



NAVY LEAGUE OF AUSTRALIA

VIC TAS DIVISION

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“Keeping Watch over the Maritime Wellbeing of Australia”

Dear members

For those of you who were lucky enough to be able to visit the HMAS Adelaide (III), it was an amazing experience. We would like to thank CO Captain Duggan RAN and the crew for hosting our group. One of our members has supplied the story of the visit and photos on pages 2-9.

The NLA Executive invited the senior officers of HMAS Adelaide (III) and HMAS Sydney (V) to a reception in the city after Anzac Day which they thoroughly enjoyed.

UPCOMING EVENTS

Friday 5 May – 1230 HMAS Castlemaine Service – Shrine Sanctuary

Sunday 7 May – 1200 Battle of the Coral Sea Service – Shrine Cenotaph

Thursday 20 May – 1130 Battle of Crete & Greek Service – Shrine Cenotaph

Monday 22 May – 1900 NHSA meeting – Waverley RSL - “Engineering training at HMAS Cerberus”. Guest speaker CAPT Tom Doherty RAN – TA-ENG

Wednesday 31 May – 1100 Victorian Aboriginal Remembrance Service – Shrine Cenotaph

PAST EVENTS

MONDAY 24 APRIL – HMA Ships Adelaide (LHD) and Sydney (AWD) VISIT MELBOURNE

HMA Ships Adelaide (LHD) and Sydney (AWD) visited Port Phillip to coincide with ANZAC Day events in Melbourne.

Both ships were open to the public and there were many enthusiastic NLA members waiting at Station Pier for their guided tours on a very warm and sparkling Autumn Day.

It is unfortunate that these visits to Port Phillip are so uncommon, and as a commentary, since the ADF is so keen to recruit, these ship visits would always be a great way to attract new crew members.

HMAS ADELAIDE (III) - PENNANT L01

27,500 tonnes displacement, Landing Helicopter Dock



We were taken on a top to bottom tour, led by a very welcoming officer. The ship's complement is approximately 360 crew, which includes about 60 army and 3 air force specialists. The ship has boarded over 1,000 Australian army and USMC troops in past exercises. Our arrival passageway was named, appropriately, King William Street.

Flight deck



It is 202m long and 30m wide - this is an area larger than the old Majestic class carriers (eg HMAS Melbourne), with two large heavy lift elevators and a 'ski jump' bow that is intrinsic to the original Spanish design, though not used for fixed-wing takeoff purposes in Australian service. An officer commented that ski jump can't be removed to make it a 'flat top' because of the structural integrity built into the design. This is as helicopter carrier, not a fixed-wing platform.

The flight deck can take all the ADF's various helo types, including the Chinook, and the USN/USMC Boeing MV-22 Osprey for international exercises. The Osprey weighs more than 2x that of the RAN MH-60R 'Romeo' helicopter. There are parking bay markings specific to aircraft types including some American forces aircraft. We noted there is no CIWS Phalanx (close in weapons) system mounted; an officer said there are two stern fitment mounts, so we can presume the option does exist.

We were warned to stay 3m from the deck edge - it's a 27m drop to the water! In a later comment by a crew member, "if there was a man overboard, we can find and retrieve them in minutes". The on-deck display included a Romeo helicopter and a small Schiebel UAV.

The Romeo pilot was on hand to describe the type's role, particularly its anti-submarine capability.



The deck has some basic pilot visual aids and lighting systems (similar to VASI with glideslope indicators) that assist pilots positioning for landing in all weather, day and night operations. A typical approach to land when at sea is to bring the ship to an optimum angle to the wind, and position the helo port-side the ship, and the helo then 'slides' to starboard for alighting on the deck.

There are 6 main Romeo parking positions, and 2 reserve slots fore and aft of the island superstructure. All 8 can be hangered below deck, plus a further 10, without impacting the spaces for tanks, trucks, troop carriers and containerized stores. This is a reminder of how large this ship really is.

The superstructure



We visited flight operations and the commander's bridge.

Flight ops is located in a dedicated port-side module with an external open deck, allowing extensive views of the deck and the sea. Flight operations were described by an RAAF officer. Air traffic control in the ADF is under the aegis of the RAAF for training and deployment, and army and navy specialists are also offered a range of experiences at sea, airbases, foreign postings and army exercises.

The Australian LHDs were not designed and built to take VTOL or VSTOL fixed wing aircraft, but could have been so designed. Commentary by the RAAF officer, paraphrased - 'if we had a distressed F35B seeking to land, we would bring them onboard, despite the potential damage to the deck from the engine heat. This damage would be worth it to save the pilot and the aircraft. The aircraft would remain onboard until it could be craned off - it would not be allowed to ski jump off.' Flight ops limitations are based on degrees of roll, pitch and yaw and not specifically on a 'sea state' condition. Limitations were around 2 or 3 degrees for each axis.

Commander's bridge



Located at the forward end of the island. The LHD class use stern azimuth thrusters - moveable modules that, with the bow thrusters, permit a high degree of manoeuvring without external assistance. Therefore, it is possible to bring the ship to a harbour and wharf without tugs or even a local pilot. In practice, local pilots are used as a precaution in foreign ports, but are more advisory than in command. With a very shallow draft of 7m, the ship can manoeuvre close inshore for its important amphibious deployment role.

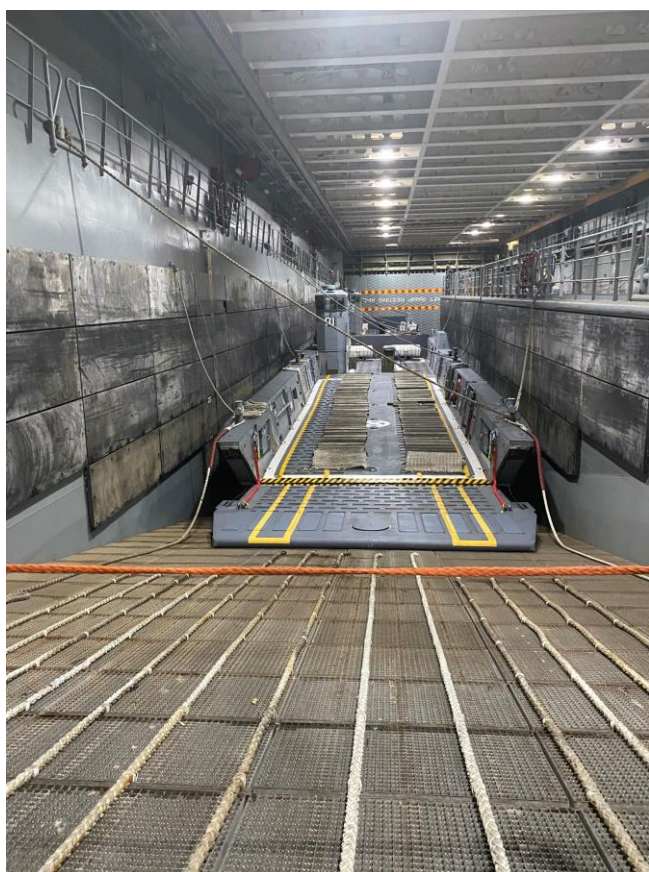
The navigator will have had at least 16 years training and experience to get his or her 'ticket'. The basic tools are on a desk pod controlling all the propulsion systems, with small input devices - sliding arms and throttles. These allow, with skilled operators, the ship to be placed accurately and unassisted at a pier, or in an idling seaward position for amphibious expeditionary groups to depart or board the stern well deck. Oh, and they are managing 27,500 displacement tonnes...

Our host bridge officer described a complex command hand-off between flight operations and ship control; this was emphasised as a key discipline to manage the ship and air traffic, often in dangerous sea and weather conditions.

Medical Centre

A full complement of medical services including dentistry is provided on the accommodation deck. This includes a surge capacity for large patient loads in emergency conditions. Our host mentioned that if a crew member rolled their ankle, and the injury would take time to heal, they may be taken off the ship. Leg injuries are not compatible with seagoing life, with the tight and steep ladder system to navigate! Our host for this section of the tour was most impressive and enthusiastic - the head of nursing, who joined the navy over 30 years ago.

The well deck



This massive stern area takes up the vertical space equivalent of two decks, and can hold four roll-on-roll-off landing craft known as LLC's, that exit via a moveable ramp and articulated transom. There is only about a metre of draft at the very end, and the stern ramp can be raised or lowered about 4m for departure and docking of the LLCs. Each LLC can hold a c.50 tonne Abrams main battle tank. The skipper of one of the LLCs was a very proud 'owner' and clearly needed exceptional skills to manoeuvre this 56-tonne vessel (over 100 tonnes loaded) into the very tight spaces for them via the stern ramp - sometimes in choppy seas. Night operations are possible, using infra-red lights and sensors.

Ship condition

We were all amazed at the clean condition of the external surfaces and the interior. The ship is spotless - looks freshly painted, and the passageways and crew spaces we visited are cleaner than most homes!

The crew

The writer is continually impressed by the character and attitude of our seafaring warriors. They all show a deep respect for their visitors, are very welcoming, show great humour, and obviously love their profession. All the Adelaide crew members we met were typical of this special class of seafarers. Thank you to all of them, and to our host officer.

Errors are the fault of the writer and not of the editor or naval personnel.

HMAS SYDNEY (V)



Editors' note –NLA members did not visit the HMAS Sydney (V) due to time constraints.

Here is a photo from one of our members taken on 24 April and information on the ship from the RAN website [HMAS Sydney \(V\)](#) | [Royal Australian Navy](#)

Commanding Officer	Commander Andrew Hough
Class	Hobart Class
Type	Destroyer, Guided Missile (DDG)
Role	<ul style="list-style-type: none">• Air Defence• Surface Warfare• Surveillance• Undersea Warfare
Pennant	D42

International Callsign	VKML
Motto	Thorough and Ready
Home Port	Fleet Base East
Builder	Air Warfare Destroyer Alliance
Laid Down	19 November 2015
Launched	19 May 2018
Launched by	Mrs Judy Shalders
Commissioned	18 May 2020
Dimensions & Displacement	
Displacement	7000 tonnes (full load)
Length	146.7 metres
Beam	18.6 metres
Draught	7.2 metres
Performance	
Speed	28+ knots (top speed)
Range	4500 nautical miles (18 knots)
Complement	
Crew	Approx. 180
Propulsion	
Machinery	<ul style="list-style-type: none"> 2 x General Electric Marine model 7LM2500-SA-MLG38 gas turbines, 17,500 kilowatts (23,500 hp) each 2 x Caterpillar Bravo 16 V Bravo diesel engines, 5650 kilowatts (7580 hp) each
Armament	
Missiles	<ul style="list-style-type: none"> Mk 41 Vertical Launch System (48 VLS Cells) RIM-66 Standard 2 missile RIM-162 Evolved Sea Sparrow missile Advanced Harpoon via 2 x quad launchers
Guns	Mk 45 5-inch 62 calibre gun
Torpedoes	MU90 torpedo
Other Armament	<ul style="list-style-type: none"> 2 x 25mm M242 Bushmaster on Typhoon mounts 1 x Phalanx CIWS
Physical Countermeasures	NULKA Active Missile Decoy system
Radars	<ul style="list-style-type: none"> AN/SPY-1D (V) Phased Array Radar Horizon Search Radar
Sonars	Integrated Sonar System incorporating a Hull Mounted and towed array sonar
Combat Data Systems	Aegis (Baseline 7.1)
Helicopters	1 x MH-60R Seahawk

ANZAC DAY PARADE 25 APRIL 2023

The Royal Australian Navy was leading the ANZAC March this year in Melbourne. We thank them for their service. Here are some photos taken on the day.

HMAS ADELAIDE



HMAS SYDNEY



HMAS CERBERUS



HMAS WARRAMUNGA & HMAS MANOORA

