GREENBANK NAVAL ASSOCIATION Sub Section

Events for August and September 2020

August:
Tuesday   04 August   1900-2100   Normal Meeting   RSL Rooms
Wednesday 26 August   1000-1030   Executive Meeting RSL Rooms
Vietnam Veteran's Service – To be announced by RSL Sub Branch
Merchant Mariners Service has been cancelled

September:
Tuesday 01 September   1900-2100   Normal Meeting   RSL Rooms
Wednesday 30 September 1000-1030   Executive Meeting RSL Rooms

ROYAL AUSTRALIAN NAVY – PERSONALITIES

Leading Seaman P C Kember

Leading Seaman Phillip Charles Kember was a member of the first Clearance Diving Team (CDT) to deploy to South Vietnam, serving in country from 5 February until 29 August 1967 with CDT3.

On 20 May 1967 CDT3 was called upon to help salvage a crashed helicopter from the Suoi Giai River near Phu Loi, 25 miles north-north-east of Saigon. As part of a team of three, Kember was flown to the US Army base at Phu Loi and then by helicopter gunship to the crash site. The area was insecure and protection for the recovery team was provided by two battalions from the US Army's 1st Infantry Division. The recovery of the aircraft from ten feet of water was conducted in extremely hazardous conditions. Kember was instrumental in the recovery of two bodies from the wreckage and in rendering safe all of the ordnance and weapons still in the helicopter. Strops were later rigged to the fuselage which enabled a Chinook helicopter to airlift the wreckage to Phu Loi.

Kember was later decorated with the Distinguished Service Medal for his involvement in this and other hazardous operations in Vietnam.

ROYAL AUSTRALIAN NAVY – ADMIRALS

VADM M J Noonan

Vice Admiral Michael Noonan, AO, RAN joined the Royal Australian Navy in 1984, trained as a seaman officer and then subsequently completed Principal Warfare Officers course and specialised in Air Direction and Above Water Warfare.

Throughout his career, he had experience in a wide range of Navy and ADF operations through various sea and shore posting and operational roles. Highlights have included deployments to the Middle East, Southern Ocean and being the Commissioning Commanding Officer of the Anzac Class frigate HMAS *Parramatta*.

He has fulfilled leadership positions at all levels of the Australian Defence Force, with senior positions including the Director of Military Strategic Commitments, Director General of Operations at HQJOC, Command of Maritime Border Command and Deputy Chief of Navy.

In June 2018, he was appointed as an Officer of the Order of Australia in recognition of his distinguished service in significant senior ADF command roles.
Vice Admiral Noonan assumed command of the Royal Australian Navy on 7 July 2018 and will be the 32nd professional head of the Australian Navy, and the 9th officer to hold the title of Chief of Navy Australia. In this role, he is entrusted by Government to be its principal naval advisor, and to raise, train and sustain Australia's naval forces to execute maritime missions in a dynamic region.

he Security and Prosperity of Australia is tied directly to the Maritime Domain. Australia's $1.6 trillion economy is dependent upon the security of our international trade routes, shipping and vast marine resources.

For Australia to efficiently, safely and securely access and defend the maritime domain now and into the future, the **Navy must be an agile, resilient and lethal fighting force**, able to contribute to complex, joint missions in a dynamic region.

To achieve this vital task, the **Navy's Officers and Sailors must be professional, well trained, and empowered** to lawfully use the full range of available capabilities when called upon by our Government.

Many of these **naval capabilities are highly complex, technical systems** which must be cost effectively managed, extremely well maintained, regularly upgraded, and battle ready; cognisant of the ever-changing strategic threats and technical challenges.

This enables the Navy to **Fight and Win at sea**, directly contributing to the current and future security and prosperity of Australia.

NAVAL SEA BATTLES

Battle of River Plate:

The Battle of the River Plate was fought **December 13, 1939**, during World War II(1939-1945).

With World War II looming, the German *Deutschland*-class cruiser *Admiral Graf Spee* was dispatched from Wilhelmshaven to the South Atlantic. On September 26, three weeks after hostilities commenced, Captain Hans Langsdorff received orders to begin commerce raiding operations against Allied shipping. Obeying his orders, Langsdorff immediately began intercepting Allied shipping in the South Atlantic and southern Indian Oceans. Having success, *Graf Spee* captured and sank several Allied vessels, leading the Royal Navy to dispatch nine squadrons south to find and destroy the German ship. On December 2, the Blue Star liner *Doric Star* succeeded in radioing a distress call before being taken by *Graf Spee* off South Africa. Responding to the call, Commodore Henry Harwood, leading the South American Cruiser Squadron (Force G), anticipated that Langsdorff would next move to strike the River Plate estuary.

Steaming towards the South American coast, Harwood's force consisted of the heavy cruiser HMS *Exeter* and the light cruisers HMS *Ajax* (flagship) and HMS *Achilles* (New Zealand Division). Also available to Harwood was the heavy cruiser HMS *Cumberland* which was refitting in the Falkland Islands. Arriving off the River Plate on December 12, Harwood discussed battle tactics with his captains and began manoeuvres in search of *Graf Spee*. Though aware that Force G was in the area, Langsdorff moved towards the River Plate and was spotted by Harwood's ships on December 13. Initially unaware that he was facing three cruisers, he ordered *Graf Spee* to accelerate and close with the enemy. This ultimately proved a blunder as *Graf Spee* could have stood off and hammered the out-ranged British ships with its 11-inch guns. Instead, the manoeuvre brought the pocket battleship within the range of *Exeter*'s 8-inch and the light cruisers' 6-inch guns. With the German approach, Harwood's ships implemented his battle plan which called for *Exeter* to attack separately from the light cruisers with the goal of splitting *Graf Spee*'s fire.

At 6:18 AM, *Graf Spee* opened fire on *Exeter*. This was returned by the British ship two minutes later. Shortening the range, the light cruisers soon joined the fight. Firing with a high degree of accuracy the German gunners bracketed *Exeter* with their third salvo. With the range determined, they hit the British cruiser at 6:26, putting its B-turret out of action and killing all of the bridge crew except the captain and two others. The shell also damaged the ship's communications network requiring conning instructions to be passed via a chain of messengers.

Crossing in front of *Graf Spee* with the light cruisers, Harwood was able to draw fire off *Exeter*. Using the respite to mount a torpedo attack, *Exeter* was soon hit by two more 11-inch shells which disabled A-turret and started fires. Though reduced to two guns and listing, *Exeter* succeeded in striking *Graf Spee*'s fuel processing system with an 8-inch shell. Though his ship appeared largely undamaged, the loss of the fuel processing system limited Langsdorff to sixteen hours of usable fuel. Around 6:36, *Graf Spee* reversed its course and began laying smoke as it moved west.

Continuing the fight, *Exeter* was effectively put out of action when water from a near miss shorted out the electrical system of its one functioning turret. To prevent *Graf Spee* from finishing off the cruiser, Harwood closed with *Ajax* and *Achilles*. Turning to deal with the light cruisers, Langsdorff returned their fire before withdrawing under another smokescreen. After diverting another German attack on *Exeter*, Harwood unsuccessfully attacked with torpedoes and suffered a hit on *Ajax*. Pulling back, he decided to shadow the German ship as it moved west with the goal of attacking again after dark. Following at a distance for the remainder of the day, the two British ships occasionally exchanged fire with *Graf Spee*.

Entering the estuary, Langsdorff made a political error in making port at Montevideo in neutral Uruguay rather than the friendlier Mar del Plata, Argentina to the south.

Anchoring a little after midnight on December 14, Langsdorff asked the Uruguayan government for two weeks to make repairs. This was opposed by British diplomat Eugen Millington-Drake who argued that under the 13th Hague Convention *Graf Spee* should be expelled from neutral waters after twenty-four hours.

Trapped in Montevideo

Advised that few naval resources were in the area, Millington-Drake continued to press for the ship's expulsion publicly while British agents arranged to have British and French merchant ships sail every twenty-four hours. This invoked Article 16 of the convention which stated: "A belligerent war-ship may not leave a neutral port or roadstead until twenty-four hours after the departure of a merchant ship flying the flag of its adversary." As a result, these sailings held the German ship in place while additional forces were marshalled.

While Langsdorff lobbied to for time to repair his ship, he received a variety of false intelligence which suggested the arrival of Force H, including the carrier HMS *Ark Royal* and battlecruiser HMS *Renown*. While a force centred on *Renown* was en route, in reality, Harwood had only been reinforced by *Cumberland*. Completely deceived and unable to repair *Graf Spee*, Langsdorff discussed his options with his superiors in Germany. Prohibited from allowing the ship to be interned by the Uruguayans and believing that certain destruction awaited him at sea, he ordered *Graf Spee* scuttled in the River Plate on December 17.

Aftermath of the Battle

The fighting off the River Plate cost Langsdorff 36 killed and 102 wounded, while Harwood's ships lost 72 killed and 28 wounded. Despite severe damage, *Exeter* made emergency repairs in the Falklands before undergoing a major refit in Britain. The ship was lost following the Battle of the Java Sea in early 1942. With their ship sunk, the crew of *Graf Spee* was interned in Argentina. On December 19, Langsdorff, seeking to avoid allegations of cowardice, committed suicide while lying on the ship's ensign. Following his death, he was given a full funeral in Buenos Aires. An early victory for the British, the Battle of the River Plate ended the threat of German surface raiders in the South Atlantic.

<u>HAVE A LAUGH</u>

An elderly looking gentleman, (mid-nineties) very well dressed, hair well groomed, great looking suit, flower in his lapel, smelling slightly of a good after shave, presenting a well-looked-after image, walks into an upscale cocktail lounge.

Seated at the bar is an elderly looking lady.

The gentleman walks over, sits alongside her, orders a drink, takes a sip, turns to her and says, "So tell me, do I come here often?

The local news station was interviewing an 80-year-old lady because she had just gotten married for the fourth time.
The interviewer asked her questions about her life, about what it felt like to be marrying again at 80, and then about her new husband's occupation. "He's a funeral director," she answered. "Interesting," the newsman thought... He then asked her if she wouldn't mind telling him a little about her first three husbands and what they did for a living.
She paused for a few moments, needing time to reflect on all those years. After a short time, a smile came to her face and she answered proudly, explaining that she had first married a banker when she was in her 20's, then a circus ringmaster when in her 40's, and a preacher when in her 60's, and now - in her 80's - a funeral director.
The interviewer looked at her, quite astonished, and asked why she had married four men with such diverse careers.
(Wait for it...)

- She smiled and explained, "I married one for the money, two for the show, three to get ready, and four to go."

A young blonde woman is distraught because she fears her husband is having an affair, so she goes to a gun shop and buys a handgun. The next day she comes home to find her husband in bed with a beautiful redhead. She grabs the gun and holds it to her own head. The husband jumps out of bed, begging and pleading with her not to shoot herself. Hysterically the blonde responds to the husband, "Shut up...you're next!'

A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. ''But why?'' they asked, as they moved off. ''because,'' he said ''I can't stand chess nuts boasting in an open foyer.''

ROYAL AUSTRALIAN NAVY - Ship History

HMAS YARRA (lll)

Class	River Class	Machinery	Geared Turbines
Type	Destroyer Escort	Horsepower	30,000 shp
Builder	Williamstown Dockyard	Speed	30 Knots
Laid Down	9 April 1957	Crew	250
Launched	30 September 1958	Length	370ft
Commissioned	27 July 1961	Beam	41ft
Displacement	2,200 tons	Draught	17ft
Missiles	Sea cat Anti-aircraft (64) Ikara Anti-Submarine (66)	Guns	2 x 4.5 in Guns 40mm Twin Bofor
Anti-Submarine	2 x Limbo triple barrel mortar		

HMAS Yarra (III) was one of six Modified Type 12 frigates built in Australia between 1957 and 1971. Her sister ships were HMA Ships *Parramatta* (III), *Derwent, Stuart* (II), *Swan* (III) and *Torrens* (II). The Modified Type 12 frigates built for the Royal Australian Navy were generally like that of British Type 12 anti-submarine frigates, modified to incorporate improvements in equipment and habitability. They were later redesignated by the Royal Australian Navy as destroyer escorts.

Yarra (III), the third Australian ship to bear the name, was laid down at Williamstown Naval Dockyard on 9 April 1957. She was launched by Lady McBride, wife of the Minister for Defence on 30 September 1958 and commissioned on 27 July 1961 under the command of Commander James Merson, RAN.

After her sea trials and workup, *Yarra* transferred to the operational and administrative command of the Flag Officer Commanding HM Australian Fleet on 1 November 1961 and became a member of the 2nd Division, 1st Frigate Squadron. *Yarra* exercised with her sister ship *Parramatta* for the remainder of the year and made her first operational visit to New Zealand in November and December.

A short refit at Williamstown in early 1962 was a prelude to service with the Far East Strategic Reserve between April and October, during which *Yarra* visited four Japanese ports plus Singapore, Hong Kong and Penang. After returning to Australia in mid-October 1962, *Yarra* spent the remainder of the year at Williamstown Dockyard.

Yarra again sailed for Strategic Reserve service in March 1963 and participated in the South East Asia Treaty Organization (SEATO) Exercise SEA SERPENT during the deployment. The remainder of the year was spent in Australian and New Guinea waters. *Yarra* was also involved in the search for five missing junior officers from HMAS *Sydney* (III) in the Whitsunday Passage during October 1963 when a whaler on a training exercise was lost.

Yarra began her third Strategic Reserve deployment in February 1964. On her return to Australia in July, *Yarra* commenced a five-month refit at Williamstown Dockyard. Concurrent with the refit work was the installation of the Seacoast anti-air guided missile system. Post refit trials and training on the sea cat system occupied the early months of 1965 and by April 1965, *Yarra* once again departed for service with the Strategic Reserve. During this deployment, which was completed in September 1965, *Yarra* spent two months conducting anti-infiltration patrols in Malayan and Borneo waters during the Indonesian Confrontation.

In June and July *Yarra* was employed on guard ship duty off the Tawau area. During this period, she conducted shore bombardments as a deterrent against possible Indonesian incursions. Prior to this, and while on passage from Singapore to Manila in May to participate in the SEATO Exercise SEA HORSE, *Yarra* located the wreck of HMS *Repulse* about 45 miles to the north of Pulau Tioman. On return to Australia, local area exercises and training occupied the remainder of the year.

The period of January to March 1966 saw *Yarra* participate in Joint Unit Control exercises in the Sydney and Jervis Bay areas before departing for the Far East Station in late March. This was a three-month deployment which encompassed the SEATO Exercise SEA IMP, escort duty for HMAS *Sydney* (III) to Vung Tau, Vietnam, and the usual port visits.

Yarra entered an eight-month refit at Williamstown Naval Dockyard in July 1966. Work undertaken included the installation of the Ikara missile system. Post refit trials began in February 1967. The subsequent months were taken up with sea acceptance trials on the Ikara system. Following a period of self-maintenance and final deployment preparations, *Yarra* departed Sydney in September 1967 on a six-month deployment to the Far East Station.

During the deployment *Yarra* assisted HMS *Ajax* in the search and rescue of personnel from a Royal Air Force Shackleton which had ditched west of Sumatra, escorted HMAS *Sydney* (III) to Vietnam and visited the Indian Ocean. *Yarra* arrived back in Australia in March 1968 and after an intermediate docking at Williamstown participated in Exercise LONGEX 68 in New Zealand waters.

Due to a delay in replacing a gun mounting on HMAS *Derwent* (I), *Yarra* deployed for Strategic Reserve service in September; but was only away for six weeks before being relieved by *Derwent* (I) and returning home for Christmas.

The first half of 1969 was taken up with a refit at Williamstown, with sea trials and local area exercises occupying the period of July to October. *Yarra* departed Sydney on 10 October 1969 for the Strategic Reserve and participated in the SEATO Exercise PX41 before escorting HMAS *Sydney* (III) to Vietnam.

Her return to Australia in April 1970 was short lived and after a three-month mid cycle docking *Yarra* again departed for Strategic Reserve service in September 1970. This deployment saw her proceed to the Far East via Guam and Kwajalein to Pearl Harbor where she conducted Ikara firings on the local United States Navy range. Escort duty for HMAS *Sydney* (III) to Vietnam and participation in Exercise FEBEX off Singapore in February 1971 followed. *Yarra* returned to Sydney via Western Australia in April 1971.

After several months of local area exercises *Yarra* departed Sydney for Hawaii in October 1971 to participate in the first of the RIMPAC exercises (RIMPAC 71). This was a prelude to a main refit which commenced in December 1971 and saw *Yarra* in dockyard hands until October 1972. Post refit trials and a visit to New Zealand for Exercise AUCKEX 72 completed the year.

Yarra departed for an ANZUK deployment to the Far East in June 1973 after a workup period and local area exercises. In August 1973 *Yarra* collided with No. 4 buoy on the approach to Victoria Basin in Hong Kong and had to undergo a starboard propeller change at Whampoa shipyards. Exercises in the Singapore area and visits to Thailand and Indonesia completed the deployment. *Yarra* arrived in Sydney in late November for a leave and self-maintenance period.

July 1974 saw *Yarra* at Williamstown Dockyard to be fitted with Mulloka sonar. This refit lasted until early 1975 and *Yarra* was utilised almost exclusively for the remainder of 1975 and most of 1976 as the Mulloka trials ship.

Preparations for her half-life refit commenced in September 1976 and *Yarra (III)* decommissioned on 11 October 1976 for refit at Cockatoo Island Dockyard, Sydney.

Yarra recommissioned on 16 December 1977 under the command of Commander WSG 'Sam' Bateman, RAN. Shakedown trials and workup followed. Once again *Yarra* was almost exclusively used for Mulloka trials during 1978 and 1979, these trials being interspersed with Australian and New Zealand port visits.

Early 1980 saw *Yarra* depart for Exercise RIMPAC 80 which was conducted in both Hawaiian waters and during transit from Hawaii to the west coast of the United States. Visits to San Diego, Long Beach, Esquimalt, Vancouver and San Francisco followed and *Yarra* returned to Australia in June via Pearl Harbor, Suva and Apia. During July 1980 *Yarra* visited Port Vila for the New Hebrides Islands (Vanuatu) Independence celebrations.

Preparations for refit were commenced in October 1980 and *Yarra* began a ten-month refit at Sydney in November. This refit was completed in September 1981 and the remainder of that year was taken up with post refit trials and workup.

The first half of 1982 saw *Yarra* participate in local area exercises and deploy to Hawaii for Exercise RIMPAC 82.

On 27 July 1982 *Yarra* celebrated her 21st birthday. Her Report of Proceedings for July stated 27 July was the 21st Anniversary of commissioning of *Yarra (III)* by Lady McBride at Williamstown Dockyard in 1961. During these 21 years *Yarra (III)* was at sea on 1,808 days and steamed 612,270 miles including nine visits to Southeast Asia, five visits to the USA and one deployment in the Indian Ocean. The ship has undergone nine refits and 13 dockings. There had been 20 Commanding Officers of which 10 were still serving in the RAN.

Yarra departed Sydney on 23 August 1982 for a Southeast Asian deployment in company with her sister ship HMAS *Swan* (III). After port visits to Manila, Hong Kong, Singapore, Penang and Jakarta, *Yarra (III)* underwent a two-week self-maintenance period at HMAS *Stirling* before participating in Exercise SANDGROPER 82 with other fleet units. She returned to Sydney on 10 December 1982 after a four-month deployment.

Early 1983 was an exercise period for *Yarra*, with participation in a Fleet Concentration Period and Exercise SEA EAGLE 83. A South West Pacific deployment followed in March and April, and in May *Yarra* departed for Southeast Asia to take part in a Five Power Defence Agreement exercise, STARFISH 3/83. Arriving back in Australia in July, *Yarra* underwent a five-month extended Intermediate Docking at Williamstown before returning to Sydney on 20 December 1983.

The first part of 1984 was a repeat of early 1983 and *Yarra* was involved in Mulloka sonar trials and acceptance trials for the new Sydney degaussing range. The final Southeast Asian deployment for *Yarra* commenced in August 1984 when she departed Sydney as a member of Task Group 627.2. During the deployment *Yarra* was involved in a collision with HMAS *Sydney* (III) during a jackstay transfer and suffered minor damage. Visits to Balikpapan, Manila, Shanghai, Hong Kong, Bangkok and Surabaya followed before participation in Exercise SANDGROPER 84 off Western Australia. Further exercises with Indonesian naval forces were conducted in the Darwin area during November and *Yarra (III)* arrived back in Sydney on 29 November 1984 after an absence of 16 weeks.

The final year of *Yarra's* long career began with trials of the Sonar Acquisition Display System (SADS) with HMAS *Otway (II)*. These were followed by participation in local area exercises. *Yarra* visited Brisbane in March 1985 as part of a combined Royal Australian Navy / United States Navy task group which had exercised off the Australian east coast.

Yarra visited Newcastle in July 1985 to participate in the commemoration of the 43rd anniversary of the Battle of the Coral Sea. *Yarra's* final overseas deployment commenced in August 1985 and saw the ship visit Port Vila and Port Moresby, the latter for the 10th anniversary of Papua New Guinea Independence. She returned to Sydney in late September.

Yarra's last day at sea was 8 November 1985, when she sailed for the day with seven survivors from HMAS *Yarra (II)* on board. She decommissioned on 22 November 1985 after a 24-year career and having steamed 714,054 nautical miles.

ROYAL AUSTRALIAN NAVY - Nu-Ship

HMAS Collins

Class	Collins Class	Displacement	
Type	Guided Missile Submarine	Length	
Builder	Aust. Submarine Corp. SA	Beam	
Laid Down	14 February 1990	Draught	
Launched	28 August 1993	Speed	
Commissioned	27 July 1996	Crew	
Machinery	3 x Hedemora/ Garden Island V18B/14 Diesels 3 x Jeumont Schnider Generators 1 x MacTaggart Scott Hydraulic motor	Armament	McDonnel Douglas Sub Harpoon 2 x 21in Torpedoes 44 mines in lieu of Torpedoes Decoy and Countermeasures

Based at Fleet Base West in Western Australia, HMAS *Collins* was the first of the six Collins Class submarines to enter service in the Royal Australian Navy. These submarines are a formidable element in Australia's defence capability. *Collins* was launched in Adelaide, South Australia by Vice Admiral Sir John Collins' widow, Lady Phyllis Collins on 28 August 1993 and commissioned in Adelaide on 27 July 1996.

HMAS *Collins*'s operational characteristics and range have been tailored specifically for its defence and two-ocean surveillance role in the Royal Australian Navy. Designed to be as quiet as advanced technology can achieve, Collins class submarines have been developed from five generations of submarines designed and built by the Swedish Navy.

One of the first submarines to be totally designed by computers, HMAS *Collins* boasts a vast range of features. They include a high-performance hull form, highly automated controls, low indiscretion rates, high shock resistance, optimal noise suppression and an efficient weapons handling and discharge system. The submarine moves silently on electric power supplied to the propulsion motor by banks of new technology lead-free batteries. The batteries are charged by three onboard diesel generator sets. The sophisticated combat system gathers its intelligence from its sensors, computes the input and then launches and directs weapons.

Since commissioning, HMAS *Collins* has successfully conducted a range of activities throughout the region in support of Australian Defence Force exercises, operations and the government's strategic directives.

HMAS *Collins* is named after Vice Admiral Sir John Augustine Collins, KBE, CB, RAN who was a significant figure in the Navy's history. During his tenure as the captain of HMAS Sydney (II) in World War II, Collins lead his men to victory in the Mediterranean against a formidable enemy. In June 1944, in recognition of his valuable services, he was made a Commodore First Class and appointed Commander of the Australian Squadron. In October 1944, Collins was severely injured after his flagship, HMAS Australia (II) was attacked by Japanese suicide aircraft. In 1947, Collins was promoted to the rank of Rear Admiral, becoming one of the first graduates of the Royal Australian Naval College to attain flag rank. In February 1948, he assumed the appointment of First Naval Member of the Australian Commonwealth Naval Board and Chief of Naval Staff.

Motif description

The blue field represents the Navy and the sea. The white Maltese Cross represents wartime naval service in the Mediterranean Sea while in command of HMAS *Sydney* (II) where the then Captain Collins earned his reputation. The double fouled anchor has been lifted from the Chief of Naval Staff (CNS) flag and indicates that Collins was the first Australian born Chief of Naval Staff.

HMAS Collins returns to Fleet Base West in mid-December 2018 after several years away conducting her full cycle docking and East coast tasking.

PICTURE FUNNIES
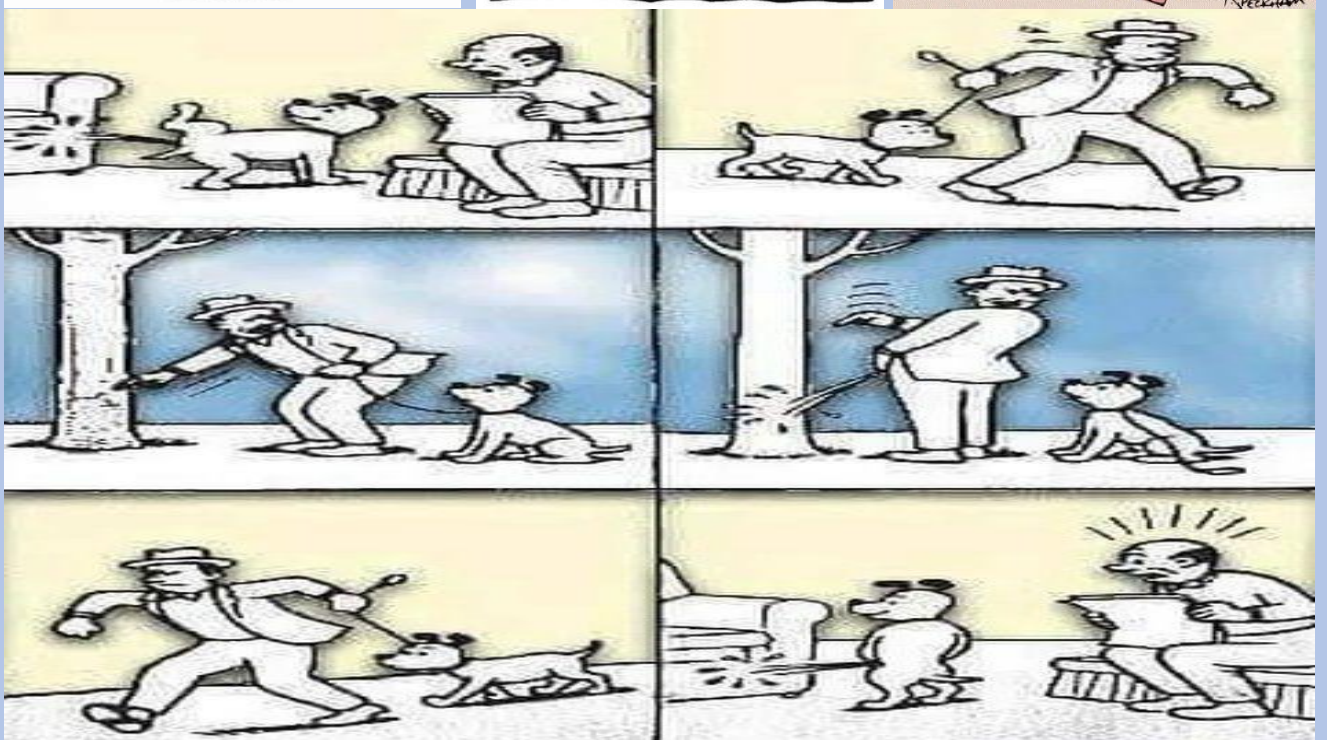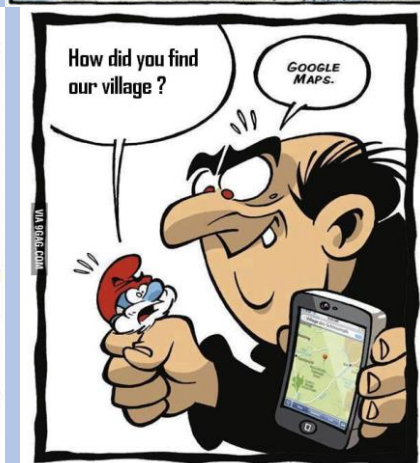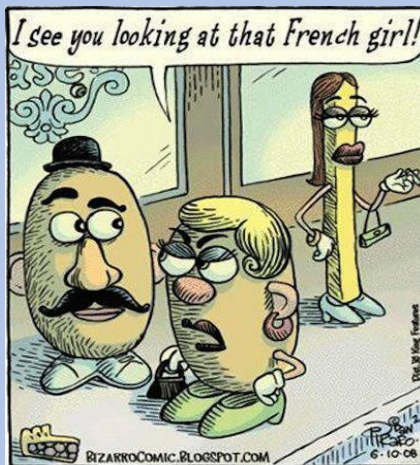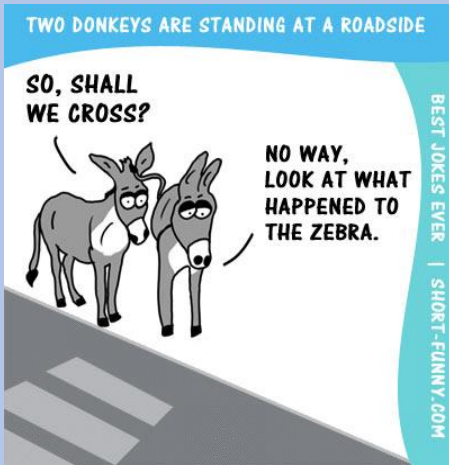
NAVAL TERMS

Three sheets to the wind
A sheet is a rope line which controls the tension on the downwind side of a square sail. If, on a three masted fully rigged ship

Pooped
The poop is the stern section of a ship. To be pooped is to be swamped by a high following sea.

As the Crow Fly's
When lost or unsure of their position in coastal waters, ships would release a caged crow. The crow would fly straight towards the nearest land thus giving the vessel some sort of a navigational fix. The tallest lookout platform on a ship came known as the crow's nest.

Buoyed up.
Using a buoy to raise the bight of an anchor cable to prevent it from chafing on a rough bottom.

By and Large
Currently means *in all cases or in any case.* From the Nautical: by meaning into the wind and large meaning with the wind: as in, "By and Large the ship handled very well".

Cut and Run.
If a Captain of a smaller ship encountered a larger enemy vessel, he might decide that discretion is the better part of valour, and so he would order the crew to cut the lashings on all sails and run away before the wind. Other sources indicate "cut and run" meant to cut the anchor cable and sail off in a hurry.

In the Offering
Currently means something is about to happen, as in "There is a reorganization in the offering" From the 16th century usage meaning a good distance from shore, barely visible from land, as in "we sighted a ship in the offering"

Naval Uniform: Cont.

Left: Writer (clerk) AE Cary, RANR dressed in class III uniform that was worn by ratings not dressed as seamen. In addition to his non-substantive 'writers' badge he wears RANR badges of the types inset. Cary was killed in action in HMAS Perth (I) during the Battle of Sunda Strait. Many RAN warships were crewed my men of the Reserve forces during World War II. Right: Royal Australian Naval Reserve National Servicemen pose for a photograph c.1950. Note the RANR (NS) cap ribbons and sleeve badges.

Chaplains too, have been a constant in the RAN since its inception, although it took many years for them to gain approval to wear naval uniform. It was not until 1940 that a peaked cap and distinctive cap badge was approved for them to wear with a basic form of naval uniform replacing traditional clerical attire.

Left: The device introduced for RAN chaplains to wear on shoulder boards to identify their status as non-combatants. Right: The RAN Chaplains cap badge is similar in design to that worn by commissioned officers excepting that the laurel leaves are black instead of gold.

The lessons of World War II saw the RAN introduce a dedicated air arm into service and from 1947 a proliferation of new trades and specialisations began to appear. Soon pilots, observers, air crewmen, aircraft handlers, meteorologists, photographers, safety equipment personnel and myriad other air engineering trades swelled the ranks of the RAN. Flying clothing was introduced as were a host of new non-substantive rate badges and other items of uniform including the black wool beret.

In 1948 the electrical branch was instituted and with it came the first appearance of the familiar crossed lightening bolts on badges of the electrical category. Previously electrical duties had been discharged by men of the torpedo category.

Action working dress, comprising a light blue, long-sleeved shirt and dark blue cotton drill trousers, made its debut in March 1948. This practical hard-wearing working rig could be considered to be the forerunner of today's DPNUs as it was one of the first uniforms to place practicality over appearance.

To be continued;