



NAVAL HISTORY

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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 2017, marks the 75TH 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 75 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.

NAVAL HISTORY C'TND

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

May 14th 2017 marked the 74TH 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 personnel including 11 nurses.

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

Until 8 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".

MAY 1965.

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.

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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.

"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 2007.

1. HMAS Sirius pays a visit.
2. Air Warfare Destroyers.

HMAS SIRIUS VISITS MELBOURNE

A recent visitor to Melbourne was the RAN'S latest fleet replenishment ship HMAS SIRIUS Pendant No: 0266.

HMAS SIRIUS under the command of CMDR Tim Crawford with LCDR Mark Daly as XO arrived at Station Pier Port Melbourne on the morning of April 24th 2007 having anchored in Port Phillip Bay the night before.

Prior to sailing for Hobart on April 30th 2007, to continue with helicopter "take-off and landing" training exercises and assessments, crew members from SIRIUS participated in Melbourne's Anzac Day March.

The Victorian Division of the League hosted the CO and XO of SIRIUS to a luncheon reception during the visit, which was held in the Collins Room of Melbourne's Naval & Military Club, under the usual excellent auspices of the Leagues Victoria President CMDR John Wilkins.

The CO of HMAS SIRIUS and his officers were the hosts at an on-board cocktail party on the evening of 27th April at which the League was represented.

The ship is built to commercial specifications and started her service as the South Korean built commercial tanker MV DELOS, purchased then by the RAN and commissioned in September 2006.

Following "First of Class Flight Trials" in Tasmania, HMAS SIRIUS is scheduled to join with other RAN and USN ships in exercise "Talisman Sabre" held off the Australian East Coast during June of this year.

“AS IT WAS” C’TND

AIR WARFARE DESTROYERS

A recent report published in late April 2007 has advised that the Defence Department has firmly recommended that the Federal Government accept the Spanish F100 design for Australia’s forthcoming Air Warfare Destroyers (AWD’S).

By supporting the Spanish Warship design, Senior Defence Department Personnel have effectively rejected the RAN’S bid for the larger alternative based on the US Arleigh Burke Class Destroyer.

The Australian Defence Department’s top policy advisory committee, the Defence Capability and Investment Committee endorsed the F100 design offered by the Spanish Government Shipbuilder Navantia, the same company bidding for two 27,000 tonne amphibious ships (LHD’S) for the RAN.

The design contest for the ASWD’S has seen the Spanish F100 finish more than \$1 billion cheaper than the US Arleigh Burke option and more than two years ahead on delivery schedule for three warships.

Cabinet’s National Security Committee will also consider retaining an option to buy a fourth F100 destroyer when it makes a final decision on a go-ahead for the project in June 2007.

The 8000 tonne Gibbs & Cox design offered the RAN decisive combat advantages including 64 rather than 48 vertical launch cells, longer range and the ability to take two helicopters.

Defence sources said the tender evaluation of the two bids submitted by Navantia and Gibbs & Cox had found conclusively in favour of the Spanish ship on all of the key criteria.

The report concludes by stating that the Air Warfare Destroyers are due to enter service from 2013 and will be the biggest and the most advanced warships in the RAN.

CADETS HISTORY

The following stories come from the Leagues CMDR John Wilkins OAM RFD RANR and detail “The History of Naval Cadets 1901-2017”, followed by “The Three Names of the Port Melbourne Naval Reserve Depot 1911-1993.

BRIEF HISTORY

of the

‘Independent’ Sea Cadet Corps Units 1901 - 2007

“Australian Navy Cadet Corps 1907 -2015

Navy League in Australia - Sea Cadet Corps 1920 -1972

29th. June 2015 Revision

1901-1927 Victoria and early Federation Navy History was centred in Melbourne, the Australian Federal Capital City, all Federal Government offices located in Melbourne’s Metropolitan area, including the Australian Navy’s national training depot at Williamstown, the ex-Colonial Victorian Naval Dockyard and training Depot. This depot became Australia’s only Naval training depot until 1912 when the training ship, HMAS *Tingira* (ex *Sobraon*) was anchored in Sydney harbour and supported Victoria’s Naval training efforts, In 1920 Flinders Naval Depot, (later HMAS *Cerberus*), Westernport, Victoria, replaced the role of the Williamstown Naval Depot as the national naval training centre, and has continued in this role to the present day.

Navy Office was founded and located in Melbourne from early Federation days up until 1958 when it was transferred to Canberra.

Victoria, a major supporter of the Commonwealth, had transferred the largest number of colonial Naval vessels into the foundation Commonwealth Naval Fleet on 1st March 1901, the Navy's Foundation Day and provided 2/3 of the career Naval personnel for the new Australian Navy's Foundation fleet..

Williamstown Naval Depot became the "*Cradle of the Australian Navy*."

The formation of Australian Commonwealth, Navy Cadet Corps (ANC) was authorised by the Defence Act 1903, two years after Federation.

At that time there were already two privately run Navy Cadet groups, The late author *Wilson Evans*, in his book "*Deeds Not Words*" (1971), commented on CPO Kearns' activities who formed Boys' Naval Brigade groups, the first 1901, which by 1903 was holding its third annual Navy Cadet camp on the old Victorian Colony's Defence island, Swan Island, Port Phillip Bay, This island became part of the Australian Government's Defence Department on 1st March 1901.

1903 A private Sea cadet unit was formed in Ballarat, Victoria, probably with the support of CPO Kearns, who was now known throughout Victoria for his efforts in forming private Boys' Naval Brigade units. Kearns had already formed the Naval Boys' Brigade at Williamstown Presbyterian Church,

The gradual development of Federal Government departments finally saw recruiting for the Australian Navy's 'Australian Naval Cadets' commence in March 1907, *Wilson Evans* records that "*the first establishment where boys were enrolled for the Federal Navy Cadet Corps was Williamstown*." The local Williamstown press records that in March 1907 recruiting for the ANCC had just started at Williamstown, 35 Cadet recruits accepted in the first enrolment, 5 not accepted.

Captain F. Tickell CNF, returned from Queensland as Australian Naval Commandant to again be Naval Commandant for Victoria, as CAPT W.R. Creswell had stepped aside to become Australian Navy Director. Tickell reviewed these ANCC recruits and was "*well pleased*",

1st July, 1907 - Captain F. Tickell CNF launched the Navy's volunteer youth training scheme, the Australian Navy Cadets, Monday, 1st July, 1907, according to the late CMDR Stanley Veale CMG VRD** RANR, who joined the ANC two years later in 1909, recording this founding event in his personal files.

1908 - The Ballarat Boys' Naval Brigade, featured prominently in 1908 prior to the arrival of the USN's great White Fleet, in August 1908. They planned ahead and requested Government for rail transport support for them to come to Melbourne to take part in Victoria's welcome to the first world visit by the USN's Great White Fleet, . The detail of this event is recorded in a Ballarat Courier Newspaper extract reprinted in the Navy League of Australia's *The Navy* journal of July/September 1987, This Ballarat Boys Naval Brigade unit, was founded by Lieutenant John Henry (Harry) Adeney (ex Victorian Colonial Navy, British Merchant Navy mariner, Harbour Master and a great supporter of the new Australian Navy). Adeney's father, Rev Adeney, was the first Vicar of Ballarat's, St Peter's Church of England, The numbers of Adeney's Brigade were 35 in 1903, rising eventually to 160. As the tale of this Boys' Naval Cadet Brigade unit unfolds it appears the Government did not offer any rail transport assistance to get them to Melbourne and Premier Tommy Bent suggested they walk. So Ballarat Unit leaders, obviously supported by parents, resolved that the Ballarat Boys Naval Brigade Cadets would not miss out on this historic visit and so the Cadets elected to march to Melbourne to join in this historic welcome to the USN Fleet. This they achieved in four days over roads and tracks, of all descriptions, with increasing media coverage, practical enroute support by prominent business men, citizens offering overnight accommodation, and a mounting embarrassment by Melbourne organisers of the US Navy's visit to Australia's Federal capital City, Melbourne. The members of the Ballarat Boys' Naval Brigade were feted as they marched into Melbourne, along its streets lined by citizens finally arriving at the Town Hall, where they were greeted by the Lord Mayor, who, after giving them a warm welcome, suggested an immediate visit to the City Baths would not be out of order.

These cadets later visited the US battleships and their enthusiasm and acceptance by the local population was surely a great advertisement for the Navy's own, newly formed, Australian Naval Cadet Corps. That this visit was a success can be judged by the fact that the organisers, with a change of heart, arranged for their return to Ballarat by train, via Geelong, with a complete carriage devoted to carrying the many presents and gifts they had received from business houses, citizens and the US Navy personnel.

1910 November 24 - The private Naval Brigades was affected by the Federal Government's 1910 compulsory Universal Training Scheme legislation, resulting in many of them becoming part of the Government's new Compulsory Universal Training Scheme.

1911 March - The Navy's ANCC members became the: Commonwealth Naval Reserves Obligatory CNR(O), and the Commonwealth Naval Reserves renamed to become Commonwealth Naval Reserves Militia CNR(M).

1911 July - These titles were short lived as HM King George V granted his Royal Patronage to the Navies of the British Dominions, three months after the CNR was formed. The Australian Navy now had its name changed to Royal Australian Navy (RAN) and the recently formed CNR(O) & CNR(M) names were changed to RANR(O) and RANR(M).

1917 saw the establishment of the Royal Australian Naval Brigade (RANB), and the issue of a special Reserve naval button with the letters RANB on the newly introduced RAN 'lazy anchor' button. The formation of the RANB was then made retrospective to 1914. In 1920 the RANB changed to RANR and from that time used standard RAN buttons.

The ANC Corps, active up until 1911 when many became part of the newly created RANR(O) Obligatory. They continued to train throughout the 1914-1918 World War.

1920 - Another private Sea Cadet body was formed when the newly formed NSW Branch of the Navy League in Sydney in 1919, inaugurated the Navy League Sea Cadet Corps (NLSCC) for young boys. The NSW Navy League published the inaugural Australian *'Navy League Journal'*, to advertise, and report on the NSW Navy League and its NLSCC and eventually all Cadet Groups run by the Navy League and early Naval Association, Sea scouts and other Maritime groups. . The NLSCC now operated in parallel with the Navy's ANCadet Corps.

1920-1929 – The NSW NLSCC expanded rapidly during the 1920-1929 period. Other States also established their own State based Navy League Sea Cadet Units South Australia 1925-28, Victoria 1932. The title "Naval Brigade" falling out of favour by 1929.

1929 - Compulsory training of ANC Corps ceased, Australian Navy Cadets now reverting back to the pre 1911 voluntary training scheme.

1930-1939 were difficult times for cadets during the world-wide economic depression but they managed to continue operating at reduced levels, despite the strict financial times.

1939 – 1945 At the commencement of the 1939 World War 2, Australia, joined Britain in the battle to repel attacks by Nazi Germany. As Navy personnel were needed for war service ANCadet training was deferred until the war was over. This was further complicated when Japan attacked Australia in 1942. The NLSCC units remained operational during this period, but was reduced to 12 units, 8 in NSW and 4 in Victoria. As many volunteer trainers gradually enlisted for war service the NLSCC units gradually reduced to 8 by the end of the war.

1946 The Navy League 'Sea Cadet Corps now commenced recruiting after the end of the war.

1949 The Navy League now approached RAN for the first time in its thirty-year NLSCC history, for practical and financial assistance for its post war Navy League branches Sea Cadet Corps. Navy however, advised it could only support Australian organisations, observing that the UK's Navy League Branches in Australia were overseas branches of the parent body in Britain.

1950 The RAN re-established its Royal Australian Naval Reserve (RANR) demobilised at the end of the 1945 war, the first time Australian Naval Reserve training had ceased since federation. The RANR re-establishment was at a time when Communist North Korea was preparing to go to war with South Korea, supported by Chinese communist forces who had taken over China's government.

The RAN now recommenced recruiting for its 16-18 year old Australian Navy Cadets nine years after they ceased operating in 1939. Navy renamed their Cadets "RANR Cadets", instead of the former designation of "Australian Navy Cadets".

The NLSCC again trained on Swan Island in Port Phillip as one of its training locations.

1950 - Navy League branches in Australia were contacted, including those wanting to form new branches. They supported the formation of the *"Navy League of Australia"* as an Australian Company, Limited by Guarantee. All States and the ACT becoming members,

A joint NLA/RAN management committee was formed for the NLA Cadets with the Director of Naval Reserve & Cadets (DNRC) as chairman of the RAN and NLA committee members. The RAN now providing support for the Navy League Cadet units, It was agreed the NLSCC be renamed Australian Sea Cadet Corps(ASCC).

1970 Postwar, the Navy League's ASCC expanded rapidly over the next 27 years under the guidance of its unpaid, ex-service volunteer trainers, supported by the Navy. The ASCC recruiting reached 2500 Sea Cadets and concerns were expressed by Navy about the increasing number of ASCC Cadets, which saw a greater costly materiel support by Navy. The ASCC gradually reduced recruitment over a three year period up to 1972, with total numbers reduced to 2000 .. The Navy's RANR Cadets at this time numbered about 300.

1972 The RAN and Navy League of Australia (NLA) finally agreed that Navy would assume the sole responsibility for training the ASCC together with the Navy's own 300 strong RANR Cadets. The NLA's 2000 strong ASCC joined with the Navy's RANR 500 Cadets into a new organisation, the "Naval Reserve Cadets" (NRC), authorised under new Defence legislation. The choice of the name continued the post war 'RANR Cadet' theme.

The NLA requested that should the RAN ever cease sea cadet training the Navy League was to be given time to consider reforming its own ASCC.

The difference in recruiting numbers at the time of this merger may have reflected the public's reluctance to associate their children with defence related youth training organisations so soon after the 1939-45 world war, Korean and Vietnam wars, favouring instead the Navy League's non-defence based training, However by 1973,

the rising new generation of Australians seemed to have adopted a different attitude.

1975 Prime Minister Whitlam and his Labor Government cancelled training for Army, Navy and Air Force Cadets. The Navy League's 1973 understanding with Navy that it be given reasonable time to reform their cadets within the Navy League organisation was honoured by Navy and the Government who deferred action with regard to the immediate cancellation of Naval Reserve Cadet unit training. The Army and Air Force cadets unfortunately suffered as their units were closed down. The end of 1975 saw the Government change, in dramatic circumstances, causing the cadet situation to be reviewed by the new Government.

1976 - Prime Minister Malcolm Fraser and his Liberal Government, reviewed the Cadet Training for Navy, Army and Air Force cadets resulting in the reinstatement of all Cadet training as part of defence.

1996 The British Navy League ceased operation.

2002 - The Australian Naval Reserve Cadet (NRC) name was changed back to Australian Naval Cadets (ANC), the original name of 1907,

2007 - The centenary of the ANC in Australia was celebrated on 1st July 2007 by the NLA Victoria Division.

Many parents and tens of thousands of Sea Cadets were trained over 100 years, many entering the Navy and the Merchant Service and some rising to very senior rank. To mark this historic event the Victoria Division of the Navy League of Australia arranged for Australia Post to provide a Navy Cadet Centenary postmark from Monday 2 July 2007 at the Williamstown Post Office and also sponsored the publication of 150 specially prepared First Day Cadet Centenary Covers with unique design Navy Cadet Label stamps.

Research by Commander John M Wilkins OAM RFD* RANR Ret'd., past President - Victoria Division Navy League of Australia.

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The 3 Names of the Port Melbourne Naval Reserve Depot 1911 -1993

Formation of the Colony & State of Victoria ~

Captain Wm Lonsdale, 4th King's Own, arrived Port Phillip Bay September 1836, in the frigate HMS *Rattlesnake*, Captain Wm Hobson RN in Command. Hobson set about naming certain features two of which were Point Lonsdale and Mount Martha after Mrs Martha Lonsdale.

Lonsdale had been appointed by NSW Governor, Sir Richard Bourke, as General Agent of Government & Police Magistrate for the Port Phillip strict region. This was the southernmost isolated area of NSW only accessed by ship as no overland route existed between Sydney Town and this Phillip district. Ships travel took 2 - 3 weeks to reach Port Phillip Bay, usually via the north coast of Van Diemen's Land then across Bass Strait to Port Phillip..

Lonsdale, arrived with wife Martha, daughter Alice Mary (9 months old) and a detachment of soldiers of the 4th Foot. HMS *Rattlesnake* was soon joined in Port Phillip by two commercial sailing ships and the settlement started to be established at what was to be named Williamstown. CAPT William Lonsdale was formally rowed up the Yarra River to the rock bar, landed and was greeted by the illegal settlers from Batman and Fawkner's parties. Here he formally declared Port Phillip a Government settlement on 1st October and set about organising Government control over the encampments of settlers from Van Diemen's Land. Batman and Fawkner, were most helpful as they wanted their claims recognised as soon as possible.

Lonsdale tactfully, and honestly, negotiated with all settlers so that when Sir Richard Bourke arrived five months later in March 1837 all was ready to found Melbourne and Williamstown.

Governor Bourké had had problems with his NSW Colonial Secretary McLeay part of the Sydney "Exclusives" set forcing him to dismiss McLeay from office in 1837. So Lonsdale, his Port Phillip District appointee, could expect the then Sydney based anti-Bourke antagonism to be directed at him.

The colonial power brokers in Sydney still exhibited the old Rum Corps attitudes.

Governor Bourke named a main Melbourne street Lonsdale, one after himself, another after Lieutenant Flinders RN and so on.

1839 - Lonsdale handed over his General Agent of Government powers to Superintendent Latrobe when he arrived. The citizens presented Lonsdale with an Address and collected subscriptions for a presentation which took until 1842 to achieve when a member of the Port Philip District was in London to petition separation from NSW. Whilst there a heavily engraved chest of silver was assembled and on returning to Melbourne was presented to Lonsdale as an expression of the settler's high regard for him.

1851 – Separation from NSW was achieved nine years later and the Gold rush exploded in Victoria. Lonsdale became the first Colonial Secretary of the new Colony of Victoria, then Colonial Treasurer as Victoria became the richest colony in the British Empire.

Victoria had the great fortune to have an upright honest person as its first administrator, whose wisdom and honesty were reflected in all that he did for the settlers. He returned to England in 1854, with his family of seven children, leaving one in the Melbourne General cemetery.

1856 – Victoria's first Colonial warship HMCSS Victoria arrived, and was later to be the beginning of Victoria's and Australia's navy. It was built to modern standards of the day, steam engine driving the new patented screw propeller that was to change the world's maritime trade as ships no longer needed sails. This was the first warship ever approved for a British Empire colony.

1884 - The Colony of Victoria obtained several new warships one Torpedo Boat was named Lonsdale, again honouring William Lonsdale's memory, as Victoria hastily assembled a large fleet to protect the colony as Russia's global intentions were uncertain. This was accompanied by erecting six forts that made Port Phillip one of the most heavily defended ports in the British Empire.

Port Melbourne's Colonial Naval Reserve training had its early beginnings by conducting training by utilising the customs sheds on the old Bay Street pier, now demolished.

1 Jan 1901 — Federation saw Melbourne as Australia's first National Capital City. It hosted the formation of all the new departments of the Commonwealth Public Service. Federal Parliament met in Victoria's State's Parliament House, in Spring Street from 1901 to 1927.

Commonwealth Naval Forces (CNF) came into being as the Governor General issued an Order-in-Council under the new constitution where he was the constitutional C-I-C of the Naval & Military Forces of the Commonwealth, effective 1st March 1901. The new States were to transfer all State N & M forces and personnel to the Commonwealth. This happened two months after Federation. The temporary armed State of Victoria had, among other vessels, two 2nd Class Torpedo Boats - HMVS Lonsdale and Nepean. Built: 1884 by Thornycroft U K, galvanised iron hulls, Weight: 12.5 tons, Dimensions: 67 feet long, 7.5 feet beam, Maximum speed: 17 knots, Cost: £3,000 each.

Both were eventually beached on Swan Island, Victorian Defence training island, at south end of Port Phillip Bay in 1911.

Captain William Creswell appointed Director of the Australian Navy now resided in Victoria Barracks, Melbourne, from February 1904, where Navy Office was located.

Customs and Excise revenues were being retained by States for the first decade and Post offices were transferred to the Federal Government but Australian Commonwealth postage stamps were first issued in January 1913.

By August 1911 the Port Melbourne Post Office, cnr Rouse and Bay Sts, was advertised for sale. Captain Tickell RAN, Director, RANR endorsed a memo addressed to the 1st Naval Member that "Recommend old Post Office site Port Melbourne be secured for Naval Purposes." for £4500. The Army, and a department of the Federal Public service, also indicated interest but CAPT Tickell ensured Navy was successful on 11 Sept 1911.

Captain J.T. Richardson RAN, DNO, took over the building, 26 October 1911. In early 1912 a new drill hall was constructed next to the acquired Colonial Post Office.

1914 - 1918: During the Great World War 1, the Port Melbourne Naval Reserve Depot supported Williamstown Naval Training Depot, and trained a large proportion of the total of 127 officers and 4,155 sailors of the RANR. They served Australia in New Guinea & Mediterranean areas. 5 officers - 110 sailors, were the first Australians in action in one of the first battles of the war as German New Guinea was taken 22 September 1914. ,

1918 POST: Immediately after the Great War the Port Melbourne NRDepot continued training recruits up until 1920 when compulsory training was deferred. Compulsory Training reintroduced in 1922-1929, then deferred again.

1929 - 1939: - Reserve training carried out at the Port Melbourne Naval Reserve Depot by a dedicated unpaid Volunteer Naval Reserve (RANVR) force. Records show that they were very active, holding series of cutter races in Hobson's bay together with other events. They maintained their personal enthusiasm for the Navy throughout this trying economic period in our history.

CHOOSING ANOTHER NAME for the PMNRD

It had been planned that at the outbreak of World War II a Naval Signal would be issued ordering various Capital City depots in and around Australia, England, be called CERBERUS with a number. 1935 - This was suggested as early as 1935, by Paymaster Captain C.A. Parker RAN, Naval Assistant. He commented on the 2nd Naval Member's minute of 6 Sept 1935, suggesting e Port Melbourne Naval Reserve Depot (PMNRD) become HMAS CERBERUS III,

Williamstown Naval Depot - HMAS CERBERUS II,
Flinders Naval Depot - remaining as HMAS CERBERUS.

Next proposal, submitted by Captain Superintendent Sydney, Captain of the Port, was to discard CERBERUS names for Melbourne Depots, Port Melbourne and Williamstown. He proposed depots, other than PENGUIN in Sydney, CERBERUS or Flinders Naval Depot at Westernport, should have distinctive names rather than PENGUIN II and III, CERBERUS II - IV, as proposed by Navy Office.

Captain Superintendent's letter 19th Feb. 1937, now suggested Admiralty practice names be adopted but made no suggestions.

Captain C A Parker suggested NELSON, but head of Naval Branch, Tom Hawkins, later Secretary of the Navy Department, on 19th Feb 1937 pointed out NELSON was already used by RN for battleship HMS NELSON, but considered CHILDERS may be suitable.

1st Naval Member, Admiral Ragner Colvin RN decided accept PENGUIN II and III and CERBERUS II to V proposal.

1939: As London Depot had already been designated CERBERUS II for the purpose of appointments, Melbourne Depots at Port Melbourne and Williamstown would be known as CERBERUS III, London Depot remaining CERBERUS II.

Signal 27th Aug 1939, ordered, that on mobilisation, Melbourne Depots to be named CERBERUS III.

3rd September 1939: war was declared with Germany. Port Melbourne and Williamstown Naval Reserve Depots were automatically commissioned as HMAS CERBERUS III.

Other Commonwealth depot's named:

PENGUIN II Sydney
PENGUIN III Sydney
PENGUIN IV Sydney
CERBERUS III Port Melbourne & Williamstown
CERBERUS IV Adelaide
CERBERUS V Port of Fremantle
CERBERUS VI Hobart
HMAS PENGUIN was Garden Island,
HMAS CERBERUS the Flinders Naval Training Establishment,
HMAS CERBERUS II the London (UK) Depot.

Confusion was not long in appearing as an administrative nightmare had been created with identical names only differentiated by Roman numerals.

Many signals were sent to wrong depots, wasting time and creating confusion.

Distinctive names for depots was, not surprisingly, raised again on 4th Mar 1940 by Captain J Burnett ACNS (later lost in HMAS SYDNEY in the Indian Ocean). He suggested names reflecting localities. LCDR R.S. Veale VRD RANVR (later Commander) suggested privately to Captain Burnett that the most suitable name for Port Melbourne Naval Reserve Depot was LONSDALE, as it was the name of a second class Torpedo Boat that he had served on in 1909 as a Cadet, and was also in unofficial use at Point Lonsdale. Captain Burnett apparently considered that this was worth adopting for he included it in his submission which Secretary for Navy, Mr Macandie, submitted to the ACNB, and adopted.

Commissioned depots were:

Brisbane - HMAS BRISBANE (later name changed to HMAS MORETON 1st October 1942)
Sydney HMAS RUSHCUTTER (demolished in early 1970s).
Melbourne HMAS LONSDALE
Hobart HMAS DERWENT (later changed to HUON on 1st March 1942)
Fremantle HMAS LEEUWIN (decommissioned November 1986)
Adelaide HMAS TORRENS (later changed to ENCOUNTER)
Darwin HMAS MELVILLE
Newcastle HMAS MAITLAND

1st August 1940: Minister for the Navy officially approved of name HMAS LONSDALE on 25th July 1940, and it became effective on 1st August 1940. War start 1939: RANR consisted of 4,400 officers and sailors, quickly expanding to 30,000, until the cessation of hostilities in 1945. Training for the large numbers of recruits during the initial period of the war, was ably handled by HMAS CERBERUS, (Flinders Naval Base), which had replaced WND in the 1920s as the Navy's National Naval training depot.

PMNRDepot's training role was as a transit centre for receipt and dispatch of Naval recruits and personnel, with some minor training role retained. The Resident Naval Officer commanding the original RANR Naval drill hall, cnr Rouse and Bay Streets, Port Melbourne, was soon bursting at the seams as it tried to cope with war time demands.

Navy Office authorised the construction of a new large drill hall and administrative office complex and selected the reclaimed land once the old Port Melbourne lagoon, three hundred meters south of HMAS Lonsdale, in Rouse Street. It had been filled by 1928 combining the north and south sections of Port Melbourne that had, up until that time, been divided by this ancient lagoon. It would be about nine times larger than the existing site and include accommodation and messes and Naval Stores facilities.

May, 1942: The new Stone Frigate site was officially occupied on a Sunday, both depots combined as an overall HMAS LONSDALE under the command of Lieutenant-Commander Richard Stanley Veale VRD RANVR. He assumed command of HMAS Cerberus III on Mon. 27 Nov. 1939, by direction of District Naval Officer, CMDR J C McFarlane RAN. The first appointment of a Royal Australian Naval Reserve officer to command a shore establishment.

War saw RANR officers commanding submarines, escort vessels and small craft and holding responsible staff positions.

WW2 Navy Office was in Victoria Barracks., Melbourne.

1945 - 1950: For a period of five years from the cessation of hostilities at the end of World War II in 1945, HMAS LONSDALE ceased to be a RANR training establishment for the first time since 1911.

1948 - NOIC title was subject to a series of changes, the next being "Resident-Naval-Officer Port Melbourne" (RNO Port Melbourne) with his office in HMAS Lonsdale.

1950: RNO- Port Melbourne reverted to "NOIC Port Melbourne".

1950 Jan: The RANR was reactivated at HMAS Lonsdale, and throughout the Commonwealth, to meet the Communist North Korea and Peoples' Republic of China possible threats. Restoration of RANR with a new RANR command under a "Senior Officer-Reserves" (SOR) saw some difficulty arise between RAN and RANR WW2 officers regarding the status of the historic RANR Wardroom Mess membership, an unfortunate matter that raised its head regularly during the 1950s.

1952 - "NOIC Port Melbourne", was stationed at HMAS LONSDALE. The Commonwealth 'Navy Office' (NO) and the 'Australian Commonwealth Naval Board' (ACNB) still located at Victoria Barracks until in 1960 it relocated to Canberra.

1953: new brick accommodation block (including in later years a Junior Sailors' club) was erected on the north side of Rouse Street where the WRAN quarters had been located during the war.

1956: Navy acquired a beautiful old mansion in Toorak, which they named 'Greenwich House', and WRAN training was centred there.

1957: RANR Senior Officer title changed to "Commanding Officer-Reserves" (COR), with the Commanding Officer HMAS LONSDALE having additional responsibility as "Staff Officer Reserves" SO(R).

SO(R) was later separately appointed as a member of CO HMAS LONSDALE's staff.

1962, 4th Oct, Navy Office completely relocated from Victoria Barracks to Russell Offices, Canberra in the new Defence Centre. With the shift of Naval Command from Melbourne to Canberra the title "NOIC VIC" was transferred to "Commodore Superintendent Training" (CST) HMAS CERBERUS. CO HMAS LONSDALE, was appointed "Deputy NOIC VIC" from the same date, 4 Oct 1962.

1971: HMAS LONSDALE had a new building complex erected on the north side of Rouse Street to accommodate the Naval Police Shore Patrol, Naval Stores and a sound proof Band practice building. The south side parade ground of HMAS LONSDALE saw a new a two story RANR Instruction block erected for RANR training. It was sited on the north side of the parade ground and required very deep supports for its foundations as it was built over the middle of the old reclaimed Port Melbourne lagoon. This building replaced the old wartime Nissen huts used by RANR Electrical branch.

1970s: RANR was modified by new training conditions promulgated as a 'List 12' training system.

1973, 31st January: NOIC VIC & Commodore Superintendent of Training, Commodore Dacre Smythe AO RAN, transferred his flag from HMAS CERBERUS to Melbourne. From that date title "Deputy NOIC VIC" no longer held by CO-HMAS LONSDALE.

1911 - 1976, HMAS LONSDALE had 34 Commanding Officers, some serving more than once, with various titles. The appointees had, up until 1944, the additional title "District Naval Officer" (DNO) conferred on them, as they continued to operate from the original 1911 Federation depot at the Corner of Rouse and Bay Streets, Port Melbourne. That title subsequently changed to "Naval-Officer-in-Charge Port Melbourne" (NOIC-Port Melbourne) with Commanding Officer HMAS LONSDALE (CO-HMAS LONSDALE) a separate appointment.

1980s: Naval area commands were abolished. Commanding Officer, HMAS LONSDALE, received occasional additional command responsibilities as circumstances warranted, such as "NOIC VIC" in early 1960s, when Navy Office relocated to its new mountain retreat in Canberra.

1982: The RANR training system was, superseded by another training system.

Reorganisation - Active, Inactive and Unattached groups This 20th Century training was not dissimilar to the requirements of 1870 Victorian Colonial Naval Regulations.

1991-2: Navy, under financial pressure due to current economic conditions, commenced "integrating" its Reserves into the general Naval structure as an efficiency measure.

This change tended to negate the balance of recruitment of direct entry civilians into the RANR. Reserves from that time became largely ex RAN personnel with some direct entry civilians, the employment of the RANR seemed to be used to assist the RAN overcome its recruiting shortfalls.

HMAS Lonsdale, having served its purpose, in 1992 was decommissioned, closed and sold and later demolished and replaced by a block of flats..

THE THREE NAMES OF HMAS LONSDALE

- * **Port Melbourne Naval Reserve Depot** (PMNRD) 1911 - 1939
- * **HMAS CERBERUS III** September 1939 to July 1940
- * **HMAS LONSDALE** (Cnr Rouse & Bay Sts.) July 1940-1942
- * **HMAS LONSDALE** (new 1942 Depot in Rouse St.) July 1942-1992 (decommissioned 1992)

VALE

The President and executive committee members of the Navy League of Australia Victoria-Tasmania Division are saddened to learn of the recent passing of Mr. Clive Woods. Clive a former executive committee member of the Division served for many years as a loyal and dedicated member of the Navy League.

The Navy League of Australia mourns Clive's passing and extends sincere condolences to Clive's wife Vivian and all family members.

ESCAPE BY SEA

The Leagues Vic-Tas Division executive committee member, Allan Paull OAM, forwarded an interesting story of the escape by a Dutch minesweeper from the East Indies during World War 2. The story of HNLMS-HMAS ABRAHAM CRIJNSSEN follows:-

Sometimes in life, the guy with the so-crazy-it-just-might-work ideas hits one out of the park and saves the day.

This is what happened in 1942 aboard the HNLMS Abraham Crijnsen, the last Dutch warship standing after the Battle of the Java Sea.

Originally planning to escape to Australia with three other warships, the then-stranded minesweeper had to make the voyage alone and unprotected.

The slow-moving vessel could only get up to about 15 knots and had very few guns, boasting only a single 3-inch gun and two Oerlikon 20 mm canons making it a sitting duck for the Japanese bombers that circled above.

Knowing their only chance of survival was to make it to the Allies Down Under, the Crijnsen's 45 crew members frantically brainstormed ways to make the retreat undetected.

The winning idea?

Turn the ship into an island.

You can almost hear crazy-idea guy anticipating his shipmates' reluctance: Now guys, just hear me out.

But lucky for him, the Abraham Crijnsen was strapped for time, resources and alternative means of escape, automatically making the island idea the best idea.

Now it was time to put the plan into action.



The crew went ashore to nearby islands and cut down as many trees as they could lug back onto the deck.

Then the timber was arranged to look like a jungle canopy, covering as much square footage as possible.

Any leftover parts of the ship were painted to look like rocks and cliff faces these guys weren't messing around.



Now, a camouflaged ship in deep trouble is better than a completely exposed ship.

But there was still the problem of the Japanese noticing a mysterious moving island and wondering what would happen if they shot at it.

Because of this, the crew figured the best means of convincing the Axis powers that they were an island was to truly be an island: by not moving at all during daylight hours.

While the sun was up they would anchor the ship near other islands, then cover as much ocean as they could once night fell praying the Japanese wouldn't notice a disappearing and reappearing island amongst the nearly 18,000 existing islands in Indonesia.

And, as luck would have it, they didn't.

The Crijnssen managed to go undetected by Japanese planes and avoid the destroyer that sank the other Dutch warships, surviving the eight-day journey to Australia and reuniting with Allied forces.

Sometimes in life, the guy with the so-crazy-it-just-might-work ideas hits one out of the park and saves the day.

This is what happened in 1942 aboard the HNLMS Abraham Crijnssen, the last Dutch warship standing after the [Battle of the Java Sea](#).

EDITORS NOTE; Following her arrival in Australia HNLMS ABRAHAM CRISJHSEN was commissioned into the RAN on 28th September 1942 to provide convoy and anti-submarine patrols until 5th May 1943. Thereafter, the ship was returned to the Dutch authorities, but remained in Australian waters until June of 1945. Having eventually made her way back to the Netherlands, ABRAHAM CRIJHSEN is still upright and is on display at the Dutch Navy Museum in Den Helder Netherlands.

SHRINE REPORT MAY 2017

CEREMONIES

Battle of Crete and Greece Commemorative Council

Saturday 27 May 2017, 10am

Wreath Laying on the Forecourt



This service is held on the first Sunday after the 20th of May. The day includes a small parade, church service, and wreath laying ceremony in remembrance of the men and women from Australia and Greece that fought and fell in the battle of Crete in May 1941.

Victorian Aboriginal Remembrance Service

Wednesday 31 May, 11am

Wreath laying on the Forecourt



This annual service honours the service and sacrifice of all Indigenous service men and women. Today, Indigenous personnel are serving on peacekeeping operations and in all areas of the Australian Defence Force.

TALKS & EVENTS

Robert Grieve VC

Tuesday 30 May, 12 noon

Shrine Auditorium



In 1917, Robert Grieve was awarded the highest military honour, the Victoria Cross (VC) medal, for knocking out a concealed machine gun post during the Battle of Messines. Philip Powell will discuss his research on Grieve and the broader implications of the Battle of Messines on Major-General Monash's 3rd Division. Stop by the Galleries after the talk to see this remarkable medal on display.

Words from the Battlefield

Wednesday 14 June, 12:00pm



The Australian soldiers who travelled to South Africa at the turn of the nineteenth century and Vietnam from the early 1960s initially had little idea of what they were to encounter on the battlefield. Their often insightful and entertaining letters and diaries position them as men eager to bring honour to their country, however also reveal some contrast between their reactions to the war and those of the Australian public.

Presenter: Dr Effie Karageorgos, Location: Education Centre, Shrine of Remembrance

Second World War Swing

Sunday 25 June, 12:00pm



A one hour program of music from the period of the Second World War featuring original compositions dedicated to events of the time. The Air Force Band, of which the six-piece Jazz Group is an integral part, is recognised as a world-class military ensemble with a proud history of service to the Air Force and the Australian community. The band performed to a full house at the Shrine last year, so be sure to reserve your seat for this unique event before it books out.

PODCASTS

The following podcasts are now available on the website <http://www.shrine.org.au/Whats-On/Video-and-Podcasts>: FLAGSHIP HMAS AUSTRALIA II (Mike Carlton), SOLDIERS XI.

EXHIBITIONS

Advance notice is given of the Australian Light Horse exhibition in October 2017, dates to be announced.

Website: <http://www.shrine.org.au> Telephone 9661 8100. Note: there is now a \$5 charge for all public programs and bookings are recommended.

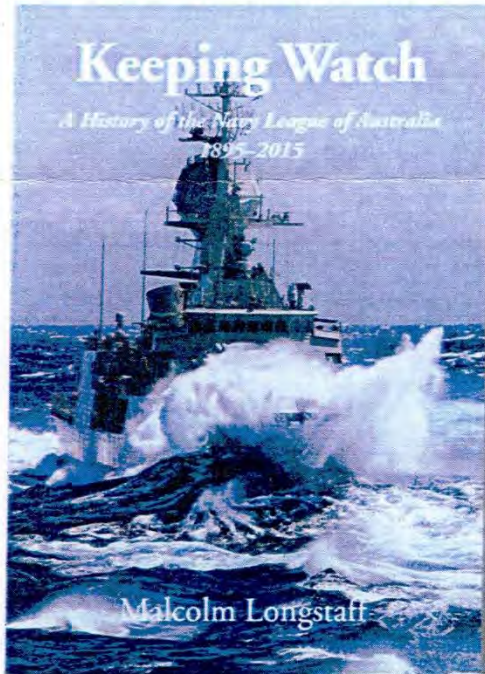
Ken Crook 19 May 2017



Keeping Watch

A History of the Navy League of Australia
1895–2015

Malcolm Longstaff OAM



Malcolm Longstaff has been an active member of the NSW Division of the Navy League of Australia since 1970. His book, recently published by the League, traces the history of its organisation from the formation of its parent, the Navy League of Great Britain, in 1895. Formed as a result of growing public concern about the increasing naval strength of continental European powers and the League opened its first Australian Branch in Launceston, Tasmania, in 1900. Growth of the League in Australia was slow until after the early success of the RAN in World War I but, ultimately, the League was represented in all states of Australia. In 1920 it began forming units of sea cadets, known as the Navy League Sea Cadet Corps. Responsibility for the cadets was assumed by the RAN in 1973 and they are now known as Australian Navy Cadets.

In 1950 the individual branches were consolidated into an autonomous national body, The Navy League of Australia, with each state and territory having representation on the League's Federal Council.

The League's quarterly national magazine, *The Navy*, is a highly-regarded commentator on naval and defence issues. The magazine has been continuously published since 1938.

With 280 pages including index, *Keeping Watch* has over 70 illustrations and is available as a hardback or soft-cover book. It can be ordered from the NSW Division of the Navy League of Australia using the form below. Payment can be made by cheque or by bank transfer.

**The Navy League of Australia
NSW Division
GPO Box 1719
SYDNEY, NSW 2001**

Please supply me with _____ copy/ies of *Keeping Watch* as indicated below:

- ☐ Hardback at \$40 plus \$15 postage and packing per copy
(Limited numbers of hardback copies are available)
- ☐ Softback at \$30 plus \$15 postage and packing per copy

Name:

Address:

State:

Postcode:

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Payment (please indicate)

☐ I enclose a cheque for \$ _____ payable to The Navy League of Australia, NSW Division

☐ I have transferred \$ _____ on _____ to _____

The Navy League of Australia, NSW Division
Westpac Bank
BSB: 032 002
Account No: 680624

***Please ensure that your surname and initials are
indicated on your bank transfer***

*Orders will be dispatched on confirmation of receipt of
payment*

Join The Navy League of
Australia NOW

Become a Member - you only need an interest in maritime affairs.

Complete Application Form **below**, post it, together with your first annual subscription of \$35.00 (includes four quarterly editions of Navy League's Journal "The Navy"), to


Hon Secretary, Navy League of Australia Division in the State or region in which you reside.

Addresses:

New South Wales Division: GPO Box 1719, Sydney, NSW 2001.
Victoria-Tasmania Division: PO Box 2340, Mt Waverley, Vic 3149.
Queensland Division: PO Box 2495, Chermside Centre, QLD 4032.
South Australia Division: PO Box 3008, Unley, SA 5061.
Western Australia Division: 3 Prosser Way, Myaree, WA 6154.
Australian Capital Territory: post form to New South Wales Division, Hon Secretary.
Northern Territory: post form to South Australia Division, Hon Secretary.

Subscriptions due on 1 July in each year. Your membership will be current to 30 June immediately following the date on which you join the League. NOTE: If your first subscription is received during 1 April to 30 June in any year, your initial membership is extended to 30 June in the following year.

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.

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 _____
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.		

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*.

Correspondence:- All articles for publication in the Navy League of Australia (Vic.-Tas 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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