

## GREENBANK NAA NEWSLETTER GREY FUNNEL DITS



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### GREENBANK NAVAL ASSOCIATION – SUB SECTION

#### EVENTS: August / September 2019

##### **August:**

Tuesday	06 Aug.	1900-2100	Normal Meeting	RSL Rooms
Saturday	17 Aug.	1000-1200	Vietnam Veterans Services	
Wednesday	28 Aug.	1000-1030	Executive Meeting	RSL Rooms
Saturday	31 Aug.	1000-1400	Merchant Mariners Services	

##### **September:**

Tuesday	03 Sept.	1900-2100	Normal Meeting	RSL Rooms
Saturday	14 Sept.	1830-2300	Dine in Night	Glen Hotel
Wednesday	25 Sept.	1000-1030	Executive Meeting	RSL Rooms

##### **Editors Request:**

*Articles for the newsletter can be handed in at meetings, or by email: articles may be edited to fit the newsletter.*

*The contents of this edition of the newsletter have been obtained from information provided from Len Kingston-Kerr whom I thank greatly, various publication publications and NAA information emailed in.*

## NAVAL PERSONALITY

### Midshipman; Kerry Francis Marien



**Kerry Francis Marien** was born on 7 May 1944 at Wyong, NSW. He grew up in Grays Point, in southern Sydney, and was educated at Marist Brothers College at Kogarah. He joined the RAN College, at Jervis Bay, as a Cadet Midshipman in January 1960. He graduated from the College in 1963 and gained his colours for tennis. Kerry Marien was promoted to Midshipman in September 1963 and undertook training in the aircraft carriers HMAS *Melbourne* and HMAS *Sydney* in late 1963. He joined the Daring class destroyer HMAS *Voyager*, for further training, in early January 1964.

On the night of 10 February 1964, *Voyager* was at sea, off the south coast of NSW, exercising in company with the aircraft carrier HMAS *Melbourne* when the two collided at approximately 21:00 that evening. *Voyager* was cut in half by the force of the collision. Marien, along with others, managed to get clear of the aft section of the stricken vessel and into one of *Voyager's* inflatable life rafts. Midshipman Marien noticed other survivors in difficulty in the water around him and chose to re-enter the water to render assistance.

The last person to see Midshipman Marien alive reported that he swam up to him and asked whether he needed any help. On replying that he did not, he saw Marien swim in the direction of the severed forward part of the ship; which it is thought he may have entered. The forward section sank soon after and Midshipman Marien was not seen again. His body was never recovered and he was one of the 82 men from *Voyager* listed as missing or killed that night.

In recognition of his gallantry in attempting to save life at sea Midshipman Kerry Francis Marien was posthumously awarded the Albert Medal Second Class (Bronze) on 19 March 1965. His medal is currently on display in the museum at HMAS *Creswell*, Jervis Bay, NSW.



## ROYAL AUSTRALIAN NAVY ADMIRALS

### **RADM. R.M.Hancock**



**Ronald 'Max' Hancock** was born on 27 August 1956. Following schooling in Victoria and Queensland, he joined the RAN in 1972, entering the Royal Australian Naval College. He graduated as a Seaman Officer in 1976 and spent the majority of his junior officer time at sea. In 1983 he attended the Royal Navy Principal Warfare Officer's course in the United Kingdom, training as a specialist Anti Submarine Warfare Officer. A number of appointments to major combatants followed this training, including two years as the Operations Officer of a Royal Navy frigate in the Arabian Gulf during the Iran-Iraq war and as the Executive Officer in HMAS *Derwent*. His seagoing career highlights include two ship commands - HMAS *Buccaneer*, a patrol boat, and HMAS *Melbourne*, a guided missile frigate, and then Group Command as Commodore Flotillas.

Senior Staff position highlights included three years at HMAS *Watson* involved in tactical development, warfare officer training and ship command team training, and the Naval Warfare Training Centre Project. He has also held the positions of the Director Naval Personnel Management, the Director Warfare Policy Doctrine - Navy in Navy Headquarters, and in August 1999 as Chief Staff Officer to Chief of Navy.

In December 2000 he was appointed as Deputy Maritime Commander and Chief of Staff and promoted to the rank of Commodore. This was followed in January 2002 with his appointment as Commodore Flotillas. Promoted to Rear Admiral, he was appointed as Director General Coastwatch in June 2002.

In 2004 he became the Deputy Chief of Navy and retired from the RAN in 2006. He was made a Member of the Order of Australia (AM) on 12 June 2006 for exceptional service to the RAN as Director General Coastwatch and Deputy Chief of Navy.

## NAVAL DISASTERS

### Italian Battleship Giulio Cesare



*Giulio Cesare* was one of three *Conte di Cavour*-class dreadnought battleships built for the Royal Italian Navy (*Regia Marina*) in the 1910s. She served in both World Wars, although she was little used and saw no combat during the 1st world war. The ship supported operations during the Corfu Incident in 1923 and spent much of the rest of the decade in reserve. She was rebuilt between 1933 and 1937 with more powerful guns, additional armour and considerably more speed than before.

Both *Giulio Cesare* and her sister ship, *Conte di Cavour*, participated in the Battle of Calabria in July 1940, when the former was lightly damaged. They were both present when British torpedo bombers attacked the fleet at Taranto in November 1940, but *Giulio Cesare* was not damaged. She escorted several convoys to North Africa and participated in the Battle of Cape Spartivento in late 1940 and the First Battle of Sirte in late 1941. She was designated as a training ship in early 1942, and escaped to Malta after Italy surrendered. The ship was transferred to the Soviet Union in 1949 and renamed *Novorossiysk* (Russian: Новороссийск). The Soviets also used her for training until she was sunk, with the loss of 608 men, when an old German mine exploded in 1955. She was salvaged the following year and later scrapped.

Shortly after the end of World War I, the number of 50-caliber 76 mm guns was reduced to 13, all mounted on the turret tops, and six new 40-caliber 76 mm anti-aircraft (AA) guns were installed abreast the aft funnel. In addition two license built 2 pounder AA guns were mounted on the forecastle deck. In 1925–26 the foremast was replaced by a four-legged mast, which was moved forward of the funnels, the rangefinders were upgraded, and the ship was equipped to handle a Macchi M18 seaplane mounted on the canter turret. Around that same time, either one or both of the ships was equipped with a fixed aircraft catapult on the port side of the forecastle.

*Giulio Cesare* began an extensive reconstruction in October 1933 at the Cantieri del Tirreno shipyard in Genoa that lasted until October 1937. A new bow section was grafted over the existing bow which increased her length by 10.31 meters (33 ft 10 in) to 186.4 meters (611 ft 7 in) and her beam increased to 28.6 meters (93 ft 10 in). The ship's draft at deep load increased to 10.02 meters (32 ft 10 in).

All of the changes made increased her displacement to 26,140 long tons (26,560 t) at standard load and 29,100 long tons (29,600 t) at deep load. The ship's crew increased to 1,260 officers and enlisted men. Two of the propeller shafts were removed and the existing turbines were replaced by two Belluzzo geared steam turbines rated at 75,000 shp (56,000 kW). The boilers were replaced by eight Yarrow boilers. On her sea trials in December 1936, before her reconstruction was fully completed, *Giulio Cesare* reached a speed of 28.24 knots (52.30 km/h; 32.50 mph) from 93,430 shp (69,670 kW). In service her maximum speed was about 27 knots (50 km/h; 31 mph) and she had a range of 6,400 nautical miles (11,900 km; 7,400 mi) at a speed of 13 knots (24 km/h; 15 mph).

The main guns were bored out to 320 mm (12.6 in) and the centre turret and the torpedo tubes were removed. All of the existing secondary armament and AA guns were replaced by a dozen 120 mm guns in six twin-gun turrets and eight 100mm (4 in) AA guns in twin turrets. In addition the ship was fitted with a dozen Breda 37-millimeter (1.5 in) light AA guns in six twin-gun mounts and twelve 13-millimeter (0.50 in) Breda M31 anti-aircraft machine guns, also in twin mounts. In 1940 the 13.2 mm machine guns were replaced by 20mm (0.75 in) AA guns in twin mounts. *Giulio Cesare* received two more twin mounts as well as four additional 37 mm guns in twin mounts on the forecastle between the two turrets in 1941. The tetrapodal mast was replaced with a new forward conning tower, protected with 260-millimeter (10.2 in) thick armour. Atop the conning tower there was a fire-control director fitted with two large stereo-rangefinders, with a base length of 7.2 meters (23.6 ft).

The deck armour was increased during the reconstruction to a total of 135 millimetres (5.3 in) over the engine and boiler rooms and 166 millimetres (6.5 in) over the magazines, although its distribution over three decks, each with multiple layers, meant that it was considerably less effective than a single plate of the same thickness. The armour protecting the barbettes was reinforced with 50-millimeter (2.0 in) plates. All this armour weighed a total of 3,227 long tons (3,279 t). The existing underwater protection was replaced by the Pugliese torpedo defence system that consisted of a large cylinder surrounded by fuel oil or water that was intended to absorb the blast of a torpedo warhead. It lacked, however, enough depth to be fully effective against contemporary torpedoes. A major problem of the reconstruction was that the ship's increased draft meant that their waterline armour belt was almost completely submerged with any significant load.

*Giulio Cesare*, named after Julius Caesar, was laid down at the Gio-Ansaldo & Co. Shipyard in Genoa on 24 June 1910 and launched on 15 October 1911. She was completed on 14 May 1914 and served as a flagship in the southern Adriatic Sea during World War I. She saw no action, however, and spent little time at sea. Admiral Paolo Thaon di Revel, the Italian naval chief of staff, believed that Austro-Hungarian submarines and minelayers could operate too effectively in the narrow waters of the Adriatic. The threat from these underwater weapons to his capital ships was too serious for him to use the fleet in an active way. Instead, Revel decided to implement a blockade at the relatively safer southern end of the Adriatic with the battle fleet, while smaller vessels, such as the MAS torpedo boats, conducted raids on Austro-Hungarian ships and installations. Meanwhile, Revel's battleships would be preserved to confront the Austro-Hungarian battle fleet in the event that it sought a decisive engagement.

*Giulio Cesare* made port visits in the Levant in 1919 and 1920. Both *Giulio Cesare* and *Conte di Cavour* supported Italian operations on Corfu in 1923 after an Italian general and his staff were murdered on Corfu; Benito Mussolini was not satisfied with the Greek government's response so he ordered Italian troops to occupy the island.

*Cesare* became a gunnery training ship in 1928, after having been in reserve since 1926. She was reconstructed at Cantieri del Tirreno, Genoa, between 1933 and 1937. Both ships participated in a naval review by Adolf Hitler in the Bay of Naples in May 1938 and covered the invasion of Albania in May 1939.



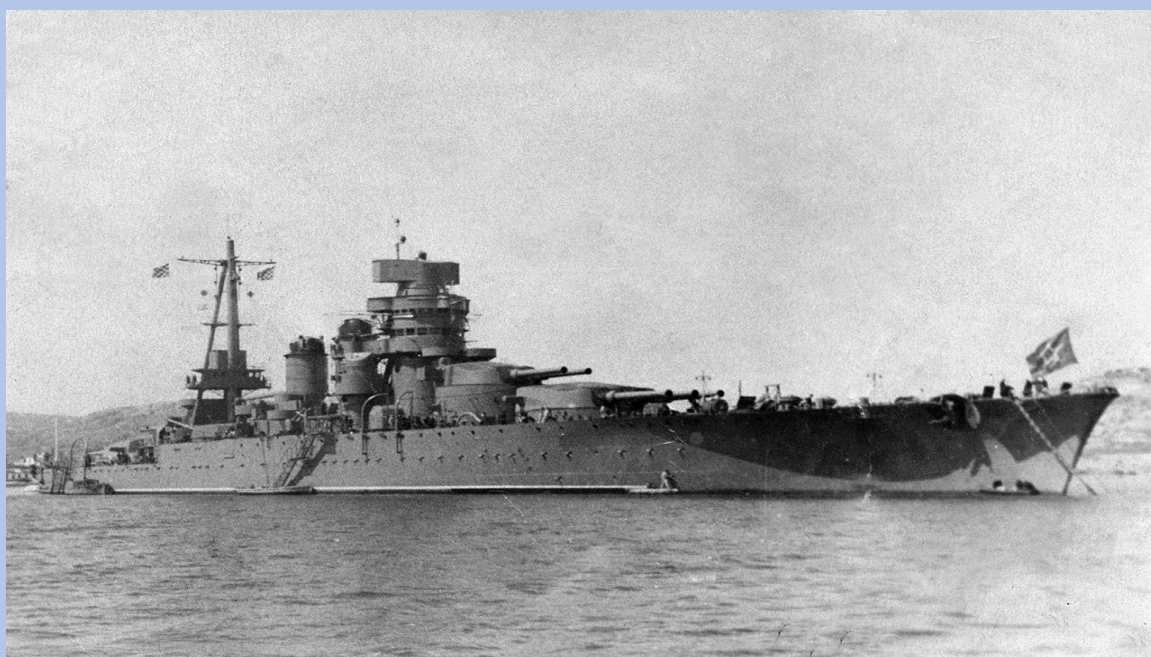
## World War II

Main article: **Battle of Calabria**

Early in World War II, the ship took part in the Battle of Calabria (also known as the Battle of Punto Stilo), together with *Conte di Cavour*, on 9 July 1940, as part of the 1st Battle Squadron, commanded by Admiral Inigo Campioni, during which she engaged major elements of the British Mediterranean Fleet. The British were escorting a convoy from Malta to Alexandria, while the Italians had finished escorting another from Naples to Benghazi, Libya. Admiral Andrew Cunningham, commander of the Mediterranean Fleet, attempted to interpose his ships between the Italians and their base at Taranto. Crew on the fleets spotted each other in the middle of the afternoon and the battleships opened fire at 15:53 at a range of nearly 27,000 meters (29,000 yards). The two leading British battleships, HMS *Warspite* and *Malaya*, replied a minute later. Three minutes after she opened fire, shells from *Giulio Cesare* began to straddle *Warspite* which made a small turn and increased speed, to throw off the Italian ship's aim, at 16:00. Some rounds fired by *Giulio Cesare* overshot *Warspite* and near-missed the destroyers HMS *Decoy* and *Hereward*, puncturing their superstructures with splinters. At that same time, a shell from *Warspite* struck *Giulio Cesare* at a distance of about 24,000 meters (26,000 yards). The shell pierced the rear funnel and detonated inside it, blowing out a hole nearly 6.1 meters (20 ft) across. Fragments started several fires and their smoke was drawn into the boiler rooms, forcing four boilers off-line as their operators could not breathe. This reduced the ship's speed to 18 knots (33 km/h; 21 mph). Uncertain how severe the damage was, Campioni ordered his battleships to turn away in the face of superior British numbers and they successfully disengaged. Repairs to *Giulio Cesare* were completed by the end of August and both ships unsuccessfully attempted to intercept British convoys to Malta in August and September.

On the night of 11 November 1940, *Giulio Cesare* and the other Italian battleships were at anchor in Taranto harbor when they were attacked by 21 Fairey Swordfish torpedo bombers from the British aircraft carrier HMS *Illustrious*, along with several other warships. One torpedo sank *Conte di Cavour* in shallow water, but *Giulio Cesare* was not hit during the attack. She participated in the Battle of Cape Spartivento on 27 November 1940, but never got close enough to any British ships to fire at them. The ship was damaged in January 1941 by splinters from a near miss during an air raid on Naples by Vickers Wellington bombers of the Royal Air Force; repairs at Genoa were completed in early February. On 8 February, she sailed from to the Straits of Bonifacio to intercept what the Italians thought was a Malta convoy, but was actually a raid on Genoa. She failed to make contact with any British forces. She participated in the First Battle of Sirte on 17 December 1941, providing distant cover for a convoy bound for Libya, and briefly engaging the escort force of a British convoy (during the battle, the destroyer *Kipling* suffered some damage from near misses, variably credited to *Cesare*, *Doria* or the heavy cruiser *Gorizia*). She also provided distant cover for another convoy to North Africa in early January 1942. *Giulio Cesare* was reduced to a training ship afterwards at Taranto and later Pola. The German submarine U 596 unsuccessfully attacked the ship in the Gulf of Taranto in early March 1944. After the Italian surrender on 9 September 1943, she steamed to Taranto, putting down a mutiny and enduring an ineffective attack by five German aircraft en route.

She then sailed for Malta where she arrived on 12 September to be interned. The ship remained there until 17 June 1944 when she returned to Taranto where she remained for the next four years.



*Giulio Cesare at her mooring in Russia, now renamed as Novorossiysk*

After the war, *Giulio Cesare* was allocated to the Soviet Union as part of the war reparations. She was moved to Augusta Sicily, on 9 December 1948, where an unsuccessful attempt was made at sabotage. The ship was stricken from the naval register on 15 December and turned over to the Soviets on 6 February 1949 under the temporary name of *Z11* in Vlora, Albania. She was renamed *Novorossiysk*, after the Soviet city on the Black Sea. The Soviets used her as a training ship, and gave her eight refits. In 1953, all Italian light AA guns were replaced by eighteen 37mm 70 K AA guns in six twin mounts and six singles. Also replaced were her fire-control systems and radars. The Soviets intended to rearm her with their own 305 mm guns, but this was forestalled by her loss. While at anchor in Sevastopol on the night of 28/29 October 1955, an explosion ripped a 4-by-14-meter (13 by 46 ft) hole in the forecastle forward of 'A' turret. The flooding could not be controlled, and she capsized with the loss of 608 men, including men sent from other ships to assist.

The cause of the explosion is still unclear. The official cause, regarded as the most probable, was a magnetic RMH or LMB bottom mine, laid by the Germans during World War II and triggered by the dragging of the battleship's anchor chain before mooring for the last time. Subsequent searches located 32 mines of these types, some of them within 50 meters (160 ft) of the explosion. The damage was consistent with an explosion of 1,000–1,200 kilograms (2,200–2,600 lb) of TNT, and more than one mine may have detonated. Nonetheless, other explanations for the ship's loss have been proposed, and the most popular of these is that she was sunk by Italian frogmen of the wartime special operations unit *Decima flottiglia MAS* who – more than ten years after the cessation of hostilities – were either avenging the transfer of the former Italian battleship to the USSR or sinking it on behalf of NATO. *Novorossiysk* was stricken from the naval register on 24 February 1956, salvaged on 4 May 1957, and subsequently scrapped.

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## **HAVE A LAUGH**

### **PATRICKS FATE:**

Paddy was a youthful and hardworking Irishman at a Coastal village in Ireland. Daily he would pole a heavy old punt out to sea then work a heavy iron grapple to bring up the sand oysters which he sold to the local ice works. He was a man of regular habits. He always arrived home each day at a certain time. Sadly, Paddy did not realise the heavy grappling was taking a toll on a faulty heart. One day he failed to come home so his wife contacted the Police to investigate him being missing. They rowed out and found Paddy dead in the punt beside him a huge grapple full of oysters he'd tried to hoist aboard. Headlines next day in the 'Irish Times Newspaper' said.....  
Wait for it!

OYSTERS KILPATRICK!!!! ...

### **INTERESTING SIGNS:**

Sign over a Gynecologist's Office:	'Dr. Jones, at your cervix.'
In a Podiatrist's office:	'Time wounds all heels.'
On a Septic Tank Truck:	'Yesterday's Meals on Wheels'
On a Plumber's truck:	'We repair what your husband fixed.'
On another Plumber's truck: '	Don't sleep with a drip. Call your plumber.'
On a Church's Bill board:	'7 days without God makes one weak.'
At a Tyre Store	'Invite us to your next blowout.'
On an Electrician's truck:	'Let us remove your shorts.'
In a Non-smoking Area:	'If we see smoke, we will assume you are on fire and take appropriate action.'
On a Maternity Room door:	'Push. Push. Push.'
At an Optometrist's Office:	'If you don't see what you're looking for, you've come to the right place.'
On a Taxidermist's window:	'We really know our stuff.'
On a Fence:	'Salesmen welcome! Dog food is expensive!'
At a Car Dealership:	The best way to get back on your feet - miss a car payment.'
Outside a Car Exhaust Store:	'No appointment necessary. We hear you coming.'
In a Vets waiting room:	Be back in 5 minutes. Sit! Stay!'
In a Restaurant window: '	Don't stand there and be hungry; come on in and get fed up.'
In the front yard of a Funeral Home:	'Drive carefully. We'll wait.'
Sign on another Septic Tank Truck:	'Caution - This Truck is full of Political Promises'

### **SHORTEST ESSAY**

This is a story of a 16 year-old boy from New Hampshire, England who won the World's Shortest Essay competition. He was awarded a scholarship at the University of Harvard for his imagination and humor....

Here's an example of absolute brilliance

An English university creative writing class was asked to write a concise essay containing the following elements:

1) Religion 2) Royalty 3) Sex 4) Mystery  
The prize-winner wrote:

The 16 year olds reply

'My God,' said the Queen, 'I'm pregnant. I wonder who the father is'.



## ROYAL AUSTRALIAN NAVY

### Ship History:

### HMAS Parramatta (II)



The RAN's second *Parramatta* was laid down at Cockatoo Island Dockyard, Sydney on 9 November 1938. The Grimsby Class sloop was launched by Mrs Evora Francis Street, the wife of the Federal Minister for Defence on 10 June, 1939. As the slip was required by another hull, *Parramatta* was unusually launched prior to her engines being installed.

HMAS *Parramatta* commissioned at Sydney on 8 April 1940 under the command of Lieutenant Commander Jefferson H Walker MVO, RAN a 39 year old officer who had entered the Royal Australian Naval College in 1915 at the age of 13½ years. She was his first command.

Following a brief period exercising with the 20th Minesweeping Flotilla, *Parramatta* sailed from Fremantle on 29 June 1940 enroute to the Red Sea where she reported for duty to the Senior Officer, Red Sea Force, at the end of July. Except for a visit to Bombay in December 1940 *Parramatta* spent the next nine months in one of the world's most torrid zones escorting, patrolling and minesweeping. It was monotonous work in the worst possible conditions relieved only by occasional futile Italian air attacks against the convoys under escort.

In April 1941 she took part in the British operations against Italian Eritrea, East Africa. One of her last tasks as a unit of the Red Sea Force was towing the cruiser HMS *Capetown* from Eritrea to Port Sudan after she had been torpedoed by an Italian 'E' Boat during the night of 7/8 April 1941.

In May 1941 *Parramatta* transferred to the control of the Commander-in-Chief, Mediterranean Station, beginning with three weeks based on Port Tewfik at the head of the Gulf of Suez. On 3 June she reached Alexandria where Walker commented that at last after 'months of monotony in the Red Sea' he was pleased that his 'rather young and developing Ship's company' would be stimulated by contact with the battle scarred Mediterranean Fleet. Soon afterwards *Parramatta* was assigned to duty on escort in support of the campaign in Libya (Western Desert). She sailed from Alexandria on her first run to the battle area on 15 June carrying a Naval Port Party to Mersa Matruh.

After dark on 22 June 1941 *Parramatta* left Alexandria on her first run to beleaguered Tobruk, escorting in company with the sloop HMS *Auckland*, the small steamer *Pass Of Balmaha* carrying a cargo of badly need petrol.



HMA Ships Parramatta, Waterhen and Vendetta

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Steaming close inshore to gain the benefit of fighter protection from the land, the ships made slow but steady progress. For 36 hours there was no sign of the enemy but at 8:40am on the second day out a single reconnaissance plane was sighted high up a few miles westward. Half an hour later the first of three fruitless attacks developed, the last from a single aircraft at 1:45pm. Then at 5:30pm *Parramatta* received a warning from *Auckland* and Walker, scanning the sky, sighted three formations each of 16 dive bombers manoeuvring to attack.

As they worked round in order to dive straight out of the blazing westerly sun both ships opened the heaviest barrage they could muster. Then they came in, diving in twos and threes. Tall fountains of water rising from the sea marked near miss after near miss. *Auckland* was hit in the stern and disappeared from view in a cloud of thick brown smoke. She emerged out of control, guns still firing, and heading straight for *Parramatta* who had to swing away to avoid a collision. 'As she passed', wrote Walker, 'I saw that she was an utter wreck abaft the mainmast, with no stern visible.' After fifteen minutes the last of the bombers was droning eastwards. Miraculously both *Parramatta* and the petrol carrier had escaped damage. *Auckland*, stopped and listing heavily to port, began to abandon ship and Walker closed her to begin the work of rescuing her crew. She was barely cleared when a heavy internal explosion lifted the stricken ship 'slowly and steadily about six or seven feet into the air.

Her back broke with a pronounced fold down the starboard side.' Slowly as if reluctant to go she rolled quietly over and sank.

At 6:30pm the enemy returned, machine gunning *Auckland*'s survivors as they drifted in boats and skiffs, on rafts and some still afloat in their lifebelts. *Parramatta* was forced to withdraw to gain sea room until darkness fell. For two hours the bombers kept coming so that according to Walker 'there seemed always one formation falling about like leaves in the zenith and then diving in succession, one moving forward into position and one splitting off and coming in at 45 degrees.' But at last after the enemy had done his futile worst and failed to sink either *Parramatta* or her charge the attacks ceased 'as the sun's lower limb touched the horizon at 8:25pm.' In the deepening dusk of the Mediterranean night Walker turned his ship towards the scene of *Auckland*'s loss. There she was joined by the Australian destroyers HMAS *Waterhen* (I) and HMAS *Vendetta* (I). While the destroyers circled her she picked up 164 survivors before setting out for Alexandria. *Pass Of Balmaha*, damaged in the bunkers, was taken in tow by *Waterhen* (I) to Tobruk with *Vendetta* (I) as escort.

After cleaning ship and making good minor damage, *Parramatta* resumed escort duty to Tobruk. Enroute to Mersa Matruh on 27 June she was attacked by a submarine. Fortunately, however, although the enemy's aim was good his torpedo ran too deep and passed harmlessly underneath the ship. From Mersa Matruh the Australian sloop picked up the *Pass Of Balmaha* off Tobruk and on 30 June again entered Alexandria Harbour where she remained making good defects until 18 July. Thereafter until the end of the month she operated as one of the escort vessels covering the reinforcement of the British forces in Cyprus.

In September *Parramatta* operated as Duty Sloop at Attaka in the Suez Canal zone where, said Walker, 'it was intended that my presence should inspire confidence in the crews of American merchant ships loaded with military stores.' October was spent in the Gulf of Suez on survey work with which Walker was well acquainted, having served in the survey ship HMAS *Geranium* as a young lieutenant in 1923/24.

At dawn on 18 November 1941 the British Eighth Army under General Auckinleck launched its long planned offensive in Libya. The value of the toehold held in Tobruk and maintained entirely by the Navy was immediately demonstrated. It was an invaluable feeder port for reinforcements and supplies for the Army advance. A few hours after the British Army began to move HMAS *Yarra* (II) and *Parramatta* left Alexandria escorting a slow convoy to Tobruk. It arrived without loss in spite of enemy attacks from the air and undersea. Their charges delivered safely the two Australian sloops were back in Alexandria on 23 November. Meanwhile, fierce assaults by the Tobruk garrison against the besieging enemy had reduced their ammunition to a dangerously low level. To relieve the situation *Parramatta* and the destroyer HMS *Avon Vale* sailed from Alexandria on 25 November escorting the deeply laden ammunition ship *Hanne* to Tobruk.

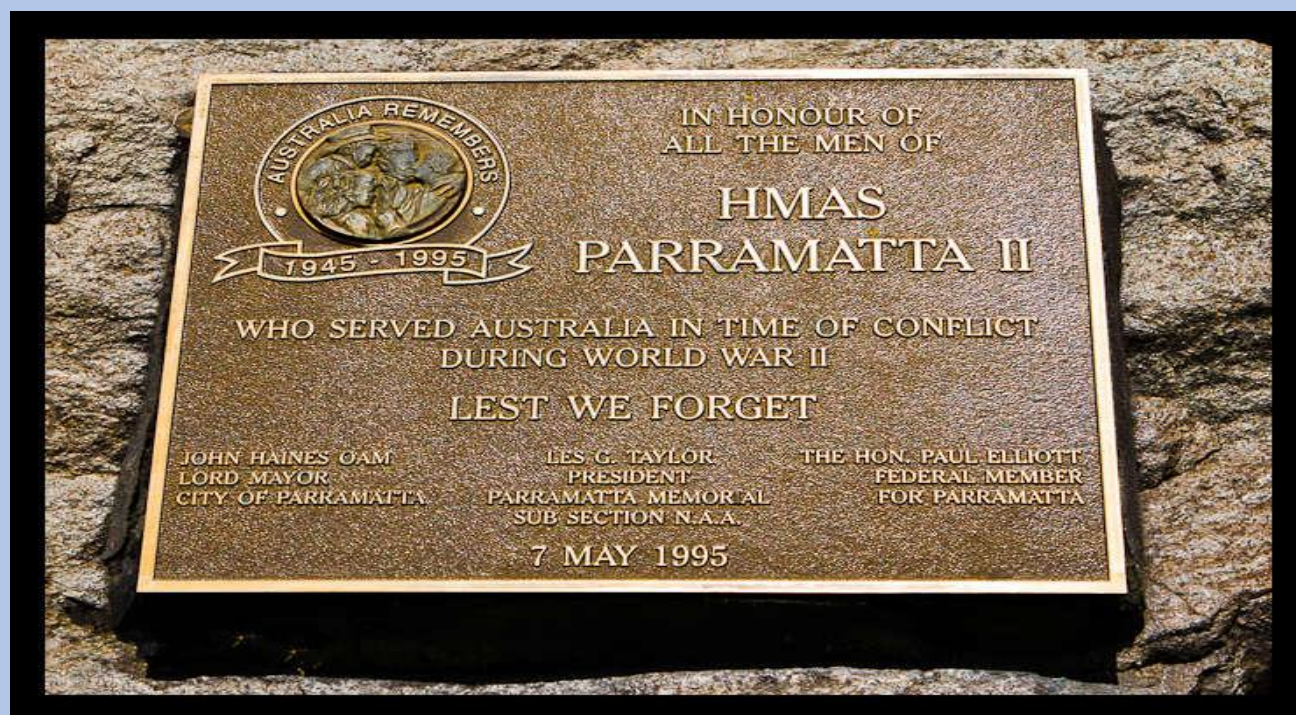
About midnight on 26 November the three ships were about 25 miles north of Bardia off the Libyan coast. It was pitch dark and raining with a heavy surging sea running. *Hanne* was confused as to her route into Tobruk and Walker closed to hail by megaphone. Half an hour later the two ships lay close alongside one another steaming slowly at about three knots. *Avon Vale* was lost in the encircling blackness, a blanket which had not prevented the Commanding Officer of *U559* sighting the convoy nearly two hours earlier as lit by a flash of lightning it stood silhouetted to the north east of his prowling submarine.

Biding his time the German quietly stalked his prey, manoeuvring for a favourable position. At 12 minutes past midnight at a range of 2200 yards, he fired a spread of three torpedoes at a 'merchant ship behind which a small vessel was visible.' All three torpedoes missed. Disappointed and puzzled by his failure the German submarine closed in. 'I cannot wait', he wrote, 'because the convoy is just off the Tobruk approach route.'



Then, at 12:45am on 27 November 'I fired a single torpedo at a range of 1500 metres using the same estimations. The target is a destroyer with one funnel. Hit! Two explosions one after the other. The destroyer breaks up and sinks. Shortly afterwards another heavy explosion. Probably her depth charges. I make off towards the south east.' *U559*'s torpedo hit *Parramatta* amidships. There were two almost simultaneous explosions, the second probably in the magazine. She was torn apart, all lighting failed and Walker standing on the bridge had only time to issue the order 'abandon ship' before she rolled rapidly to starboard and sank. Only those on deck had a chance to escape. About 30 including two officers clung to an Oropesa float among a mass of debris. They could hear shouts close by in the darkness. Suddenly as if she were reluctant to take the final plunge, *Parramatta*'s stern broke the surface. Some distance off a vague black shape was visible. Two seamen decided to take a chance and swim towards it. After three quarters of a mile and near exhaustion they were picked up by *Avon Vale* at 3:05am. The destroyer had by then already plucked nineteen survivors from the wreckage strewn sea. No others were found and although she searched a wide area the destroyer could find no trace of the Oropesa float nor any of its human cargo. Three more, however, reached the Libyan coast unaided, to be rescued by advancing British troops, making in all twenty-four survivors. One hundred and thirty-eight lost their lives, including all officers.

*In a twist to this story, the U-boat responsible for sinking Parramatta, U-559, was itself sunk on 30 October 1942 by ships of the Royal Navy. After being depth charged for 16 hours, and with a cracked pressure hull, it surfaced and her crew abandoned her. Three British seaman then boarded the sinking vessel seizing its Enigma coding machine and code books. Two of the seaman were lost when the submarine sunk, but their sacrifice enabled the Allies to break and read the German naval signal traffic, saving the lives of countless other Allied seaman.*





## ROYAL AUSTRALIAN NAVY

### NEW SHIP: (70's, 80's, 90's)

### HMAS CANBERRA LHD.



HMAS *Canberra* is the lead ship of the two ship Canberra class Amphibious Assault Ships otherwise known as a Landing Helicopter Dock (LHD). Based on the Buque de Proyección Estratégica (Strategic Projection Ship) design by Spanish shipbuilders Navantia.

At 27,000 tonnes, the LHDs are the largest ships ever constructed for the Royal Australian Navy (RAN) and are being built by contractors BAE Systems Australia and Navantia. The ships will provide the Australian Defence Force (ADF) with one of the most capable and sophisticated air-land-sea amphibious deployment systems in the world.

The ships will contribute directly to the defence of Australia and its national interests, and also allow the ADF to provide large-scale humanitarian assistance, at home or in our region.

A conventional steel mono hull design is employed with the superstructure located on the starboard side of the flight deck. They are designed with the shallowest possible draft to operate in secondary ports and harbours as well as manoeuvre in the shallow waters common in the littoral regions.

There are four main decks; heavy vehicle, accommodation, hangar and light vehicles and flight decks. The construction of the hull to the level of the flight deck and the majority of fit-out is being undertaken at Navantia's shipyard in Ferrol, Spain. The hull was then transported by Heavy Lift Ship MV *Blue Marlin* to BAE System's shipyard in Williamstown, Victoria for final construction and fit-out such as the consolidation of the superstructure and installation of the Combat and Communication Systems.

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Contractor sea trials commenced in February 2014 and were completed in September 2014. The Defence Materiel Organisation (DMO) accepted NUSHIP *Canberra* from BAE Systems in October 2014 and she sailed to her home port at Fleet Base East, Garden Island, Sydney later that month.

*Canberra* will be able to conduct amphibious operations and land a force of over 1,000 embarked personnel along with all their weapons, ammunition, vehicles and stores by LCM-1E landing craft, helicopters or a combination of both.



Australian Army soldiers from 2nd Cavalry Regiment drive ASLAVs (Australian Light-Armoured Vehicles) vehicles aboard HMAS Canberra in Townsville prior to a three-month deployment to Exercise RIMPAC 2016.

*Canberra* is capable of conducting large-scale humanitarian and disaster relief missions. The medical facility is of a size and scope of which would rival some regional hospitals equipped with two operating theatres, an eight bed Critical Care Unit, and a variety of low and medium dependency beds. In addition, the medical facility has dedicated areas to accommodate pathology and radiology services, x-ray, pharmacy and dental facilities. *Canberra* carries the pennant number L02 and not L01, even though it was the first of its class to be built. *Adelaide* will carry pennant number L01. This is so the two ships' pennant numbers will conform to the convention adopted with their namesakes in the Adelaide class. HMAS *Canberra* was commissioned and joined the Royal Australian Navy fleet in an official ceremony at Fleet Base East, Sydney on 28 November 2014. In March 2015, HMAS *Canberra* was formally designated the flagship of the Royal Australian Navy.

Class	Canberra Class	Length	230.8 Meters
Type	Amphibious Assault Ship	Beam	32 Meters
Builder	BAE Systems Australia	Draught	7.18 Meters
Laid Down	23 September 2009	Flight Deck	202.3 Meters ( 44,750 Sq. Meters)
Launched	17 February 2011	Speed	20 + Knots
Commissioned	28 November 2014	Crew	358
Displacement	27,831 Tonnes		
Armament	4 x Typhoon Stabilised Weapon Systems 25 mm M242 Bushmaster Chain Gun M240 7.62 Machine Guns Various Decoy systems		
Helicopters	18 Helicopters		

## PICTURE FUNNIES

Life is short.  
Smile while  
you still  
have teeth.

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

IF A WOMAN SAYS  
"FIRST OF ALL."  
DURING AN ARGUMENT  
RUN AWAY, BECAUSE  
SHE HAS PREPARED  
RESEARCH, DATA, CHARTS,  
AND WILL DESTROY YOU.

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

Arguing with a woman is like  
reading the Software License  
agreement.



In the end you have to ignore  
everything and click "I agree".

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

IT KEEPS MAKING THAT "FUNNY" SOUND.  
YOU KNOW... LIKE WHEN YOU PUT A PAIR OF  
TENNIS SHOES IN THE CLOTHES DRYER?



SOME THINGS ARE JUST  
BETTER LEFT UNSAID.  
  
AND I USUALLY REALIZE IT  
RIGHT AFTER I SAY THEM.

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

"YOU HAVE REACHED THE U.S. IMMIGRATION  
HOTLINE... PRESS ONE IF YOU SPEAK ENGLISH...  
PRESS TWO TO DISCONNECT UNTIL YOU  
LEARN HOW."



Every time you talk to  
your wife, your mind  
should remember  
that... 'This  
conversation  
will be recorded for  
training and quality  
purposes'

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

I read that, by law, you  
have to turn on your  
headlights when it's  
raining in Sweden. How  
the hell am I supposed to  
know if it's raining in  
Sweden?



"I keep hearing about bluetooth!  
What's the best way to prevent it?"

A wise man once said  
nothing.

"Be decisive. Right or wrong,  
make a decision. The road of  
life is paved with flat squirrels  
who couldn't make a  
decision."

~Unknown~

SHARED ON I'M NOT RIGHT IN THE HEAD.COM

Someone sent me an  
email about using  
**VODKA**  
for cleaning  
around the house.  
**IT WORKED!**  
The more vodka I drank,  
the cleaner  
the house looked!

POWERED BY THE  
PINK LINE A GIRL CLUB™

-Unknown Author