

edu.au/icil/tampa/grahamthom.ppt>

⁵² Triggs, G., op. cit.

⁵³ Department of Immigration & Multicultural & Indigenous Affairs (DIMIA) Fact Sheet 71: *New Measures to Strengthen Border Control*.

⁵⁴ *Vienna Convention*, Art. 29: 'Territorial scope of treaties: Unless a different intention appears from the treaty or is otherwise established, a treaty is binding upon each party in respect of its entire territory.'

⁵⁵ *Refugee Convention*, Art. 40: '... this Convention shall extend to all or any of the territories for the international relations of which it (the contracting state) 'is responsible.'

⁵⁶ UNCLOS, Art. 2.

⁵⁷ *Acts Interpretation Act*, 1901 s. 15b, 'Australia' includes the territorial sea.

⁵⁸ Kampmark, B., *Was it legal? The Howard Government's handling of the MV Tampa*, in <<http://www.onlineopinion.com.au/2002/Jan02/Kampmark.htm>>, posted 15 January 2002, accessed 18 October 2003. Art 29: *The Vienna Convention on the law of Treaties* (1969), 'A party may not invoke the provisions of its internal law as justification for its failure to perform a treaty.'

⁵⁹ *Refugee Convention*, Art. 31: 'The Contracting States shall not impose penalties, on account of their illegal entry or presence, on refugees who, coming directly from a territory where their life or freedom was threatened ... enter or are present in their territory without authorization...' This concept will be explored further later in the essay.

⁶⁰ Gibbs CJ, Mason, Deane, Brennan and Dawson JJ, in *The Minister for Immigration and Ethnic Affairs v Mayer* (1985) 157 CLR 290 FC. In this case and others, the Justices appear to use the *Migration Act* as Australia's domestic implementation of the *Refugee Convention*. This indicates a tacit acceptance that it is correct in the domestic environment.

⁶¹ Refugee Council of Australia (RCOA), op. cit.

⁶² *Refugee Convention*, Art. 16: 'a refugee shall have free access to the courts of law on the territory of all Contracting states'

⁶³ The Immigration Advice and Rights Centre (IARC) in submissions to the Joint Standing Committee on Migration.

⁶⁴ Immigration Advice and Rights Centre (IARC) submission to the Joint Standing Committee on Migration review of Migration Regulation 4.31B, 2003. <<http://www.aph.gov.au/house/committee/mig/regulation2003/subs/sub06.pdf>>

⁶⁵ *Migration Act* s.411.

⁶⁶ *Migration Act* s.457.

⁶⁷ Gibbs CJ, Mason, Deane, Brennan and Dawson JJ, in *The Minister for Immigration and Ethnic Affairs v Mayer* (1985) 157 CLR 290 FC. Gibbs CJ (in the minority) stated 'It is left to the appropriate organs of government of any contracting party (whether it be the legislature or the executive) to determine whether a person has the status of a refugee, and if so to see that the provisions of the treaties are observed so far as that person is concerned.' This concept is different to the circumstances where domestic law is used to limit exposure as previously discussed.

⁶⁸ Sackville, R., *Refugee Law: The Shifting Balance*, p 5, in the Judicial Conference of Australia (Colloquium 2003), held in Darwin 30 May – 01 June 2003. accessed at <<http://www.jca.asn.au/sackville03.pdf>>

⁶⁹ Thorn, G., op. cit.

⁷⁰ *Refugee Convention*, Art. 31: 'The Contracting States shall not impose penalties, on account of their illegal entry or presence, on refugees who, coming directly from a territory where their life or freedom was threatened ... enter or are present in their territory without authorization...'

⁷¹ DIMIA, 2002, *Interpreting the Refugees Convention - an Australian contribution*, Canberra, p. 132.

⁷² Department of Immigration & Multicultural & Indigenous Affairs (DIMIA): The Australian Government Department responsible for the administration of the *Migration Act*.

⁷³ DIMIA, op. cit., p. 136.

⁷⁴ *ibid*.

⁷⁵ Mason, J., 2002, *Sea Change: Australia's New Approach To Asylum Seekers*, Immigration and Refugee Services of America, pp. 10-14.

⁷⁶ DIMIA, loc. cit.

⁷⁷ Based on conversations between the Author and SUNC embarked in *HMAS Tobruk* October 2001.

⁷⁸ Thorn, G., loc. cit. presented to The Centre for Comparative Constitutional Studies and the Institute for Comparative and International Law (University of Melbourne) presented a half-day seminar to explore the legal issues surrounding the Australian Government's response to the *MV Tampa* asylum seekers and the implications for the future of Australian refugee policy and practice. Seminar presentations can be found at <<http://www.law.unimelb.edu.au/icil/tampa/bpts.html>>

⁷⁹ *ibid*.

⁸⁰ *ibid*.

⁸¹ *ibid*.

⁸² Mason, J., op. cit. p. 32. also provides a perspective on the 'Pacific solution'

⁸³ DIMIA, op. cit., p. 51.

⁸⁴ *MIMA v Al-Sallal* (1999) 94 FCR 549.

⁸⁵ Examples can be seen at <http://journalism.uts.edu.au/subjects/oj1/oj1_a2001/refugee/shame.html>

⁸⁶ UNCLOS and *Refugee Convention*.

⁸⁷ *Vienna Convention*, Art. 26: 'Pacta sunt servanda: Every treaty in force is binding upon the parties to it and must be performed by them in good faith.'

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Let's get to work

Visions from the Vault



Victory for HMAS Australia at the 1935 Mediterranean Fleet Cruiser Regatta

To improve the RAN's efficiency, the practice of exchanging cruisers with the Royal Navy was resumed in 1934 after an eight year hiatus.

From December 1934 to August 1936 the heavy cruiser *HMAS Australia* deployed to serve on exchange with the British Mediterranean Fleet, while *HMS Sussex* served on the Australia Station.

International tensions in the Mediterranean were high, but for many of those on board the

highlight of their overseas service was *Australia's* victory at the Cruiser Regatta held at Alexandria on 8 and 9 October 1935. As the ship's magazine recorded: *'Starting as a rank outsider we went from race to race gradually consolidating our position...The result was in doubt until the very last race and there was great jubilation on board when the first letter of the alphabet was hoisted at the finish.'*

The "Chuck Up" Party which did the round tour of the Fleet after the

regatta flew large Australian and 'boxing kangaroo' flags, demonstrating that a cheerful recognition of their uniqueness was already a permanent feature of the operations of RAN ships. ✱

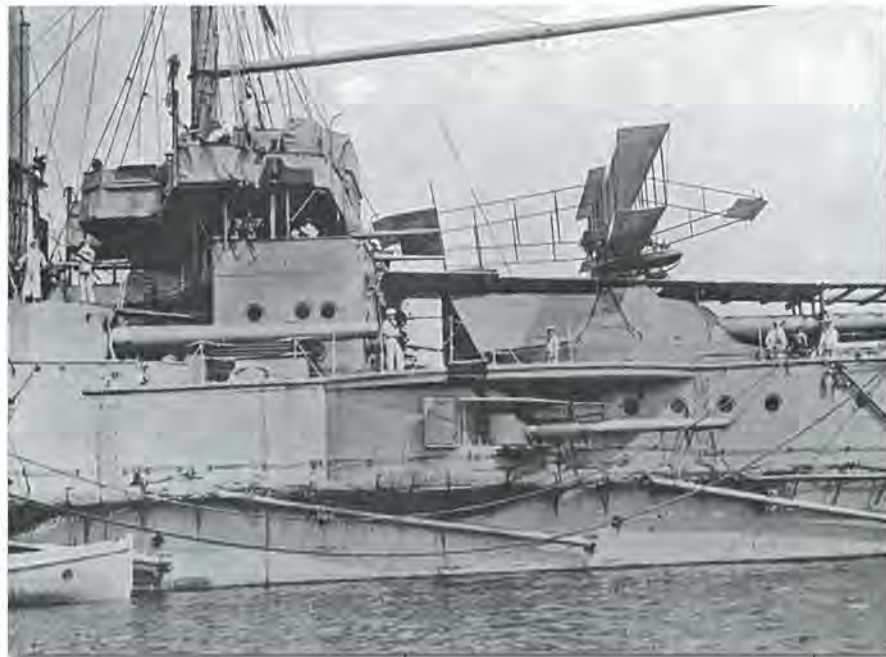
(Photograph and text courtesy of Seapower Centre Australia)

AT SEA IN 1911

Jack Newman looks back on his father's naval career, which including participating in the launch of the first naval aircraft at sea...

My Dad was born in the last decade of the nineteenth century, in the Midland Area of England, far from the sea and the green pastures of the English countryside. His home was in the 'Black Country' as it was known locally; a place of blast furnaces, steel works and factories that belched forth filthy smoke and flames 24 hours of every day. The people who lived there were smaller and thinner than the rest of England's population. I think that Dad was about 165cm tall. They lived in brick houses squeezed together in cobbled streets close to the factories where most of them worked their lives out. There were no pleasant grassed front gardens - the front doors of the houses opened directly onto the streets outside. A small square garden at the back of the house was just big enough for a shed and a washing line. The privy, as the toilet was called, stood next to the shed. I remember my Dad saying that his mother cursed the rain that came down in black droplets and left dirty streaks on her washing.

Dad started primary school at three years of age. Pupils paid one penny a week to attend school. Here he was issued with a small slate and a slate pencil. His schooling finished at age 14. He was found clever enough to be sent to a technical school sponsored by one of the local factories. Here he learnt to draw. I have seen my Dad copy a picture from a post card using a stub of a pencil and a piece of plain paper and reproduce it perfectly. Sadly I never saw him produce a sketch of his own, though mum did have a small watercolour hanging on the wall that he painted whilst still at school. Like most of the other kids, when he left



Early flight experiments aboard Hibernia.

school, he went to work part-time in a local factory. There was a lot of unemployment in those days. There was no dole, no public health service and no pensions. If a family couldn't manage they walked to the nearest 'work house' known as a SPIKE. There were hundreds of these in the Black Country in those days. After doing so much work there the family was issued with food and some sort of bedding.

Not being able to obtain a full time regular job, Dad left home in nineteen eleven and joined the navy as a boy seaman at the training ship *HMS Ganges*; an old wooden battleship anchored at Harwich. As he explained it, he 'took the king's shilling' and signed on for 12 years service from the age of 18. It must have been a radical change for a teenage boy from the Midlands. I don't think that he had seen the sea before he enlisted. He told me of the rigorous training that the boys were subjected to. It was still dark when they were turned out of their hammocks and made to swab decks with salt water, even in the depths of winter. The only time that they were allowed to wear boots was on the rare occasions that they were taken ashore.

Before starting lessons for the day every boy had to climb the rigging, urged on by Petty Officers with a thick rope - 'the spanker'. They had to cross over the main top of the mast, or truck, and slide down the other side. There was no mercy shown and no boy was allowed to back out of this ordeal. The last boy down got a 'touch of the rope.'

After completing his training Dad was sent to an old battleship - *HMS Hibernia* - in 1912. The ship was then operating with the Fleet out of Sheerness in Kent. During his stay on the ship he took part in the first take-off of an aircraft from a ship at sea at a bay at Weymouth. A wooden platform was built over the forward gun turret and forecastle for the aircraft to take off from. However it was too short for a normal take off and the aircraft had to be held back by a strong rope tied to the bridge structure until the pilot had obtained full power from his single engine. Dad was one of the boy seamen chosen to pull back on the toggle to release the single restraining rope. They were told to release the aircraft on a signal from the pilot, a Commander Sampson. A number of admirals and other officers were gathered on the

ship's bridge to witness this historic event as the battleship steamed between two rows of anchored warships. The aircraft designer, one of the famous Short brothers, was also present. Dad says that he had never before seen a man with such a large head on such narrow shoulders.

My Dad said, "Being boys, we couldn't help but make fun out of the unusually large size of the designer's head. What we didn't see was the Commander coming up behind us till he planted his boot up our backsides much to the amusement of the other officers present. Dad went on, "When the time came to release the toggle we pulled too hard and it slipped and we all fell back in a bunch at the feet of the watching officers. The aircraft flew off successfully and landed ashore."

Commander Sampson was invited to dinner that evening by the King who had watched the take off. The commander was promoted shortly afterwards and later became the founder of the Royal Naval Air Service.

When the first war broke out Dad was drafted to a wooden motor torpedo boat operating from a small harbour on the south east coast of Kent. He liked the move to a small ship both for the extra two shillings a day awarded to the crew as 'hard layers' for the conditions that they lived in, and for the informality not found on the big ships with their rigid discipline. He spent the whole of the war in these boats ending up as quartermaster and personal batman to a Lt. Commander, the flotilla leader.

The motor torpedo boats regularly patrolled the North Sea, sometimes as far north as Rosyth in Scotland. I have a tiny photograph of him and another sailor loading a torpedo into one of the boats. He said that their main task was to prevent ships carrying war supplies reaching Germany. They stopped and searched many ships during the war.

Some tried to get away but the boat was too fast for them. In Dad's own words – "sometimes we had to use some force!" When they returned to port with a captured vessel it was sold along with its cargo and the money obtained in the sale was shared out amongst the ship's company. Dad said that they all profited from this 'blood money' as it was called then.

Some bravery rewards were issued to the ship's company during the war. Dad said that the skipper was very democratic about who got these awards. He considered that every member of the ship's company had done their best and were equally brave and so a raffle was held and the medals given to the winners. Dad was not one of the lucky ones.

When the war ended, Dad was drafted to a destroyer, *HMS Mackay*, stationed in the Baltic. He reported to the destroyer *Wanderer* at Rosyth in Scotland for passage to Russia, hoping to meet his ship in Copenhagen. Once he was aboard *HMS Mackay*, the ship sailed up the Gulf of Finland to shell the Reds in St. Petersburg. On the way back they were subjected to heavy shellfire from forts captured by the communists. Dad vividly described to me what it was like with the ship zigzagging at full speed in the narrow waters as the big shells flew over and plunged into the water nearby creating waterspouts high in the air. The sailors knew that if one of the huge shells hit their destroyer that it would be the end for everyone on board. The water temperature was so low that survivors would quickly perish. Luckily they escaped unharmed but another destroyer, *HMS Vendetta* was sunk. Their ship took part in several of these raids before returning to Scotland.

In 1919 the ship's company were told that the ship was being sent back to the Baltic again to help the White Russians fight the Reds. There was

much discontent amongst the crew at this news as most of them had just served through six years of war and a lot of them were due to be demobilized. Conditions in the Fleet were poor at the time and the wages paid were very low. Indeed a lot of servicemen were fed up hearing how much some of the civilian war workers had made out of the conflict. The men decided that enough was enough and they streamed off the ship onto the dockside where they mustered in their divisions and refused orders to return on board ship. The mutiny quickly spread to other ships in the Pens. The end result of this small mutiny was that an Admiral was appointed to inquire into their complaints. They still had to go to Russia however, but with an increase in pay and a promise to improve conditions in the Fleet on their return. The pay increase was known locally as the 'Jerome Benefit' after Admiral Jerome who had been responsible for the investigation.

The main task allotted to the British ships in the Baltic Sea was to look after the large trade in timber that Britain had with Russia at that time. I don't know exactly what Dad got up to whilst he was in that area but I do remember mum telling me that his feet were so badly frost bitten, that on his return, he had to wear my uncle's shoes that were two sizes larger than the ones that he normally wore. I remember him telling me one day that he swapped a bar of soap with one of the locals for a pair of ice-skates. They were desperate for any of the usual commodities of life.

When he returned from Russia, with only eighteen months left to serve, after a brief spell in Chatham Barracks, Dad was sent to a battleship operating with the Mediterranean Fleet based at Gibraltar, *HMS Ramillies*. Dad was a good dancer and light on his feet. Whilst in the Barracks he wanted to attend the local dance one Saturday

AT SEA IN 1911

evening but was in the duty watch for that night. He managed to convince one of the Royal Marines to stand in for him and they swapped uniforms for the night so that he could go ashore to the dance. Whilst at Gibraltar the sailors used to cross the border with Spain to La Linea to watch the bullfights held there. I'm pretty sure that it was not just the bullfights that attracted the sailors!

Mustafa Kemal, the Turkish leader, started to play up at about that time and refused to sign a peace treaty with Great Britain. Turkey had been on the side of Germany during the recent war. Anyway, the British Fleet was ordered to sail to the Black Sea through the Dardanelles to persuade the Turkish leader to change his mind. So off went my Dad on board the battleship *Ramillies* with the rest of the Fleet to anchor off Constantinople for the night. Mustafa was given until eight am next day to sign the treaty or the battleships were going to flatten his capital. Dad said that at seven o'clock next morning all the guns on his battleship were loaded and trained on Constantinople. They all waited with bated breath and then with about ten minutes of the ultimatum left, a small launch brought the Turkish leader out to the Fleet to sign on board the battleship *Queen Elizabeth*. Dad said that the thing he remembers most about that trip was the sight of the many thousands of white crosses on the hillside over looking the Dardanelles where the allied forces had landed early in the war and tried to climb the cliffs under fire.

When his ship returned to Portland in England, Dad's time in the navy was nearly at an end. He told me that he was given one hours notice to leave the battleship which had now received orders to sail for Gibraltar. Now this came as a bit of a shock as Dad had been running his own business whilst

on the ship. On the run through the Mediterranean from Gibraltar to Constantinople and back Dad had run a Goffers stall in the passageway outside one of the gun turrets that he was responsible for. In those days there was no air-conditioning on board the grey funnel line ships and sailors below decks got quite hot and thirsty. Dad loaded up a lot of concentrated lemon juice on board at Gibraltar. He borrowed some glasses from the canteen manager and sold lemon juice to passing sailors at one penny a glass. These were known as Goffers. He accumulated quite a lot of pennies during the voyage; over two thousand, and most were sticky with the lemon juice. They all had to be washed, the glasses returned and the business sold to a three-badge seaman before Dad packed his kit and left the ship! Dad told me that he had made just over one hundred pounds during the voyage, quite a sum of money for those days.

When he climbed down the ship's side to a waiting boat his hammock was thrown after him. The sea was very rough at the time and it landed in the water between the boat and his ship's hull. Someone hooked it out soaking wet for him to carry to the railway station where he embarked on a train for demobilization at Chatham barracks on St. Patrick's Day 1924.

In 1924 Dad married Mum, who was one of the maids from his former Captain's residence, who he had met during the war. He had quite a lot of money put by for an ordinary sailor. This included his 'blood money,' Goffer money and the extra allowance accumulated during his time as a batman; so he put a deposit on two adjoining blocks of land in a small village in Kent and named the house that he built on one of the blocks, 'The Anchorage.' 🌊



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The public line up for a view of the 817 Squadron helicopter on the deck of HMAS Success with HMAS Diamantina, HMAS Sydney and HMAS Kanimbla in the background. (25 Sept 06)

Book Reviews



Shattered Sword: The Untold Story of the Battle of Midway

by: Jonathan Parshall and Anthony Tully

Potomac Books,

Dulles, 2005, xxvi, 613 pp, index, appendices, notes, select bibliography, tables, maps, photographs

Although the Battle of Midway is one of the most significant naval battles of the Pacific War, its treatment by historians has not necessarily reflected this. In the main, books published on the subject have tended to utilise English language sources with the mandatory references to Fuchida, Mitsuo and M. Okumiya's *Midway: The Battle that Doomed Japan: The Japanese Navy's Story*. Jonathan Parshall and Anthony Tully's *Shattered Sword: The Untold Story of the Battle of Midway* is different. In this case the authors have made extensive use of primary Japanese sources as well as English language sources. The Japanese sources are listed in the notes but do not appear in the book's bibliography.

In writing their book the authors set out not only to tell the story of the battle and events surrounding it but also to discredit many of the myths associated with this important engagement. Some of these myths are that:

- * US forces triumphed against overwhelming odds.
- * The best of the Japanese carrier pilots were lost in the battle.
- * The late launch of Tone's scout plan doomed the Japanese carriers.
- * Admiral Yamamoto withheld vital intelligence.

These, and other issues, are progressively dealt with by the authors. The book's final chapter summarises their arguments and findings concerning these various Midway myths.

The authors examine many of the aspects which helped determine the final outcome of the Battle of Midway. Doctrine, strategy, command personalities, and intelligence all helped to determine the final outcome. This outcome is summarised in the book's 22nd, of 24 chapters, "Why Did Japan Lose?" Although the question is simple, the answer is complex and this chapter provides a very good analysis of the

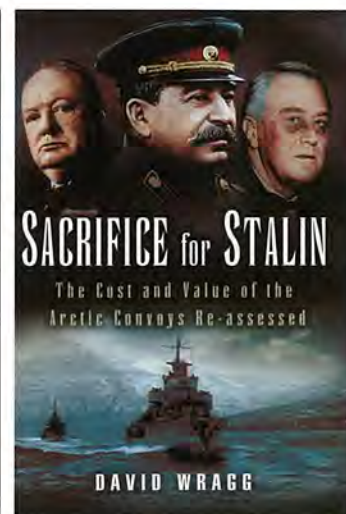
major issues surrounding Japan's loss.

Jonathan Parshall and Anthony Tully's use of Japanese language sources, combined with their knowledge of the Imperial Japanese Navy, has allowed them to write a book which examines the battle from the perspective of the Japanese. Whilst it could be argued this is what *Midway: The Battle that Doomed Japan: The Japanese Navy's Story* did, it should be noted that this was one of the first Japanese books on the Second World War to appear in English. Earlier books on the Battle of Midway have drawn extensively on first hand accounts and observations. In *Shattered Sword* the authors have used these same sources but also drawn heavily on their own knowledge as well as American and Japanese operational records.

The book's style is crisp and easy to read. The authors explain the intricacies of carrier operations to the layman and weave these details into the story of the battle. The narrative is supported by an extensive selection of maps as well as photographs and diagrams. Whilst the book is over 600 pages long the actual body of the work is about 450 pages. The remainder is taken up with appendices which provide a raft of background information from Orders of Battle to technical drawings and details on Japanese aircraft. To those with an intimate knowledge of the Imperial Japanese Navy some of this material may seem superfluous, however for those who are tackling the subject for the first time the inclusion of this extra detail is invaluable and helps in understanding the story of the Battle of Midway.

Shattered Sword: The Untold Story of the Battle of Midway is compelling reading and should become the standard history of the Battle of Midway.

Reviewed by LCDR Joe Straczek RANR



"SACRIFICE for STALIN"* *The Cost and Value of the Arctic Convoys Re-Assessed

by David Wragg

Published by Pen & Sword Books, South Yorkshire, England and distributed in Australia by Peribo Pty Ltd, 58 Beaumont Road, Mount Kuring-Gai, NSW 2080. RRP \$65.00

This hard cover book, written by British naval historian and author, David Wragg, is a most timely examination of whether the huge Allied effort to support the Soviet Union with vital British and American stocks of war supplies of weapons, materials, and technology in World War Two was worthwhile.

Following *Operation Barbarossa*, the Nazi invasion of the Soviet Union in 1941, Russia reluctantly became an ally of the West, and a demanding most difficult and an extremely dangerous one at that, seemingly unable to see beyond its own interests.

Regrettably the only practical route from Britain was round the North

Cape to the frozen ports of Archangel and Murmansk with a total of 811 ships sailing in Arctic convoys to Russia with 720 completing these voyages, the others either being sunk or turning back.

The Royal Navy shouldered the bulk of convoy protection and to a lesser extent, the United States Navy. The Royal Air Force based maritime reconnaissance aircraft in the Soviet Union whilst Soviet naval and air force units played a miniscule role.

The combination of the fierce and deadly enemies of those vulnerable merchant ships in the convoys to Russia, the German Kriegsmarine and Luftwaffe coupled with the horrendous weather, took its toll on the men and their ships.

Some four million tons of war supplies and equipment, including some 5,000 tanks and more than 8,000 aircraft were delivered through the Arctic convoys.

However it was not all one way as the author shows, with the Russian winters seeing the temperatures plummet to between minus 30 and minus 50 degrees for weeks on end with occasional plunges to 70 degrees! These temperatures caused major problems for the Luftwaffe with extensive icing of wings and tail assemblies and the cold affecting engines and oil freezing in pipes,

Sacrifice for Stalin also traces the history of those Arctic convoys using both official records and personal accounts. Author David Wragg provides compelling evidence that the precious supplies and equipment that did get through to Russia was not appreciated and were far too often not put to good use. Supported by 30 photographs this book is recommended reading for any naval enthusiast.

Reviewed by Vic Jeffery



New Depths in Australia- US Relations: The Collins Class Submarine Project

**by Maryanne
KELTON**

**Canberra Papers on Strategy and Defence
No. 162, Strategic and Defence Studies
Centre, ANU, 117 pp, footnotes and
bibliography, December 2005**

This enthralling publication by Maryanne Kelton is based on research for her PhD thesis and deals with the issue of political influence on and by the Collins class submarine project during the period of the Howard government.

For the scholar this political dimension is well discussed. But there is even more value in the comprehensive bibliographical record of the submarine project in terms of contemporary parliamentary and journalistic records, extensive interviews and personal communications with the author – some of them anonymous, and reference to many web-based source. As such the book provides an invaluable collection of source material for this project.

The book is in eight chapters of variable length, starting from a bland description of the project in Chapter 1 then into a parallel development of the various dimensions – political and technical – for the ten years to the present, described in a lucid and highly readable manner.

The author's primary thesis is clear from the following statement in the abstract:

'Whilst the project was initiated during an era where the ALP promoted a more independent policy posture, after its election in 1996 the Coalition prioritized its bilateral relationship with the United States. The policy divergence between these two postures manifested themselves (sic) in the tangible tensions surrounding the delivery of the Collins submarines. Concurrently I also suggest how the project's realisation has been detrimentally affected by its manipulation in Australian domestic politics.'

In reviewing this book my first interest was in the

author's insights into the project, but in progressing further the evidence for the author's thesis of political involvement was also of increasing interest. The author's case for politicization is always there in the frame.

The first chapter is a summary of the project and choice of the platform and combat systems designs to be developed through concurrent project definition studies. Many commercial and practical issues of project and risk management were involved. Chapter 2 raises the question of politicization as compared with genuine 'shipwreck' and then moves quickly into discussion of combat system problems in Chapter 3. Chapter 4 provides an extended discussion of US assistance and common interests of Australia and USA in conventionally powered submarines for operations in littoral maritime areas. Chapter 5 goes on to discuss the Australian Submarine Corporation [ASC] and the unfinished saga of nationalisation before future sale to a suitable buyer. Chapter 6 is mainly about the interactions of domestic politics with regard to the project. Chapter 7 discusses the US motivation to achieve a jointly beneficial outcome and the final chapter concludes with a description of the new situation of 'increased intimacy'.

A number of important issues are raised and discussed in a relevant and thoughtful manner. Most points are well supported by notes and references. The discussion of cruise missile (Tomahawk) capability is mentioned in passing but not really developed to the extent that the political dimension of the book would have allowed. The author says that in the end the decision not to proceed with acquisition of this additional capability was politically based with regard to the likely regional destabilisation that would result. This subject may well return for consideration in the future if there is

Book Reviews

any perceived gap between the cessation of strategic strike capability by F-111C aircraft and the inception of the Joint Strike Fighter [JSF] F-35.

In common with most Australian commentators the author makes a strong distinction between nuclear and non-nuclear propulsion for the submarines, and in so doing tends to include many other attributes that are only indirectly connected to the choice of propulsion technology. This can distort some discussions into treating the two as utterly different in character, whereas they operate in the same medium and in many respects are required to meet common performance and safety criteria. The differences are important but so also are the commonalities.

The collaboration with the USN had been active throughout the period of operating the Oberon class submarines and this became even more so after the Submarine Weapons Upgrade Project [SWUP]. To therefore argue that collaboration started only with the political changes is unconvincing. There were indeed changes in acquisition policy and the effect of these changes was to make the collaboration with the US more readily achieved but that is not to say that there would not have been similar collaboration in other circumstances.

The critical role of strategic communications with submarines is not really developed and the relevance of the US very-low frequency [VLF] communications station at Exmouth, later superseded by satellite communications, is only mentioned in passing. This again is an area where Australia was always involved in reasonably close cooperation with the USN. Furthermore the important role of submarines in intelligence gathering by contributing to surveillance and reconnaissance [ISR] is also not discussed to any extent, yet we may assume this has been a frequent role over the period since *HMAS Collins* commissioned in 1996. This is arguably the most important role in operations at any level of conflict.

The problems with the integration of the tactical data handling system [TDHS] by Rockwell and its successors are well described and the convoluted acquisition strategy for the replacement is also discussed at length. In many ways this is the most substantial technical discussion throughout the book, and since it is the area of most project re-work this is entirely appropriate. However it is in the nature of payload systems, especially in sensors, communications and integration for human-machine interfaces that changes in any complex weapon system can be expected to occur over the life of the platform. So the replacement of the combat system was inevitable anyway. The issue is how far the process needed to be advanced to solve the problems that arose.

Many of the statements made in the book are attributed only to anonymous interviewees and this sometimes calls

into question their credibility and objectivity. So the jury should not be able to make a final decision purely on the basis of this book, no matter how well researched. But the book raised fascinating and significant new areas for further consideration, for example the rivalry and differentiation between the European participants on the one hand and the US players on the other. Australia has been, for a very long time now, in a position to compare and contrast the respective approaches and, notwithstanding the ANZUS treaty, to choose between their offerings and then to arrange their support for the life of the acquired system. This book throws more light on this vital, ongoing process but does not change the parameters involved. The changes after 1996 are significant but taken over the longer timeframe since 1945 they seem less extreme and more a normal variation in an ongoing process of Australian adaptation to regional realities and growing self-reliance.

The submarine project was intended to further self-reliance and to usher in a new approach to defence industry with regard to technology transfer, Australian industry involvement and industrial relations, and these goals were all achieved. However there were many commercial issues such as intellectual property rights and commercial and military secrecy. This is not at all unusual for a project employing complex designs from a range of countries and suppliers.

The complexity of submarine design and construction exceeds any other maritime endeavour and therefore the achievement of this project has demonstrated extraordinary capabilities, including the management of the risks involved. As the author says: 'It is axiomatic that any project of the *Collins* scale and complexity would encounter problems to be resolved during the course of the venture.' (p29).

What is noteworthy is that almost all of these problems are already solved and the remaining solutions are well advanced. Above all, Australia has gained the experience of managing and participating in this process with global partners in an effective way. Australian scientific, engineering, operational and supporting skills are of value to our partners; it is a two-way street. The author makes this plain in her conclusion, but sadly concludes that this has been at the cost of the erosion of Australia's independent defence posture (p.48).

The book is pithy and packed with insights, yet short enough to read at an extended sitting. A second reading to check all the endnotes makes it even more compelling and thought provoking. Even the bibliography is interesting! This is a must read but the reader should not expect to leave with all the questions answered; nor is the case for politicization made in full.

This book is highly recommended for a variety of reasons including its scholarship, clarity, and balance. Yet it also raises questions that the reader will need to explore further to answer fully. In particular, does the replacement combat system truly resolve the issues raised or are they manifestations of idealistic requirements and inexperienced contract management? What does all this experience mean for Australian defence industry? And what will be needed in the future for the capability requirements that the *Collins* class addresses? Finally is there any remaining issue for Australia in terms of its industrial and commercial relationships with the USA compared with Europe? This book provides an excellent basis on which to develop answers to these questions.

*Reviewed by CAPT Chris Skinner,
RAN (rtd)*

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VIPs, family and friends welcome home HMAS Ballarat following a six-month deployment to the Persian Gulf



Australian Naval Institute



2006-07 ANI EVENTS PROGRAM

EVENT	DATE	LOCATION	COMMENTS/CONTACT
ANI EVENT (SOCIAL)	25 NOV	HMAS STIRLING	POINT OF CONTACT: CAPT DALTON
LECTURE: TRANSFORMING MARITIME FORCES' - DR STAN WEEKS FOLLOWED BY DRINKS	27 NOV 1700	ADC WESTON CREEK	POINT OF CONTACT: LCDR CAMPBELL SPENDER THEATRE, SHEDDEN BUILDING IN CONCERT WITH USI
WARFARE SEMINAR	APR/MAY 2007	SYDNEY	DETAILS TBC

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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.

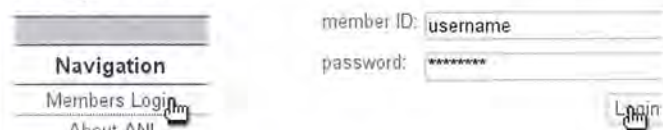


Figure 2

Figure 3

LOGGING IN TO YOUR ACCOUNT

Once you have your account details, you are ready to login and access the new features of the site. In order to login, navigate to the website (figure 1) and click the "Members Login" item (figure 2). Enter your member ID and password as they were provided to you, then click the "Login" button. The case of the member ID and password are important: i.e. "CaSe" and "case" are considered entirely different words by the authentication system. Each letter of the password will appear as a single "e" to prevent others from seeing your password as you type. If you have entered your details correctly, you will be presented with the news page. The grey status bar at the top notifies you of the account you are using (figure 4). You are now able to access all of the new features of the site.



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).

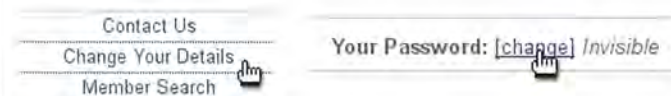


Figure 5

Figure 6

CHANGING YOUR DETAILS

When your account is created, only your member ID and password are stored in the system for privacy reasons. However, you may provide other details that are visible to other ANI members. In order to change your details, login and click the "Change Your Details" menu item (figure 5). Then select the "change" link (figure 6) next to either your personal details or password. Change the text appropriately and click the "save" button (figure 7).

The personal information that you provide will be visible to other members of the ANI but will be hidden from members of the general public. You may provide as much or as little detail as you wish but none of the fields are compulsory. However, you may not change your member ID as it is the link between the on-line database and our off-line records.



Figure 7

Figure 8

PARTICIPATING IN THE FORUM

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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Email: a_n_i@bigpond.com and mark attention Editorial Board.

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