



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

is
the
principal
objective
of
the
Navy League
of Australia

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THE RAN IN VIETNAM.

RAN logistic support to Vietnam commenced in May 1965 with the Aircraft Carrier HMAS SYDNEY tasked to transport ONE RAR to Vung Tau. HMAS SYDNEY 111 would affectionately become known as the "Vung Tau Ferry" and eventually all personnel involved in the RAN's logistic support to Vietnam were recognised as being on operational service when legislation was passed in 1986 confirming this fact.

HMAS SYDNEY 111 was escorted during her 24 deployments to Vietnam between 1965 and 1972 by 11 ships of the RAN, namely the Aircraft Carrier HMAS MELBOURNE, the Battle Class Destroyer HMAS ANZAC, the Daring Class Destroyers VENDETTA, VAMPIRE and DUCHESS and the River Class Destroyer Escorts HMA Ships YARRA, DERWENT, SWAN, PARRAMATTA, STUART and TORRENS.

The two requisitioned freighters, HMAS JEPARIT and HMAS BOONAROO, also assisted greatly in the logistical operations.

On the "Gunline" Operations for the RAN in Vietnam started with the deployment of the Charles F. Adams Type Perth Class Guided Missile Destroyer HMAS HOBART in 1967. HMAS HOBART was followed by her sisters HMA Ships PERTH and BRISBANE plus the Williamstown Victoria built Daring Class Destroyer HMAS VENDETTA.

Further RAN involvement in the Vietnam War included:-

The Fleet Air Arm operating with the US 135th Army Assault Helicopter Company, they were the RAN helicopter flight Vietnam (RANHfV), the emu's that *"Got the bloody job done"*.

Also:-

The RAN with 9 squadron RAAF.

The Clearance Diving Teams 1 and 3.

Plus –

The RAN Fleet Band,

The Entertainers,

Naval Staff Office,

Navy Medical Staff Ashore,

Navy Chaplains Ashore.

All of whom did great work in Vietnam and all of whom deserve to be remembered for their sterling efforts during that difficult period.

In this year of 2015 the heroic deeds of the Anzac's 100 years prior will be prominent in all of our thoughts, but as we recall that point in time, let us also spare a thought for the 13,500 RAN personnel who engaged in the conflict in Vietnam which this year will mark the 50th anniversary of the RAN'S logistic support to the war in Vietnam.



HMAS SYDNEY III OPERATING AS AN AIRCRAFT CARRIER

NAVAL HISTORY

MAY 1942 - BATTLE OF THE CORAL SEA

The Battle of the Coral Sea from 4th May to 8th May 1942, was a decisive battle in which the United States Navy together with the Royal Australian Navy engaged the Japanese. The Battle of the Coral Sea was the first naval battle in history where opposing fleets were never in visual contact.

The month of May 2015, marks the 73rd anniversary of the battle.

The R.A.N.'s cruisers HMAS Australia and HMAS Hobart participated in the battle, together with units of the United States navy including the United States aircraft carriers USS Yorktown and USS Lexington.

The Battle of the Coral Sea may well have been the turning point of the Japanese threat against Australia.

MAY 1942 - LOSS OF HMAS KUTTABUL

In the last few hours of May 31st and the early hours of June 1st 1942, now 73 years ago, Japan brought World War 2 to Sydney, when Japanese midget submarines entered Sydney Harbour to attack allied shipping.

HMAS KUTTABUL, a converted Sydney Ferry being used as a naval accommodation vessel, was sunk with the tragic loss of 21 lives. The Dutch submarine K9 was damaged in the attack, and the Japanese midget submarines were subsequently destroyed.

MAY 1943 - THE LOSS OF THE A.H.S. "CENTAUR"

May 14th 2015 marked the 72ND anniversary of the loss of the hospital ship "Centaur".

The sinking of the Australian hospital ship "Centaur" resulted in the loss of 268 lives. A Japanese submarine off the Queensland coast torpedoed the "Centaur" at 0400 hours on 14th May 1943.

The 64 survivors of the sinking were rescued 36 hours later by the USN destroyer USS MUGFORD.

"Centaur" a motor passenger ship of 3275 tonnes owned by the Ocean Steamship Company Limited, and registered at Liverpool England, had formerly been in the West Australia-Singapore trade. She was made available by the Ministry of War Transport for conversion to a hospital ship in January 1943, for use in the New Guinea area.

The "Centaur" was converted to a hospital ship at the Williamstown Naval Dockyard Melbourne in early 1943.

She left Melbourne on her maiden voyage as an Australian hospital ship on 12th March 1943. It was on "Centaur's" second voyage to New Guinea when she was 2 days out from Sydney that she was attacked by a unit of the Japanese first submarine squadron and sunk, resulting in the biggest individual loss of life from a Japanese torpedo suffered in Australian waters during the war.

Those who perished in the "Centaur" were 45 members of the ship's crew including the Master Captain G.A. Murray and 233 medical personal including 11 nurses.

Many of the medical personnel were members of the 2/12 field ambulance.

NAVAL HISTORY C'TND

Until 6 years ago the exact location of the wreck of the "Centaur" was unknown, however, world-renowned shipwreck hunter David Mearns found the wreck, via sonar tracking, on December 20th 2009 at a depth of 2059 metres, 48km east of the southern tip of Moreton Island.

MAY 1945

After five year's eight months & five days of hostilities with Germany, at around 9:00am eastern Australian time on the 8th May 1945, Navy Office Melbourne received news from the Admiralty of the imminent cessation of these hostilities.

In a signal dispatched at twelve minutes after midnight on 7th May, British summertime, the Admiralty transmitted to British Naval Authorities and their ships throughout the world, this signal.

"German High Command has surrendered unconditionally all German land, sea and air forces in Europe. Effective from 0001 hours, 9th May from which hour all offensive operations are to cease. Due to difficulties of communication, there may be some delay in reaching enemy forces. Accordingly danger of attack from random enemy surface craft, U-boats and aircraft may persist for some time to come. The fleet in all waters is to remain on a war footing and in a state of constant vigilance for the moment. Surrender procedure for U-boats will be promulgated separately".

VALE

The President and Executive Committee members of The Navy League of Australia, Victoria-Tasmania Division are saddened by the passing of Jenny Williams, the wife of Rex Williams President of Victoria's Naval Historical Society and a staunch member of the Navy League. The Navy League offers sincere condolences to Rex and his family at this sad time.

HMAS Commonwealth was a former Royal Australian Navy administered shore base located in Kure, Japan. The base was previously run by the British as HMS Commonwealth, the base was renamed HMAS Commonwealth on 1 October 1948 until it ceased operation in June 1950, at which time the base was transferred to Japanese control. HMAS Commonwealth (Establishment) was transferred to Korea 28 Apr 1952, 19 Apr 1956. On 13 February 1946, Australian troops, the vanguard of a 37,000-strong British Commonwealth Occupation Force (BCOF), disembarked at the war-devastated Japanese port city of Kure, almost four years to the day (15 February 1942) after Singapore, the bastion of the British Empire in the Far East, surrendered to the Japanese Army. At its peak, there were some 12,000 Australians serving in BCOF. From 1946 to 1952 Australian forces were responsible for the military occupation of Hiroshima Prefecture, site of the first atomic bomb attack in history. During this time the role of the Australian forces changed from that of an "occupying power" to a new role of "protective power"; in 1950 Australian forces in Japan were deployed, under UN command, to operations in Korea.

At its height in 1946, the Australian component of BCOF consisted of 34th Infantry Brigade Group AIF (65, 66 and 67 Battalions from 6th 7th, and 9th Divisions), 1st Armoured Car Squadron, "A" Field Battery, and 130 Australian General Hospital plus ancillary and lines of communication component, No 81 Fighter Wing, with Nos. 76, 77 and 82 Squadrons (Mustangs) and No 5 Airfield Construction Squadron, plus a hospital and base operational services.

The AIF ceased to exist on 30 June 1947, when the Interim Army relief troops began to arrive. Subsequently the Australian Regular Army took over from the Interim Army, 3rd Infantry Battalion Royal Australian Regiment, established headquarters at Hiro, near Kure.

The RAAF component was located at Iwakuni, with a shore base for the naval force located at the former Japanese naval base, also at Kure. In February 1946 the Australian component of BCOF comprised 9,155 Army, 2,185 RAAF personnel as well as supporting unit of two RAN ships serving with the British Pacific (then Far East) Fleet. By August 1946 when at maximum strength, total BCOF all ranks was 40,236. US troops totalled 152,000. From February 1946 to June 1950, 15 RAN warships were in Japanese home waters engaged on Occupation tasks. Most were assigned to this duty more than once. They were the cruisers Australia, Shropshire, and Hobart; the destroyers Warramunga, Arunta, Bataan, Quadrant, Quiberon, Quickmatch, the frigates Culgoa, Murchison and Shoalhaven and the LSI's Manoora, Westralia and Kanimbla. The naval shore base was designated HMS Commonwealth. On 1 October 1948 Australia took command of the total naval force and was redesignated HMAS Commonwealth. The air component of BCOF was known as BCAIR, and came under the operational control of the US 5th Air Force.



AUSTRALIAN WAR MEMORIAL

A scene of the **HMAS Commonwealth** Naval base in Kure Japan. The civilians return to the pontoon. The Bay class frigate HMAS Condamine is visible in front of the HMAS Commonwealth. The foreground is made up of an unidentified hospital ship (possibly British) and small civilian craft in the harbor. This painting is part of Frank Norton's documentation of Australia's involvement in the Korean War.

NEWS IN BRIEF

HMAS NEWCASTLE TO THE MIDDLE EAST

HMAS NEWCASTLE sailed from Fleet Base East, Sydney during April 2015 bound for the Middle East area of operations. This will be the fifth deployment by HMAS NEWCASTLE to the area and the RAN'S 60th rotation since the 1990-1991 period of Gulf War one.

HMAS SUCCESS, OR304, having almost completed her deployment to the Middle East area is due back in Australian waters in June 2015.

Both ships are engaged in *Operation Manitou* and in the case of HMAS SUCCESS also the supply of fuel and provisions to allied warships in the region.

Operation Manitou is the Maritime Security Operation in the Middle East region and is Australia's contribution to counter terrorism, counter piracy, narcotics interdiction, which contributes towards funding terrorism, and our presence is to further contribute to the stability of the region.

To refresh our memories HMAS NEWCASTLE is ship number six of the RAN'S six Adelaide Class Guided Missile (FFG) Frigates.

The Adelaide Class are based on the United States "Oliver Hazard Perry design with the first four of the Adelaide Class built the United States at the Todd Pacific Shipyard Corporation in Seattle. The last two ships were built at what is now the BAE Shipyard in Williamstown Victoria. All six ships were subject to various modifications undertaken in Australia.

Of the original six ships HMA ships CANBERRA 02, and ADELAIDE 01 are now dive sites with SYDNEY 03 having paid off during March 2015, leaving DARWIN 04, Melbourne 05 AND Newcastle 06 as still operational. The main characteristics of the Adelaide Class FFG'S are as detailed:-

• LENGTH	138 METRES
• BEAM	13.7 METRES
• DISPLACEMENT	4200 TONNES
• SPEED	30 KNOTS
• AIRCRAFT	2 SEAHAWK HELICOPTERS
• CREW	210
• ARMAMENT	1X76MM GUN PLUYS VARIOUS MISSILES INCLUDING STANDARD HARPOON & EVOLVED SEA SPARROW ALSO TORPEDOES, MACHINE GUNS & PHALANX CLOSE-IN WEAPONS SYSTEM.

HMAS NEWCASTLE is currently under the command of CMDR Dominic MacNamara and is expected to be on this current deployment for six months. HMAS SUCCESS is currently under the command of Captain Justin Jones, no stranger to the Victorian-Tasmania /Division of the Navy League of Australia.

NEWS IN BRIEF C'TND

HMAS WARRAMUNGA CHANGES COLOUR AND SHIPS COMPANY

In December of 2014 we were advised, by then Chief of Navy Vice Admiral Ray Griggs, that the colour scheme for the RAN'S Surface Fleet was to be changed. We passed that information forward through our newsletter of January 2014. A copy of those details are also included in this issue.

We are now further advised that the change is about to happen as HMAS WARAMUNGA completes her Anti-ship Missile Defence Upgrade Programme. She will also be the first RAN ship to feature the new "Haze Grey" paint scheme, replacing the Storm Grey paint scheme, which has been in use by the RAN for more than 60 years.

In addition to a colour change, HMAS WARRAMUNGA FFH152, the fourth Anzac Class Frigate to undergo the Missile Defence Program, will also acquire a crew change, as HMAS PARRAMATTA FFH154 is now entering the Missile Defence Program, her crew will transfer to WARRAMUNGA.

Therefore, Commander Andrew Willis CO of HMAS PARRAMATTA who paid a visit to Melbourne in October last year, in company with HMAS ARUNTA, is now Commanding Officer of HMAS WARRAMUNGA.

5 December 2013

Navy updates ship colour scheme for modern war-fighting

The Chief of Navy, Vice Admiral Ray Griggs, has announced that the Navy will progressively change the colour of its surface fleet to meet modern war-fighting and regional environmental conditions.

While not normally apparent to the bystander, the recent International Fleet Review with 17 international ships visibly demonstrated that colour schemes do vary significantly between nations.

These are mainly due to the regional environmental conditions faced by national navies such as the percentage of cloud cover or sunlight.

The Royal Australian Navy has traditionally used the Storm Grey colour based upon a traditional northern hemisphere 'Light Grey' which was developed to deter detection under overcast skies. That paint scheme was adopted in the 1950's. With predominant sunlit conditions faced in Australian waters and significant improvements in paint technologies, the Chief of Navy decided to introduce a more appropriate paint scheme. The revised scheme and new paint technologies were reviewed through extensive consultation with the Defence Science and Technology Organisation (DSTO) Maritime Group. The basis for the new scheme is around the regionally compatible Haze Grey colour, utilising new technologies in polysiloxane paints with Near Infrared Reflecting Pigments (NIRR).

Research has shown that the polysiloxane paints provide improved durability and fire resistance over older polyurethane systems. The use of reflecting pigments in the Haze Grey

formulation reduces external shipboard temperatures by up to 20 degrees Celsius compared to the traditional Storm Grey. This contributes to decreased demand on shipboard environmental systems, a reduced infrared signature for the ship which decreases detection ability, a desirable outcome in combat.

The scheme will be implemented by a phased introduction in scheduled maintenance periods and will yield operational improvements as well as reduce costs and improve technical performance.

NAVAL HONOURS

The work by the League's CMDR John Wilkins OAM, RFD, RANR on his latest, soon to be completed, publication is entitled "Australian Naval Honours and awards received during war and peace 1939-2015".

As a sneak preview of CMDR Wilkins work, we have included in this newsletter the "forward" from his forthcoming publication.

We shall, with the kind permission of the author, also include a snippet or two in our June newsletter.

During the Navy League, Victoria-Tasmania Division, May 2015 meeting of the Executive Committee, which is to be held at Melbourne's Shrine of Remembrance, a "First-off" copy of CMDR Wilkins publication will be presented the Shrine library.

Foreword

This presentation is to focus attention on the contribution that the members of the Royal Australian Naval Reserves (RANR) and RAN make to Australia's Defence.

In order to make the lists more interesting expanded resumés have been included to give the reader a better appreciation of the personalities whose received awards. It is regretted more is not available at this date to give a greater coverage. For each person who received official recognition, there are hundreds who served beside them who were not singled out but whose collective service is represented in many cases by the issue of an official award or honour to the individual with whom they served. The list recognises some individuals whose acts of bravery requires some mention.

This was originally to be a Naval Reserve Awards research starting from the Commonwealth Naval Force's Reservists being renamed RANR in July 1911, through to those serving as RANR during the 1939-45 War. Australia's war at sea was led by professional full-time career RAN personnel, supported by the influx of 30,000 Royal Australian Naval Reservists, Volunteer and Sea-going - the total RANR force included many recruited for the duration of the war.

At the outbreak of World War II the RANR officially consisted of 400 Officers and 4000 Sailors, although experience has shown that official complement numbers never related to the practical 'actual' numbers which were always significantly less in fact due to the financial constraints by Government. On termination of hostilities in 1945 the Royal Australian Naval Reserve Forces had increased to 3000 Officers and 27,000 Sailors, many having served for the duration of hostilities, compared with total Royal Australian Navy strength of 37,000 Officers and men including the RANR. Thus more than three-quarters of the WW2 Royal Australian Navy were Royal Australian Navy Reservists. Reserve Officers went on to command Submarines, Destroyers, Escort Vessels

and all types of small craft, and held many responsible staff appointments with others specially commissioned as Coastwatchers and for other special duties.

After the war many RANR officers subsequently transferred to the RAN, some becoming senior Captains, Flag officers viz.- Rear Admiral *B.J. Castles* CBE. RAN. Ret'd. (ex RANVR.), Rear Admiral *F.W. Purves* CBE. RAN. Ret'd (ex RANR(S) and Rear Admiral *Alan G. McFarlane* RAN, son of Capt. McFarlane, DNO at Port Melbourne in 1914.

The Officers' and Ratings of the Royal Australian Naval Reserves contributed to final victory and received 541 honours and awards. The RAN/RANR/RANR(S)/RANVR personnel comprising 75% of the total of (37,000) serving during the war received 48% of the grand total of 1127 awards for all RAN – RANR personnel.

It is regrettable that in the 1990s, nearly fifty years after this conflict, and having had an established Royal Australian Naval Reserve Force operating in support of Australia's Navy throughout this period, (except for the 1946-1949 moratorium), the unique Australian Awards Reserve Force Decoration and Medal were deleted from the Australian Awards system.

So this publication is to remind readers about the dedication and sacrifice of all Naval personnel and particularly the Naval Reservists who volunteered in peace time and served in war supporting the professional Navy in the Defence of Australia and restoring world peace.

This expanded awards revised edition provides more information to give the reader a better understanding of those who served. This is a reminder of those who fought and those who gave their lives defending the right of all Australians to live in peace and harmony, free from tyranny, terrorism and oppression.

This publication is therefore dedicated -

Firstly - to the memory of all our heroes, Servicemen and Women, full time service and Reserve, who together, created a force for good that won the day.

Secondly - to all serving Navy personnel, Career and Reserve, who served and continue to serve in the so called 'years of peace', to remain vigilant in protecting our nation and working to maintain the world's peace.

Lest We Forget.

JMW - April 2015

“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 the April-May period of the year 2005.

1. HMAS PARRAMATTA PAYS A VISIT
2. USN SHIP VISIT QUEENSLAND
3. HMAS OTAMA AT WESTERNPORT

FFH VISITS MELBOURNE

The Anzac Class Frigate HMAS PARRAMATTA Pendant No: 154, paid a recent visit to Melbourne arriving at Station Pier 2nd April 2005. HMAS PARRAMATTA arrived in Melbourne following a three day voyage from Dunedin New Zealand where PARRAMATTA had been engaged in exercises with the New Zealand Navy including “Tasmanex”.

“AS IT WAS C’TND”

The current CO of HMAS PARRAMATTA is CMDR. Mike Noonan with LCDR. Justin Jones as Executive Officer. CMDR. Noonan departed from the ship almost as soon as PARRAMATTA had docked, disembarking also were 30 relatives of the crew who had travelled as passengers in PARRAMATTA from Dunedin to Melbourne. A kind invitation for morning tea in the Ward Room was accepted by your editor and during this time he presented copies of the Leagues Magazine “The Navy” to the XO for distribution through the ship. Senior Chaplain Russell Joyce was also a Ward Room visitor.

Shortly after PARRAMATTA’S arrival in Melbourne, the ships flight crew conducted a training flight in PARRAMATTA’S squirrel helicopter, and of course it was just a few hours later on that same day that HMAS KANIMBLA’S Sea King Helicopter crashed in Indonesia, whilst engaged in a mercy mission, tragically killing nine of the eleven personnel on board the Sea King. As with PARRAMATTA’S CO KANIMBLA’S CO CMDR George McGuire, is also no stranger to the Victorian Division of the Navy League, when as LCDR George McGuire at the time, he was CO of HMAS HAWKESBURY and attended, together with CMDR John Griffith CO of HMAS HUON as guests of honour at the Navy & Military Club in November 2001.

Whilst PARRAMATTA was still at Station Pier, we also received news that in addition to HMAS DARWIN SERVING in the Arabian Gulf until June of this year, the 6000 tonne heavy landing ship HMAS TOBRUK departed from Fleet Base East in Sydney on 4th April 2005 also bound for the Gulf.

The CO of HMAS TOBRUK CMDR Nick Bramwell, together with his ships company of 144, will be providing equipment and sealift support to the latest contingent of Australian Army Troops on their way to the Gulf. HMAS PARRAMATTA sailed from Station Pier Port Melbourne bound for Fleet Base East.

Prior to her next operational deployment PARRAMATTA is scheduled to spend a 2 month maintenance period in Sydney. PARRAMATTA’S CO CMDR Mike Noonan leaves the ship in mid May and is expected to be posted to other duties in the United States.

LHD VISITS QUEENSLAND

The Wasp Class Amphibious ship USS BONHOMME RICHARD LHD6, paid a visit to Queensland recently, arriving in Brisbane for crew rest and recreation leave on 13th May 2005

The Main characteristics of the USS BONHOMME RICHARD are as follows:-

DISPLACEMENT	41000 TONNES
LENGTH	253 METRES (830 FEET)
BEAM	32 METRES (105 FEET)
DRAUGHT	8 METRES (26 FEET)

“AS IT WAS C’TND”

SPEED	20 KNOTS
CREW	104 OFFICERS, 1004 ENLISTED
MARINE DETACHMENT	1894
AIRCRAFT	23 HELICOPTERS, 6 HARRIER ATTACK AIRCRAFT

The Wasp Class Amphibious ships or Landing Helicopter Docks are amongst the largest amphibious ships in the world. They are characterized by their ability to act not only as amphibious warfare vessels, but also as carriers.

USS BONHOMME RICHARD is ship No.6 of a proposed group of 8 Wasp Class Carriers. The ship is named for the vessel commanded in 1779 by the father of the US Navy John Paul Jones.

During the current USS BONNHOMME RICHARD’S visit to Brisbane, the battle of the Coral Sea was commemorated with a ceremony taking place at Brisbane’s War Memorial.

HMAS OTAMA

A recent (2005) media feature reported on the current “*State of Play*” regarding OTAMA and I detail extracts of that report in the following:-

After three years the \$500,000 submarine ex HMAS OTAMA, which was a gift from Peter Reith through a centenary of Federation grant and most of which funds were spent on towing the submarine from Western Australia to Victoria, is bobbing around at anchor in Westernport Bay. The gift of the submarine was to the grateful voters of Peter Reith’s Flinders electorate. It would appear that Hastings harbourmaster, Captain Dick Cox would like to see the HMAS OTAMA out of his harbour. It is in seven metres of water north of Crib Point, after being towed over from Fremantle in 2002. The idea was to set it up as a tourist attraction on shore but only the seagulls, and the odd marine safety inspector can get to where it is now. According to Mr. Brian Cuming of the Westernport and Peninsula Environment Group, “It’s a bloody mess”. “It seems to have been done the wrong way around”.

Indeed, OTAMA arrived without any planning and for three long bureaucratic years, various pen-pushers from council and Government have been shuffling the papers between in-trays. Mr. Alex Atkins, a Mornington Shire Official, said that there were four or five jurisdictions involved in bringing the submarine ashore and various administrators had been trying to get them together.

“AS IT WAS C’TND”

According to Mr. Cuming, it would take three more years before the whole OTAMA issue is resolved.

Statistics & Main Characteristics of HMAS OTAMA :-

An Oberon Class Submarine is a tube of steel 26 feet (8.1M) in Diameter 293 feet (89.1M) long. As an operational unit of the RAN, the tube contained the crews living quarters with the personnel accommodated in four small, but well equipped messes, each fully air-conditioned and included video machine's tape recorders and a television. The power was supplied by two large storage batteries, the equivalent of 94,000 car batteries, weighting 150 tonnes each and recharged by two 16 cylinder generators. The gallery of an Oberon was capable of cooking all types of meals for 64 men for several weeks. There was storage for 30 tonnes of fresh water and 10 tonnes of distilled water.

HMAS OTAMA, with a submerged speed of 17 knots and a displacement of 2410 tonnes was launched on 3rd October 1975. Commissioned on 27th April 1978 and arrived in Australia in December 1978.

HMAS OTAMA was the 6th and last of the Oberon Class Submarines built for the RAN by Scott's Shipbuilding at Greenock in Scotland.

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.
West Australian Division: 3 Prosser Way, Myaree, WA 6154.

If you live in Tasmania, please post the form to the Hon Secretary of the Victorian Division. 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		
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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>		