

Visions from the Vault



Beginning of the Information Age

One of the most important developments to occur in the RAN during the 1960s was the introduction of a modern computer-based logistic support system.

Taken on 1 July 1969, this photo shows Flag Officer East Australia Area, Rear Admiral D.C. Wells (right) and East Australia Area Secretary, Mr Mangleson (left) visiting the Electronic Data Processing (EDP) Terminal building at Garden Island. Also pictured are Lieutenant Commander

Terry Wishart (Officer in Charge of the EDP Section), Data Supervisor 'Tug' Wilson and Leading Data Operator Rick Falls.

The date marked 12 months of working in the Sydney area for EDP sailors and their changeover of branches from Communications to Supply.

Included in Navy's data processing system at this time were Naval Stores, Dockyard Costing, Ships Refits, and Personnel particulars on all officers,

sailors, WRANS and Dockyard Police serving in the RAN. Some 3000 items were processed weekly at Garden Island for ships in the Sydney area. 

(Photograph and text courtesy of Seapower Centre Australia)



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Let's get to work

SANDBOX SAILORS

Royal Australian Navy personnel are performing a variety of tasks inside Iraq as part of Operation Catalyst... Lieutenant Tom Lewis reports from in-country.



Warrant Officer Matt Hurley is part of the Counter Improvised Explosive Device task force. Working in Iraq since March, WO Hurley is normally based in Sydney within HMAS Waterhen.

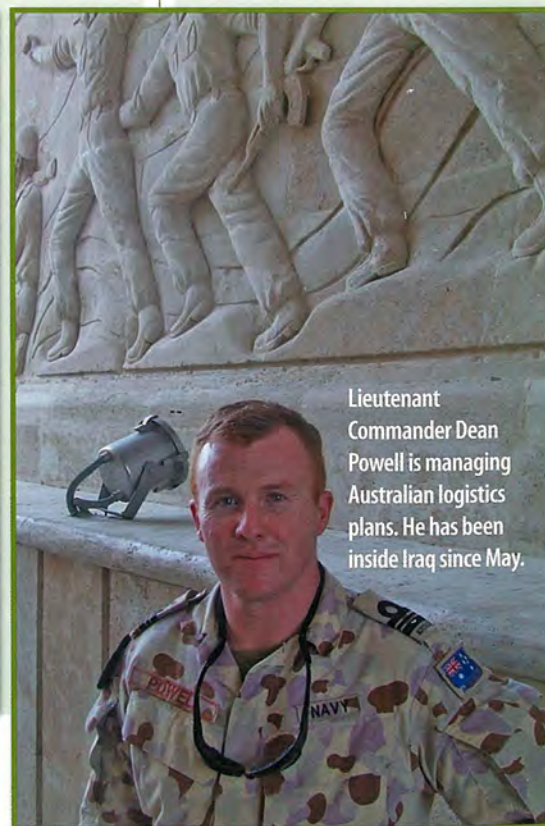
It's a long way from the sea, but Navy people have turned their diverse range of skills to vital roles working deep inland inside Iraq. From defusing bombs to managing logistics; delivering

intelligence and providing medical services – and more – these “Sandbox Sailors” are often only distinguished by a Navy badge or their unique rank markings. It's hot, difficult, and

sometimes dangerous work, but the men and women of the RAN are managing their diverse environment with the same determination and skill they bring to their sea operations.

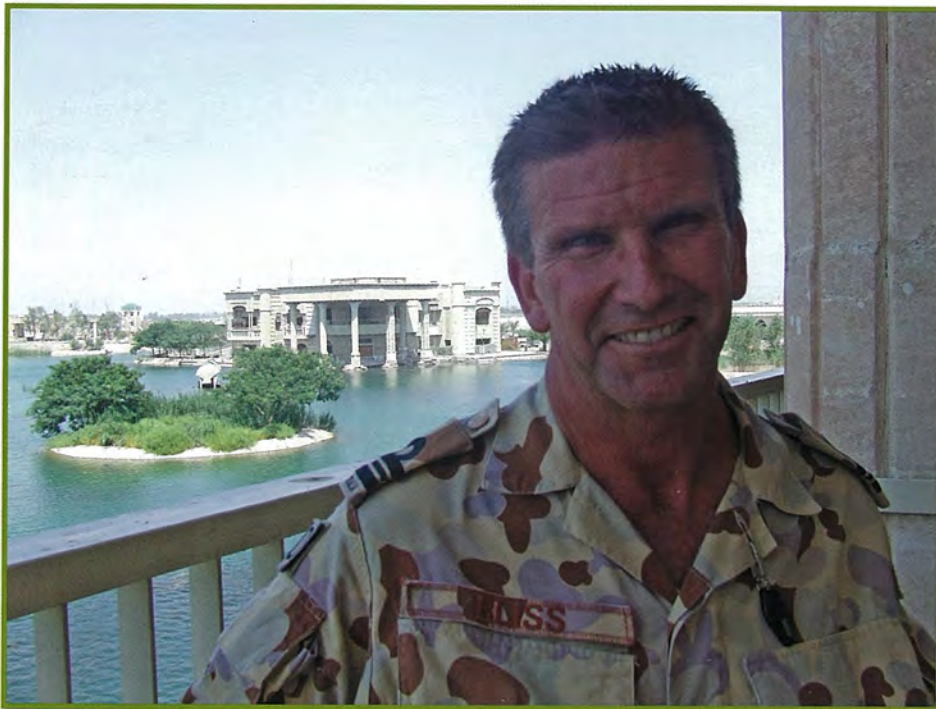


PO Andy Maskell and Lieutenant Commander Wendy Bullen are two naval personnel who work as part of the team managing Australian personnel in-country. Lieutenant Commander Bullen is OC Admin, and PO Maskell the Chief Clerk of HQAUS.



Lieutenant Commander Dean Powell is managing Australian logistics plans. He has been inside Iraq since May.

SANDBOX SAILORS



Lieutenant Commander Steve Bliss arrived in Iraq early in 2006, and is the Officer in Charge of Explosive Ordnance Demolitions.

Together, this group of sailors and officers bring the skills they have honed aboard ship to the landlocked headquarters in Baghdad, integrating seamlessly with the men and women of the Army and Air Force. The Headquarters they support facilitates the conduct of Australians across the entirety of the Middle East Theatre of Operations. As such, they are making a fundamental contribution to the rehabilitation and reconstruction of Iraq, the mission on which Australia has been embarked since 2003. 🇦🇺



Petty Officer Trish McDonnell looks after the day to day health of hundreds of Australian personnel, in a variety of ways including sickbay practical attention and attending weapons range practices. PO McDonnell will be in Iraq for six months.



Lieutenant Commander Jeff Wilson is working within Intelligence support inside Australian Headquarters. Arriving in February, Lieutenant Commander Wilson is normally based at HQNORCOM in Darwin.



Lieutenant Katrina Gosper is the Aide de Camp to the Commander of Australian forces, Brigadier Mick Moon. Katrina's day to day activities see her traveling with her boss, and fulfilling a variety of assisting functions.

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HMAS Boonaroo

PAT BURNETT

The short and unusual history of HMAS Boonaroo constitutes an historical first in the story of the RAN. It was the first occasion on which the Navy commissioned and operated a merchant vessel in peacetime because of an industrial dispute. In February 1967, during the escalation of the Vietnam War that followed Australia's involvement, the Seaman's Union decided that it would not man ships carrying war materials into the war zone.

MUNITIONS TO VIETNAM

The issue came to a head over the planned sailing of the Australian National Line (ANL) freighter *Boonaroo* to Vietnam with a cargo of munitions; this was the first time that such a cargo had been involved. Announcing the decision, the secretary of the union, EV Elliott, said he did not support escalation of the war and believed only naval vessels should be used for the purpose and civilians not involved.

Bernie Nolan, the Victorian secretary, said *Boonaroo* was not built to carry war materials and his members had not been told any details of the cargo or its destination. The ACTU was brought into the dispute at an early stage and its president, Albert Monk, advised the Seaman's Union to man the ship voluntarily. When it refused the government stepped in and ordered the RAN to man her. The ACTU then instructed Charlie Fitzgibbon of the Waterside Workers' Federation and other unions involved to work normally to load the cargo.

MV Boonaroo was one of five B Class freighters, the largest general cargo ships operated by the ANL at

the time. Three were motor vessels and two steamships and *Boonaroo* was the first of the former, commissioned in 1953. All the class had Aboriginal names, the sister ships being *Baralga*, *Bulwarra*, *Bilkurra* and *Binburra*.

DIMENSIONS

Boonaroo's load displacement was 9400 tons and deadweight 6450 tons. Overall length was 405 feet, beam 53 feet and deep load draught 22.5 feet. The main engine was a two-stroke single acting four cylinder Doxford diesel developing 2800 IHP with

a fuel consumption of eight tons per day, giving the ship a top speed of 11.5 knots. She had five hatches and holds, one 25-ton and 16 five-ton derricks. Her port of registry was Melbourne and she was normally employed on the Queensland coastal run. At the time of the takeover she was 14 years old and although clean enough inside, she was in a rather advanced state of rust on the outside of the hull and superstructure. Navigationally, she was fitted with a small gyro compass, a standard magnetic compass and binnacle, a commercial "ship's head up" radar and VHF radio.

PIERHEAD JUMP

When the RAN was ordered to man *Boonaroo* I was Captain of *HMAS Vendetta*, then refitting at Sydney. I was told on 28 February to report to Lonsdale, the naval depot at Melbourne, and stand by to commission *Boonaroo*, which was berthed at 24 South Wharf in the Yarra. I arrived there that afternoon and immediately had a meeting with



Department of Shipping and Transport (DST) representatives on the details of taking over the ship. The ANL paid off the 37 members of the civilian crew, 17 of whom were members of the Seaman's Union, on the morning of Wednesday 1 March and at 2100 that evening I went on board with two-thirds of the ship's company of eight officers and 32 men and held a commissioning ceremony.

SHORTEST COMMISSIONING CEREMONY

It must have been one of the shortest and least ceremonious commissionings ever held, consisting of simply reading the warrant and hoisting and lowering the ensign, all in the dark. It was also one of the most unusual, since not only did we have a new RAN ship (and a merchant ship at that) but also a new ensign, as by a coincidence this was the date on which the present RAN ensign was introduced. The occasion attracted some front-page publicity and amusing cartoons in the press next day.

The rest of the ship's company

joined during that day and it was spent learning our way around the ship and the operation of the engines, winches, derricks and other unfamiliar equipment and in meetings to plan the cargo stowage. The Departments of Shipping and Supply and the ANL were very helpful and by the end of the day we were sufficiently confident to set our sailing time at 0500 next morning.

Part of this confidence was due to the fact that we had on board two officers who had served before in B Class vessels: LCDR George Hunt RANR(S), who was Master of the sister ship *Bulwarra* at the time, and Jim Ford, Second Engineer of *Boonaroo* and formerly a mechanic in the RAN, who was signed on as a Reserve Lieutenant for the voyage. The expert knowledge possessed by these two officers was of great assistance to the operation. No doubt we could have managed without them if we had had to, but it would have taken longer and been more difficult. Another ex-Merchant Service officer, LCDR Tom Whittaker RANR, was the Engineer Officer, and the Executive Officer and Navigator was LCDR Mike Freeman RAN. There were also two other watchkeeping officers and a Supply Officer. As far as accommodation was concerned, the sailors were not too disappointed to learn that they each had their own cabin, except for the sick berth attendant and an ABSEA who shared the two-berth sick bay.

At 0500 on 2 March we slipped from South Wharf to proceed to the explosives berth at Point Wilson on the northern shore of Corio Bay, where we were to load our cargo. The tug crews were on strike in sympathy with the Seaman's Union, so we had to make do with naval workboats. Our departure and passage down river and across Port Phillip were uneventful and provided good practice for me in handling a merchant ship for the first time.

It is a very different proposition from a Daring Class destroyer, the main differences being the single screw and rudder, the reduced power and manoeuvrability and the big change between light and deep load conditions. Other factors are the increased effect of wind and greater emphasis on use of anchors. On the whole I was pleasantly surprised by the ship's handling characteristics, especially her response to rudder movements.

LOADING AMMUNITION AND GENERAL CARGO

We began loading later that morning, mainly 500 and 1000 lb. bombs but also three field kitchens, some telegraph poles, a 10-ton road tanker and several smaller vehicles, all of which had to be secured on the upper deck. In addition there were some explosives items such as detonators which were stowed in a special locker embarked for the purpose. All of it was destined for the RAAF base at Phan Rang, about 25 miles south of Cam Ranh Bay on the east coast of South Vietnam.

The loading was carried out by the Geelong waterside workers as advised by the ACTU without serious interruption, although at a sedate pace. The DST were again very helpful and the ship's companies of *Cerberus* and *Lonsdale* also gave great assistance throughout the operation, especially with mustering stores and securing cargo. It was interesting to learn more about cargo stowage and handling and our lone shipwright was backed up in his task of "tomming" and shoring the bombs on their pallets by a team from *Cerberus*.

SAILED 1900, 10 MARCH

We took over the ANL victualling and general stores already on board, which necessitated a high-speed muster by naval stores inspectors who had to grapple with the ANL's "heap" system. The main items we added

were RAN lifesaving equipment, small arms, stationery and communications equipment. By the evening of Friday 10 March loading was completed and we sailed at 1900, only two days behind the original schedule.

The first leg of the voyage was to Cairns to fuel from RAN stocks. It started in calm sunny weather, which gave us a day to check the cargo under good conditions and make a few minor adjustments. We also took the opportunity to exercise leaving ship stations and make ourselves acquainted with the unfamiliar boats and davits.

This was just as well, because the further we went up the coast, the worse the weather became. By the time we reached the Sunshine Coast it was raining continuously and three cyclones were in the Coral Sea area.

HOURLY CARGO ROUNDS

We carried out cargo rounds every hour until we got inside the southern end of the Barrier Reef and the sea moderated. At our sedate top speed of 11.5 knots it took us seven days to reach Cairns, where we arrived on the morning of 17 March and sailed six hours later on completion of fuelling. The ship's draught and length were rather critical in the entrance channel and off the naval fuelling jetty and provided more good ship-handling practice.

As we progressed through the tropics the weather improved and we rigged an improvised canvas swimming pool on No. 4 hatch, which was well patronised.

It was interesting to note how many merchant ships we passed were on the ball and dipped their ensigns to us, in spite of our disguise, and how many were fooled by it. We cleared Torres Strait on 19 March and our route thereafter was west of West Irian and east of Kalimantan and Sulawesi. The long hop from Cairns to Vietnam took 11 days and to help pass the time

HMAS Boonaroo

various competitions were organised, as well as the usual "crossing the line" ceremony.

We also practised our small arms fire and started a ship husbandry program on some of the worst rust-affected areas of the ship. On crossing the equator on 23 March we transferred to the operational control of C-in-C Far East Fleet. The only warship we met on passage was an Indonesian frigate in Banka Passage.

CAM RANH BAY

We arrived off Cam Ranh Bay at 0700 on Tuesday 28 March, at action stations and ready for anything, not knowing quite what to expect. It was 200 miles north of the main scene of Australian logistic operations at Vung Tau and our communications with the outside world, and hence our knowledge of the current local state of affairs, were limited by our equipment.

Cam Ranh Bay is a fine large natural harbour, one of the few on this coast, and was one of the main supply centres for the allied forces. It is divided naturally into inner and outer areas and on arrival we were directed by the US port authority to anchor in the inner harbour. Shortly afterwards we were boarded by a young US Army officer from the 24th Terminal Transportation Company, which handled all cargo operations as well as manning most of the tugs and other harbour craft and providing pilots.

We had considerable difficulty in persuading him that we were RAN personnel, in spite of our uniforms; I think he believed, looking at the ship, that it was some kind of weird Aussie hoax. We shifted berth to the outer anchorage at 0845 and by 1100 the unloading of our deck cargo into lighters had started.

At Cam Ranh Bay unloading operations were carried out over the beaches in landing craft as well as at floating pontoon piers. The



USAF and USN patrolled the base area continuously and we had our first sight of F4C Phantoms.

Next day we moved alongside an ammunition pier where men of the 24th Terminal Company unloaded our bombs. They were much quicker than the Australian wharfies but also much more casual and thought nothing of it when they dropped one bomb from upper deck level to the bottom of No. 3 hold, fortunately without serious results. By late Saturday 1 April they were finished and I breathed a sigh of relief that the main part of our mission had been successfully accomplished.

JEEP TOUR

During our five-day stay I was taken on a jeep tour of the base, which covered an extensive area of sandhills. The base contained an enormous stockpile of military equipment, vehicles and munitions, much of which went unused and was eventually abandoned, as this was cheaper than shipping it back to the States. At this time the local front line was in the coastal ranges several miles to the west, held by a South Korean battalion, whence the sound of firing and air attacks could be heard. The only action at the base itself was an infrequent hit-and-run grenade or mine attack.

I was able to witness an impressive demonstration of the latest types of landing craft and techniques, given for the benefit of a visiting US General, as well as talking to some of the Phantom pilots about their flying operations. The base amenities were naturally limited, accommodation consisting of huts and tents, but the US authorities were generous in extending the use of whatever they had with us, including their well-stocked PX store.

There was one Vietnamese village inside the perimeter, into and out of which all movement was tightly controlled; the only other local settlements were outside the base area. During our unloading we were visited by a Malaysian TV cameraman filming Australian operations for Channel 7 and the results were later shown on Sydney newsreels.

We sailed on Sunday 2 April for Singapore to refuel from RN stocks before returning to Melbourne west about. We anchored overnight in the open sea 12 miles south of Cape St Jacques, off Vung Tau, to rendezvous next morning with RAAF helicopters for transfer of stores and mail. While there we established radio contact and exchanged greetings with MV *Jeparit*, the second ANL vessel to be

The ship's company assembled.

requisitioned by the government to take war supplies to Vietnam, which was unloading at Vung Tau. She was still manned by ANL officers but had an RAN detachment on board to replace members of the Seaman's Union.

On this passage we encountered more shipping off the Vietnamese coast, including several USN escort vessels and a Russian merchant ship. After the helicopter transfer we proceeded for Singapore, where we arrived on 5 April. Our passage up Johore Strait to the naval base caused considerable curiosity among the RN ships present. We berthed at the Stores Basin to refuel, sailing on completion.

We had expected to return to Melbourne west about, but were diverted to Darwin to load another cargo of bombs for return to Sydney. We proceeded via Carimata and Lombok Straits, passing through the latter with its spectacular views on 9 April, when we reverted to FOCAF's operational control. Time threatened to lie heavily on our hands during the return passage and again an ambitious program of organised games and ship husbandry proved helpful in preventing boredom. We anchored overnight in the approaches to Darwin, berthing alongside the main wharf next morning.

CUSTOMS CLOSE INTEREST

Our first encounter was with Customs, who searched us thoroughly before granting pratique, and our second with the Darwin watersiders. They were a law unto themselves and the facts that the ship had been to Vietnam, the civilian crew had been replaced and the cargo being loaded was munitions, apparently caused the loading to be frequently interrupted on trifling pretexts, so that it took seven days instead of the scheduled four. However, the delay provided the ship's company with a welcome opportunity to catch



up on some social and recreational activity and we finally sailed for Sydney just before midnight on 20 April. The passage took nine days with a bit of assistance from a "plumber's current" and was uneventful.

On arrival at Sydney we secured to the explosives buoy off Garden Island to disembark the bombs into ammunition lighters. To our surprise, although we had been cleared by Customs at Darwin we were again subjected to intense surveillance during our stay. A launch continuously patrolled the ship and officers were on 24-hour duty at Kuttubul Steps, the only place we were allowed to land.

This time our unloading proceeded quickly and without incident. On 3 May we refuelled and the ship was surveyed by the DST. We were interviewed by the media about the trip, but by this time public interest was much less than at our departure. We sailed for Melbourne at 2200 that night.

DECOMMISSIONED 8 MAY

We berthed at No. 11 North Wharf in the Yarra late in the evening of 5 May. So the wheel came full circle and we were back at our starting point after 10 interesting weeks, under quieter circumstances, though our peace was disturbed by our third Customs

clearance since our return to Australia.

The weekend was spent disembarking the ship's company and naval stores to Lonsdale. At 1500 on Monday 8 May a brief decommissioning ceremony was held at which the ship was officially handed back to the ANL. So ended the history of *HMAS Boonaroo*, one of the shortest and most unusual commissions in the RAN. As far as I was concerned, there were four major main points of interest arising from the whole operation:

- ◆ It gave the Navy and other departments concerned practical experience in the manning, operation and logistic support of a merchant ship.

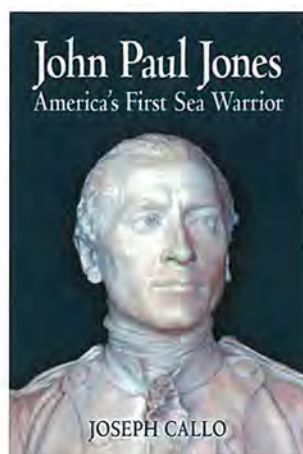
- ◆ It enabled the plans for this contingency to be revised in the light of this experience.

- ◆ It provided a rare opportunity for practice in handling a merchant ship and cargo.

- ◆ It was an interesting comparison of different attitudes towards ship husbandry. ANL and Department of Shipping officers told me such maintenance is not economically viable in the merchant service. 🚩

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Book Reviews



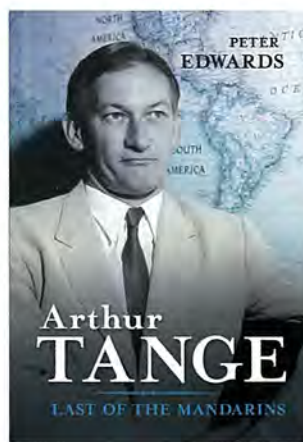
JOHN PAUL JONES:
America's First Sea Warrior
By Joseph Callo
US Naval Institute Press, 2006
Hardcover, 304pp
RRP: US\$29.95

Pirate or Pioneer? Hero or Hedonist? For two centuries the story of John Paul Jones has been swathed in myth, prejudice, and exaggeration. Rear Admiral Joseph F. Callo, USNR (Ret.), *Naval History* magazine's 1998 Author of the Year, having written extensively on Horatio Nelson, has now turned his pen to the man often claimed to be Nelson's American equivalent. Callo has taken a fresh look at John Paul Jones in an attempt to uncover the truth of the man, his ideals and his impact on the outcome of the American War of Independence and on the emergence of what would eventually become the United States Navy. Callo surveys Jones' early life and travels as a Scottish merchant sailor, his

rise to captaincy and the altercation in Tobago in which he killed a seaman and fled to America. He reinvestigates the circumstances of Jones' induction into the colonial navy as one of its first sea officers, exploring in detail his struggle with favoritism and politics to attain recognition and a command befitting his skills and achievements. Callo is evenhanded with his praise. He rejects the myths and mistruths about the man and attempts to define with greater clarity Jones' message of fighting for liberty; a message which he sees as having been the blurred by over-handling in the nineteenth and early twentieth centuries. In this book the author thoroughly explores the astonishing achievements and the improbable success of the man who was pronounced a pirate by the British and a patriot by Americans. Complementing the themes of Jones' commitment to freedom and patriotism, his contribution to America's independence

and his role in the nativity of the Continental Navy, Callo also delves into previously inadequately investigated portions of Jones' life. Callo emphasizes how Jones' relationships with important contemporary personalities like Benjamin Franklin contributed to the concept of a civilian-controlled military in America. Callo describes Jones as more than just a naval champion; he was a revolutionary hero. Callo acknowledges the immeasurable contributions of the people who supported and fought under Jones. Whilst the author makes much of the lesser told aspects of Jones' story, he does not neglect Jones' many daring and often improbable victories at sea. He fortifies the position of the man in history and his impact on the broader context of the American War of Independence. It is a thoroughly enjoyable and enlightening read.

Reviewed by SBLT Bernard Dobson, RAN



PETER EDWARDS:
Arthur Tange - Last of the Mandarins
Allen & Unwin, 2006
pp. xii + 339,
illustrations,
bibliography, index,
RRP \$49.95

My first posting to Canberra was in early 1975. Navy Office was reeling from the effects of the Defence Reorganisation following the report by the Secretary of the Department of Defence, Sir Arthur Tange. The Department of the Navy and the Australian Commonwealth Naval Board (ACNB) had been abolished. Navy had major capital equipment projects in the pipeline, particularly the follow-on destroyer and a new aircraft carrier, but these faced close scrutiny by the new Force Development and Analysis (FDA) Division in Defence Central. This division was staffed mainly by civilians

to provide what many believed was "paralysis by analysis". At a personal level, there were also problems. Some officers who had been posted to newly created jobs in Defence Central believed these jobs were sinecures and token "jointery", or had placed them in the unhappy position of being subordinate to younger and less experienced civilians.

I remember my first glimpse of Sir Arthur. This tall, grey haired patrician swept though the lobby of Building F at Russell. Lesser mortals stepped back to allow him past. I was reminded of the description of Julius Caesar by Cassius: "Why man he doth bestride the narrow world like a colossus, and we petty men walk about under his huge legs and peep about to find ourselves dishonourable graves". This was the man who had had a stellar bureaucratic career. He became Secretary of the Department

of External Affairs in 1954 at the age of 39 and remained there for the next eleven years. He then served for several years as Australia's High Commissioner in India before returning to Canberra in early 1970 to become Secretary of the Department of Defence where he remained until retiring at the age of 65 in August 1979.

This biography of Sir Arthur Tange by the prominent historian of Australian defence and foreign policy, Professor Peter Edwards, is long awaited. Sir Arthur is great stuff for a biography and Edwards does him justice. His book provides a highly readable account of the man and his ideals with some fascinating insights into Australia's diplomatic and political crises from the 1940s through to the 1970s. It is a "must read" for anyone with an interest in Australia's public administration and foreign and defence policy during this

period. Tange was always fearless in his advice to Ministers, believing that it was his responsibility to advise in terms of the national interest rather than with regard to what might have been political considerations of the day.

Often scathing and caustic with individuals, Sir Arthur made many enemies, including some senior ADF officers. He had little regard for the military intellect and was mistrustful of senior military officers having too much direct influence on Government. Edwards relates how even before taking up his job in Defence, he had been critical of Australia's administrative and logistic performance in the Vietnam War and of the "naive, inept and inadequate" performance of service attaches in New Delhi. His occasional brutal destruction of Service arguments in Defence committees became legendary. His style could be abrasive and confrontational. At a lower level, I recall his withering response in 1977 to a fellow student at the Joint Services Staff College (JSSC) who dared to ask a probing question about the Defence Reorganisation. Rather than answering the question, Tange implied that it was a stupid question and in asking it, the student (a RAAF officer) showed he was not fit to be on the Staff course!

The twenty-five or so years during which Tange served at the centre of Australia's strategic policy making were critical ones in the Cold War and for Australia's involvement in Southeast Asia, including the Malayan Emergency, Confrontation with Indonesia, the rise and fall of the South East Asian Treaty Organization (SEATO), and the Vietnam War. He advocated caution towards overseas commitments and the need for Australia to pursue a self-reliant approach to national defence. He believed strongly that Australia should not unquestioningly accept assessments from the US or UK. While Australia needed to respect our overseas alliances

and traditional relationships, it was our national interest and our relationships with neighbours that counted as far as Tange was concerned. He advocated the concept of "self reliance" to replace that of "forward defence". He was finally successful in having this concept accepted by Government with the release of the 1976 Defence White Paper. As Edwards records, this Paper would be accepted for the next quarter-century as the foundation document for the "defence of Australia" approach.

Tange's main legacy to the Department of Defence, however, was the 1974 Reorganisation of the Defence Group of Departments. This folded five single departments (i.e. Defence, Supply and the three single Service departments) into one under one Minister (with a Minister Assisting) and with one permanent head. It turned the position of the Secretary of the Department of Defence into a huge job with enormous responsibilities spanning strategic policy, acquisitions and financial accountability. Tange himself was up to the job but with the possible exception of Bill Pritchett, his immediate successor, who was groomed for the job, few of his successors were. They may have been successful bureaucrats in terms of keeping "the lid on a tin of worms", but were less so in running an efficient department in all its dimensions. The recent establishment of a separate Defence Materiel Organisation, as the modern equivalent of the Department of Supply, is the latest step in a steady erosion of the structure of the Department of Defence put in place with the 1974 Reorganisation.

The biography has some disappointments from a military and naval viewpoint. First, it does not adequately explain why Tange was so mistrustful of military officers. My hunch is that this was because of his first hand experience with Australia's

two most autocratic senior military officers of the 20th Century: General Sir Thomas Blamey and Air Chief Marshall Sir Frederick Scherger. They both succeeded at different times in directly influencing Government contrary to departmental advice and what Tange may have regarded as the national interest. Edwards mentions Scherger but not Blamey.

In the closing year or so of World War II, Tange served in the Department of Post-War Reconstruction. This was the department that was in bitter conflict with General Blamey over the need to release manpower from the Army. It believed, along with many Ministers, that "Blamey would go to any lengths to frustrate legitimate Government attempts to reduce the strength of the army".¹ But Blamey won this battle and the Army maintained its size, fighting what later historians have referred to as the "unnecessary" battles in Bougainville, New Guinea and Borneo.

Tange's brush with Scherger occurred in the early days of the Vietnam War. Edwards describes how the "assertive" Scherger participated in talks with the Americans in Honolulu in March 1965 and virtually ensured that Australia would commit a battalion to Vietnam. This followed an earlier incident in December 1964 when the Chiefs of Staff Committee and its Chairman, Scherger, advised Cabinet directly on an American request for assistance. Tange's department at the time was advocating a more cautious approach to a large-scale military commitment to the War, but was over-ruled.

With his previous experiences with the senior military, particularly with Blamey and Scherger, Tange may well have considered it necessary to establish "checks and balances" in the Reorganisation to ensure that no senior military officer could ever influence Government in such a direct way again. Paradoxically, it was a common belief

in the mid-1970s that Sir Arthur was only successful in driving through the Reorganisation because the military chiefs at the time were relatively weak. None was prepared to strongly oppose Sir Arthur.

The Last of the Mandarins does not entirely appreciate why the Services were so unhappy with the 1974 Reorganisation. A particular concern was the emasculation of military advice within the new Defence Central. The Joint Staff, which had been established only in 1968, suffered a major cut-back with key elements transferred into newly established and predominantly civilian Divisions. This was particularly the case with the two new key policy areas: the Strategic and International Policy (SIP) and the Force Development and Analysis (FDA) Divisions. These both inherited Service positions from the Joint Staff but relegated the ADF incumbents to what was effectively only an advisory role.

Rather than, as suggested by Edwards, the reorganisation reducing the potential for in-fighting between the Services, the opposite case might also be argued. In fact, "creative tension" between the Services may well have been part of the agenda. The Minister for Defence in 1976, the Hon. D.J. Killen, appreciated ADF concerns about the Reorganisation and created the Council of Defence, chaired by himself, to provide a forum in which to resolve any potential difficulties that might arise with the control and administration of the Defence Force. *Last of the Mandarins* includes a photograph of the first meeting of the Council but says nothing about why it was established.

In many ways, the new committees established under the Reorganisation institutionalised in-fighting between the Services. With new capital equipment proposals, FDA regularly employed the tactic of setting one Service against another. "Defence Darwinism" was

alive and well with a big project of one Service being delayed (by analysis!) until it coincided in the Five Year Defence Program with another. Something then had to give. This was the case with Navy's aircraft carrier project in the 1970s when FDA contrived to delay it until it coincided with Air Force's new tactical fighter (F/A18) project.

After the Reorganisation, in-fighting was most apparent in the influential Defence Force Development Committee (DFDC). This was chaired by the Secretary with the three Service chiefs and the Chief of the Defence Force Staff (CDFS) as its voting members. For a major capital equipment project to be approved, the Service concerned had to get the support of at least one other Service, even if the CDFS was of the same service. The decision from the DFDC in May 1980 in support of the aircraft carrier was an example of this when the Chief of the General Staff (CGS) decided to support Navy despite apparently having been briefed by his staff to oppose Navy's bid. With Admiral Synott then CDFS, the DFDC decided to recommend acquisition of an aircraft carrier. The telling naval argument for CGS was the so-called "Northern convoy" scenario, and the revelation of the large gaps in reliable RAAF air cover across northern Australia utilising the F/A18 from existing and planned air bases. Sir Arthur was then no longer Chairman of the DFDC, having retired in August 1979.

In terms of the ADF, the Tange biography is biased strongly towards the Army, with a heavy reliance on the diary of General Sir John Wilton. While Edwards interviewed five retired senior Army officers and one senior Air Force officer, not one former RAN officer is listed as having been consulted. While most Admirals of the day have passed on, there are nevertheless notable surviving Captains and Commodores, including some founding fathers of

the Australian Naval Institute, who were closely involved in the Reorganisation and its aftermath.

The establishment of the ANI was at least partly a reaction to the 1974 Reorganisation and the fear that the RAN ethos would be lost under the new "jointery". Sir Arthur appreciated this and issued instructions that the Institute should receive no support whatsoever from the Department. I recall an issue arising in the early days of the Institute as to whether its records, library materials and past copies of the Journal could even be kept in the Russell complex!

Notwithstanding these reservations, *Last of the Mandarins* is an excellent biography of a great man. Sir Arthur Tange was truly the Julius Caesar of Australian defence and foreign policy in the Cold War era. His biography was written with the support of the Tange family and of Sir Arthur himself, as well as - apparently - the Department of Defence. Perhaps as a consequence, it provides a rather too glowing picture of the man and his ideals. A more critical biographer might have painted a less flattering picture. Nevertheless, Peter Edwards has done a fine job in producing a highly readable account of the life of a great Australian bureaucrat who had a profound impact on the evolution of Australia's defence and foreign policy. Like him or hate him, Sir Arthur Tange was a most imposing individual with many achievements to his credit.

Dr Sam Bateman, Centre for Maritime Policy, University of Wollongong

(Footnotes)

¹ John Hetherington, *Blamey Controversial Soldier*, Canberra: The Australian War Memorial and the Australian Government Publishing Service, 1973, pp. 368-9.

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RIMPAC ships form up during RIMPAC 06



Australian Naval Institute



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EVENT	DATE	LOCATION	COMMENTS/CONTACT
VERNON PARKER ORATION	23 AUG	CANBERRA - ADFA	POINT OF CONTACT: MR JOHN ROTHWELL - AUSTAL
ANNUAL DINNER	23 AUG	CANBERRA - ADFA	POINT OF CONTACT: O/C OF VP ORATION
BREAKFAST DEBATE: FOUR SPEAKERS TBD	6 OCT	CANBERRA - ADFA	WORTH THE EFFORT? – THE CASE FOR AND AGAINST ADFA
ANI BRING A GUEST RECEPTION ANI SOCIAL EVENT	25 NOV	HMAS STIRLING	POINT OF CONTACT: CAPT DALTON
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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.

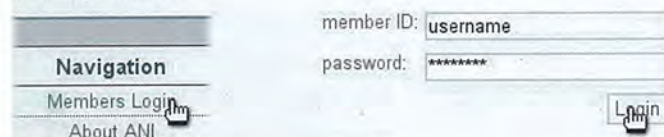


Figure 2

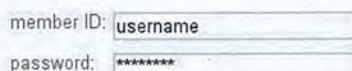


Figure 3

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).

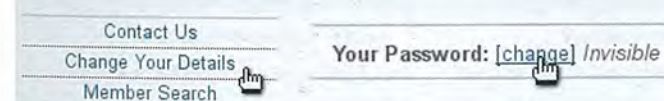


Figure 5



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!

Australian Naval Institute

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