



GREENBANK NAA NEWSLETTER

GREY FUNNEL DITS



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January 2019...Executive Meeting 1000-1130

Season's Greetings Christmas Edition



The President and Executive of the Greenbank NAA Sub Section take this opportunity to wish all members and their families a Merry Christmas and a Happy, Healthy New Year.

The Editor would also like to take the opportunity to wish all the readers the best for the festive season and Healthy New Year.

May 2019 be kind for us all

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.

REPEATED GOOD ADVICE:



ROYAL AUSTRALIAN NAVY ADMIRALS:

Rear Admiral Brian Lee Adams.



Rear Admiral Brian Lee Adams AO RAN joined the RAN as a junior recruit in 1969; he served as a seaman officer in patrol boats, landing craft, ships, and destroyers. He trained and served with United Kingdom and United States naval and marine forces. He also worked in naval and joint warfare policy development, capital equipment acquisition programming, resource policy development and officer training. While on exchange with the Royal Navy in 1981 and 1982 he served in the assault ship **HMS Intrepid**, undertaking amphibious warfare duties with the Royal Marines and instructing young officers from Britannia Royal Naval College in navigation, seamanship and leadership. He has commanded **HMAS**

Tarakan and **HMAS Tobruk (II)**. His postings include the Australian Joint Warfare Establishment as the RAN Director and HQADF where he worked in capital equipment programming, preparedness and resource policy development. In 1993 and 1994 he commanded **HMAS Creswell**, the RAN College at Jervis Bay, followed by two years as the director of Naval Warfare in Maritime Headquarters in Sydney. From January 1998 to early 2000 he was Commandant of the Australian Defence Force Academy, in Canberra. In June 2000 he was promoted to Rear Admiral, followed shortly after by the appointment as Deputy Chief of Navy 2000-2002. On 26 August 2002 Rear Admiral Adams was appointed to the position of Head Defence Personnel Executive 2002-2005. In the latter position he served as a non-executive director on the board of the Defence Housing Authority and as a member of the Military Rehabilitation and Compensation Commission. Rear Admiral Adams is a graduate of the Australian Army Command and Staff College, the Joint Services Staff College and the Australian College of Defence and Strategic Studies and the Harvard Business School Advanced Management Program. He holds a bachelor's degree in arts (Deakin) and a master's degree in business administration (Queensland). He is a fellow of the Australian Institute of Company Directors. He holds degrees in Arts and Business Administration. In 2003 he was made an Officer of the Order of Australia for services to the Australian Defence Force and the RAN as Commandant of the Australian Defence Force Academy and as Deputy Chief of Navy. Rear Admiral Adams retired from the permanent Navy on 14 June 2005.

Since retiring from the Navy in 2005 Adams has worked in Australian defence industry and as a consultant on defence and government matters. A non-executive director of Saab Technologies Australia Pty Ltd and the Service Member of the Defence Force Remuneration Tribunal. In 2010 Adams released a naval paper on the "History of the Junior Recruit Scheme".

NEW WARSHIP to the ROYAL AUSTRALIAN NAVY

Destroyer, Guided Missile (DDG)



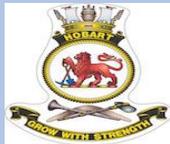
HMAS HOBART (III) D39



HMAS BRISBANE (III) D41



NUSHIP HMAS SYDNEY (V) D42



	HMAS Hobart (III)	HMAS Brisbane (III)	NUSHIP HMAS Sydney (V)
Builder:	Air Warfare Destroyer Alliance	Air Warfare Destroyer Alliance	Air Warfare Destroyer Alliance
Laid Down:	06 September 2012	03 February 2014	19 November 2015
Launched:	23 May 2015	15 December 2016	19 May 2018
Commissioned	23 September 2017	27 October 2018	

Displacement	7,000 Tonnes
Length	146.7 Meters
Beam	18.6 Meters
Draught	7.2 Meters
Speed	28 + knots
Propulsion	2 x GE Marine Gas Turbines, 17,500 Kilowatts, 23,500 hp each 2 x Caterpillar Bravo 16V Diesel Engines 5,650 Kilowatts, 7,580 hp each
Armament	Missiles: Mk 41 Vertical launch System 48 (VLS) cells RIM – 66 Standard 2 Missiles Advanced Harpoon Via 2 x Quad Launchers Mk 45 5 in 62 Cal Gun 2 x 25mm M242 Bushmaster on Typhoon Mounts 1 x Phalanx CIWS M) 90 Torpedoes
Counter Measures	NULKA Active Missile Decoy System 2 x integrated Sonar System Aegis Combat Data System baseline 1 x Seahawk MH-60R Helicopter

The Hobart Class DDGs are based on the Navantia designed F100 frigate and is coupled it with the Aegis Combat System. It is being constructed in Australia by the Air Warfare Destroyer Alliance.

The Hobart Class will provide air defence for accompanying ships in addition to land forces and infrastructure in coastal areas, and for self-protection against missiles and aircraft. The Aegis Combat System incorporating the state-of-the-art phased array radar, AN/SPY 1D(V), in combination with the SM-2 missile, will provide an advanced air defence system capable of engaging enemy aircraft and missiles at ranges in excess of 150km.

The Hobart Class will carry a helicopter for surveillance and response to support key warfare areas. The surface warfare function will include long range anti-ship missiles and a naval gun capable of firing extended range munitions in support of land forces.

The Hobart Class will also conduct Undersea Warfare and be equipped with modern sonar systems, decoys, surface-launched torpedoes and an array of effective close-in defensive weapons.

These capabilities ensure that the Hobart Class DDGs have the layered defensive and offensive capability required to counter conventional and asymmetric threats.



HMAS Hobart alongside Fleet Base East

Have a Laugh

WHAT CAUSES ARTHRITIS?

A sailor who stank of liquor, sat down on a subway next to a priest. The sailor's uniform was stained, his face was plastered with red lipstick, and a half-empty bottle of Bundaberg Rum was sticking out of his coat pocket. He opened his newspaper and began reading. After a few minutes the sailor turned to the priest and asked, 'Say Father, do you know what causes arthritis?' The priest replies, 'My Son, it's caused by loose living, being with cheap, wicked women, too much alcohol, contempt for your fellow man, sleeping around with prostitutes and lack of a bath.'

The drunken sailor muttered in response, 'Well, I'll be damned, ' Then he returned to his paper. The priest, thinking about what he had said, nudged the man and apologized. 'I'm very sorry. I didn't mean to come on so strong. How long have you had arthritis?'

The drunken sailor answered, 'I don't have it, Father. I was just reading here that the Pope does.'

IN THE BEGINNING

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a young wife by the name of Dorothy.

Dot Com was a comely woman, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com. And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?" And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?"

And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent. To prevent neighbouring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew To The People (HTTP). And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS. And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would work only with Brother Gates' drumheads and drumsticks. And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel , or eBay as it came to be known.

He said, "We need a name that reflects what we are."

And Dot replied, "Young Ambitious Hebrew Owner Operators."

"YAHOO," said Abraham.

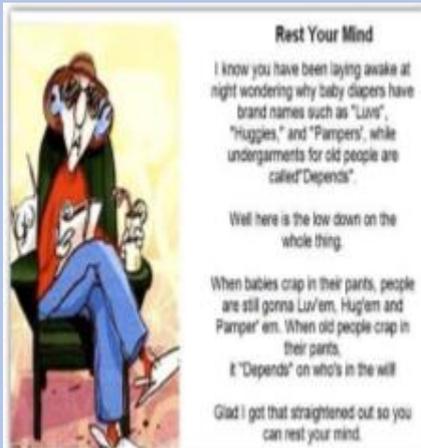
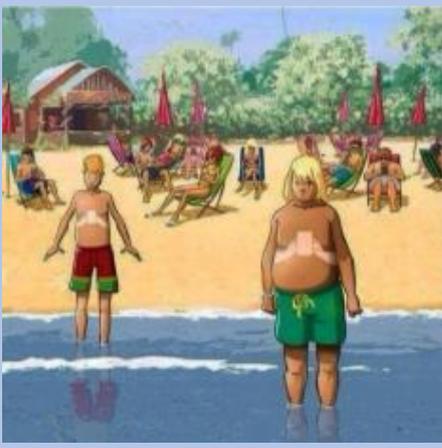
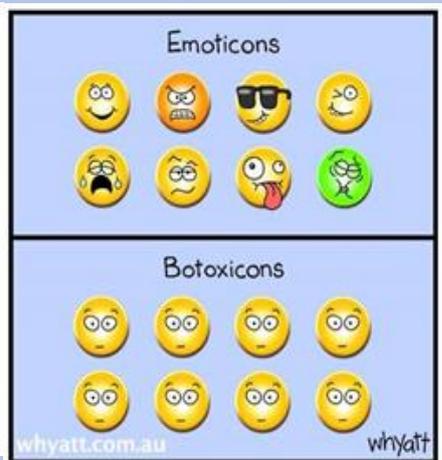
And because it was Dot's idea, they named it YAHOO Dot Com.

Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside.

It soon became known as God's Own Official Guide to Locating Everything (GOOGLE).

That is how it all began.

Picture Funnies

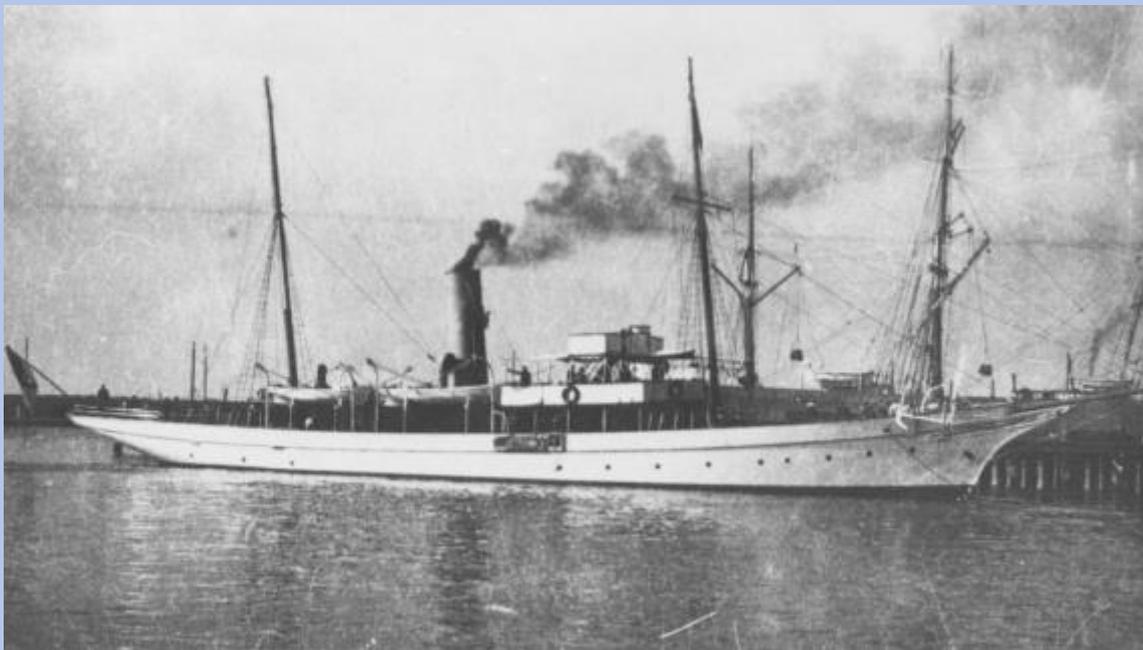


ROYAL AUSTRALIAN NAVY

SHIP HISTORY

HMAS Adele (ex HMAS Franklin)

The steam yacht *Adele* was built by Hawthorne and Co of Leith Scotland, in 1906 and was employed in private ownership until 31 May 1915 when she was purchased by the Commonwealth Government for £10,750 from the estate of Henry Dutton of Kapunda, South Australia. She was subsequently commissioned in the Royal Australian Navy (RAN) as HMAS *Franklin*, named in honour of Sir John Franklin, naval officer, explorer and one time Governor of Tasmania.



An early photograph of Adele when serving as HMAS Franklin.

After serving as a tender to the RAN College, Jervis Bay, *Franklin* was sold out of service on 18 September 1922. In June 1924 she was transferred to the Administration of the Mandated Territory of New Guinea where she was subsequently employed as a Government yacht until 1932 when, for reasons of economy, she was laid up at Rabaul (New Britain). *Franklin* was then sold on 7 December 1932 to Mr WL Buckland of Melbourne for £826, who refitted her as a private yacht for ocean cruising. Later she was on-sold to Mr CH Relph of Sydney and was for some years moored in Rose Bay, Port Jackson.

At the outbreak of World War II the vessel was again requisitioned by the RAN and commissioned as the examination vessel HMAS *Adele* on 24 October 1939, under the command of Temporary Lieutenant Philip J Sullivan, RANR(S). In that capacity she saw service in Darwin during late 1939 before being relocated to Sydney in mid-1942. On the night of 8 June 1942 *Adele* sighted gunfire flashes south east of Port Jackson which turned out to be the Japanese submarine *I-24* shelling Sydney.

On the evening of 7 May 1943 Adele was performing duties as a stores carrier when she was wrecked on a breakwater off Port Kembla, Wollongong, NSW and became a total loss.

Class	Steam Yacht	Length	145 ft
Type	Examination Vessel	Beam	22 ft 4 in
Builder	Hawthorne and Co Scotland	Draught	9 ft 10 in
Commissioned	24 October 1939	Propulsion	Single screw triple expansion steam engine
Displacement	350 tons	Horsepower	68 nhp

Another lesser known ship of the Royal Australian Navy.

HMAS Abraham Crijnsen:



Abraham Crijnsen was one of eight Jan van Amstel steel class mine warfare vessels built for the Royal Netherlands Navy between 1936 and 19939. Other ships of the class include Abraham van der Hulst, Pieter Be Bitter, Eland Dubois, Jan van Golder, Jan van Amstel, Pieter Florisz and William van Ewijck.

At the outbreak of the Pacific war (1941) *Abraham Crijnsen* and several of her sister ships were operating in the Netherlands East Indies. By February 1942 the situation in Java had become critical as Japanese forces gained air superiority and control of the sea. In the face of crushing naval defeats during the Battles of the Java Sea and Sunda Strait a general evacuation was ordered and the remaining Allied vessels began to withdraw in an attempt to reach Australia. *Pieter De Bitter* was scuttled at Sourabaya on 2 March to prevent her from falling into Japanese hands, *Eland Dubois* was scuttled on 8 March and *Jan Van Amstel* was sunk by the Japanese destroyer *Arashio* on the same day following an unsuccessful attempt to break through the Lombok Strait into the Indian Ocean. Only *Abraham Crijnsen* succeeded in escaping, and only by sailing close to the coast at night and hiding, camouflaged with trees and foliage, by day. She eventually reached Fremantle on 20 March 1942. She was the last vessel to successfully escape from Java.

Abraham Crijnssen was transferred to the RAN and commissioned on 28 September 1942 as an anti-submarine escort vessel. Appointed in command was Lieutenant Arthur Irwin Chapman, RANR (S) who wrote of the commissioning some thirty years later:

"I marched on board the Crijnssen with a white ensign under one arm and two framed pictures under the other - one of H.M. King George VI and the other of the actress Rita Hayworth (in a very fetching black negligee). The latter had been in the wardroom of my previous ship and was my property. In the interest of international goodwill it was agreed that HM Queen Wilhelmina of the Netherlands would remain in the Crijnssen's wardroom and so King George was installed in my cabin. It was agreed however that Miss Hayworth was worthy of wardroom status and she was installed on the bulkhead opposite Queen Wilhelmina."



Crijnssen's ship's company comprised one division of Dutch seamen, another division of Royal Navy seamen, some of whom were survivors from HMS *Jupiter* lost following the Battle of the Java Sea, as well as officers and sailors of the RAN, RANR & RANVR.

Although not designed as an ocean-going vessel, the *Abraham Crijnssen* performed vital escort duties for convoys on passage along the eastern Australian coast. She was low slung, with a flush deck and shallow draught.

This, combined with a heavy steel pole mast with a 20-inch search light mounted on top, all contributed to her pitching and rolling heavily in rough weather. During one period of particularly rough weather in early 1943 Lieutenant Chapman recalled that "it was all we could do to look after ourselves, let alone the convoy". Another of her officers, Sub Lieutenant Marsden Hordern, wrote of the event in his memoirs:

The gale held on stubbornly. The convoy's speed was down to four knots and when two days out from Sydney we were already one day behind schedule. The ships, all out of station, were straggling over the ocean, presenting easy targets for any prowling submarines. Like all gales, this one finally passed, and in gradually abating weather we reassembled our flock and ran on.

On 26 January 1943, while escorting a Sydney bound convoy through Bass Strait, *Crijnssen* in company with the corvette HMAS *Bundaberg* made a firm ASDIC contact displaying all the characteristics of a submarine approximately 700 yards on her port beam. Action stations were sounded and orders quickly passed to the engine room to increase to full speed. Two depth charges were hastily dropped over the stern and set to explode at the shallow setting of 50 feet. The resultant explosion sent columns of water soaring into the air and shook *Crijnssen* violently. A further full pattern of depth charges set to explode at 100 feet was then dropped and oil and scum were observed on the surface. Ordering the convoy to scatter, the two warships then continued to press home the attack, but no wreckage or bodies appeared on the surface and the search was later abandoned. In her attack on the submarine contact, *Crijnssen* suffered damage to her stern frame and she later spent a week in dry dock on her return to Sydney having all of her sprung centreline rivets replaced.

Lieutenant Chapman wrote of the incident:

The Crijnssen had not picked up sufficient speed from her patrol speed and two depth charges set at 50 feet severely shook up the after section, smashing every bit of crockery, tearing off light switches and fittings and fracturing several minor pipe lines. Queen Wilhelmina crashed to the deck, King George was hanging crazily on one screw but Miss Hayworth was completely secure.

On 5 May 1943 *Abraham Crijnssen* was officially handed back to the Royal Netherlands Navy. She continued to operate as a convoy escort until 7 June 1945 at which time she deployed to northern Australian waters operating from Darwin. With the cessation of hostilities *Abraham Crijnssen* swept the passage into Koepang Harbour in Timor for the vessels taking part in the Japanese surrender of that area. Later she was involved in carrying out anti-revolutionary patrols in the Netherlands East Indies (now **Indonesia**).

In August 1951 the *Crijnssen* left the East Indies to return to the Netherlands. In March 1956 she was converted to a Boom Defence vessel before finally decommissioning in 1961 and being donated to the Sea Cadet Corps for training purposes. She was berthed at The Hague from 1962-1972 and later moved to Rotterdam. In 1995 the *Crijnssen* was donated to the naval museum at Den Helder and refitted to her wartime configuration



ROYAL AUSTRALIAN NAVY

TOURS TO THE MIDDLE EAST

On 10 August 1990 the then Prime Minister RJ Hawke affirmed Australia's commitment to send RAN warships to the Persian Gulf as part of a Multinational Naval Force assembling to enforce sanctions on Iraq following its invasion of neighbouring Kuwait. Under the Australian codename Operation DAMASK, HMA Ships *Adelaide* (II), *Darwin* and *Success* (II) were the first to sail, with *Brisbane* and *Sydney* (IV) tipped to follow later.

A number of *Brisbane's* on board systems were upgraded. Besides satellite communications equipment and electro-optical surveillance systems, these improvements included; new electronic warfare equipment; better chaff decoy rounds; radar absorbent material (RAM) panels to reduce the ship's radar cross section; and extra firefighting and damage control equipment. To improve efficiency of boarding operations the old sea boats were replaced with two new rigid hull inflatable boats (RHIBs) which were to prove their worth during subsequent boarding operations in the Gulf. The most prominent structural change was the installation by dockyard workers of a pair of Phalanx Close-in-Weapons Systems (CIWS) for greater protection against missile attack.



On 30 November, just before entering the Middle East Area of Operations (MEAO), the ships were advised that the United Nations Security Council had adopted Resolution 678 authorising the use of force against Iraq unless it withdrew from Kuwait by 15 January 1991. On 3 December, Prime Minister Hawke announced that Australian units were allowed to pass through the Strait of Hormuz and enter the Arabian Gulf. *Brisbane* and *Sydney* were to form part of the largest grouping of warships seen since the end of World War II. The multi-national coalition included some 90 warships, more than 100 logistic, amphibious and smaller craft, and 800 aircraft from 15 nations.



L-R: HMA Ships *Brisbane* (II), *Adelaide* (II), *Success* (II), *Darwin* and *Sydney* (IV) as part of Operation DAMASK II in the Middle Eastern Area of Operation, circa December 1990.

Brisbane and *Sydney* arrived in the MEAO, via Fremantle and Diego Garcia, on 3 December 1990. They rendezvoused with HMA Ships *Success* (II), *Darwin* and *Adelaide* (II) that morning and conducted a thorough handover after which they commenced Maritime Interception Force (MIF) duties. They sailed through the Strait of Hormuz and entered the Arabian Gulf for the first time on 16 December, *Brisbane's* 23rd birthday. The two ships conducted patrol operations in the Central Gulf. *Brisbane* spent Christmas alongside in Bahrain before recommencing patrol duties on 27 December. A scheduled port visit to Dubai was delayed in early January 1991 when, over the course of 36 hours, *Brisbane* came to the assistance of three separate merchant vessels, one of which, MV *Demetra Beauty*, claimed to have struck a mine in the Gulf of Oman but refused any assistance which required anyone to board and inspect her hull. Her crew was rescued by the Omani patrol vessel *Mussadan* and the merchant ship *Sumara* before *Demetra Beauty* sank.

The UN deadline of 16 January 1991 passed without incident, but at 2:30am on 17 January Operation DESERT STORM began. *Sydney* and *Brisbane* formed part of the air defence screen around Battle Force Zulu which included up to three USN aircraft carriers. These duties continued for the duration of the war with *Brisbane* operating primarily in the North and Central Arabian Gulf. Additional duties during the course of the war included search and rescue, aircraft control and escort of detached units.

US President George Bush announced a cease fire on 28 February 1991, though *Brisbane's* responsibilities in the Battle Force Zulu screen remained largely unchanged. *Brisbane* and *Sydney* proceeded out of the Arabian Gulf for the last time on 22 March and exited the MEAO on 26 March. They arrived back in Sydney, via Singapore, Darwin and Brisbane, on 22 April where they began a well earned leave and maintenance period. *Brisbane* was subsequently awarded an Australian Meritorious Unit Citation in recognition of her service during Gulf War I.