



"The maintenance of the maritime well-being of the nation"

is the principal objective of the Navy League of Australia

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RANR

CRESWELL ORATION 2014 FEBRUARY 28th

This edition of the Leagues Newsletter contains details of the forthcoming "Australian Navy Foundation Day" commemoration, a key feature of which will be the "Creswell Oration" to be presented by Rear Admiral Tim Barrett RM, CSC, RAN.

The venue for the "Creswell Oration" is the William Angliss Restaurant Melbourne. The event is to be held on Friday 28th February 2014.

You are encouraged to book now for the luncheon-presentation in line with the contact details listed in this newsletter.

HMAS TOBRUK MELBOURNE VISIT CANCELLED

A scheduled port visit to Melbourne by the RAN'S Heavy Landing ship HMAS TOBRUK L50 has been cancelled, due to mechanical issues within the ship.

HMAS TOBRUK was due to visit Melbourne from 31st January 2014 through to 4th February 2014 whilst on the way from Sydney to Tasmania to participate in the Hobart Regatta celebrations.

HMAS TOBRUK will celebrate her 33rd birthday this year having commissioned 23rd April 1981.

The distinction now for the first naval visitor of the calendar year 2014 will go to HMAS YARRA MHC87, when HMAS YARRA visits Melbourne which is now scheduled for a 28th February 2014 arrival.

Whilst in Melbourne HMAS YARRA crew members will attend the Navy Leagues "Creswell Oration" and participate in HMAS YARRA 2 "Unit Citation" presentation ceremony.

ICE BREAKERS

Icebreakers have certainly been in the news of late, in particular the French L'ASTROLABE, the Chinese XUE LONG, Australia's AURORA AUSTRALIA, the US POLAR STAR and the Russian AKADEMIK SHOKALSKIY.

Two of these vessels were stuck in Antarctic Ice over the 2013 Christmas period resulting in a rescue mission being mounted.

At one point in time, it appeared that the US Coastguard Icebreaker POLAR STAR, on her way to the Antarctic following refueling in Sydney, would be required to free both AKADEMIK SHOKALSKIY and XUE LONG from their entrapment in the ice.

The helicopter from XUE LONG was able to transfer the stranded passengers from the Russian AKADEMIK SHOKALSKIY to Australia's AURORA AUSTRALIS for return to Tasmania.

Both the Chinese XUE LONG and the Russian AKADEMIK SHOKALSKIY were eventually able to free themselves from the ice without the aid of the powerful USCGC POLAR STAR.

Once a familiar site in Melbourne over the years, both the 38 years old POLAR STAR and her sister ship POLAR SEA would visit Melbourne on their way home to the US, having completed their icebreaking tasks in Antarctica, clearing channels for supply ships servicing US Antarctic bases, however, these visits too seem to be now a thing of the past.

A check through Navy League records shows that the last US icebreaker to visit Melbourne was indeed the coastguard cutter USCGC POLAR STAR which occurred during the February/March period of 2004. POLAR STAR'S sister Ship POLAR SEA paid her last visit to Melbourne one year before in March of 2003.

During the POLAR STARS 2004 visit to Melbourne the Leagues Victoria Division President, at that time, CMDR John Wilkins RFD, together with Victoria Division Vice President accepted an invitation to visit the ship for afternoon tea with the Captain and a tour of the vessel.

On the basis that the POLAR STAR visit to Melbourne was now 10 years ago, we have included a few details in our 'AS- IT- WAS' segment of this newsletter relevant to the ships visit, including her main characteristics and her capabilities, which we trust you find to be of interest.

We point out also that the US consider their coastguard to be the fifth arm of their armed services following Navy, Army, Airforce and Marines.

RAN'S SECOND LHD ON THE WAY

As the RAN'S Nuship CANBERRA LHD 02, nears her commissioning date, which is expected to be sometime in March 2014, with the ceremony to be performed in Sydney, we are advised that the RAN'S second LHD hull is well on the way to Australia from the hull builder in Spain.

The semi-submersible Netherlands flagged carrier ship MV BLUE MARLIN, with the hull of Nuship ADELAIDE 01 ONBOARD, IS EXPECTED TO ARRIVE IN Port Phillip during the first week of February 2014.

Once offloaded in Port Phillip Bay, the hull of Nuship ADELAIDE will be towed to the BAE dockyard at Williamstown, where the prefabricated BAE superstructure will be fitted to ADELAIDE'S hull, which will be along the same lines of procedure as that of Nuship CANBERRA 02.

******STOP PRESS******

NUSHIP ADELAIDE HAS ARRIVED



**NUSHIP ADELAIDE ARRIVING IN MELBOURNE WITH HER SISTER SHIP
NUSHIP CANBERRA IN BACKGROUND AT WILLIAMSTOWN**

HMAS CHILDERS 93 – SHOWING THE FLAG

It was of interest to read in recent media reports that the Cairns based Patrol boat HMAS CHILDERS 93, is paying a visit to Burma.

This will be the first visit to Burma by a vessel of the RAN since the visit by HMAS QUIBERON in 1959.

The Armidale Class Patrol boat arrived in Yangon Harbour on January 27th for a four day goodwill visit as part of a four month deployment, which will also include visits to Bangladesh and India.

League members may recall the Leagues successful request to Navy in 2009 that HMAS CHILDERS 93 visit Melbourne to join in with the League in celebrating the arrival in Melbourne of the first Childers.

The first CHILDERS a 63 ton torpedo boat, arrived in Port Phillip on her delivery voyage from England on 25th June 1884, as part of Victoria's Colonial Navy.

The Navy League celebrated the occasion of the 125th anniversary of the arrival of the first CHILDERS by hosting the crew of HMAS CHILDERS 93 to a luncheon-presentation.

Other activities to mark the event included the League arranging for a visit by HMAS CHILDERS 93 crew to the Victorian State Library for a tour of its facilities and to view the many items relevant to the period of the first CHILDERS.

During the quartiquincentenary celebrations, the Navy League of Australia Victoria Division had adopted HMAS CHILDERS 93, whilst in commission, as *“a ship of special interest”*.

“AS IT WAS”

Once again we invite you to join us as we take a look at more recent naval history at items that involved, or caught the eye of Navy League over the years on our *“Keep Watch”* brief. This time we go back 10 years as we browse through our records and reports to February 2004. We note that it was around this time we reported on the following:-

1. Poacher escorted to Fremantle
2. HMAS MELVILLE visits Melbourne
3. HMAS SUCCESS visits Melbourne
4. USS PORT ROYAL pays a visit
5. USCGC POLAR STAR back to Melbourne

POACHER ESCORTED TO FREMANTLE

A Uruguayan flagged fishing vessel, the MAYA-V, apprehended last month by HMAS WARRAMUNGA, an Anzac Class Frigate, was this month escorted into Fremantle Harbour loaded with \$2 million worth of illegally gained Patagonian Toothfish.

The valuable load was double that found on the VIARSA, another Uruguayan flagged vessel chased for 3 weeks across the ocean last year.

It is believed that the MAYA-V was on its first fishing trip near the Heard and McDonald Islands in the Southern Ocean when it was boarded last month by crew/members of HMAS WARRAMUNGA.

Upon WARRAMUNGA'S return to Fremantle the ship was visited by the Prime Minister Mr. John Howard, who congratulated the crew on their fine work.

During the apprehension of the MAYA four of WARRAMUNGA'S sailors were rescued from the icy waters after having been pitched into the sea from their rescue craft.

Their good fortune in being rescued was attributed to the caul that is kept under lock and key in the Captain's cabin.

According to ancient naval superstition, those with a caul on board cannot drown and a ship is protected.

The caul is a membrane that sometimes covers a baby's head at birth. It was given to the present warship when it commissioned 3 years ago by Mr. Herb Richardson who served aboard the original WARRAMUNGA.

His great-granddaughter Rose Jendrzejak was born with a caul.

“AS IT WAS” C’TND

HMAS MELVILLE VISITS MELBOURNE

The RAN’S Hydrographic Survey Ship HMAS MELVILLE, Pendant No.A246 paid a brief visit to Melbourne recently, arriving on 6th February 2004, and departing on 9th February 2004.

HMAS MELVILLE on her first visit to Melbourne is a sister ship to HMAS LEEUWIN also a first time visitor to Melbourne in October of last year to participate in Navy Week Celebrations.

Both ships built by North Queensland Engineers of Cairns, were commissioned into the RAN on 27th May 2000.

They are 71.2 metres in length with a beam of 15.2 metres, a speed of 14 knots, a ships total company of 50 and a displacement of 2550 tonnes.

Both ships can operate for up to 300 days a year at sea, carrying out surveying tasks. To maximise vessel productivity the RAN operates the ships with 3 crew rotating through the 2 ships other RAN ships to have visited Melbourne during 2004 are detailed in the following:-

- RAN Sail Training Brigantine YOUNG ENDEAVOUR arrived 16th January 2004.
- Huon Class Coastal Minehunter HMAS YARRA arrived 16th January 2004.
- Anzac Class Frigate HMAS PARRAMATTA arrived 30th January 2004.

Also visiting was the Japanese Merchant Marine Cadet Training ship, HOKUTO MARU in the February time slot, and during January the Australian Customs Patrol Boat ACPB HERVEY BAY.

HMAS SUCCESS VISITS MELBOURNE

A further naval visitor to call at Melbourne recently was the RAN’S supply ship HMAS SUCCESS Pendant No. 304 arriving at Port Melbourne on 10th February 2004.

HMAS SUCCESS, an Auxiliary Oiler Replenishment ship (AOR) is based on the French Durance Class design. She was built by the Cockatoo Island Dockyard Pty. Ltd., in Sydney and was the largest ship constructed at this facility. HMAS SUCCESS has a full load displacement of 17933 tonnes and a ships company of 220.

TICONDEROGA CLASS CRUISER PAYS A VISIT

The USS PORT ROYAL CG72, the last ship of the 27 Ticonderoga Class of Guided Missile Cruisers to commission arrived in Melbourne 18th February 2004, and is scheduled to depart on Sunday 22nd February. The USS PORT ROYAL is currently under the command of Captain Patrick Allen USN.

This was the first visit by a US Navy ship to Melbourne since that of the USS MOBILE BAY, another Ticonderoga Class Cruiser that visited Melbourne in December of 2002, in company with the fast combat support ship USS CAMDEN.

During the USS PORT ROYAL visit, which is her first visit to Melbourne the Navy League Victoria Division played host to the ships Senior Officers at a luncheon reception held in their honour.

The reception on 19th February 2004, coincided with the 62nd anniversary of the first WW2 Japanese air raid on Darwin and formed part of the theme for the day.

In general terms, Ticonderoga Cruisers have a full load displacement of 9700 tonnes and a ships company of 360.

VISIT TO USCGC POLAR STAR WAGB10 ICE BREAKER

On Thursday 4th March 2004, Navy League of Australia Victoria Division President CMDR John Wilkins and I visited the US Coast Guard Ice Breaker POLAR STAR at Station Pier Port Melbourne for a tour of inspection of the ship, and discussions with POLAR STARS Commanding Officer Captain David Mackenzie and Executive Officer Commander Bruce Toney.

This is the POLAR STARS first visit to Melbourne since 2000, and prior to that visit, POLAR STAR was last in Melbourne during 1995.

The POLAR STAR has a sister ship the POLAR SEA, which was a visitor to Melbourne in March 2003.

During our visit to POLAR STAR CMDR Wilkins presented Captain Mackenzie with copies of "the Navy" magazine, an NLA crest and other Navy League memorabilia. In return, Captain Mackenzie presented CMDR Wilkins with a POLAR STAR CREST.

I have attached to this report a fact sheet detailing the more salient points of the ships characteristics.

In terms of ice breaking, the POLAR STAR with her total complement of 155 people has the capability of breaking through ice, under a continuous sailing situation of gas turbine power, of six feet thick (1.8M), four feet thick (1.2M on diesel electric power or ramming twenty one feet thick (6.4M) on gas turbine power.

The sections of the hull designed to ram the ice are 1.3/4" thick at the bow and stern areas and 1.1/4" thick amidships. The curved bow allows the ship to ride up on top of the ice, and then the bow is levered through the ice like a giant sledgehammer. To prevent the ship being stuck in the ice, an installed heeling system can rock the ship to prevent this situation occurring. The system consists of three pairs of connected tanks on opposite sides of the ship. High capacity pumps can transfer the liquid contents of these large tanks to the opposite side in under a minute, thus creating a significant rolling action that frees the ship from any tight spot. The POLAR STAR has two HH65A Dolphin Helicopters embarked. They carry out scientific party support, ice reconnaissance, cargo transfers and search and rescue missions if required.

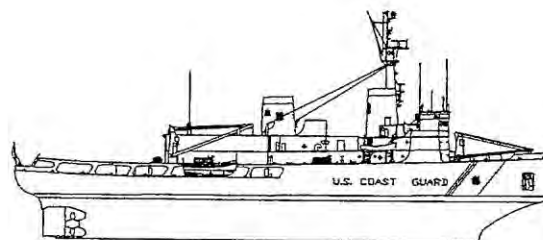
The 13,000 ton POLAR STAR sailed on the 8th March 2004, following her 5 day stay in Melbourne, and made course for Brisbane, where she will also visit for a few days prior to sailing for Pearl Harbour Hawaii and then onwards to her homeport base of Seattle Washington USA.

SHIP'S CHARACTERISTICS

OVERALL LENGTH
399 feet (122 meters)
BEAM
83.5 ft (25.5 m)
DRAFT
33.5 ft (10.2 m)
MAST HEIGHT ABOVE KEEL
166 ft (50.5 m)
HEIGHT OF ALOFT CONN
104 ft (31.6 m)
DISPLACEMENT, CAPACITY LOAD
13,190 tons (13,390 metric tons)
MAXIMUM RANGE
28,275 miles (45,531 km)
SUSTAINED SPEED (OPEN WATER)
17 knots (31.5 km/h)
ICEBREAKING CAPABILITY
Continuous (Gas Turbine)
6 ft (1.8 m) New Hard Ice
Continuous (Diesel Electric)
4 ft (1.2 m) New Hard Ice
Ramming (Gas Turbine)
21 ft (6.4 m) New Hard Ice
COMPLEMENT
15 officers, 126 enlisted
HELICOPTER DETACHMENT
4 officers, 10 enlisted
SCIENTIFIC PARTY
20 scientists/technicians

While you are with us, please feel free to ask questions. Also take some time to get to know the crew and share a little about yourself. We are proud to show you our ship. For more information on the POLAR STAR and its missions, visit our website at www.polarstar.org.

Welcome Aboard The United States Coast Guard Cutter **POLAR STAR** **(WAGB-10)**



Homeported in
Seattle, Washington
USA

Welcome aboard the icebreaker POLAR STAR (WAGB-10). The Lockheed Shipbuilding and Construction Company of Seattle, Washington, USA built POLAR STAR, as well as her sister ship, USCGC POLAR SEA, commissioning POLAR STAR in 1976. These two icebreakers are homeported in Seattle, Washington.



The 399 foot POLAR STAR is dwarfed by the Johns Hopkins Glacier in Glacier Bay, AK.

POLAR STAR has all of the attributes of an outstanding Polar icebreaker: exceptional design, horsepower, hull strength, and weight. The design, which resulted from three years of research and testing, incorporates a number of innovative features which affect nearly every aspect of operation. Equipment onboard is highly sophisticated. POLAR STAR utilizes both modern and traditional methods of navigation to overcome the difficulty of navigation in extreme northern and southern latitudes. A computerized propulsion control system efficiently manages six diesel-electric propulsion engines, three diesel-powered ship's service generators, three propulsion gas turbines, and other equipment vital to the smooth operation of the ship.

Engineering Control Central (ECC), the nerve center of POLAR STAR's powerful machinery, uses a computer monitoring system that scans and records the condition of all running equipment. If a problem arises, the system sounds an alarm and, if necessary, automatically shuts down equipment before permanent damage occurs.

POLAR STAR's three shafts are powered either by a diesel-electric or gas turbine power plant. Each shaft is connected to a 16-foot (4.9 meter) diameter, four-bladed controllable-pitch propeller. The diesel electric plant can produce 18,000 shaft horsepower (13,400 kilowatts); the gas turbine plant can produce a total of 75,000 shaft horsepower (55,900 kilowatts).

POLAR STAR has sufficient hull strength to absorb high-powered rams into the ice. The shell plating and associated internal support structure are fabricated from steel that has exceptional low-temperature strength. The portion of the hull designed to ram the ice is 1.75 inches (4.5 cm) thick in the bow and stern sections, and 1.25 inches (3.175 cm) thick amidships. The hull strength is produced almost entirely from the massive internal support structure. The curved bow allows POLAR STAR to ride up on top of the ice, then the bow is levered through the ice like a giant sledgehammer. The hull shape of the POLAR STAR is designed to maximize icebreaking by efficiently combining the forces of the ship's forward motion, the downward pull of gravity on the bow, and the upward push on the stern due to its inherent buoyancy.

POLAR STAR has other engineering features designed to aid in icebreaking. An installed heeling system can rock the ship to prevent getting beset in the ice. The system consists of three pairs of connected tanks on opposite sides of the ship. High capacity pumps can transfer the liquid contents of these large tanks to the opposite side in under a minute, causing a significant rolling action. This goes a long way in rocking POLAR STAR loose from any tight spots.

Duty on an icebreaker involves being away from homeport up to eight months a year. Careful consideration has been given to meet the needs of POLAR STAR's 126 crewmembers and fifteen officers. The ship contains four sizeable lounges, a library, a gymnasium, an espresso coffee shop, a sauna, and a small ship's store.

POLAR STAR carries two HH-65A Dolphin helicopters during major deployments. They carry out scientific party support, ice reconnaissance, cargo transfers and search & rescue as required. The Aviation Detachment comes from the Polar Operations Division at the Coast Guard Aviation Training Center in Mobile, Alabama.



Ice recon missions are flown by the ship's two deployed HH-65 Dolphin helicopters.

POLAR STAR conducts a variety of missions while operating in the Polar Regions. During an Antarctic deployment, our primary mission includes breaking a channel through the sea ice to McMurdo Station, an American research base in the Ross Sea. Supply ships then use the channel to bring the station enough food, fuel, and other goods to facilitate another annual research season. In addition to these duties, POLAR STAR also serves as a scientific platform. POLAR STAR has five laboratories and can accommodate up to twenty scientists.



These penguins are a small portion of the 30,000 penguins in the rookery on Franklin Island in the Ross Sea, Antarctica.

The "J" shaped cranes and work areas near the stern and port side of the ship give scientists the capability to do at-sea studies of geology, oceanography, sea-ice physics and several other science disciplines. Experiments determine the makeup of the sea-floor structure and sediments, sea-ice formation, sea-ice flow patterns and water column structure and circulation.

Operations in the remote, hazardous, and unforgiving polar regions make it necessary for the crew of the POLAR STAR to be highly self-sufficient. The crew consists of trained specialists in navigation, engineering, welding, machinery, electronics, boat handling, firefighting, damage control, diving, medicine and nearly every other kind of special skill that could possibly be needed. The highly trained crew uses POLAR STAR's state-of-the-art systems to deal with at-sea emergencies promptly and effectively.



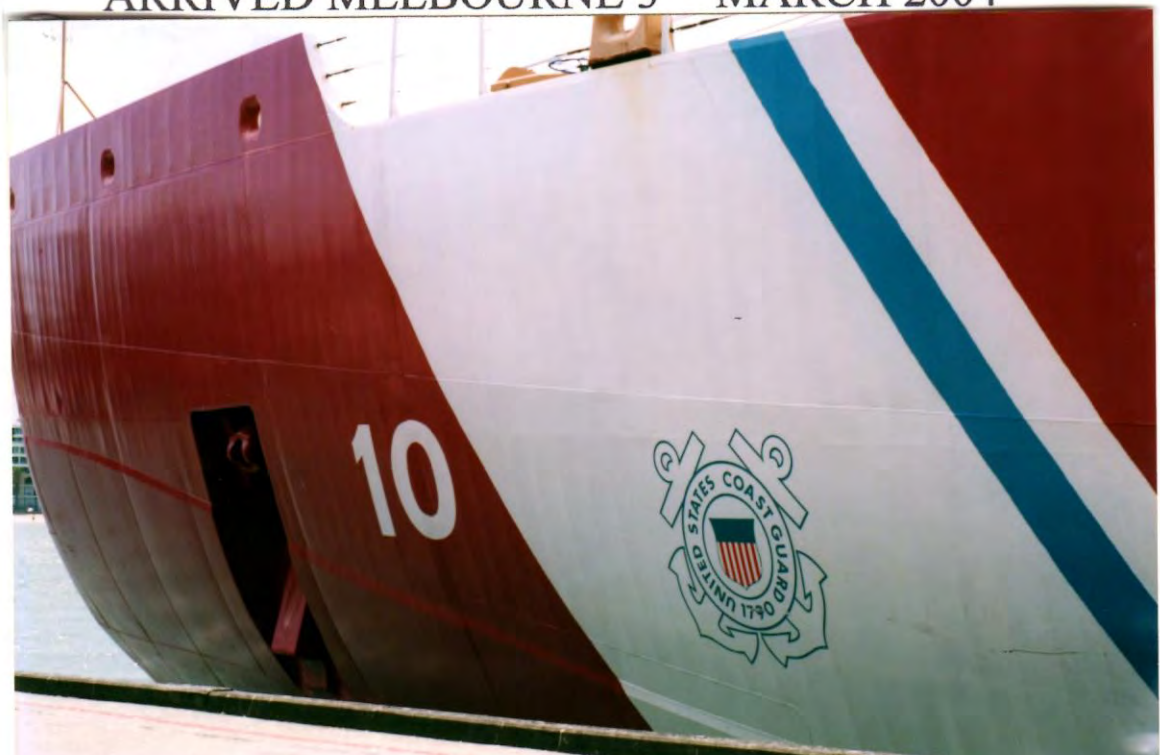


U.S.C.G.C. POLAR STAR
W.A.G.B.10

UNITED STATES ICE BREAKER

C.O. CAPT. DAVID MACKENZIE
X.O. CMDR. BRUCE TONEY

ARRIVED MELBOURNE 3RD MARCH 2004



POLAR STAR





113th Anniversary year of AUSTRALIAN NAVY's FOUNDATION
The Annual "CRESWELL ORATION 2014"

presented by the RAN Fleet Commander

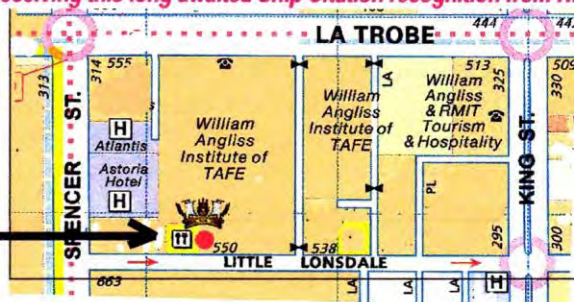
REAR ADMIRAL Tim Barrett AM CSC RAN

on **"THE SIGNIFICANCE OF THE ARRIVAL OF THE ROYAL AUSTRALIAN NAVY'S FIRST FLEET"**

We are also pleased to announce that the Fleet Commander approved HMAS Yarra arriving in time to attend the Creswell Oration. The Yarra's CO & XO together with about 18 of the crew will be our special guests to acknowledge the honour about to be bestowed on their ship and them. We congratulate them and their ship on receiving this long awaited Ship Citation recognition from HE the GG on 4 March. Creswell's legacy is seen in the brave men of 1942 who fought to protect our right to live as a nation of free people.



William Angliss Institute
Restaurant
550 Little Lonsdale Street
between King & Spencer Streets.



DATE: Friday 28th February 2014.

TIME: 1200 for 1230

LOCATION: William Angliss Institute Restaurant, 550 Little Lonsdale St. Melbourne.

PAYMENT: \$40 per head by Direct Debit to Navy League, **or** by Cheque or Money Order.

Direct debit: Westpac Bank Navy League - **BSB: 033 389** - Account No: **107631** [add your name]

DRESS: Uniform, Lounge suit / Day dress - Decorations & Medals optional.

INQUIRIES: **Trams** - Latrobe and Spencer streets, **Buses** - via Lonsdale street to Spencer St.,

Rail - Southern Cross Railway Station is two blocks away. from venue

Navy League of Australia Victoria Division: Tel: 9844 6237; Email: raydotgill@optusnet.com.au

Tel: 9842 4256; Email: jmwilkins34@netspace.net.au

Naval Association of Australia Victoria: Tel: 5977 5967; Email: rkime@bigpond.com

Naval Officers Club in Victoria: Tel: 5983 2416; Email: john@brianjohnbird.com

Naval Historical Society, Victoria Chapter: Tel: 9850 8497; Email: rex.f.williams@gmail.com

William Angliss Institute Restaurant 9606 2108

BOOK EARLY

RSVP - Friday 14 February 2014

BOOK EARLY



Australian Navy Foundation Day
Creswell Oration 2014

P.O. Box 2340 Mount Waverley 3149



"CRESWELL ORATION 2014" Luncheon **FRIDAY 28th. February 2014 @ 1200 f or 1230 start.**

My Cheque/Money Order attached or payment has been by direct Debit to

"Navy League" \$ for..... persons

for Australian Navy Foundation Day **"Creswell Oration - 2014"** Luncheon at William Angliss Institute Restaurant, accessed from 550 Little Lonsdale St. Melbourne - between Spencer and King Streets.

PLEASE PRINT NAME(S) \-

Tel:

Email:

Address

25 Nov 20

NAVAL HISTORY

Over the years the month of February has certainly been a memorable period in terms of Naval History. I list some of the events upon which we may reflect in the following:-

FEBRUARY 1942

February 2013 marks the 72nd anniversary of the bombing of Darwin by the Japanese on Thursday 19th February 1942.

The attack which was the first of 62 air raids on Darwin throughout the period 1942-1943 has been likened by some as Australia's Pearl Harbour.

FEBRUARY 1942

The battle of the Java Sea in which HMAS PERTH together with HM ships EXETER, ELECTRA and JUPITER, the USN Cruiser HOUSTON and the Dutch ships DE RUYTER, JAVA and KORTENAER engaged a superior numbered Japanese Fleet forcing the allied fleet to withdraw after suffering many casualties and loss of vessels.

FEBRUARY 1964

The 10th February 2014 marked the 50th anniversary of the loss of HMAS VOYAGER, Australia's greatest peacetime naval disaster in which 82 personnel perished when VOYAGER and the Aircraft Carrier HMAS MELBOURNE collided during exercises South East of Jervis Bay NSW. Australian Navy Cadet Training ship, TS VOYAGER, remembered this tragic event with a commemorative service at Unit Headquarters TS VOYAGER, Nelson Place Williamstown on Friday 7th February 2014.

FEBRUARY 1980

It was on the 29th February 1980, that the last RAN WW11 ship the Frigate HMAS DIAMANTINA paid off for disposal at Garden Island, Sydney. HMAS DIAMANTINA, a river class Frigate saw wartime service bombarding Japanese batteries throughout the Solomon Islands, as well as providing naval gunfire support to Australian Troops operating in Bougainville. Following VJ Day DIAMANTINA transported Senior Officers to accept the local surrender of Japanese Forces on a number of Pacific Islands, including Ocean Island and Nauru. HMAS DIAMANTINA concluded her RAN service as an Oceanographic Research Vessel but DIAMANTINA still provides a community services as a museum ship in Brisbane dry Dock on the Brisbane River. The RAN now has a second DIAMANTINA, a Huon Class Minehunter one of six in the current RAN fleet.

Membership

Any person with an interest in maritime affairs, or who wishes to acquire an interest in, or knowledge of, maritime affairs and who wishes to support the objectives of the League, is invited to join.

OBJECTIVES

The principal objective of the Navy League of Australia is "The maintenance of the maritime well-being of the Nation" by:

- Keeping before the Australian people the fact that we are a maritime nation and that a strong Navy supported by maritime elements of the Air Force and Army and other Government Maritime agencies are indispensable elements of our national well-being and vital to the freedom of Australia.
- Promoting defence self-reliance by supporting maritime research, defence industry, Australian shipping, ship-building, port and transport infrastructure and off shore resource exploration and development.
- Promoting and encouraging the interest and training of youth in the sea.

ACTIVITIES

The Navy League of Australia works towards its objectives in a number of ways:

- By including in its membership leading representatives of the many elements which form the maritime community.
- Through soundly-based contributions by members to journals and newspapers, and other media comment.
- By publishing *The Navy*, a quarterly journal reporting on local and overseas maritime happenings, past, present, and projected.
- By organizing symposia, ship visits and various other functions of maritime interests throughout the years.
- By supporting Australian Navy Cadets, and assisting in the provision of training facilities.

Member participation is encouraged in all these activities.

POLICY

The policy of the League can be found at the back of *The Navy*.


Joining the League

To become a Member of The League, you do not need to have had any previous maritime experience. You merely need an interest in maritime affairs. Simply complete the Application Form below, and post it, together with your first annual subscription of \$35.00 (which includes the four quarterly editions of The Navy), to the Hon Secretary of the Division of the Navy League in the State in which you reside, the address of which are as follows:

New South Wales Division: GPO Box 1719, Sydney, NSW 2001.
Victorian Division: PO Box 2340, Mt Waverley, Vic 3149.
Queensland Division: GPO Box 1481, Brisbane, QLD 4001.
South Australian Division: PO Box 3008, Unley, SA 5061.
Tasmanian Division: 40 Fleetwood Drive, Speyton, TAS 7310.
West Australian Division: 3 Prosser Way, Myaree, WA 6154.

If you live in the Australian Capital Territory or the Northern Territory, please post the form to the Hon Secretary of the New South Wales or South Australian Division respectively.

Subscriptions are due on 1 July in each year, and your membership will be current to 30 June immediately following the date on which you join the League, except that if your first subscription is received during the period 1 April to 30 June in any year, your initial membership will be extended to 30 June in the following year.

THE NAVY LEAGUE OF AUSTRALIA		
APPLICATION FOR MEMBERSHIP		
To: The Hon. Secretary The Navy League of Australia		
Division _____		
I wish to join the Navy League of Australia, the objectives of which I support, and I enclose a remittance for \$35.00 (including \$3.18 GST) being my first annual subscription to 30 June next.		
Name: [Mr] [Mrs] [Ms] [Rank] _____		
PLEASE PRINT CLEARLY		
Street _____		
Suburb _____	State _____	P/code _____
Phone _____	Mobile _____	
Email _____		
Signature _____		Date _____
<i>Subscriptions are due on 1 July in each year and your membership will be current to 30 June immediately following the date on which you join the League, except that if your first subscription is received during the period 1 April to 30 June in any year, your initial membership will be extended to 30 June in the following year.</i>		

***If you live in Tasmanian please post the form to the Hon. Secretary of the Victorian Division**

Correspondence:- All articles for publication in the Navy League of Australia (Vic.Div.) Newsletter, should be addressed to the Editor, Frank McCarthy, email:- (alistle@bigpond.com). All other correspondence should be addressed to the Hon. Secretary, Navy League of Australia (Vic.Div.) P.O.Box 2340, Mount Waverley, Victoria 3149: (raydotgill@optusnet.com.au).

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