real balance of local opinion to such an action, by an increasingly agitated population. The British High Commissioner for the

Aftermath:
Australia's Prime Minister, Robert Menzies visits New Caledonia. Seen here in discussions with Henri Sautot, New Caledonia's new Governor, and B.C. Ballard, Australia's Representative to New Caledonia - May 1941.



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A 6-in coastal artillery piece and its personnel, Ouen Toro emplacement.

Western Pacific, Sir Harry Luke, made only infrequent visits to Nouméa; until Australia's decision to establish an official Representative to New Caledonia in B.C. Ballard, the benefit of regular, lucid analyses of the local situation was denied to both Britain and Australia²⁵ (the US had a consul in Nouméa, Harry MacVitty, but his potential as a source was overlooked).

On the balance of presented evidence, it is more probable that it was as a result of pressure from Britain that Australia eventually accepted the task. As a contingency though, Captain Harry Showers - commander of *HMAS Adelaide* - had been already directed to Vila, ostensibly to search for the German raider *Orion* before the decision was finally taken by Canberra.²⁶ *Adelaide* had been chosen as the only ship in the area capable of outgunning the Vichy French sloop *Dumont d'Urville*, which since August 23 had been at anchor in

Nouméa harbour, providing moral and implicit military support to Pélacier's shaky authority. A transmission from its commander, Toussainte de Quievrecourt, implies a secondary role that reflects the continuing French fears of Australian annexation.²⁷

On 16 September Sautot, having agreed to the proposition - and having been officially recognised by de Gaulle as Governor-elect of New Caledonia - embarked for Nouméa. *Broussard* Gaullist sympathisers had assured that they would be able to depose the Governor by 19 September, and be waiting to receive Sautot. In deference to Franco-Australian relations, Showers embarked Sautot on the Norwegian tanker *Norden*, and escorted ship and human cargo, ready to provide firepower if required, but technically not yet engaged as a party to the *coup*.²⁸

The first minutes of entry into Nouméa harbour were undoubtedly

the most tense of the entire action, as confirmation could not be made that Commandant Denis had been deposed. With the guns of the town's shore battery and those of *Dumont d'Urville* trained upon him, Showers decided he could not risk *Norden* further, transhipped Sautot to *Adelaide*, and steamed directly into the lion's mouth.²⁹

The battery's garrison, having been ordered to fire by a panicked Denis, revolted, and ran up the flag of the Cross of Lorraine. De Quievrecourt remained steadfast, despite being fully aware that *Adelaide* could easily overwhelm his ship. With typical French élan, and in the absence of direction by radio from mainland France whether to fight or surrender, de Quievrecourt elected an even more risky course; to remain in Nouméa as a sovereign Vichy ship in order to broker expatriation of Vichy supporters to Indo-China.³⁰ At 12.30 pm, when the Gaullists finally consolidated their position, Sautot was picked up by motor launch after a pre-arranged signal, and delivered to the crowds of now-Free French at the dock.³¹

Local reaction to Sautot's eventual arrival was enthusiastic to the point of embarrassment. Australia's role, though appreciated to varying degrees by the community, was inasmuch overawed by the *ralliement* itself, and the general relief on all sides that it had been bloodless.³² Sautot, however, summarised his personal appreciation thus:

"... to Captain Showers, to his officers and ratings of the cruiser *Adelaide*, without the support of which the *ralliement* to General de Gaulle no doubt would not have succeeded. Their professionalism was equalled only by their human compassion, because they were very judicious in avoiding a bloody and futile struggle with the Vichy



One of two 6-in coastal artillery pieces at the Ouen Toro emplacement overlooking Noumea harbour and approaches.

THE RALLIEMENT: A WHO'S WHO:

S.M. BRUCE:	Australian High Commissioner to London
SIR HARRY LUKE:	Governor of Fiji British High Commissioner for the Western Pacific
HENRI SAUTOT:	French Resident Commissioner of the New Hebrides Free French Governor of New Caledonia 20 Sep 40 - 1942
R.D. BLANDY:	British Resident Commissioner of the New Hebrides
GEORGES PÉLICIER:	Vichy French Governor of New Caledonia 1939-16 Sep 40
B.C. BALLARD:	Solicitor Australian Representative to New Caledonia 1940-42
HARRY MACVITTY:	United States Consul to Nouméa
CAPTAIN HARRY SHOWERS:	Commander <i>HMAS Adelaide</i>
CAPITAINE TOUSSAINT DE QUIEVRECOURT:	Commandant <i>Dumont d'Urville</i>
LIEUTENANT-COLONEL DENIS:	Commandant colonial Troops, Nouméa - 16 Sep 1940 Governor Nouméa 16 Sep - 20 Sep 1940

Quievrecourt was permitted to sail as well, under strict conditions, and the fledgling Gaullist regime turned to the prospect of preparing for war.³⁴

AFTERMATH

Australia had clearly acted in the best interests of the Caledonians.

Many, including Sautot developed firm working relationships and friendship as ties between the two countries consolidated.³⁵

By 17 April 1941, Australia had conducted

a provisional assessment of New Caledonia's defence requirements, and in December inserted an independent rifle company to continue the reconnaissance and train the locals. It had recommended the immediate construction of three air bases and development of other infrastructure, and although preliminary survey of the sites was under way, bureaucratic inertia and misunderstanding somewhat hampered direct, swift action.³⁶

Australia advocated a direct liaison with Sautot's administration, but a Free French fear of irrevocably losing control of the colony, exacerbated by de Gaulle's centralist methods, stifled this burgeoning autonomy. Despite having only the vaguest

ideas of the local situation, de Gaulle refused to sanction direct official liaison between Sautot and the Menzies Government,³⁷ and insisted that all decisions affecting New Caledonia's military and economic preparedness be staffed through his HQ. He was supported by British diplomatic officials who were concerned about Australia's inexperience in international dealings.³⁸

The question of financial accountability and reparation of Australia's support to the colony concerned not only de Gaulle - which undoubtedly added weight to his decision - but Australia also. Acting Prime Minister Fadden's correspondence on the matter demonstrates Australia's deft handling of the issue, and debunks the allegation of "diplomatic inexperience".³⁹ Nevertheless, fears of overt Australian influence precipitating bids for New Caledonian autonomy - or worse, Australian annexation - still existed in Free French HQ.⁴⁰ Within a few months, however, French opinions regarding the Allies' plans for the island, and regarding Australia became largely academic when, on 6 December 1941, the United States was plunged in to the war. Her massive involvement in New Caledonia would essentially marginalise such relatively petty squabbles.

New Caledonia's role became pivotal as the war in the Pacific progressed. It acted as a ferry-pilot staging base from mainland United States, and in March 1942 it became home to the American-Caledonian (sic. Americal) Division, which under the leadership of General A.M. Patch formed the backbone for many subsequent US offensive operations in the South Pacific.⁴¹ Sautot records a translated statement by Admiral Nimitz, Commander-in-Chief Pacific Ocean Areas and Commander-in-



Above: The recently modernised *HMAS Adelaide* off WA coast, 1939.

Below: *HMAS Adelaide* after modernisation in 1939, alongside at Finger Pier, Woolloomooloo Bay.



gunboat *Dumont d'Urville* and the coastal forts of Nouméa.³³

Showers remained until 5 October, when the rumours of the *Dumont d'Urville*'s sister ship - the *Amiral Charner* - arriving for a counter-coup were finally quashed, and the pro-Vichy citizens were aboard the steamer *Pierre Loti* bound for Saigon. De

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Chief Pacific Fleet, on the importance of New Caledonia:

"After the early success of the Japanese in the South Pacific, New Caledonia became a stronghold where the Americans regrouped their forces and from where the main offensives against the Solomons and Philippines were launched."⁴²

Nouméa also served as the headquarters for Admiral Ghormley, then Admiral Halsey, as successive Commanders-in-Chief Pacific Fleet, South Pacific Area. From 1942 to the end of the war, especially for the Battles of Guadalcanal, Santa Cruz and Savo Is., Nouméa's port and her airbases - started by the Australians and recently completed by the US - were critical for the back-loading of crippled ships, aircraft and men, and as a reinforcement and resupply node.⁴³ By 1944 - 1945, Nouméa was the second biggest Pacific naval port (in tonnage) after San Francisco.⁴⁴

CONCLUSION

Given the importance of the availability of New Caledonia to the Allies' prosecution of the remainder of the war, it can be argued that the *ralliement* in New Caledonia was the most important of all of the French colonies. Had New Caledonia remained Vichy by the time Japan had entered the war, its potential role as forward base for Japanese operations would have undoubtedly changed the course, and possibly the outcome of the Pacific War.

Australian involvement in providing the Caledonians with a Free French government should not be understated. The Australian government's dilemma of desire to stabilise the condition in New Caledonia, countered by its reluctance to interlope when interference may

have precipitated overt Japanese action, is understandable. Additionally, overcoming the difficulties of undertaking such a detailed activity - when both British Foreign Office and the Free French Government refused to condone direct liaison between Australia and New Caledonia, in an attempt to discourage ideas of independence of policy from either - should be acknowledged as a significant step in Australia's foreign policy maturity.

While playing a small part in the actual decision, the availability of *HMAS Adelaide* and her presence during the *coup de force* undoubtedly ensured its success. The actions of Captain Showers and his men during and after the *ralliement* were both courageous and astute. The political *impasses* and difficulties experienced in the ensuing months were no legacy of Showers, nor the Australian Army advisers and project teams who reconnoitred and remodelled New Caledonia's defences. Australia's novice status in international relations may have not helped a *rapprochement* between Canberra and de Gaulle's government in exile, but it appears to have been more a function of Free French officials' intractable suspicion that led to negative opinion of Australian involvement in New Caledonia. The Cross of Lorraine may indeed have been a hard cross to bear,⁴⁵ but the strategic dividends for the Allies in securing New Caledonia for the remainder of the War were undoubtedly worth the 'passion.'

As Australian perceptions of New Caledonia continue to evolve, ebb and surge, it is worthwhile then to consider the effect of this relationship on the evolution of Australia as a nation. From origins of enmity transitioning through distaste and intimidation, to alliance and finally to redemption, Australia's neighbour across the Coral

Sea has from its conception to WWII elicited emotive sentiment. From her Annexation in 1853 to its *Ralliement* in 1940, New Caledonia's presence remained an undeniable influence upon Australia. And, on reflection, New Caledonia's geo-strategic significance to Australia's north-eastern approaches and her recurrent role in Australian regional foreign policy remain unchanged even today. 🇺🇸



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Lieutenant Colonel Floyd has undergraduate and post-graduate degrees in History, and an interest across the humanities and the sciences - including his qualification as a French linguist. He also holds a Masters in Defence Studies Management from University of Canberra.

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d'Australie... et toujours vivace... un sentiment
d'admiration pour la splendide Jeunesse
Australienne qui est venue combattre et
mêler son sang au nôtre sur les Champs de
bataille: Suez, aux Dardanelles, en Artois,
sur la Somme. Gloire immortelle aux
Anzacs! Gloire aussi au vaillant Sydney
de l'escadre australienne qui mit une fin
tragique à l'odyssée de l'Emden, et libéra

les populations des Îles de la menace du Corsaire! ... les nations
britanniques et françaises sont unies par une communauté de
sentiments et d'intérêts; nos armées et nos marines sont les gardiens
vigilants de la paix, de cette paix que l'Entente Cordiale, fondée sur
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University of California Press, London 1971 p 269; Lawrey, J. 'A catch
on the boundary', p 66; Sautot, H. *op cit*, p 11.

¹⁴ *Océanie Française* No. 135, March-April 1934, quoted in Aldrich,
The French Presence in the South Pacific 1842-1940, p 263.

¹⁵ Aldrich, R. *France and the South Pacific since 1940*, Macmillan,
Hong Kong, 1993 p XX.

¹⁶ Burchett, W.G. *op cit*, pp 216-218; Gill, G.H. *op cit*, p 250.

¹⁷ Burchett, W.G. *op cit*, p 222.

¹⁸ Gill, G.H. *op cit*, p 263; Sautot, H. *op cit*, p 88; Lawrey, J. *Cross of
Lorraine in the South Pacific*, p 9.

¹⁹ Burchett, W.G. *op cit*, pp 196, 204; Sautot, H. *op cit*, p 34; Lawrey, J.
Cross of Lorraine in the South Pacific pp 27-31.

²⁰ Salmon, M. 'Nouméa '40: Australian Gunboat Diplomacy,
Kidglove Style' in *Pacific Islands Monthly* p 59. Lawrey disputes
McEwen's recollections. He cites evidence that on 8 Sep, the Dept
of External Affairs transmitted a signal to its London Liaison Officer,
noting "at the moment position in New Caledonia is satisfactory
from our point of view, and to stage a de Gaulle revolution on lines
indicated is just playing into the hands of the Japanese without
benefiting Allied cause" (AA, CRS 2937 item: New Caledonia, quoted
in 'A catch on the boundary', p 78).

²¹ Gill, H.G. *op cit*, p 263; Lawrey, J. 'A catch on the boundary', p
74. Australian Government views are also contained in 'Cable,
Commonwealth to Secretary of State for Dominion Affairs, 11
August 1940', in *DAFP*, pp. 83-3

²² Dept of External Affairs AA A981, item: New Caledonia 1B
part V, in Lawrey, J. *Cross of Lorraine in the South Pacific*, pp 71-71;
Lawrey, J. *The Cross of Lorraine in the South Pacific*, p 22; Gill, H.G.

AN EXPEDITION IN REGIME CHANGE: AUSTRALIA'S PARTY TO THE RALLIEMENT OF NEW CALEDONIA DURING WORLD WAR II

op cit, p 251.

²³ Burchett, W.G. *op cit*, p 206. Lawrey ('A catch on the boundary', pp 76-77) cites PRO FO371/24329/6278 as providing evidence that the Australian High Commissioner to London, S.M. Bruce suggested on 9 August that de Gaulle take control of New Caledonia: while AA, CRS A816, item 19/311/74 records the British High Commissioner for the Western Pacific, Sir Harry Luke's suggestion that de Gaulle use a French warship with French officials to achieve the same.

²⁴ Aldrich, R. *France and the South Pacific since 1940*, p 2; Sautot, H. *op cit*, pp 21-29, 38.

²⁵ Gill, H.G. *op cit*, p 253; Lawrey, J. 'A catch on the boundary', p 75.

²⁶ 'Cable, Secretary of State for Dominion Affairs to UK High Commissioner in Australia, 31 August 1940' in *DAFP*, pp. 125-6. Gill, H.G. *op cit*, p 263; Aldrich, R. *France and the South Pacific since 1940*, pp 3, 7.

²⁷ Burchett, W.G. *op cit*, p 202; 'Report from Commandant Toussainte de Quievrecourt, 27 August 1940, Suva, Fiji, SWA quoted in Dornoy, M. *Politics in New Caledonia*, Sydney University Press, Adelaide, 1984 p 31.

²⁸ Gill, H.G. *op cit*, pp 264, 265; Sautot, H. *op cit*, p 39. De Gaulle's terms for the transfer are conveyed in 'Message, Secretary

Department of Navy to Secretary PM's Department, 13 September, 1940' in *DAFP*, pp. 161-2.

²⁹ Sautot, H. *op cit*, p 44; Gill, H.G. *op cit*, p 265. See also Salmon, M. *op cit*, p 59, and Burchett, W.G. *op cit*, pp 211 & 216, the latter reflecting the wartime censorship that could not allow mention of *Adelaide's* participation, yet hints at local French approval of Australian involvement in the colony.

³⁰ 'Letter, CO *Dumont d'Urville* to British Consul, 20 September 1940', and then 'Résumé of Discussion, 22 September 1940', in *National Archives of Australia (Victoria) (NAA (VIC))*:MP1587 1, 99E(II). Lawrey, J. 'A catch on the boundary', pp 80-81; Lawrey, J. *Cross of Lorraine in the South Pacific*, p 46.

³¹ Burchett, W.G. *op cit*, p 212; Sautot, H. *op cit*, pp 44-46.

³² Thompson, V. & Adloff, R. *op cit*, p 268. Lawrey (*Cross of Lorraine in the South Pacific*, p 16) describes how the *ralliement* itself mostly passed the *Kanaks* by, much less Australia's involvement in it.

³³ « ... au Captain Showers, à ses officiers et aux marins du Croiseur *Adélaïde* sans l'appui desquels le *ralliement* au Général de Gaulle n'aurait sans doute pas réussi. Leur maîtrise n'eût égalé que leur souci d'humanité car ils ont vraiment tout fait pour éviter une lutte sanglante et inutile avec l'avisio vichyste

Dumont d'Urville et les forts terrestres de Nouméa » Sautot, H. *op cit*, pp 178,179.

³⁴ Burchett, W.G. *op cit*, p 214; Gill, G.H. *op cit*, p 266; Sautot, H. *op cit*, pp 54, 66-67.

³⁵ Aldrich, R. *France and the South Pacific since 1940*, pp 15-16; Lawrey, J. 'A catch on the boundary', p 82.

³⁶ Thompson V. & Adloff, R. *op cit*, p 269; Lawrey, J. *Cross of Lorraine in the South Pacific*, pp 55-57, 66, 91; Aldrich, R. *France and the South Pacific since 1940*, p 16.

³⁷ Lawrey, J. *Cross of Lorraine in the South Pacific*, p 61.

³⁸ *Ibid*, p 62.

³⁹ 'AA816 Department of Defence Co-ordination (1939-42) 19/311/10', in Lawrey, J. *Cross of Lorraine in the South Pacific*, p 68.

⁴⁰ 'Minutes of the French Union Assembly, Jan 20 1950 "G.ER" New Caledonia and the War' quoted in Thompson, V. & Adloff, R. *op cit*, p 269.

⁴¹ Aldrich, R. *France and the South Pacific since 1940*, p 17; Lawrey, J. *Cross of Lorraine in the South Pacific*, pp 83, 93-94; Daly, H. 'Les Américaines en Nouvelle Calédonie No 17, 10973 *SEHNC*, *passim* quoted in Dornoy, M. *op cit*, p 34.

⁴² « Après les succès japonais du début dans le Pacifique sud, la Nouvelle-calédonie constitue un bastion où se regroupent toutes les forces américaines et d'où partirent les grandes offensives sur les Salomons et les Philippines » Sautot, H. *op cit*, pp 17-18.

⁴³ Lawrey, J. *Cross of Lorraine in the South Pacific*, pp 115-121.

⁴⁴ Sautot, H. *op cit*, p 17.

⁴⁵ Churchill, W. *A Prime Minister on Prime Ministers* (Attr.)

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THOSE THEY LEFT BEHIND THE FORGOTTEN NAVAL MEN OF SYDNEY

BY MARK FLEMING

The History of Australia as a modern nation is forever entwined with the men of the Royal Navy. The Royal Navy helped found, feed, protect and govern the infant colony. Most of these men went home or off to other stations and duties. But some did not. Many through accident or disease died on active duty and were buried in and around Sydney, in the RN and RAN sections of Rookwood Necropolis, but more rest outside the official naval plots. As their ships moved to other duties and they faded from the minds of the local population, the graves of these men were left untended and forgotten, until now.

Who is responsible for these scattered graves? It seems that no one really knows. Certainly my enquires of the Royal Navy drew a blank and the Commonwealth War Graves Commission is responsible for graves of those killed from the First World War but not sailors from the 1800's. A project is currently underway to locate and catalogue the graves. It is then hoped that moves to at least stop any further decay can be made and perhaps the more notable monuments could be restored and maintained. To place this burden upon the RAN in these times of tight fiscal policy would be unrealistic and unfair, so who then should pay the bill? In the meantime the graves crumble and decay.

It is outside the author's abilities to catalogue all the naval deaths and locate the grave sites. To date there are the graves of over 200 men in the project's database. Among them are men from the Australian Division of the East Indies Station (forerunner of the Australian Station), the Australian Station and NSW Naval Brigade; also men from visiting ships such as the



William Ward Harvey RN – Camperdown NSW

famous *HMS Beagle*. While serving in Australian waters three Senior Officers were to pass away; Captain James Everard Home¹, Senior Officer of the Australian Division of the East Indies Squadron in 1853, and two Commodores Commanding the Australia Station: Rochford Maguire² in 1857 and James Goodenough³ in 1875. The graves of both Home and Rochford are in need of repair, especially that of Captain Home.

The earliest known locatable RN burial in Australia reaches back in time to the voyage of Lieutenant James Cook with the internment of Forby Sutherland on the 1st of May 1770 at Kurnell. His grave or the approximate location of it is marked by a stone marker and flagpole. It is interesting to wonder how many of those who live, work or drive through the Sutherland Shire knows after whom it was named. Perhaps Sutherland is the best known of "those they left behind", but also



the most forgotten. At the very least Forby's grave is not one that we need to watch over as the NSW National Parks and Wildlife Service care for it.

While there would have been naval deaths between Sutherland's and that of three men from the *HMS Bathurst* in 1822, locations for them have not, to date, been uncovered. Three seamen: William Anderson, Thomas Robinson and James McMurty died on 18 August 1822 and were buried in the old Devonshire Street Burial Ground. They were removed to Bunnerong (now Botany Cemetery) when Devonshire

Connor, Crossey
& Day Grave
HMS Brisk 1867
- Rookwood

THOSE THEY LEFT BEHIND THE FORGOTTEN NAVAL MEN OF SYDNEY

Street was redeveloped for Central Railway Station. Their headstone transcribed between 1969-1970 reads (sic) "*William Anderson, Thomas Robinson and James McMurty Seamn of HM Sloop "Bathurst", drowned by the upsetting of a boat on the 18th August 1822. Stone erected by a Lieut, of the "Bathurst" who was upset with them.*"⁴

Lieutenant Phillip Parker King⁵ (son of Captain Philip Gidley King, RN, Governor NSW 28 Sept 1800 to 12 Aug 1806) was in the *Bathurst* at this time and one wonders if 'a lieut' was King, and if it was he that was 'upset' with them? This headstone was lost when Bunnerong was redeveloped in the 1970s.

One of the aspects of naval life many of us forget is the young age of the midshipmen and ships' boys. The youngest recorded death is of Midshipman Rowland Mainwaring' –another grave removed from Devonshire Street to Bunnerong and lost –... "*Mr Rowland Mainwaring, Midshipman, son of Capt. MAINWARING R.N., died on board H.M. Ship "Warspite" in Sydney Cove 27th October 1826 aged 15 years.*"⁶ I cannot help but wonder what became of the ships' boys who must have died on station, and why no record survives of any of them.

The redevelopment of Bunnerong Cemetery robbed us of some interesting headstones; among them that of "*William BUTTS, Capt of the Forecastle of H.M. Ship "Conway" died 4th July 1838, aged 43 years*" Butts shares his grave with James Ayling "*seaman died 5th October 1838 aged 25 years.*" In 1841 *HMS Beagle* under the command of Captain Fitzroy called at Sydney with Charles Darwin aboard. They left behind "*William BLEKSLEY, seaman on H.M. Ship "BEAGLE", died 22 June 1841 aged 28 years 1 month & 15 days. Erected by*

his shipmates." Bleksley was just another sailor but today we look back and the association with the *Beagle* and Darwin means something. Bleksley would have known Charles Darwin at least by sight if nothing else, and he was on a voyage the results of which would shake man's beliefs.

Camperdown Cemetery has many memorials of naval interest. It is the resting place of those drowned in 1857 when the immigrant vessel *Dunbar* ran into South Head and sank. The RAN for many years held ceremonies in remembrance of this event. There are many headstones where a faint naval crown or fouled anchor can be made out but that is all; wind and rain has worn much of the sandstone away as one of the photos which accompanies this article shows. Captain James Everard Home, Commanding Officer of *HMS Calliope*⁷ and Senior Officer of the Australian Division of the East Indies Station (forerunner to the Australia Station) died on 1 Nov 1853⁸ and was buried at Camperdown. Home's grave is very worn and the inscription very hard to read. Unfortunately Home's grave is in a tomb style and the inscriptions on this type of grave tend to weather badly. Commodore Rochford McGuire is named upon the memorial to the crew of *HMS Challenger*. The inscription indicates that he died on the Australia Station but it is unclear exactly where he died and is buried. Further research on this is continuing – it would appear the marker has been moved.

The very heavily carved and ornate headstone of William Ward Harvey



RN is still in reasonable condition but the inscription is hard to read. While Camperdown Cemetery is a rich source of naval graves, it also has been redeveloped. The park in which it sits was once the entire cemetery. Now all that remains is the section enclosed by the walls around of St Stephen's Anglican Church. Some of the headstones displaced have been relocated around the inside of the walls. These are hard to get at and caution should be exercised in the cemetery as there many discarded syringes. Once access to the burial records for this location are obtained its naval links can be fully explored.

Captain Sir
James Everard
Home
HMS Calliope—
Camperdown
NSW

Herbert Allen
Edwards RN
— Camperdown NSW



Rookwood Necropolis has official RN and RAN sections. These are well maintained but have suffered from mindless vandalism at times, as can be seen from the repairs done to the headstones. Many more graves of naval interest lay outside these official enclosures. Among the more interesting and oldest graves at Rookwood are those of three sailors from *HMS Brisk*: John Connor - Carpenters Crew; James Crossey - Gun Room Servant, and Michael Day - Ordinary Seaman. These are all in the old Catholic Section. The sandstone headstone has worn with time and the inscription is all but lost. As Catholics were in the minority in the RN at this time, it is interesting to note that care was taken to bury them according to their faith.

Men from other ships rest in Rookwood, such as Edward Sadler and George Hatton from the NSW Naval Brigade and a very interesting grave erected by the Naval Brigade for Mary Anne Murray *"Wife of W. A. Murray. Died at the Paddington Rifle Range. Erected by Volunteer & Naval Brigade to mark the esteem in which she was held by them"* The story behind this is still to be discovered. Another Naval Brigade grave, this time in the old RN section, is that of E R Connor, which especially mentions his service with the China Contingent. Ships named include those of the Auxiliary Squadron, *Karrakatta*, *Katomba*, *Ringarooma* & *Boomerang*, *Fantome*, *Nelson*, *Encounter*, *Wolverene* – decommissioned in Sydney to become the NSW Government training ship for boys – and *Tingira*. There are also two small and not very well known RAN vessels: the yacht *HMAS Franklin* and the captured German vessel *HMAS Una*. There are many more ships mentioned.

There are some very interesting combinations of service mentioned



such as George Blair, who died 3 July 1919, and who is remembered upon a headstone on a family plot as follows: *"Son of Henry & Jessie Blair. Former of Naval Bridging Train & late of Aust. Flying Corps. A.I.F. (An ANZAC)"*. A much later grave from 1976 is that of Peter Noonan who died 12 Jan 1976 at 95 years of age; his headstone records he served with both the RN and 1st AIF.

If you are aware of any old naval graves, the author would very much appreciate any information you have, especially if the grave is endangered by its age, location or vandalism. Should you wish to know more about the Forgotten Naval Men of Sydney the author is happy to share his research with you. He can be contacted by email on <mflemi13@accsoft.com.au> Please type "naval graves project" on the subject line. 🇺🇦

Mark Fleming served in the RAN and the Naval Reserve Cadets in the 1980's & 90's. He has worked at the ANZAC Memorial, Hyde Park NSW. His interest in Naval Graves grew from finding many while researching his family history.



Above: Garret Cotter
d 12 May 1896
Aged 26
—HMS Orlando

(Endnotes)

- ¹ Captain Sir James Everard Home C.B. F.R.S. (1798-1853) - 2nd Baronet Home of Wells Manor, Hants
- ² Commodore Rochford Mcguire (? – 1867)
- ³ Commodore Sir James Graham Goodenough C.B. C.M.G. (1830-1875)
- ⁴ Sydney Burial Ground 1819-1901, Keith A Johnson & Malcolm R Sainty, Sydney 2001 – Appendix 3, #568
- ⁵ Rear Admiral of the Blue Phillip Parker King (1791-1856), buried St Mary Magdalene Church, Magdalene St, St Mary's NSW
- ⁶ Sydney Burial Ground 1819-1901, Keith A Johnson & Malcolm R Sainty, Sydney 2001 – Appendix 3, #759
- ⁷ Not the Calliope of Apia fame
- ⁸ The Australia Station, John Bach, Sydney 1986, Appendix 3

LIEUTENANT COMMANDER FREDERICK JOHN ROSS, OAM, RAN (1946-2007)

A Life of Distinguished Naval Service

Fred was the consummate warfare planner and his hard won experience saved lives.



On Wednesday 7 February 2007 Fred Ross was in Sydney surrounded by friends and family as he was farewelled after 47 years distinguished service in two navies. The following week he was to begin his retirement with his beloved fiancée Jane in the beautiful countryside of New Zealand's South Island. He died suddenly and painlessly on Saturday night, in the company of good friends and with Jane at his side. Fred was one RAN officer who had never needed a nickname. One simply had to mention 'Fred' and everyone not only knew who was being referred to, but also had their own story to tell.

Frederick John Ross was born on 22 July 1946 in Blackpool, Lancashire, the first son of Fred Ross senior and Sarah Buckley. Fred's father's background is

unclear, but he may have spent time in the infamous German prisoner of war camp at Colditz. In any case, after the war he became a chef at the Cliffs Hotel, Blackpool. Sarah was a singer with the well respected Hallé Orchestra. A second son, Michael George was born in 1947. At four, Fred's mother passed away and with their father unable to cope, the two boys were sent to Dr Barnados Childrens Home in Stony Hill Road, Blackpool.

Life in Barnado's was harsh with strict discipline, but it gave Fred a good start in the world. At the age of seven he began naval cadet training at Barnardo's Parkstone Sea Training School and subsequently joined *HMS Ganges* as a boy seaman. He adapted readily to life in the Royal Navy, experiencing active service on a Ton class minesweeper during the Indonesian Confrontation. Fred later became a submariner, serving as the Chief of an SSBN. After receiving his commission in the mid-1970s, he spent time in both Iran and Oman. Fred's career was never dull. While acting as CO of an Omani patrol craft he

intercepted a dhow off Aden carrying three drugged European girls bound for Zanzibar. No doubt thankful for their rescue, the girls were flown back home. Later, Fred successfully completed the Principal Warfare Officer course and specialised in anti-submarine warfare.

Fred first came to Australia as an exchange officer in 1979. He cut an imposing figure and was always impeccably groomed. Exuding an affable air of style, confidence and absolute professionalism, he made himself right at home. His first ship, *HMAS Yarra*, was trialling the new Mulloka sonar, and Fred became an expert on the system. He went on to postings at the AIO Team Trainer at *HMAS Watson*, and later to *HMAS Perth*. Always happy to pass on his knowledge to the less-experienced, Fred had already become well known for his unique capacity for instruction, guidance and mentoring. In October 1983 he switched uniforms and joined the RAN. Fred had applied to transfer soon after starting his time in *Yarra*, and later said that the lack of prejudice the RAN displayed towards ex-lower deck officers greatly influenced his decision.

Fred subsequently ranged far and wide with positions in the ASW School and RAN Surface Warfare School at *Watson*, Fleet/Maritime Headquarters, the ADF Warfare Centre at Williamstown, the Deployable Joint Force Headquarters (Land) and the Amphibious and Afloat Support FEG. He retired from the PNF in July 2001 while on the staff of the Commander Australian Amphibious Forces, and immediately began a Continuous Full Time Service contract as a member of the RANR. For the next five years he acted as the lead coalition planner in the Deployable Joint



Fred's great strength (and perhaps weakness) was that he always carried his heart on his sleeve

Naval Service

He will long be remembered for a contribution to the Navy and the broader ADF that was both full of character and of outstanding value.

Force Headquarters (Maritime) and regularly deployed on both exercises on operations.

Fred was the consummate warfare planner and his hard won experience saved lives. In 2002-03, for example, he was the Plans Officer on the RAN Task Group Commander's staff during Operations SLIPPER, BASTILLE and FALCONER. During the pre-war planning, Fred championed the need for the conduct of regular riverine patrols along the Khawr Abd Allah waterway between Kuwait and Iraq. He was adamant that the waterway must be kept under constant scrutiny. At a planning meeting onboard the aircraft carrier *USS Constellation*, the need for patrols was questioned by a senior USN admiral. Fred stunned the assembled gathering by recounting his own experiences of riverine operations during Confrontation forty years before. In particular he recalled an incident when a sailor standing next to him had been shot because river security had not been maintained. Backed up by Fred's maturity and wealth of knowledge, that was good enough for the admiral and riverine patrols were made part of the Coalition plan. During the first days of the Iraq War these patrols captured a suicide boat and discovered weapons caches, observation posts and mines on the river and surrounds. Throughout this hectic and critical period, Fred was OIC of the forward command team embarked in the patrol boat *USS Chinook*. Fred excelled in this type of front-line role, and it clearly demonstrated the trust in which he was held by the command.

Fred's great strength (and perhaps weakness) was that he always carried his heart on his sleeve. His willingness to engage in a heated discussion could at times exasperate his co-workers, but it allowed for complex plans to be refined and his commanders

always knew that in Fred they had a trustworthy sounding board. Fred also made his mark on Allied and Coalition forces in other ways. His self-confidence, robust sense of humour and inexhaustible supply of stories, made him a natural networker. This greatly enhanced his value as a staff officer although on occasion providing a challenge for the more strait-laced. The daily operations brief to the combined staff in the Gulf would always begin with one of Fred's jokes. It was a valuable morale booster for the RAN-USN audience, but at times required a red card from the CTG before the punch line could be delivered.

Fred's flamboyance likewise made him a legend in the Australian Army, for whom he was their favourite sailor. His well coiffed mane, anchored firmly on his weathered bollard, was the first feature many troops would see as they hit the beach at Sabina Point, in the Shoalwater Bay training area. He soon became known as the 'Mayor of Sabina Point'. During one well-remembered amphibious exercise Fred was called upon to provide a briefing to a large assembly of Army officers. The quality and enthusiasm of Fred's briefing was undiminished by his appearance in pirate dress (complete with beard, eye patch and parrot). The shocked brigadier in charge was later reported to have been warming up for a serious rocket before being swayed by the strongly positive response of the audience.

Fred's distinguished naval service was recognised in the 2004 Australia Day Honour's List with the award of the Medal of the Order of Australia. He remained a willing volunteer and a thorough naval professional right to the end of his career. In July 2006 he was again operationally deployed, this time serving on the staff of the Australian commander of Coalition Task Force

158, overseeing maritime operations in the northern Persian Gulf. Fred's previous Gulf experience and his wide understanding of the customs of the participants meant that he remained a key team member. In addition to acting as liaison officer with the Kuwaiti Navy, he was responsible for facilitating combined security operations employing Kuwaiti, Iraqi and Coalition forces. During that deployment, while onboard the cruiser, *USS Philippine Sea*, Fred and his many friends celebrated his 60th and last birthday.

In all things Fred was energetic, and if asked to do something he would get on and do it without further ado. Never one to sit still for very long, he was planning his most recent operation right up to the moment of his untimely passing. His plans to move to New Zealand with his fiancée Jane were well advanced. Fred's memorial service was held at the Garden Island Naval Chapel on 16 February, and it was clear to all from Jane's moving tribute that a true love story had been tragically cut short.

Fred had always been extremely proud to be a member of the RAN and he held the traditions and ethos of the Service in the highest regard. He will long be remembered for a contribution to the Navy and the broader ADF that was both full of character and of outstanding value. He is survived by his fiancée, Jane Maupin Yates, his brother, Michael, and his three children, Marina, Cameron and Sophia. 🇺🇸

By Dr David Stevens

Many of Fred's former colleagues have helped to write this short obituary. I am particularly thankful to CDRE Brian Robertson, CDRE Peter Jones and CMDR Lachlan King.

ANCORS Aweigh!

A revitalised maritime research centre commences operation.

BY LEE CORDNER

On 1 March 2007 the Australian National Centre for Ocean Resources and Security (ANCORS) replaces the Centre for Maritime Policy (CMP). Many Australian Naval Institute members will be aware of CMP's long and close association with the Royal Australian Navy (RAN). Established in 1994 at the University of Wollongong, with Commodore (later Professor) Sam Bateman at the helm, CMP became a national and regional intellectual centre for maritime matters. Professor Martin Tsamenyi succeeded as Director in July 1999 and CMP moved into the Faculty of Law. Professor Bateman continues his involvement as a Professorial Fellow. Over more than a decade the Centre has built a strong reputation for research and advisory services. Of particular note also has been the delivery of education and training services to the RAN and other national and regional organisations. However the world has moved on.

WHY CHANGE?

Global events and economic development in recent years have dictated an increased emphasis on security and natural resource management. World communications, including transportation, have rapidly expanded and pressures on natural resources have increased. Nowhere has this been more profoundly evident than in the maritime sphere where international, national, commercial and non-government interests frequently converge demanding a heightened need for effective mechanisms to facilitate interaction, cooperation, security and sustainable management of marine resources, protection of the maritime environment and use of the sea.

A survey of key clients conducted

by the University of Wollongong in early 2006 confirmed the need for high quality maritime knowledge services in Australia and the region. Decision makers in public and private sector organisations require authoritative advice on and forward-looking research into increasingly complex maritime matters. While a small number of academic institutes in Europe and North America seek to offer comprehensive, multi-disciplinary maritime academic services there is a capability gap in the Indian Ocean and western Pacific Rim. ANCORS is intended to fill the gap and meet this emerging demand, as an Australian national centre of excellence, with a capacity to serve the region and beyond. Priority is given to the western Pacific, Indian and Southern Ocean areas in order to provide comprehensive maritime knowledge services to regional countries, agencies and clients, while recognising that the nature of the maritime agenda requires a global as well as a regional approach.

WHAT'S NEW?

Within the University of Wollongong a new Oceans and Transnational Security Research Strength has been formed comprising ANCORS and the recently created Centre for Transnational Crime Prevention. ANCORS places increased emphasis on oceans governance, maritime security and marine resource management and together the centres offer complementary capabilities of particular relevance to national and international security.

ANCORS offers core strengths important to Navy leaders and policy makers: oceans governance, law and policy; maritime strategy and maritime security law including regulation and



enforcement; international fisheries law and policy; and the delimitation of maritime boundaries. Capacity building capabilities include the provision of education and training in maritime security and strategy, international fisheries law and policy, maritime boundary delimitation, regulation of shipping, ecosystem based management and multiple use management of marine resources.

ANCORS has developed a research agenda with three broad and interrelated programmes designed to encompass contemporary and future maritime matters. The three research programmes are:

1. Oceans Law and Governance,
2. Maritime Strategy and Security, and
3. Marine Resources, Industry and Environment.

ANCORS is guided by an Advisory Board with members being prominent persons drawn from government,

Some of the ANCORS team are (from left to right): Quentin Hanich, Lee Cordner, Mary Ann Palmer, Clive Schofield, Professor Martin Tsamenyi - Director ANCORS, Robin Warner, Chris Rahman, Myree Mitchell and Greg Rose.

marine industry and the community. The Board is chaired by Vice Admiral David Shackleton AO, former Chief of Navy. Rear Admiral Russ Crane CSM, RAN, Deputy Chief of Navy has been appointed as a member. The Board will help ensure the Centre remains well connected to the maritime community and conducts research and offers educational programmes that have direct relevance to real world requirements.

ANCORS core academic staff has been increased and the list of fellows and associates is being reviewed and expanded where warranted. This will enable a broader range of more responsive research, education and advisory services to be offered.


ONGOING PROGRAMMES

The Centre has recently entered into a new multi-year contract to deliver Navy single-service education to Command and Staff College students. This arrangement will ensure continuation of the much enjoyed law of the sea and maritime strategy components of the course. Importantly, it will continue to present the opportunity for Navy students to gain a Graduate Certificate and the popular

option of completing a Masters degree part-time.

The Centre has long enjoyed a close relationship with the Sea Power Centre – Australia and this will continue along with Navy short course and international course arrangements with Defence. ANCORS expanded capabilities means that improved research and advisory services will be available to assist Navy and other Defence clients.

CONCLUDING REMARKS

Oceans governance and maritime security are becoming increasingly important and complex. ANCORS provides an exciting development in the intellectual capability available to assist those with maritime interests in Australia and the region. The University of Wollongong's relationship with the RAN and regional Navies is long and beneficial, and one that will be enhanced with the launch of the revitalised research centre. For more information about ANCORS see www.ancors.uow.edu.au 



Lee Cordner

Lee Cordner is a Principal Research Fellow at the Australian National Centre for Ocean Resources and Security (ANCORS). He joined the RAN as a Junior Recruit and served at sea and ashore for over 30 years. He commanded HMA Ships Betano, Bass, Sydney and Adelaide. He was a member of the Tomorrow's Navy Team and in 1999 became the inaugural Director General Navy Strategic Policy and Futures in the re-vamped Navy Headquarters. He resigned from full-time naval service in 2001 and was appointed Managing Director of Future Directions International Pty Ltd, a Perth-based strategic think-tank. He joined the University of Wollongong in 2006.



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Australia's Secret War

Chapter II

BY HAL G.P. COLEBATCH

In April, 1942, that is to say at a period of extreme danger for Australia, with Singapore fallen, Timor occupied save for the area held by the Australian guerrillas, and the situation in New Guinea desperate, the Melbourne *Argus* published a cartoon of two watersiders lounging beside a dockside warehouse as soldiers loaded a ship, one remarking: "Grand boys, aren't they - not only do they fight for us, but they do *our* bit as well!"

Mr Ashley W. Coleman (No. T31059) served first in the Army with the 6th Garrison Battalion from November, 1941, and then enlisted in the Navy (No. H2281) in September, 1942. He served in the south-west Pacific area in *HMAS Townsville*, a Bathurst-class corvette-minesweeper, as an Able Seaman. Mr Coleman gave a detailed account of the front-line services going short of food and other supplies from Australia because of waterfront strikes. A major Australian warship out of food was forced to go "fishing" with depth-charges to feed

the crew. He also gave details of a fight between RAN sailors and watersiders at Newcastle.

"The strikes were severe enough, a "war crime", without the pilfering of presents from home to the men at the front, also Comforts Fund gear, Salvation Army goods etc. ...

"All Australian [servicemen were] aware of the above, including in particular Australian servicemen serving overseas. Many servicemen overseas were not aware (at the time) of why a particular shipment did not arrive on time, or for six or eight weeks later. Unfortunately some would not be lucky enough to see anything arrive.

"The Labor Government of the time proved its unworthiness to handle a wartime crisis of this nature, so, as usual, it became a matter of too little, too late. Americans would quickly take the initiative, march in and load their own ships. There were threats of Australian servicemen following America's lead, but these did not go far enough to solve the problem.

"I served as a seaman in the corvette *HMAS Townsville* on her return in January, 1943, from her station in Darwin ... On the east coast in 1943 and early 1944 *Townsville* and other corvettes escorted convoys which often came under submarine attack. Many ships were lost, many men died ... others can imagine the shock of reaching harbour to read: "Wharfies on Strike Again."

"What amazed me was that the [list of] men's lives lost was printed once and then forgotten. The "Wharfies Still on Strike" and so on went on and on, week after week. Coal-miners let all know they were not forgotten, and hit the headlines frequently enough.

"While we, as a crew, in that particular time - 1943 to early 1944 - did not suffer from hunger or lack of other supplies, we could not understand a country at war being held to ransom by the few.

"You would hear remarks like: "They'll be back at work soon."

"What makes you say that?"

Captions: *HMAS Castlemaine*, now on display in Melbourne – *Townsville* was a similar Bathurst-class corvette



Australia's Secret War – Chapter II

“You can't pilfer cargo if you're not handling any.”

“1944 saw *HMAS Townsville* performing her patrol, convoy duties and other tasks in New Guinea, New Britain and the Halmahera area. Problems began to arise ... delays from supply ships with food rations and other equipment, which we naturally presumed were caused by waterfront strikes at home in Australia. When supplies arrived there would always be one or two on the ship who would complain that their parcels or presents were interfered with or did not arrive at all.

“On one occasion on returning from Moratai to Hollandia, we were practically all out of food. Weeks before we had left on that trip (we had no luck “fishing” with depth-charges). We fully expected a supply-ship to be discharged in harbour, but no. instead we received a signal to fuel and proceed on patrol duty for seven days on the outer perimeter of the area.

“The crew were somewhat stunned, but were reassured it was a good cause, for submarines had attacked the harbour with torpedoes the night before we arrived ...

“One day before arrival back in Hollandia, the crew were informed there would be a lunch-time inspection, for members to air any complaints they might have regarding their food or lack of it. Sure enough, off-duty members of the crew were seated, a plate before them, with a one-square-inch piece of very thinly-sliced meat stuck in the middle - this is the whole truth! - the meat was no thicker than the normal thinly-sliced ham we see in shopping markets. Alongside the plate was half a small scone. This was our main meal for the day.

“We sat there “at attention” till the First Lieutenant and Coxswain Petty Officer J. E. MacDonnell (later the well-known author of naval stories)



A partial shot of the side of *HMAS Katoomba* disembarking boats in WWII

and a Leading Hand filed past slowly enquiring “Any complaints?” I really believe we were all meant to complain so some action could be taken. Crew members turned back to their plates after the First Lieutenant had gone on, and I noticed my “scran oppo,” Able Seaman Terry Randall, peering at my plate, a grin starting to form on his face. “What’s wrong?” I asked. “Why, or how, did you get a larger portion than us?” he answered. I glanced down at my “dinner” and there on one side was a maggot. Another “meal” I missed on.

“Army and Air Force personnel must surely have suffered as much as, or more so, than those on Naval ships ...¹

This account of shortages links with another matter. I have made it a general policy not to quote unnamed sources here. However one such, a former Naval Reserve Officer with a distinguished record and later a very prominent businessman, who asked that his name not be given, said that Australian warships leaving combat areas in New Guinea and the Islands had to turn over their unexpended

supplies, including ammunition, to the ships replacing them because the supply situation was so bad. They had then to proceed back to Australia with empty guns and magazines, through waters in which the enemy was still active. Mr Coleman said that this had in fact happened in his experience more than once. The Officer said that on one occasion, in a major Australian warship which had been de-ammunitioned, he was on watch on a passage back to Australia when he saw a Japanese torpedo-boat. All he could do was pretend that he had not seen it and hope it would be scared off by the warship’s appearance. If he betrayed that he had seen it, or taken any evasive action without firing on it, the enemy would have realised that the Australian ship was helpless and at its mercy.

I mentioned to Mr Coleman that one of the naval novels by J. E. MacDonnell (the Coxswain Petty Officer in the corvette *HMAS Townsville*, later a commissioned Officer, and Australia’s most successful and best-known Naval novelist), there was a scene in a pub in which off-duty

sailors were attacked by Communist dock-workers, and asked him if he knew of any incidents on which this might be based. He replied:

"I contacted an old shipmate and we both agreed that this did happen in a waterside hotel in Newcastle. We did not tie up alongside in Newcastle much, and only did on this occasion on account of the strike ...

"It was *Townsville's* crew, or part of it. I was not in the hotel at the time. I can remember though the locals were not allowed in by the strikers, who were making nasty remarks, until one of *Townsville's* crew called then "a load of gutless bastards." Then they were attacked by the strikers who did not get it all their own way. I believe the sailor Jim Brodie,² a large man with a heavy punch, inspired the sailors ... MacDonnell was our Coxswain at the time, respected by all who knew him ... It was ironic that later Newcastle was shelled from the sea by a submarine."³

Mr A. L. ("Chubby") Rose, (No. WX5328) a former staff-sergeant in "A" Company, 2/28 Battalion, supplied the following account of Australian soldiers running out of ammunition in battle because of a wharf strike:

"On the afternoon of 21 October, 1943, two of our companies were cut off at a small flat-topped hill named Katika in New Guinea. As Company Quartermaster Sergeant of "A" company I had taken a small party of men from Scarlet Beach to resupply the lads. We were escorted by an armed party with Owen Guns.

"On our way back we were ambushed by the Japs and one of our NCOs was killed. We returned to the hill and had to stay that night. The Japs attacked several times. My brother was shot in the mouth but was able to walk back with us next day. We had orders to go easy with the ammo that we had as the wharfies at Sydney were refusing to load any on the ships. The lads were

using hundreds of rounds of small arms ammo and stores were running low.

"You can imagine what we would have done to the wharfies had we been given the chance - the Japs would have been second priority. It would be interesting to know what the government did about these strikes as we were not the only ones to be put in a situation like that."⁴

Sir Charles Court, AK, KCMG, OBE, served in the infantry in the islands, rising from Private to Lieutenant-Colonel (later Colonel). As Minister for Industrial Development and later Premier of Western Australia in the 1960s and 1970s he was largely responsible for the development of WA's massive iron-ore industries and is generally acknowledged to be one of Australia's greatest architects of development. Interviewed in July, 2001, he said strikes on Australian wharves had been a "constant background" to everything the troops did.

In 1945 he had been aboard the troop-carrier *Katoomba* when the firemen went on strike during a storm and refused to tend the furnaces. The ship drifted helplessly before the storm for several days and might have sunk. The Master, Captain Snowball (who the present writer met as Captain of the *Kanimbla* post-war), took disciplinary action, and got the firemen working again. When the ship eventually reached Torakina in Bougainville an order was received from the Government that the disciplinary action be rescinded. Sir Charles commented:

"Obviously the crew had got a message back to their union in Australia and without consulting the Captain about the incident and the circumstances, which were quite serious, the instruction was given by the Government. I know the Captain was very unhappy but there was nothing he could do about it."

Sir Charles continued:

"Another incident which also involved the *Katoomba* resulted from the installation by our Army engineers of a system which could supply water efficiently to ships at Torakina. Large quantities of water had previously not been readily available to ships at this port.

"Our Engineers knew of the problems which ships experienced without such an installation, although there was abundant water of suitable quality available. Previously ships that needed to replenish their water had had to sail a long way to the nearest port with the required facilities.

"The Captain of the *Katoomba* was delighted to see the water replenishment installation and planned accordingly for the return to Australia, only to be advised by the crew that they objected to the changes of plan. It transpired that their objection was that would lose access to the American PX store at the port where water was normally replenished - there was so such store in Bougainville at that time.

"One does not need a very vivid imagination to know why they wanted to have access to a PX store.

"It seems beyond belief, but our captain then had to agree to sail to the other port though he was able at Torakina to take on all the water he needed for the journey back to Australia. The agreement reached was that the crew would have a day at the other location to do their shopping and then they would resume their journey back to Australia. This involved an extra 500 miles of unnecessary steaming."⁵



Hal G.P. Colebatch has an MA in History/Politics and a PhD in Political Science and is the author of several books as well as many articles in The Australian, Quadrant, The American Spectator etc. His book Blair's Britain was chosen as a Book of the Year

in the London Spectator. His latest book is Steadfast Knight: a life of Sir Hal Colebatch (Fremantle Arts Centre Press, WA). This is an extract from his unpublished book Australia's Secret War.

(Endnotes)

¹ Letter, 26 May, 1996.

² One of MacDonnell's fictional heroes is named Jim Brady, also a large man with a heavy punch.

³ Letter, 20 June, 1996.

⁴ Letter, 2 June, 2001.

⁵ Interviews, July, 2001, and Letter, 8 August, 2001.



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'Naval Networks: The Dominance of Communications in Maritime Operations'

THE 2007 'KING-HALL' NAVAL HISTORY CONFERENCE

'Communications dominate war; broadly considered, they are the most important single element in strategy, political or military.'

- Captain A.T. Mahan, USN, 1900.

'The object of naval warfare is the control of communications, and not, as in land warfare, the conquest of territory.'

- Sir Julian Corbett, 1911.

'Sea communication has opened up the whole world, and has played the greatest of all parts in spreading both knowledge and civilisation.'

- Captain W.H.C.S. Thring, CBE, RAN, 1928.

The fifth biennial 'King-Hall' Navy History Conference will be held in Canberra on 26-27 July 2007. The conference will be organised by the Sea Power Centre – Australia with assistance from the School of Humanities and Social Sciences, University of New South Wales at the Australian Defence Force Academy. The King-Hall Conference has become a significant event in the national and international sea power communities for its wide-ranging discussion of topical naval historical and maritime strategic issues. The conference is open to the public, and previous events have attracted a wide range of naval historians, academics and retired and serving military personnel, as well as interested lay people from Australia and overseas.

THEME

The broad theme of the 2007 conference is 'The Dominance of Communications in Maritime Operations'. Its aim is to analyse the influence of communications on the application of sea power in the broadest possible sense. The content will thus deal with both information and transport, and encompass issues ranging from the strategic importance of sea lines of communication through to the tactical use of

communications in war and peace.

Maritime historians and strategists have long been conscious of the fundamental links between oceanic communications, naval strength and national achievement. In today's globalised economy the importance of such links is magnified but not always appreciated by policy makers and outside analysts. Practitioners of sea power have likewise been aware that developments in strategy and tactics are closely related to the prevailing state of communications technology. But although navies are routinely at the forefront of the revolution in information management, seamless interoperability remains an elusive goal, and the extent to which force networking may have changed traditional naval roles remains unclear. By examining how the different elements of maritime communications have evolved and why perceptions have changed, this conference will use the past, not only as a subject of interest in itself, but as a guide to the future conduct of planning and operations.

PROGRAM

Various distinguished speakers from Australia and overseas will appear at the conference. The final program is expected to cover the shifting demands facing both national and combined international sea power, together with case studies of command, control,

communications and intelligence taken from the ancient world through to the 21st century. Gathered together, these papers will offer new insights into the future face of maritime strategy, the changing nature of global connections, and the continuing nexus between communications and command at sea.

FORMAT OF PRESENTATIONS

Presentations at the conference are expected to last 30-40 minutes followed by time for questions. A draft of the paper must be provided in electronic form at least one week prior to the event. To be eligible for publication final papers must be submitted by September 2007.

PUBLICATION

Selected papers will be published in a collected volume. The format will be similar to previous productions of the Sea Power Centre-Australia including: *The Face of Naval Battle* (Allen & Unwin, 2003); *The Navy and the Nation* (Allen & Unwin, 2005); and *Sea Power Ashore and in the Air* (forthcoming).

MORE INFORMATION

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PORT ASH UPDATE

SHIPHANDLING CORNER

BY CMDR MAL WISE OAM, RAN, WITH LCDR STEVE MCCRACKEN RAN

I have taken over the helm of this "corner" from CDRE Griggs and my aim is to provide a brief article for each edition of Headmark. I hope that they will not all be my own as there are many differing views on shiphhandling and we all have very different experiences which are of interest and value to others. I encourage readers to submit articles to me via e-mail or post for inclusion in this section of the journal. To get the ball rolling I thought it would be valuable, given current developments, to provide an update on the Australian Ship Handling Centre ("Port Ash") at Raymond Terrace. Port Ash was first introduced to readers in an earlier version of the Journal by then CAPT Griggs, and the "manned model" facility has matured significantly over the past five years. Here is the current state of affairs: CMDR Mal Wise

For the Mariner, shiphhandling is their bread and butter. It is an art that takes much practice. In time, when you think you have mastered the art, something happens to remind you that there is still more to learn. It can be a somewhat daunting prospect; One person trying to orchestrate everything correctly, to move thousands of tonnes around without damaging anything or anyone, to place the ship exactly where it has to go. This is where the mariner appreciates Port Ash.

At the Australian Shiphhandling Centre, "Port Ash", the art of shiphhandling is theorised, demonstrated and experienced all in 1/25th scale models. It is these models into which you climb, to hone your skills. Now in operation for over five yrs the models allow students the freedom of learning by experience, trying by feel

and seeing for themselves the effects so well documented in print (in BR 45).

This makes Port Ash a unique training facility and an invaluable addition to electronic simulators that cannot provide all the visual clues that are so vital to the aspiring shiphandler.

Port Ash is the realisation of a dream by Captain Clifford Beazley MNI to try and better convey the principles of shiphhandling that he has learnt over nearly thirty years as a pilot. The facility (one of only five in the world), brings together his passions for seafaring and model making. The shiphhandling instruction is conducted by experienced personnel, all professionals in their field of expertise, who have been or are Master Mariners, Pilots or Tug Masters. This wealth of experience, coupled with the ability of the models to accurately demonstrate all the necessary principles of shiphhandling, helps to make Port Ash the excellent resource that it has become.

In brief, Port Ash consists of two 1/25th scale models of merchant ships (Handymax and Panamax size) supported by up to six scale model remote control tugs. The vessels are of substantial size and when in full swing accommodate a pilot, helmsman, two tug-masters and a facilitator. There is also room for additional observers if required. In combination with scale remote control tugs, the models can be used for all aspects of harbour manoeuvring. The models have bow and stern thrusters, a working anchor and suitable connection points for the tugs. Activities can be recorded for future reference and all communications (except to the helmsman) are via radio which enhances realism. The models are operated on a purpose built dam with carefully graded depths to produce shallow water effects and realistic



Top: The full complement - two tugs assist MV Triton (very similar to HMAS Sirius) to depart the wharf (courtesy Capt C. Beazley, Port Ash)

Bottom: The new (as yet unnamed) ship - 3 screws and 3 rudders - an FFH Captain's Dream. (courtesy MR J. Jarvie, J and J Jarvie Pty Ltd)

under-keel clearances (UKC). Many transit markers on the banks assist in measuring your progress and fixing your position. Electric outboard motors can be used to generate currents of up to about two (scale) knots.

At the scale, everything happens five times faster than in real life (the square root of the scale). This takes some getting used to but certainly makes you think more quickly. The challenge here is the wind, as five kts of real wind represents 25 kts of scale wind. The great advantage however is that a berthing evolution that would take 1 hour in a ship, takes 12 minutes in the model and so a great deal of ship handling can be achieved in a day. Whilst at Port Ash, there is almost no end to what can be demonstrated from a shiphhandling perspective. Principles such as bank effect, pivot point and shallow water effect are easily demonstrated. Berthings and

unberthings, with and without tugs, in still water or in currents can all be done realistically.

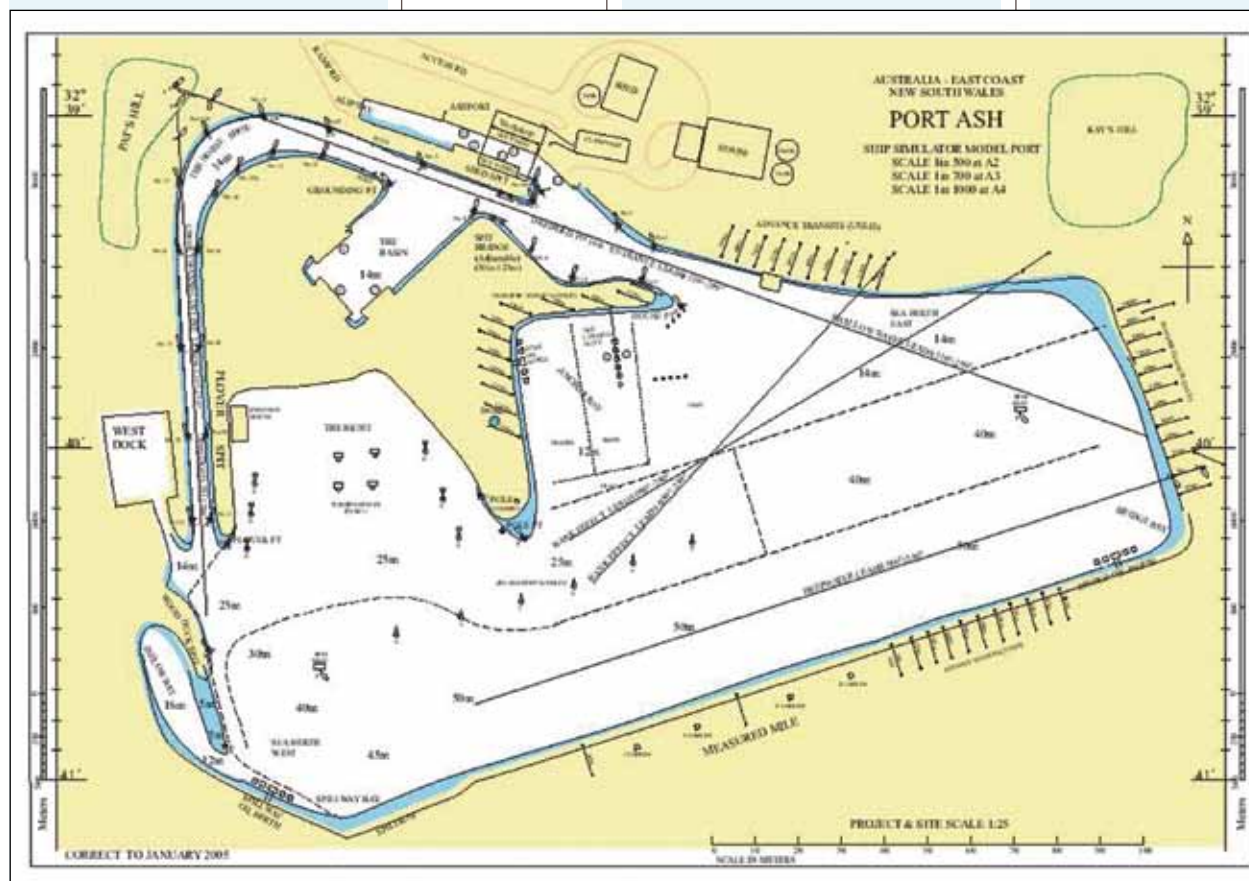
In 2003, as a result of a number of shiphandling related incidents in the Fleet, Commander Australian Naval Systems Command (CANSC) directed Training Authority – Maritime Warfare (TA-MW) and the Master Attendant (MA) to conduct a review of RAN shiphandling training, and shiphandling facilities available in Australia. As a result of this review, Port Ash was identified as the most suitable facility to address the shiphandling training needs of the RAN at the time. The key advantages of the facility are that it provides realistic training in a safe and controlled environment at reasonable cost (particularly when compared to the cost of shiphandling incidents). It is also relatively close to Sydney and therefore easily accessible. This resulted in the identification of funding by CANSC to support the use of Port

Ash for four weeks per year. These five-day blocks were allocated to the Major Fleet Unit Commanding Officer Designate Courses (two per year) and the Long and Advanced Navigation courses (one each per year). While the effects of this training are difficult to measure, the feedback from participants has been unanimously positive. The introduction of Port Ash into the RAN's training curriculum recognises the excellence of the training provided at the facility. The exposure gained will hopefully arm all Seaman Officers with greater knowledge and improved skills for their careers as shiphandlers.

Currently, Port Ash is predominantly used to provide training to MFU Navigators, Executive Officers and Commanding Officers. It does, however, provide excellent training for Officers of the Watch who are expected to handle ships for various evolutions with only limited exposure to practical shiphandling. Late in 2006,

HMAS Ballarat undertook three days of training at Port Ash with the focus on two groups. The first, consisting of the Executive Officer and Warfare Officers, focused on berthing and tug work. The second, consisting of Officers of the Watch and trainees, focused on manoeuvring, anchoring and hydrodynamic effects such as interaction and shallow water effect. *HMAS Sydney* utilised the facility the week after *HMAS Ballarat* and *HMAS Success* has also used it. In addition to the excellent shiphandling skills it develops, Port Ash is most enjoyable and provides motivational training for young Seaman Officers.

To date, the drawback with Port Ash for the RAN has been the lack of a model that more closely simulates the behaviour of a warship. The two existing models are both large merchant ships with single, right hand turning, fixed-pitch propellers. The smaller of the two is a scale model of *HMAS Sirius* with the larger one




Port Ash
- The Chart
(courtesy Capt
C. Beazley,
Port Ash)

PORT ASH UPDATE

being a scale model of a much larger PANAMAX vessel. This however is about to change. In 2006 the Navy, through TA-MW approved funding to support the production of a model that would more closely represent the FFH and warships in general. Now well underway, she is scheduled for launch in April or May. With finer lines, the vessel has a "plug and play" methodology with options for up to 3 screws and up to three rudders. This should allow close simulation of the FFH, *HMAS Success*, the LPA and the future Air Warfare Destroyer. While scale controllable pitch propellers will not be fitted (maybe a challenge for DSTO?) the opportunity to practice twin screw ship handling of a vessel with a similar block coefficient and power to weight ratio to a warship will greatly improve the fidelity of RAN training at Port Ash. The opportunity

for realistic twin screw shiphandling for RAN Bridge Teams at all levels of experience is at hand. Keep an eye out in *Navy News* for photos of the launch and availability of the vessel for training in the very near future.

In shiphandling, the old adage that "nothing beats the real thing" remains true, but when the consequences of things going wrong are so great, the benefit of 1/25th-scale model and the associated time-savings make Port Ash an outstanding training facility. Only two hours drive north of Sydney, Port Ash is readily available to any Sydney based unit, and the launch of the Navy's latest [model] warship, due in May 2007, will add a further dimension of realism to the training. There does however remain much secrecy surrounding her name...

For more on Port Ash visit their website at <www.portash.com.au> 

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SAAB

ADM SIR VICTOR ALFRED TRUMPER SMITH, AC, KBE, CB, DSC, RAN

BY TOM LEWIS

Often described as the “father of the Fleet Air Arm”, Admiral Sir Victor Smith had a lengthy and distinguished career in the Royal Australian Navy, and an exciting time too: he was shot down twice and sunk twice and carried out many a hair-raising attack on his country's enemies. Eventually known in conversation throughout the force as “VAT Smith”, he went into aviation at a time when its future was unclear, but his commitment to the new technology was unswerving and rewarded when he was chosen to play a key role in planning a new direction for the RAN after WWII. He oversaw many changes within the Navy, not least of which was the acquisition of aircraft carriers and the transition from propeller to jet aircraft. One of the first RAN members to be promoted to full Admiral, he was well known for his dedication to those serving with him and for his abilities as a great “man-manager” through his 49 years in uniform.

Victor Alfred Trumper Smith was born on 9 May 1913 in Chatswood, a suburb of Sydney.¹ By his own account, he had a happy childhood. His parents – George and Una Smith² – were ‘middle-class’ as he later described it, and his father worked for a pastoral company all his life. ‘VAT Smith’ was a keen member of the local Cub pack; a member of a church choir for four years, and a player of both tennis and rugby. Although Victor Trumper, a famous cricketer of the age, was an uncle VAT Smith did not shine at this game.³ The young boy also learned the piano, and strangely enough this translated to playing the bass drum in a Cub drum and fife band.

Smith's interest in the navy was probably sparked, as he recalled it, by a Lieutenant Commander who occasionally visited the Cub pack to

teach knots and splices and sometimes to give a talk on Navy life. Later Smith sought further information on the Navy, this leading to inquiries being made about passing the entrance exam for the RAN College at Jervis Bay. After a year of coaching, he took the exam, and passed, joining the intake of 1927.

His memories of the College are mixed. He thought the education was excellent, but disliked the system of ‘fagging’ for other cadets – which basically meant the first year students acting as servants for the third years, and the second years acting as servants for the fourth years. Senior cadets could beat more junior cadets, too. But Smith's overall time was happy, and he was impressed by the officers and masters, in particular Commander Fogarty Fegen, the Executive Officer. (Fegen won a posthumous VC in WWII, commanding the coincidentally named *Jervis Bay*, taking on the far-superior *Admiral Scheer* in sole defence of a convoy.) Apart from being a very pleasant personality who entertained groups of cadets to his wife's afternoon teas, Fegen also coached Smith in rugby.

In his last year at the College, the Jervis Bay site was closed down and the training of officers moved to *HMAS Cerberus* on the Mornington Peninsula. Australia was going through the time of the Depression, and cost-cutting drove the closure. VAT Smith graduated satisfactorily at the end of 1930, and was presented with a silver cigarette case in recognition of the achievement



Victor Smith as a Lieutenant

of having become a Cadet-Captain.

The newly graduated midshipmen were each posted, for more learning, to one of the ships of the fleet. They were now given a more realistic role: being placed in charge of a cutter, participating in a signal drill, or engaging as an assistant in the firing of the ship's weapons systems. Smith was posted to the cruiser *HMAS Canberra*. The ship visited Tasmania, Suva in Fiji, New Zealand and many Australian ports during his time on board. His personal report of this time described him as ‘...of the stolid, slow type, whose personal bearing and appearance, although not yet up to standard, has improved considerably in the ship.’

Class photo of 1927 (VAT Smith is right of rear row)



ADM SIR VICTOR ALFRED TRUMPER SMITH, AC, KBE, CB, DSC, RAN

In May 1932 the five midshipmen left of the 1927 entry – the others having had to leave the Service because of Defence cuts – travelled on the liner *Oranto* to the Mediterranean to join HMS *London*, the flagship of the RN's first cruiser squadron. This was a wider and more useful experience of Navy life, and it was while attached to *London* that Smith managed to undertake a two week air course on board the carrier HMS *Glorious*. The experience 'awakened an interest in me towards the Fleet Air Arm' as he put it, and although soon embarked on board a destroyer for more courses, he began to look at aircraft and ships in a new light.⁴ In August 1933 he sat his Sub-Lieutenant's seamanship board, and passing it, left the midshipman's white tabs behind.

Further training followed at the Royal Naval College at Greenwich in a variety of academic subjects. Smith played Rugby with enthusiasm, and while finding learning French rather frustrating, enjoyed the training, the impressive buildings and time off exploring London. (Indeed Greenwich is the home of architectural masterpieces by Inigo Jones; Sir Christopher Wren, and Sir James Thornhill.) He remembered later being somewhat poor, with expensive uniforms and a sword having to be purchased from his pay.

A gunnery course followed, and then Smith returned to Australia to join HMAS *Canberra* once again, this time in a more exalted position as 'Sub' of the Gunroom – the senior officer of the midshipmen's mess. In early 1936 he joined HMAS *Australia* in the Mediterranean and soon was promoted to lieutenant. His interest in aviation was soon resumed with successful application to undertake an Observer's course. This was to be held in Britain, and commenced in 1937 for seven months of flying at RAF Lee-on-Solent. The duties of an observer were manifold,



At an audience, along with his wife, with Pope Paul VI

and ranged through navigation to radio operation – and later radar – and even bomb aiming, all depending on the type of aircraft. Upon successful completion Smith was posted to HMS *Glorious*, the carrier which had awakened his interest in flying. Flying was conducted mainly in the Swordfish biplane, which Smith seems to have held in some affection – he observed that it could have 'several cylinders' of its engine shot out and still be under power. (The model's successful attack on the Italian fleet at Taranto in November 1940 certainly advertised the new possibilities of carrier-based aircraft.) Smith was a busy officer: as well as several ship duties he was also 'Fleet water polo officer', and spent some time ashore pursuing the sport. Although these were happy times, Smith later remembered there was some considerable uneasiness, discussed by many, about the deteriorating international situation from 1937 onwards.

In August 1939 Smith was posted off *Glorious* to undertake a meteorological course – a fortunate appointment, as the carrier was sunk early in the war in controversial circumstances, and with heavy loss of life.⁵ However by the time he reached Britain in early September the embryonic conflict was changing matters rapidly – he arrived on the

day⁶ war was declared – and instead of the course and the planned return to Australia he found himself posted to the carrier HMS *Ark Royal*. The ship was soon at sea in the South Atlantic participating in the search for the *Graf Spee* – the search ending in that ship's scuttling after the Battle of the River Plate.

Back in Britain 821 Squadron, taking Smith with it, moved to Naval Air Station Hatston in the Orkneys and undertook anti-submarine patrols. Information was soon acquired that the German battlecruiser *Scharnhorst* and an accompanying force of ships were moving south down the Norwegian coast. 821 Squadron was ordered to the attack. Six long range Swordfish were deployed under Smith's command and after a flight across the North Sea found their target. They carried out torpedo attacks but no hits were recorded, although two of the aircraft were lost. Smith later recorded it as 'a frightening experience....you are in some respects a sitting duck' when moving into torpedo aiming range and unable to change course because you were also in the ships' gun range.⁷ One of his personal reports of the time noted 'He has plenty of fighting spirit...' and this was confirmed a while later when – along with the senior pilot – he was awarded

a Mention in Despatches for 'bravery when attacking German Battle Cruiser 'Scharnhorst'.⁸

In August 1940, after a successful application to join a fighter squadron, Smith was transferred to 807 Squadron near Winchester. After a time in HMS *Pegasus*, the Squadron embarked with the two seater fighter Fairey Fulmars on board HMS *Furious*. They proceeded to Gibraltar, where they transferred to *Ark Royal*. Smith recorded that it was around this time he contracted malaria, which he endured for several years. In May 1941 Smith's aircraft attacked a flight of enemy bombers and was severely damaged in the process. The aircraft had to be ditched and Smith and pilot Lieutenant Nigel Hallett spent some time in the water. Hallett was badly shocked by the crash and began to lose heart, saying he did not think he could go on for much longer.⁹ Smith rallied him and some time later they were picked up by the destroyer *Cossack*. Smith later noted that the destroyer's sailors mistook them for Italians owing to their suntans, leading to a few moments of potential hostility. Hallett later maintained that Smith had saved his life – typically Smith did not mention this aspect of the crash in his later biography.

This episode was probably enough excitement for Smith for a while, for he does not mention in his biography the hunt for the German battleship *Bismarck* which was taking place at the end of May 1941. He went to sea as part of the hunt on board *Ark Royal*, but later noted that the weather was too rough for the fighter squadrons to operate.¹⁰ Peter Howson, later an Australian Federal Minister, who served with him at the time, is of the opinion that this incident caused VAT to realise the importance of an air component for the RAN at a time when very few others shared those views. Howson, an RNVR pilot from 1940 until 1946, later emigrated to

Australia and transferred to the RAN. He was a Member of Parliament from 1955 to 1972; Minister for Air for four years, and sometimes Acting Minister for the Navy. His maiden speech in Parliament stressed the importance of naval aviation. Throughout his career he kept in touch with VAT, and watched the thoughtful forward thinking that developed on *Ark Royal* transform him into 'the expert in airpower in the RAN in the 1950s and 1960s, and certainly an inspiration to the Naval Board to spend money on a Fleet Air Arm'.¹¹

A month later Smith was shot down a second time, this time after he and pilot Lieutenant Commander Sholto-Douglas were again attacking enemy bombers. Once more the pair were rescued. In November Smith was on board *Ark Royal* when it was torpedoed. Smith recorded that 'there was nothing dramatic about leaving the Ark, a destroyer came along side and getting aboard was no problem'.¹² At the end of the year he was awarded a Distinguished Service Cross for service in 807 Squadron; the citation reading '...for outstanding zeal, patience and cheerfulness and for setting an example of wholehearted devotion to duty'.¹³

Once back in Britain with the rest of the *Ark Royal* survivors, VAT Smith was invited to become the senior observer of the reformed 825 Squadron, which he had to decline as Australia House had passed along instructions for him to return to Australia. Smith noted later that 13 out of that Squadron's 18 aircrew were killed shortly afterwards in an attack on *Scharnhorst*, *Gneisenau* and *Prinz Eugen*.

Arriving back in Australia in February 1942, Smith recorded surprise at the conditions and attitudes he found at home. 1941 and the beginnings of 1942 had been a bad year for Australia – the attacks on Pearl Harbor had brought Japan into the war and the war closer; *HMAS Sydney* had been sunk



in the duel with *Kormoran*; Singapore had fallen, *HMAS Perth* had been lost in the Battle of the Java Sea, and *HMAS Yarra* shortly afterwards. Yet here were plentiful supplies; no blackout, and an attitude of 'business as usual'.

Posted to *HMAS Australia*, but from there attached to the cruiser USS *Chicago* as liaison officer, Smith found much to interest him in the way the Americans did business. He was then sent to be observer for *Canberra's* aircraft and experienced the attack on Sydney Harbour by three Japanese midget submarines at the end of May, with the submarines torpedoing *HMAS Kuttabul*, killing 21 sailors and generally causing a night of mayhem and mistakes. *Canberra*, anchored in darkness, was not a target.

Canberra was then deployed to the Pacific and was soon in action, culminating in the Battle of Savo Island. This action saw units of the American and Australian navies surprised at night by a Japanese squadron. American radar-equipped 'picket' ships did not see the oncoming enemy, and the attack was both a complete surprise and a

Top: Vat Smith in 1972 at the RANC

Bottom: Vat Smith cartoon reads: 'Don't worry Dear - by the time we get there it'll be second to none!'

ADM SIR VICTOR ALFRED TRUMPER SMITH, AC, KBE, CB, DSC, RAN

total victory for the Japanese. Smith's ship was annihilated; as one account put it: 'In only two minutes, *Canberra* without firing a shot, had been reduced to a burning hulk.'¹⁴ Although not sinking immediately, the cruiser was a total loss. It was Smith's second sinking but he was reticent about in his later autobiographical account, saying he had 'nothing to add to the many accounts which have been written.'¹⁵

On 14 September 1942 Smith was appointed to *HMAS Assault* in Port Stephens on the central coast of NSW. This newly commissioned shore establishment was where beach landing techniques were taught – specifically the 'commando training' of 120 sailors who were being readied for covert assault techniques in jungle warfare. Smith was not involved with the highly rigorous training; he later commented that he had a 'rather idyllic existence' there instead, involved in the administrative side of the establishment.¹⁶

From here he travelled to Britain to become part of the ship's company for *HMAS Shropshire*, the replacement cruiser for *Canberra*. Lieutenant Bryan Castles, later to become an RAN Admiral himself, met Smith for the first time during this appointment, and was struck by his 'search for knowledge'. This was shown in his willingness to always listen to others and learn from their experiences. Castles later further commented that: 'Al's understanding of and dedication to his fellow officers and men and to the RAN was an outstanding feature, the like of which I never experienced again my service career.'¹⁷

Smith's appointment to *Shropshire* was short-lived. The removal of her aircraft facilities meant there was no requirement for an Observer. A request to join the aircraft carrier *HMS Tracker* was successful, and as an Acting Lieutenant Commander, Smith joined her on 21 July 1943 as Operations Officer. The carrier's main role was as

an Atlantic convoy escort and many patrols were deployed from her deck in search of U-boats. Early 1944 saw her deployed on the run to Murmansk. Flying conditions were extremely taxing with ice often forming on the flight deck, and indeed on the ship's railings. The ship's company saw little of land ice however: they were not even allowed to disembark for exercise at Murmansk.¹⁸ Nevertheless the aircraft were involved in sinking two U-boats and shooting down six enemy aircraft.¹⁹ VAT Smith was noted during this time as being an effective communicator: '*...the door of his office, which he hardly ever left, was always open and he ensured aircrew were kept fully up to date...*'²⁰ His personal report suggested that he was a '*...most zealous, conscientious and capable air staff officer. Most loyal and intrepid, he is always a strong influence...*'

Early in 1944 Smith was sent to work on the plan for D-Day, Operation Overlord, and the air components of the landings. He moved ashore into France once the huge amphibious assault had been made and planned Channel shipping protection. In September he moved back to Britain to begin studies for shore facilities required in Australia for the move to the Pacific of RN units. The Normandy appointment was also an opportunity for which Smith recorded he was always thankful - the opportunity to meet, court and marry Miss Nanette Suzanne Harrison, an ex-WAAF member who was now working in a solicitor's office. Upon hearing of an imminent posting to Australia the two were married at five days notice.

In November 1944 Smith returned to Australia via a two-day flight aboard an Air Force Lancaster.²¹ He was asked to begin plans for a two-carrier force for Australia after the war. In late 1945 he was despatched to Britain to fill gaps in the draft plan. He was able to meet up with his new wife once more. The planning in Britain took over a year

and resulted in the formation of an air planning staff for Navy Office under the direction of a Captain. Smith formed the fourth member of this office together with officers with Engineering and Supply backgrounds. This was a time of much infighting between the RAAF and the Navy as to which should operate various elements of any maritime aviation. However, VAT Smith was a crucial linchpin: one of his personal reports noted that '*...he had a happy knack of persuading the R.A.A.F. and R.A.N to give help freely and willingly.*'²²

In late 1947 Smith became Air Staff Officer on the staff of the Naval Liaison Officer in London and in December was promoted to Commander. He carried out work with the Diplomatic (Red Cross) Conference in Geneva which drew special comment in his personal report as being of note to the Australian Ambassador in Paris.

The commissioning of the aircraft carrier *HMAS Sydney* took place in 1948, and a son – Michael – was born to the Smith family in the following year. On 9 January 1950 VAT Smith joined her as Executive Officer. A little while later the Carrier Air Group was landed on board, and the officers all met Smith over an informal drink. Later that day he introduced the entire 35 members of the Group to the Captain, '*...virtually name an rank perfect*' - an impressive feat of memory that showed what a man-manager he really was.²³

However, his personal report of the time noted his lack of experience in the role; an interesting contrast to the report of 18 months later, which commented that he had performed '*...the onerous and difficult duties of an Executive Officer of an aircraft carrier with complete success...a thoroughly good seaman with high personal, moral and professional standards.*'²⁴

The ship sailed to Britain in the middle of the year to embark two additional squadrons and in September

1951 proceeded to Korea as part of the United Nations operations there in the war against North Korea and its backers. Three squadrons were embarked on the carrier, which Smith records made her somewhat crowded. 'Lofty' Watson, a sailor on board, remembers:

VAT Smith, the best Commander under whom I ever shipped.... ran just about everything, except things to do with flight deck operations...being vitally interested in the condition of the ship and anything to do with seamanlike operations. He was not a Commander who wandered about with a telescope under his arm looking important (the normal role of a RN ship's commander). He never yelled at crew members, just suggested things should be done THIS way, and get on with it. His Daily Orders always were, to me, based on commonsense...

He later compared Smith's management abilities on board *Sydney* with later experiences:

*...when I was in the commissioning crew for the loan carrier Vengeance I soon realised it WASN'T the Sydney, and some further years later when I was Chief Radio Electrician in the commissioning crew for the new carrier Melbourne and did 3 years on her, I knew for sure that having VAT for a ship's Commander had been a privilege.*²⁵

Bryan Castles, who had served with Smith in 1942, was teamed up with him again in *Sydney*. He later recalled:

This posting was the opportunity to experience 'Al' at his best (and) his ability to bring this ship to its peak of efficiency and at the same time create a very happy ship's company.... He had the extraordinary know-how and outstanding ability to achieve his responsibility.²⁶

Colin Price agreed. Then on board as part of the aircraft maintenance teams, Price had known Smith from time they had served together in the

United Kingdom. Although Lady Smith remarks that VAT Smith would never have used the Australian universal greeting in this way, Price relates:

*"I generally spoke to him if I encountered him on his forays throughout the ship. Some days he replied 'G'day Chief', another time it would be 'G'day Price', and on rare occasions a grunt. I gauged his degree of stress by his reply. I had great admiration for him."*²⁷

While in Korea the aircraft carrier managed to survive Typhoon Ruth, more than just a normal storm. Alan Zammit, on board at the time, recalled that the ship had been ordered to leave harbour along with all other large warships to try to ride out the oncoming storm: *It was a night of terror. ...Once clear of the sheltered harbour, the 19500 ton aircraft carrier began to roll like a pig in mud, in a brown sea with torrential rain beating down on the crew working on the flight deck....By late afternoon the typhoon was getting worse. To prevent damage, speed was reduced to two knots...At this time the wind was circulating in an anti clockwise movement at about 130 kilometres. Visibility was down to the length of the ship. The air was filled with spray and foam and the sea was almost totally white, vaguely resembling steep hills or houses covered with soap suds. At about 1700 hours (5 PM), the 'Skimmer', a fast 16 foot motor boat also known as the 'Jolly Boat', which was stowed just below flight deck level, 36 feet above the water line, was washed over the side by a wave close on 45 foot high. This was followed 45 minutes later by a fork lift truck also going over the side from the flight deck. An hour later, our starboard 36 foot Cutter, stowed inboard on the weather deck was smashed to pieces by a huge wave...*

Down below, in the machinery spaces the stokers were working in up to one foot of sea water. In the Hangar, a

two ton power plant almost broke loose and the Naval Airmen risked their lives in lashing it to the bulkhead... a number of fires broke out caused by sea water getting into the electrical equipment and we heard the pipe - FIRE - FIRE - FIRE - time and time again.... The Executive Officer, Commander 'Vat' ... worked for 36 hours without a break, directing damage control, fire and working parties.²⁸

Smith may well have done the ship another service. He apparently mentioned to Captain Harries that some of *Sydney's* bow plating had been damaged in 1950 by steaming directly into heavy seas while deployed off the United Kingdom. Harries consequently took the sea very fine off the starboard bow.²⁹

Upon return to Australia the ship's company - together with those of *Tobruk* and *Murchison* - were accorded a march through Sydney, with Smith leading the parade.³⁰ On 25 April 1952 Smith was appointed to *Albatross II* - in the western suburbs of Sydney - to prepare it to be a naval air station; the establishment soon becoming *HMAS Nirimba*. The CO commented on Smith's performance later: '...entirely to my satisfaction. This officer has considerable knowledge, ability, power of application and capacity for getting things done.'³¹ Smith went on to become Executive Officer of *Nirimba* until 21 July 1953. This period saw the transition of *Nirimba* from ex-airfield, hostel and combined RAAF/RAN establishment to an Aircraft Repair Yard and its commissioning in April 1953 - a very busy period and one that would have seen Smith in the thick of things.³² Indeed, he was more than happy to take an active role.

Colin Price, then the Chief Instructor at the School of Aircraft Maintenance, remembered a Gannet aircraft³³ which was the centre of some attention as its pilot had retracted its wheels while

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readying it for a take-off. Price had decided to hoist the aircraft up with a crane and get a tracked salvage platform underneath it when VAT Smith arrived in a car. He got out and walked across and suggested that Price try lowering the undercarriage with the hand pump instead. This worked, and as Price later recorded, Smith '...walked back to his car with a triumphant grin on his face.'³⁴ At the end of the year, on 6 December, the Smiths' second son – Mark – was born.³⁵

With promotion to Captain, the next appointment was as Director of Air Warfare Organisation and Training. A decision was being made at this time to cut the two proposed carrier air groups to one, and to make a number of modifications to the new carrier *Melbourne* before she was commissioned into the RAN: the flight deck was to be angled; a mirror landing system was to be fitted as well as a steam catapult and internal modifications. *Vengeance* was loaned to the RAN in the interim, and *Melbourne* commissioned in 1955. It appears that the angled flight deck was Smith's proposal: he wrote a paper which pointed out the savings to be made with the much lower crash rate an angled deck would bring. The Chief of Naval Staff was enthusiastic, and the proposal was approved.³⁶

On appointment to *HMAS Quadrant*, Smith was now Captain (F) of the First Frigate Squadron, otherwise known in the Navy as FOX 1. Taking up the post on 28 June 1955, he confessed later to some trepidation at leaving the world of aviation after sixteen years and taking up ship-handling, anti-submarine warfare and so on after such a long break. This was borne out in criticism contained in one of his reports, with comments noting 'My only concern is his poor showing at ship handling...He tends to take unnecessary risks.'³⁷ Nevertheless, *Quadrant* was awarded the Duke of Gloucester Cup³⁸ at the

end of the year, singling her out as a highly efficient ship. The same year saw the birth of Smith's third son Piers. The Captain transferred to *HMAS Queenborough* on 10 April 1956, and that ship too won the same Cup at the end of the year, with Smith later commenting it was 'very good fortune.'³⁹

It was 'very satisfying' in the next appointment to return to *HMAS Albatross*, Smith recorded, as he had so much to do with the planning of Nowra as the base for RN aircraft 12 years earlier.⁴⁰ The feelings Smith had for this part of NSW were made stronger over the next three years, as he was invited frequently to open many and various functions. Some of this concerned heated local politics: the local Shoalhaven Council had been recently dismissed by the NSW Government, and Smith was performing functions that once were the province of local councillors. However, he and his wife were popular figures in the area, and the Navy was warmly embraced by the local population.⁴¹

Smith went to some trouble to improve morale within the base. Gardening was undertaken by all of the staff, on Friday afternoon after lunch. A goldfish pond was built, and VAT offered fish from the wardroom's pond to stock it - the four donated were subsequently named Victor, Alfred, Trumper and Smith.⁴² A visit in 1959 by Rear Admiral DH Harries drew the deserved comment that the establishment was 'a shining example of the Service at its best'. Another view of 'VAT' during this time is one remembered by Commissioner of NSW Fire Brigades ID MacDougall, AC: '...as Captain, NAS Nowra, he took the time to counsel a brash young Acting Sub Lieutenant (me) on some aspect of my performance. The entirely deserved kick was delivered in private and gently. I never forgot his wise words and kindness.'⁴³ Bruce Ziegler, later a

Commander in the RAN, remembers VAT Smith as '...a gentleman and a scholar – admired by all who served under him, and the rest of others near him.'⁴⁴

The RAN College returned to Jervis Bay in this period, having been moved to *HMAS Cerberus* in 1930 as a result of the Depression. The buildings of the establishment were being used as a series of profitable hotels, and there was some resentment towards the Navy's return from those employed there. However, by the end of 1957 the move was complete, with Smith noting it was 'a happy day for me personally when the College returned to Jervis Bay.'⁴⁵

1960 saw Smith enrolled in the Imperial Defence College in the United Kingdom for the one year 'staff course'. He noted that mixing with other naval officers from many nations made for a 'course of excellent value'. But even more satisfying was to return to sea in 1961 in command of *HMAS Melbourne*, the aircraft carrier. Although he had only 18 months in command, the short time was tempered by the knowledge he was to be promoted to Rear Admiral. Overseas voyages to Hong Kong and Japan were a challenging part of the appointment, with Smith noting that: 'If anyone wants the testing experience of remaining on full alert throughout the entire night, then taking an aircraft carrier at night through the Shimonoseki Strait is worth trying.'⁴⁶ Those who served under him on board were complimentary about his operations with the ship: '...according to many aircrew who served with him, 'Captain Smith, and only one or two others, operated *Melbourne* as an aircraft carrier as often as he could'.⁴⁷

On 6 July 1962 Smith was appointed as Second Naval Member of the Australian Naval Board and Chief of Personnel. He was awarded the CBE the following year. The naval brief noted:

...he is reported as being a successful staff officer, an above average leader and an able, intrepid observer....(an)

*exceptionally strong sense of duty and attributes of leadership, determination, integrity and reliability.*⁴⁸

10 February 1964 saw the collision of *Melbourne* and *Voyager*, the biggest peacetime loss of life the RAN has ever suffered. 82 men were killed, and careers wrecked in the ensuing inquiries. Smith was not involved with the investigations, but the incident left an indelible memory in the mind of all Australian naval personnel.

In 1965 VAT Smith was involved in a reshuffle of the Board positions, with the result that he became Fourth Naval Member, and in charge of Supply – in those days conducted through the separate civilian directorates of Naval and Air Stores, Victualling and Armament Supply. Smith amalgamated them to a degree after some study into organisations that came under one Director General of Supply.

In 1966, on 30 January, Smith was appointed Flag Officer Commanding Her Majesty's Australian Fleet. He was able to go to sea once more, and was soon exercising with an American carrier group off the NSW coast. This was followed by deployment north to Singapore and other ports for exercise. Early in the following year Smith was made Second Naval Member and Deputy Chief of Naval Staff, with an announcement being made in November of that year that he would serve for three years from April 1968 as Vice Admiral and First Naval Member.

Several matters were pressing during Smith's term. The first was the ongoing Vietnam war to which Australia was committed. Smith decided to visit Vietnam personally and was able to view the work of the Naval Helicopter Flight – an unusual role for naval personnel but one they fulfilled to the maxim of their motto: 'Get the bloody job done.' He also visited the Clearance Diving Teams on operation there and later commented that he felt 'proud to be in

the same service' as these two unique naval efforts in this difficult war. In 1969 he was made a KBE – a knight commander in the Most Excellent Order of the British Empire, and knighted by the Governor General.⁴⁹

While on Smith's staff during this period, Bryan Castles was in a position '...to witness him at the top level'. He remembers that Smith was a 'good listener'; possessed the ability to quietly probe for information that he needed from any useful source, and communicated well. During social occasions, however, Smith often felt not too enamoured of the occasion, and after necessary formalities would quietly disappear, with instructions to his Staff Captain to 'carry on'.⁵⁰

On 23 November 1970 Smith relinquished command of the Navy to Rear Admiral Peek, and became Chairman of the Chiefs of Staff Committee and full Admiral. After 43 years he was no longer concerned directly with the Navy but rather the armed forces as a whole, as the equivalent of what later would be called 'CDF' – or Chief of the Defence Force. The new appointment saw much negotiation with overseas forces and governments, in particular those of Britain and the United States. Rear Admiral Neil McDonald noted that VAT Smith: '...realised that the politicians had to be kept on side...(he) played straight down the line and did his best for those under him'.⁵¹ As an aside, the Smiths had an interesting aspect of one trip to Europe: they had a private audience with the Pope, then Paul VI, when visiting Rome with the then-Minister for Defence, Lance Barnard.⁵²

The Prime Minister of much of that time, Gough Whitlam, later noted:

Sir Victor had the administrative responsibility for the armed forces of Australia and Papua New Guinea throughout three years of exceptional changes – amalgamation of

*departments, attractive conditions for an all volunteer Defence Force, development of a uniform code of discipline and review of defence treaties with our neighbours and arrangements for shared bases in Australia. These changes would not have been possible if there had not been complete confidence and trust between the Prime Minister and the defence ministers on one hand and the chairman of the Chief of Staff Committee on the other....He was a great leader of the Defence Force and a great servant of the Australian people.*⁵³

Back at home the 1972 Tange Report saw some changes to the way the Defence forces were structured, and eventually the end to the Vietnam war. Sir Arthur Tange was a formidable public servant, and Smith may have been no match for him.⁵⁴ The Tange Report led to major changes to the Defence Organisation, including the dis-establishment of the separate Service departments and what some perceived as a weakening of the position of senior military officers vis-a-vis their civilian counterparts.

On 2 December 1974 VAT Smith opened the Naval Aviation Museum, as it was then called, at the Naval Air Station, *HMAS Albatross*, near Nowra.⁵⁵ In 1975 Smith had another honour to add to his knighthood – he was made a Companion in the Military Division of the first list of the new Order of Australia, with the post-nominal of AC.

Upon his retirement on 23 November 1975 Admiral Sir Victor Smith ended 49 years of service with the Royal Australian Navy. He was the first graduate of the RAN College to achieve the rank of full Admiral, and his 49 years of service were unequalled by any other naval member. The accolades on his retirement were impressive: The Minister for Defence, the Honourable Jim Killen, summed up many people's feelings when he said that 'All who had the privilege of working with you greatly admire and respect you'. The former Prime Minister, Gough Whitlam, later noted: '*We knew Admiral Smith well. He was a very decent person, competent and shrewd...*'⁵⁶

In his retirement the Admiral became patron of the ACT Rugby Union League, continuing an association with the sport he had retained since boyhood.⁵⁷ He played tennis into his 70's.⁵⁸ He was chairman of the ACT Birthright Movement, which supported fatherless families. In 1986, on 5 October, the 75th Anniversary of the formation of the RAN, he opened the Naval Historical Society's Museum in Building 31 of the Garden Island establishment in Sydney.⁵⁹

In 1992, after much persuasion, VAT Smith penned a short version of his life - *A Few Memories of Sir Victor Smith*. In its foreword, General Sir Peter Gratton, AC, OBE, Chief of the Defence Force, summed up the author: '...a man of rare distinction and ability, modest and underspoken, yet with a commanding presence and manner, a warm personality and a

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keen sense of humour.'

He suffered a 'long and traumatic illness' in the later years of his life.⁶⁰ As a result, he died on 10 July 1998, aged 85.⁶¹ Accolades followed in quantity, and they all mentioned the sterling qualities of VAT Smith. Vice Admiral DB Chalmers, then Chief of the Navy, noted that 'Sir Victor personified the true meaning of honour, integrity and virtue, the three traits that continue to be instilled in the men and women of the Royal Australian Navy.'⁶² Rear Admiral WJ Rourke commented: 'He always set very high standards, for himself first, and for others.'⁶³ And Commander PD Jones, RAN, then writing from the frigate *HMAS Melbourne*, suggested: '...he simply represents an illustration of the finest leader and friend that any person may encounter and cherish.... his legend survives as a model for all who wish to strive for integrity, professional excellence and above all, an accomplished life.'⁶⁴

On 12 May 2002, a memorial plaque to him was dedicated in the chapel of *HMAS Creswell*, in Jervis Bay, and a poster encapsulating his life was displayed within the RAN College's Historical Collection. It includes some of VAT Smith's most-loved quotations, and some of them give a little more insight into one of Australia's most sterling naval leaders:

'Second to None' – as he was affectionately known
'There should be loyalty up and loyalty down'
'Things should be shipshape at all times'
'Manners maketh the Man'
'Punctuality is the Quality of Kings' and
*several verses from Kipling's poem 'If'*⁶⁵ 🇦🇺

Tom Lewis is the editor of *Headmark*.
 This is one (abbreviated) of ten chapters

of research he has conducted on some of the leaders of the RAN.

Endnotes

- ¹ Biographical detail in this chapter is largely drawn from Sir Victor Smith's own autobiography: Smith, Sir Victor. *A Few Memories of Sir Victor Smith*. Canberra: Australian Naval Institute, 1992.
- ² Dadswell, Commodore 'Toz', AM, RANEM. 'From Midshipman to Admiral in a flying forty-nine years'. *Australia's Navy 1991-92*. Canberra: Government Publishing Service, 1991. (69-74)
- ³ Letter from Lady Smith to the author. 20 March 2003.
- ⁴ *A Few Memories of Sir Victor Smith*. (19)
- ⁵ *Glorious* and her two attendant destroyers were sunk very quickly by two German warships in 1940 off Norway. The carrier did not have one aircraft flying in the normal precautionary Combat Air Patrol, and the three ships were surprised and quickly overwhelmed, with the majority of their ships' companies lost - testimony to the *Glorious's* Captain's contemptuous opinion for naval aviation. John Winton's *Carrier Glorious* provides an excellent study into this tragedy.
- ⁶ Letter from Lady Smith to the author. 11 June 2002.
- ⁷ *A Few Memories of Sir Victor Smith*. (31)
- ⁸ Royal Australian Navy. Personal Reports of Victor Alfred Smith. Navy Records, Canberra.
- ⁹ Winton, John. Obituary of Admiral Sir Victor Smith. *The Daily Telegraph*. (British newspaper) 30 July 1998. (Article was not by-lined, but was noted as being the work of naval historian John Winton's in a letter to Lady Smith from Captain Edmund 'Splash' Carver, which was forwarded to the author by Lady Smith.)
- ¹⁰ Noye, Larry. 'The Father of the RAN's Fleet Air Arm'. *The Canberra Times*. 24 September 1989. (19)
- ¹¹ Interview with Peter Howson. 10 January 2002.
- ¹² *A Few Memories of Sir Victor Smith*. (34)
- ¹³ Royal Australian Navy. Personal Reports of Victor Alfred Smith. Navy Records, Canberra.
- ¹⁴ Payne, Alan. *HMAS Canberra*. NSW: Naval Historical Society of Australia, 1991. (93)
- ¹⁵ *A Few Memories of Sir Victor Smith*. (37)
- ¹⁶ Jones, Ted. RAN veteran and later author. Letter to the author. 11 June 2001.
- ¹⁷ Castles, Rear Admiral Bryan J, CBE, RAN (Rtd.) Letter to the author. 10 October 2001.
- ¹⁸ Lady Smith to the author. 11 June 2002.
- ¹⁹ Winton, John. Obituary of Admiral Sir Victor Smith. *The Daily Telegraph*.
- ²⁰ Winton, John. Obituary of Admiral Sir Victor Smith. *The Daily Telegraph*.
- ²¹ Lady Smith to the author. Letter. June 2002.
- ²² Royal Australian Navy. Personal Reports of Victor Alfred Smith. Navy Records, Canberra.
- ²³ The Australian Naval Aviation Museum. *Flying Stations*. NSW: Allen and Unwin, 1998. (79)
- ²⁴ Royal Australian Navy. Personal Reports of Victor Alfred Smith. Navy Records, Canberra.
- ²⁵ Watson, 'Lofty'. Sailor 1946-58, and later author. Letter to the author. 14 August, 2001.
- ²⁶ Castles, Rear Admiral Bryan J, CBE, RAN (Rtd.) Letter to the author. 10 October 2001.
- ²⁷ Price, Colin C. RAN member. Manuscript: 'A Tiffy's Odyssey: being the recollections of

- a Royal Australian Naval Artificer 1941-1961.' December 1995. (In the author's possession.) (24)
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- ³⁰ Jones, Colin. *Wings and the Navy*. NSW: Kangaroo Press, 1997. (94)
- ³¹ *A Few Memories of Sir Victor Smith*. (47)
- ³² Royal Australian Navy. 'Welcome Aboard HMAS *Nirimba*'. 1979. Historical Collection, RAN College.
- ³³ Dr Sam Bateman, a retired Commodore of the RAN, advises however that the aircraft was: '...more probably a Firefly. Gannets did not arrive in Australia until with the *Melbourne* in 1956. Although conceivably one might have been shipped out earlier for training purposes, I don't think they were even in operational service in the RN in 1953'. Conversation with the author. July 2002.
- ³⁴ Price, Colin C. RAN member. Manuscript: 'A Tiffy's Odyssey: being the recollections of a Royal Australian Naval Artificer 1941-1961.' December 1995. (In the author's possession.) (26)
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- ³⁷ Royal Australian Navy. Personal Reports of Victor Alfred Smith. Navy Records, Canberra.
- ³⁸ Robert Purves advises that the Cup was named after Prince Henry, Duke of Gloucester, third son of George V, who was Governor-General 1945-47.
- ³⁹ *A Few Memories of Sir Victor Smith*. (48)
- ⁴⁰ *A Few Memories of Sir Victor Smith*. (48)
- ⁴¹ The Australian Naval Aviation Museum. *Flying Stations*. NSW: Allen and Unwin, 1998. (134)
- ⁴² The Australian Naval Aviation Museum. *Flying Stations*. NSW: Allen and Unwin, 1998. (135)
- ⁴³ MacDougall ID, AC, Commissioner of NSW Fire Brigades. Letter to Lady Smith. 20 July 1998. (Courtesy Lady Smith)
- ⁴⁴ Ziegler, Bruce M, Commander RAN (Rtd.) Letter to the author. 28 February 2002.
- ⁴⁵ *A Few Memories of Sir Victor Smith*. (52)
- ⁴⁶ *A Few Memories of Sir Victor Smith*. (53)
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- ⁴⁸ National Archives of Australia. Series: A1945/29. Item: 133/1/39. 'Honours: Military Division – Birthday List, 1962'. (via Lady Smith)
- ⁴⁹ Photograph of granting of knighthood ceremony, in the possession of Lady Smith.
- ⁵⁰ Castles, Bryan J, Rear Admiral, CBE, RAN (Rtd.) Letter to the author. 10 October 2001.
- ⁵¹ McDonald, Neil, Rear- Admiral, RAN (Rtd.) Letter to the author. November 2001.
- ⁵² Lady Smith, note to author, May 2002.
- ⁵³ Whitlam, The Honourable EG, AC, QC. Letter to Lady Smith. 21 December 1998. (Courtesy Lady Smith)
- ⁵⁴ Discussions with a former senior flag officer of the RAN. However, according to Lady Smith, she has been told that her husband was one of the few people not intimidated by Tange. Letter to the author. March 2003.
- ⁵⁵ Plaque commemorating opening, Australian Museum of Flight. October 2002.
- ⁵⁶ Coulthard-Clark, Chris. 'A leader in times of war and peace'. *The Australian*. 29 July 1998. (10)
- ⁵⁷ Australian Capital Territory Legislative Assembly. Extract from Hansard: 'Death of Admiral Sir Victor Smith' (1324) (Courtesy Lady Smith)
- ⁵⁸ Coulthard-Clark, Chris. 'A leader in times of war and peace'. *The Australian*. 29 July 1998. (10)
- ⁵⁹ The Naval Historical Society of Australia Inc. '30 Years On'. NSW: Drawquick, 2002. (18)
- ⁶⁰ Smith, Lady. (Admiral Sir Victor Smith's wife.) Letter to the author. 7 October 2001.
- ⁶¹ Coulthard-Clark, Chris. 'A leader in times of war and peace'. *The Australian*. 29 July 1998. (10)
- ⁶² Chalmers, Vice Admiral DB, Chief of the Navy. Letter to Lady Smith. 15 July 1998. (Courtesy Lady Smith)
- ⁶³ Rourke, Rear Admiral WJ, RAN. (Rtd.) Letter to Lady Smith. 13 July 1998. (Courtesy Lady Smith)
- ⁶⁴ Jones, Commander PD, RAN. *HMAS Melbourne*. Letter to Lady Smith. 17 July 1998. (Courtesy Lady Smith)
- ⁶⁵ Poster of Sir Victor Alfred Trumper Smith, courtesy of Lady Smith.

Near the end of what had been a busy Navy Day in Melbourne, as seen by Kevin Dunne/Fleetline



A view of the new fleet tanker HMAS Sirius, as depicted through the lens of photographer Chris Sattler

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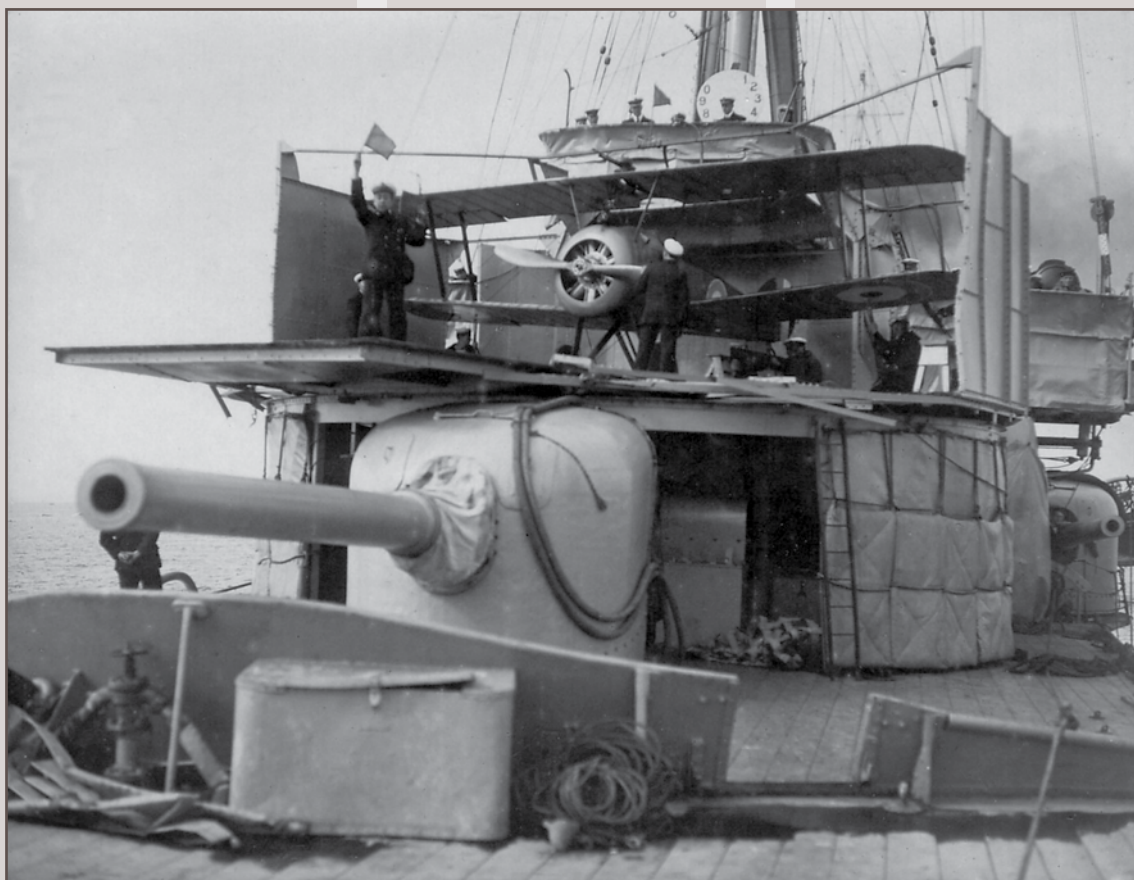
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Visions from the Vault

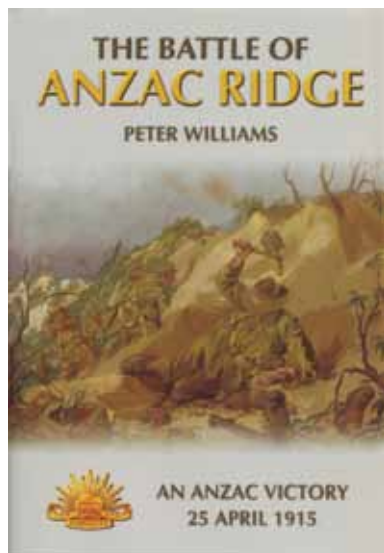


On 1 June 1918 a Sopwith Camel from the light cruiser *HMAS Sydney* destroyed a German fixed-wing aircraft in combat, the first time that a ship-launched aircraft had achieved such a feat. The Camel's pilot, Lieutenant A.C. Sharwood, RAE, was awarded a Mention-in-Despatches, but some credit must also go to the foresight of *Sydney*'s commanding officer, Captain J.S. Dumaresq, RN. Dumaresq, who was born in Australia, had long advocated the use of aircraft from light cruisers to counter German aerial reconnaissance; a case strengthened when *Sydney* was forced to fight an inconclusive duel with the

Zeppelin L43 in May 1917. During her next refit Dumaresq arranged for *Sydney* to receive a rotating flying-off platform. Successful trials were carried out in December 1917, with the Camel becoming airborne after a 14 feet run. Dumaresq pushed for a permanent aircraft and by June 1918 four ships in *Sydney*'s Squadron (including *HMAS Melbourne*) each had a machine. Sharwood's victory came during an anti-minelaying sweep into the Heligoland Bight by elements of the Grand Fleet. Three German seaplanes passed over the cruisers and dropped several bombs on the main body astern. By the time the enemy

had returned overhead both *Sydney* and *Melbourne* had their aircraft in the air. *Melbourne*'s Camel lost sight of her quarry, but Sharwood caught up with his and sent it into a 'spinning nose-dive'. While following it down he was 'bounced' by another enemy aircraft, which he engaged until his guns jammed. Sharwood broke off the action and with *Sydney* now over 70 miles away ditched near a British destroyer. Sharwood returned to *Sydney* and later became the Senior Naval Flying Officer of the Cruiser Squadron. This photo is one of a series taken on board *Sydney* a month after the action. 🚢

BOOK REVIEWS



The Battle of Anzac Ridge

by Peter Williams
Australian Military History
Publications, 221 pp., \$45.00

The thoroughly researched publication of *The Battle of Anzac Ridge* may do more than any other book to convince you that the whole concept of Gallipoli, usually viewed as a defeat for Australia, was in fact a victory, at least as far as its first day went.

It's an interesting concept. What would we get if we asked a multitude of Australians to describe Gallipoli in one or two words? Would it be "defeat", or "a mess", or similar phrases. I suspect it would be so. The image has been shaped by films such as Peter Weir's 1981 production *Gallipoli*, and the TV series *1915*. In this image, our plucky, tough boys struggle ashore, to get shelled to bits by Johnny Turk. There they sit for several months, unsupported by the perfidious British, making fruitless attacks until the gallant Aussies (and their Kiwi pals) go home. And despite all of this sacrifice, it has been said by some works that Gallipoli had no influence on the course of the war.

That is the popular image. Author Peter Williams has taken the first day of the Gallipoli campaign and advanced

some startling counter-claims. The first is that the failure of the Anzac units to seize the far side of the peninsula eight kilometres away did not matter too much. WWI was full of such variants on an original plan, and good generalship and intelligence work reacted well to the situation at hand.

Second, the claims that the old argument of "being landed in the wrong place" does not matter – anywhere along a varied strip of land in that area satisfied the situation. Williams also quite rightly points out the considerable success of the Gallipoli landings – a nighttime attack against modern artillery and quick firing weapons – and contrasts it with the miserable catalogue of even WWII amphibious assaults by much more experienced and better trained forces. The combined Aussie and Kiwi force did very well indeed for "enthusiastic amateurs". The author outlines just how well the combined Allied force did against a very capable Turkish enemy – a fact that is often overlooked, perhaps in the search for scapegoats for the eventual defeat. The writer gives credit to both sides, and concludes the Anzacs did indeed "stand like regulars".

He concludes his thesis by demonstrating that the requirement of the Anzacs was to make a feint which would draw down Turkish forces upon themselves – forces which critically could not be used elsewhere. Of course, if the Allied forces could improve on their situation, their ruse might develop into something more profitable.

Williams shows – through twelve chapters – the detail and the analysis to prove his claims. He arrives credibly to the conclusion that in all of the requirements laid down for the Anzacs they succeeded. Therefore this initial stage of the Gallipoli campaign was a victory, and should be regarded as such.

The work contains a quantity of social observations which lift it beyond

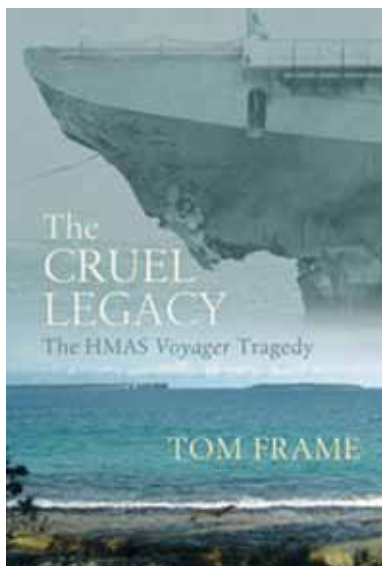
the strategic analysis. And so we read of the story of Private Edgar Adams, who disappeared in a battle but whose note, inserted into a bottle and recovered from the sea, advised that he was a prisoner of war. But Adams was never seen again, either in POW records held by the Turks, or in battlefield recovery later. Or the author explains briefly but interestingly how wound records were often hurried and inaccurate, or indeed, the note that explains that a soldier died "of disease" often did not explain that it was the sort of disease that "no one wants to appear on their medical record".

Altogether this results in a qualitative, careful, and comprehensive revision of the WWI landings. Well illustrated with what looks like several score of photographs, diagrams, and maps, the author has used these usefully to complement the text. This process works to a degree that what is a fairly complicated strategic and tactical situation is clearly understood by the reader. One tends to find in many publications that the pen-picture is so difficult to understand that whole sections of explanation are skipped. *The Battle of Anzac Ridge* therefore is doubly welcome in this regard.

Although this work looks like the product of university research, the prose reads more freely than the dry products one often finds emanating from academic halls.

The author, the dustjacket tells us, is working on a PhD thesis researching the Kokoda campaign. If that investigation manages to bring the same level of scholarly research to what might be also thought a foregone conclusion, then Australian military history is in for another revision as we have here. What a welcome work that will be too – as is this worthy production.

Tom Lewis is the author of four military history books.



The Cruel Legacy: The HMAS Voyager Tragedy

by Tom Frame

**ISBN 1-74114-421-3, published by
Allen and Unwin, 2005 RRP \$29.95**

For someone of my generation to be invited to review this book is a particular challenge as I knew personally most of the players – I was on Admiral Harrington's personal staff in the Melbourne in 1960-61 and was Duncan Stevens' navigator in *HMAS Quickmatch* when that ship recommissioned in Williamstown in 1955. And in addition I knew well many of those who lost their lives in the *Voyager*, including the three midshipmen who had been under training with me in *HMAS Swan* in 1962.

The tragedy of the *Melbourne-Voyager* collision resulted in the charting of new waters not only for the Navy, but also for the legal profession and the political establishment. For the Navy the purpose of any inquiry, even today, is to ascertain what went wrong so that corrections in procedure or material deficiencies can be implemented. And where negligence on the part of any is considered a contributing factor this can be tested in a court of law, namely by court martial. For the legal profession

its principal focus is to find the guilty party and bring him to justice; in the case of the two Royal Commissioners this was at times an unedifying process. Oversighting this process is the political establishment with all the colours of a political rainbow.

Tom Frame in his comprehensive overview of both the Royal Commissions has brought all the detail of these inquiries into focus with commendable clarity. Overriding the infighting to which these inquiries gave rise is the tragic loss of 82 lives, the survivors' trauma, and the impact on families with perhaps as many as one thousand being affected either directly or indirectly. Those seeking retribution or blame of sorts for this tragedy at times overlooked the hurt being experienced by these people who stood by their men. Headline after headline that followed the collision for many years only added to their grief.

In the book Frame sets out very clearly the inter-reaction between all the players whether individuals such as Captain Robertson (C.O. *HMAS Melbourne*) and politicians or institutions such as the Naval Board and the Ministry. Much is revealing. Moreover it flows on to the present day when perceived deficiencies, particularly in high profile operations as well as aspects of personal administration, quickly become subject to Senate inquiries.

While we will never know precisely what happened on *Voyager's* bridge on that fateful evening because the entire bridge crew lost their lives in the collision. There were a number of positive outcomes. One in particular was the establishment of an RANR Legal Reserve panel which has enabled Navy to draw on some of the finest minds in the legal profession when required. Also the question of compensation was seen to be clearly inadequate as subsequent events showed: that inadequacy was reinforced by the later Blackhawk disaster. After

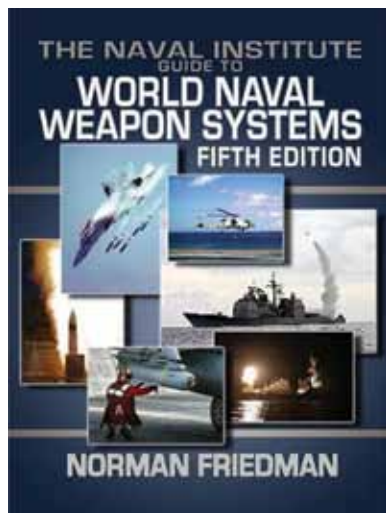
many years the Services now have their own Military Rehabilitation and Compensation Act, albeit not entirely adequate but nevertheless a major advance on conditions of service for Defence Force personnel.

In many ways the Voyager Royal Commissions were watershed national inquiries, with the underlying motive to do the best for those involved. This did not always happen but within the political establishment there was an empathy for those that serve the nation at sea.

With today's Navy as active as ever and involved in operations throughout the Indo-Pacific basin it is inevitable that accidents and mishaps even occasioning loss of life, as we have seen, will continue to occur, with the inevitable scrutiny from the political establishment and the press.

For those appointed to operational commands or senior administrative positions Tom Frame's book is essential reading. For naval officers generally it is an excellent read and because it draws together information and opinions from many sources to provide a comprehensive insight into the whole tragic affair.

**Reviewed by CDRE Harold Adams, RAN
(Retd)**



Norman Friedman *The Naval Institute Guide to World Naval Weapon Systems Fifth Edition*

2005, Annapolis, MD, United States
Naval Institute
912 pp., 864 photographs, 49
drawings, index,
ISBN 1-557500-262-5

Norman Friedman first published his *Guide to World Naval Weapon Systems* in 1989. The first edition immediately established itself as a uniquely authoritative and accessible reference to a complex subject. Unlike many naval analysts, Norman Friedman possesses an understanding of technology derived from his academic work, culminating in a PhD in physics from Columbia University, which he matches with an ability to explain concepts and techniques to the unscientific. A reader who takes the time to work through the *Guide* will find that they have been exposed to a primer on naval operational concepts, as well as current and emerging maritime technology.

The size of the book has increased since that first edition, although not markedly since the second of 1991/92. More significantly, its balance has changed as additional space has been

devoted to command, control and computers and Friedman has some important things to say in his foreword on the subject of network centric warfare (NCW) and what lies ahead. He has never been an enthusiast for stealth, having probably coined the aphorism that 'the computer will always get through' and in his introduction repeats his strictures to the effect that increases in computing power will allow progressively greater discrimination of weak signals, thus discounting much very expensive effort to reduce emissions and signatures. To be fair, Friedman is also the first to acknowledge that some attention to stealth and signature reduction pays substantial dividends – the question is how much is good enough and at what point resources should be devoted to other elements of fighting efficiency. He also makes some shrewd comments about the likely counters to NCW, most notably the increased potential of decoy techniques in an environment in which the actual numbers of projectiles available to combatants will diminish as the expected accuracy and lethality of individual rounds increase.

The book is accessible, being divided first according to major command, control, communication and sensor categories and then by major warfare areas, with subdivisions within each according to the country of origin. The opening sections include an introduction to maritime warfare and the relationship between technology and operational concepts that is useful in its own right, while there are also explanations of fundamental terms, system designations and national terminologies. It should come as no surprise that the key to acronyms and abbreviations takes up twelve pages.

The new edition also contains much more information on Russian weapons and sensors than its predecessors. Friedman acknowledges that much of the material that appeared in previous

editions was, as with a great deal that emerged from the former Soviet Union in the 1990s, inaccurate. The fact is, however, that for all Friedman's care to emphasise that his book is based on open source, unclassified information and that detailed performance estimates are 'typical' rather than exact, his guesses are often much more accurate than others' estimates. What is not wholly apparent from the text is the fact that Friedman has personally devoted great time and energy to sorting out the Russian wheat from the considerable chaff that has accompanied it. After more than a decade, a much clearer understanding has now emerged of the areas in which Soviet technology really was in the lead and where it was not.

Another shift in balance in *World Naval Weapon Systems* over the last two decades is of significance with, hardly surprising, both China and India taking up more space than before – a phenomenon equally apparent at contemporary international defence industrial expositions. It is likely to continue.

The book is nicely produced with a clear, albeit understandably small typeface and a good layout. Its text is well supported by photographs, with many contributions from the same collective of amateur enthusiasts who support the work of *Jane's Fighting Ships* and *Combat Fleets* – more than one Australian among them.

World Naval Weapon Systems is, at \$US 250, not cheap, but nevertheless worth the funding for professionals and certainly something which should be in the bookshelf of every naval analyst (a self powered, fully portable, read only, random access database has certain advantages over on-line systems). Furthermore, its appearance only every four or five years also constitutes a cycle that allows the \$250 to be spread over a reasonable period. Recommended.

Review by James Goldrick.

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CONVENTIONS: use numbers for 10 and above, words below. Ship names use italics in title case; prefixes such as *HMAS* in capitals and italics. Book and Journal titles use italics.

Use single quotation marks for quotations. Do not use hyphens for any rank except Sub-Lieutenant.

CITATIONS: endnotes rather than footnotes. Use footnotes to explain any points you want the reader to notice immediately. Book titles follow Author surname, first name, title if any. Title. Place of publication: publisher, year of that edition. So:

Adkin, Mark. *Goose Green*. London: Leo Cooper, 1992.

Adler, Bill (Ed.) *Letters from Vietnam*. New York: EP Dutton and Co., 1967.

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Spanish F100 Class Air Warfare Destroyer Alvaro De Bazan visits Sydney (March 07)

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2007 "KING HALL" NAVAL HISTORY CONFERENCE (SAME THEME AS ABOVE)	26-27 JULY	ADEFA CANBERRA	POINT OF CONTACT: DR DAVID STEVENS 02.6127 6503 DAVID.STEVENS3@DEFENCE.GOV.AU

For more details of ANI events please visit the ANI website: www.navalinstitute.com.au



Submarine HMAS Collins recently had a temporary change of command when nine-year-old "Captain Jordan" toured the sub for the launch for the Make-A-Wish Foundation's annual Wish Day campaign. Seen here, Jordan and Leading Seaman Dan Riebe launch a Torpedo (4th April 07)

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ANI ON-LINE: A GUIDE TO THE NEW WEBSITE.

Our new website is now on-line! In addition to the features available on the previous site, the new site also features a library of past journals, a discussion forum, a news section and member list. This short guide is designed to help you take full advantage of the new features.



Figure 1

OBTAINING AN ACCOUNT

In order to access the new features of the site you must have a user account for the website. If you have a current subscription to the ANI, navigate to the website www.navalinstitute.com.au using your web browser (figure 1), click the “Members Login” menu item (figure 2), then click the link to download an application form. Fill in the form, then fax or post it to the ANI Business Manager. Once your account has been created, you will receive an email that outlines your member ID and password.

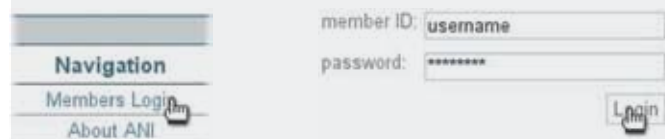


Figure 2



Figure 3

LOGGING IN TO YOUR ACCOUNT

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Figure 4

LOGGING OUT OF YOUR ACCOUNT

In order to protect your identity and to prevent malicious use of your account by others, you must log out of the site when you are finished browsing. This is especially important on public computers. In order to log out, click the “Logout” link in the grey status bar (figure 4).

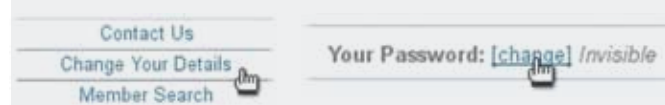


Figure 5



Figure 6

CHANGING YOUR DETAILS

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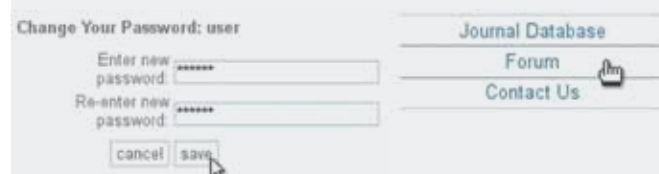


Figure 7

Figure 8

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In order to post topics and replies in the discussion forum, first login and click the “Forum” menu item (figure 8). Then select a forum that you would like to view by clicking its “View Topics” button (figure 9). Select a topic that you would like to read by clicking its “View this topic” link (figure 10). If you are not interested in any particular topic, you may add your own by clicking the “Add New Topic” button (figure 10). Similarly, once you are viewing a topic, you may post a reply by clicking “Add New Post”. Fill in the heading and body of your reply and click the “Submit” button to add your reply to the topic. If you change your mind while writing your reply, you may click the “Cancel” button and your reply will not be added to the topic.



Figure 9

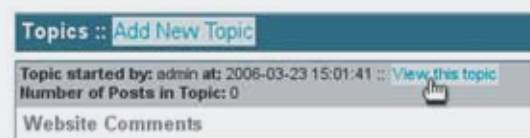


Figure 10

FURTHER QUESTIONS

If you have specific questions regarding website features or even a feature request, post a topic in the “Website Questions” forum and a site administrator will reply. Otherwise, happy browsing!

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Articles should ideally range in size from 3000-7000 words, but smaller articles will be considered, as will the occasional larger piece of work. Submissions should be sent to the Editor in the first instance. Email: a_n_i@bigpond.com and mark attention Editorial Board.

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email: david.stevens3@defence.gov.au

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*05 January 2007
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