

GREENBANK NAA NEWSLETTER GREY FUNNEL DITS



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Series No.2

Date: December 2019

Issue No 12.

GREENBANK NAVAL ASSOCIATION Sub Section

Events : December 2019: / January 2020:

Sunday 01 December 2019 1030-1430 Christmas Function RSL Rooms

Wednesday 29 January 2020 1000-1030 Executive Meeting RSL Rooms



The President, Executive, Members and Associates of the Greenbank Sub Section of the Naval Association of Australia wish all our readers and their families a very Merry Christmas and a safe and Happy New Year.

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.

ROYAL AUSTRALIAN NAVY PERSONALITIES:

Leading Seaman Ronald Taylor:



Ronald Taylor was born on 29 April 1918 at Carlton, Melbourne, fourth of ten children of Collingwood-born parents George Taylor, ironworker, and his wife Elsie, née Davey. Raised at Carlton and Port Melbourne, Ron was a typical boy of the time: he played cricket and Australian Rules football, went fishing and rode billycars. He developed an interest in the Royal Australian Navy through watching warships entering port and from talking to sailors about life in the service. At the age of seven he became the mascot of the sloop HMAS *Marguerite* and was given his own uniform to wear on special occasions.

In 1930, during the Depression, George Taylor abandoned his family. The two eldest boys went to Queensland to work on a sugar cane plantation and the eldest girl found a job on a farm; Ron and his brother Ray stayed at home; the five youngest children were placed in institutions. Ron left school at the end of Grade 8 to work as a labourer. On 12 June 1935 he joined the RAN as an Ordinary Seaman. He was then 5 ft 6¼ ins (168cm) tall, with dark brown hair, brown eyes and a fresh complexion. Within twelve months he had gained almost 2 ins (5cm) in height and had an anchor tattooed in red and blue on his right forearm.

Taylor began his training at Flinders Naval Depot, Westernport. In April 1936 he was posted to the cruiser HMAS *Australia*. After undertaking a course in gunnery (April-September 1938) at Flinders, he served in the destroyer HMAS *Vampire* and in the cruiser HMAS *Adelaide* before transferring to the sloop HMAS *Yarra*, in August 1939. *Yarra* remained in Australian waters until August 1940 when she was dispatched to Aden to join the Red Sea Force. The ship took part in operations against Iraq in May 1941 and against Persia in August. 'Buck' Taylor was promoted Acting Leading Seaman and given command of one of *Yarra's* 4-inch (102mm) guns. *Yarra* was in the Mediterranean in November-December, escorting convoys which ferried supplies and troops to the allied garrison at Tobruk, Libya. On each of the four trips the sloop made, Taylor's gun was active in beating off enemy air-attacks.

By early 1942 *Yarra* was employed on escort duties between Java and Singapore. On 5 February she rescued 1804 people from the burning troop ship *Empress of Asia* which had been crippled by an air attack near Singapore. (Sir) Hastings Harrington later reported that Taylor had controlled his gun 'on this occasion, as on many others', with 'judgment and determination', and added that his 'keenness and courage' set a good example to those around him.

On 27 February 1942 *Yarra* was ordered to escort three auxiliary vessels from Java to Fremantle, Western Australia. Five Japanese warships intercepted the convoy on 4 March. Despite *Yarra's* gallant defence all four allied vessels were destroyed, with the sloop the last to be sunk. Taylor ignored the order to abandon ship and stayed alone at his gun, firing slowly and defiantly at the enemy until he was killed shortly before the ship went down.

ROYAL AUSTRALIAN NAVY ADMIRALS



Vice Admiral Griggs was born in Homebush NSW in 1961. He joined the Adelaide Port Division of the Royal Australian Navy Reserve in 1978 as a radio operator and entered the Royal Australian Naval College at HMAS *Creswell* on a short service commission in 1979. He was appointed Vice Chief of the Defence Force on 30 June 2014.

During his seaman officer training Vice Admiral Griggs served in the aircraft carrier HMAS *Melbourne* and HMA ships *Yarra* and *Advance* before spending 12 months loaned to the Royal Navy in HMS *Jersey* to gain his Bridge Watch keeping Certificate. In late 1981 he

was posted to HMAS *Perth* as a Bridge Watch keeper and deployed to the North West Indian Ocean in support of Australia's independent presence in that region following the Soviet invasion of Afghanistan. From 1983 to 1994 the then Lieutenant Griggs completed a series of postings as Navigating Officer of HMA Ships *Cessnock*, *Torrens*, *Tobruk*, *Jervis Bay* and *Perth*. Ashore he has served in variety of roles including as the Aide-de-camp to His Excellency the Governor of Tasmania, Sir James Plimsoll, AC, CBE, two postings in the Navy's officer career management directorate, Staff Officer (Navigation) to the Commander Australian Patrol Boat Forces and as Deputy Director Military Strategy and Director Future Warfare in the Australian Defence Headquarters. He completed specialist navigation training and graduated as a Principal Warfare Officer.

Between 1995 and 1997 Vice Admiral Griggs served as commissioning Executive Officer of HMAS *Anzac* helping to bring the Anzac class into service. In October 2001 he assumed command of the Anzac Class frigate HMAS *Arunta* and was immediately involved in border protection duties as part of Operation RELEX. *Arunta* then deployed to the Persian Gulf to enforce United Nations sanctions against Iraq and in support of the War on Terror. The ship was recognised for her efforts by being awarded the Duke of Gloucester's Cup for being the most operationally efficient ship in the RAN fleet for 2002. In 2003 he was posted as the Anzac class Capability Element Manager in Rockingham, Western Australia. In 2004 he studied at the National War College in Washington DC prior to assuming command of the Australian Amphibious Task Group in mid-2005. He was promoted to Commodore in February 2006 and appointed as the Deputy Maritime (Fleet) Commander until assuming the position of Director General Navy Strategic Policy and Futures in Navy Headquarters in September 2007. In February 2008 he was seconded to the Defence White Paper team where he led the development of the Force Structure Review that provided the force structure underpinning the 2009 White Paper. In early 2009 he attended the UK Higher Command and Staff Course and was subsequently promoted to Rear Admiral and appointed as Deputy Head Strategic Reform and Governance. In May 2010 he was posted as Deputy Chief of Joint Operations during a high tempo period of operations abroad and at home. He then went on to command of the Royal Australian Navy from June 2011 until June 2014.

Vice Admiral Griggs was awarded the Conspicuous Service Cross in 1997, a Commendation for Distinguished Service in 2003 for his work in the Persian Gulf and appointed as a Member of the Order of Australia in 2009. He was made an Officer of the Order of Australia in 2012. He holds a Bachelor of Arts degree from the University of Queensland, a Master of Business Administration from the National Graduate School of Management at the Australian National University and a Master of Science (National Security Strategy) from the National Defense University in Washington DC.

NAVAL DISASTERS

USS Frank E Evans:

Melbourne–Evans collision

The stern section of USS *Frank E. Evans* on the morning after the collision. USS *Everett F. Larson* (right) is moving in to salvage the remains of the abandoned destroyer.

Date 3 June 1969

South China Sea

Place 8°59.2'N 110°47.7'E
Coordinates:
8°59.2'N 110°47.7'E^[1]

Vessels HMAS *Melbourne* (R21)

involved USS *Frank E. Evans* (DD-754)

Cause Navigational error resulting in collision

Result

- USS *Frank E. Evans* sunk
- 74 personnel aboard *Evans* killed
- HMAS *Melbourne* damaged



Lead up: The ***Melbourne–Evans collision*** was a collision between the light aircraft carrier HMAS *Melbourne* of the Royal Australian Navy (RAN) and the destroyer USS *Frank E. Evans* of the United States Navy (USN). On 3 June 1969, the two ships were participating in SEATO exercise Sea Spirit in the South China Sea. Around 3:00 am, when ordered to a new escort station, *Evans* sailed under *Melbourne*'s bow, where she was cut in two. Seventy-four of *Evans*'s crew were killed.

A joint RAN–USN board of inquiry was held to establish the events of the collision and the responsibility of those involved. This inquiry, which was believed by the Australians to be biased against them, found that both ships were at fault for the collision. Four officers (the captains of *Melbourne* and *Evans*, plus the two junior officers in control of *Evans* at the time of the collision) were court-martialled based on the results of the inquiry; while the three USN officers were charged, the RAN officer was cleared of wrongdoing.

Melbourne's commanding officer during the SEATO exercise was Captain John Phillip Stevenson. Rear Admiral John Crabb, the Flag Officer Commanding Australian Fleet, was also embarked on the carrier. During Sea Spirit, *Melbourne* was assigned five escorts: the US destroyers *Everett F. Larson*, *Frank E. Evans* and *James E. Kyes*, and the frigates HMNZS *Blackpool* and HMS *Cleopatra*. Stevenson held a dinner for the five escort captains at the start of the exercise, during which he recounted the events of the *Melbourne–Voyager* collision, emphasised the need for caution when operating near the carrier, and provided written instructions on how to avoid such a situation developing again.

Additionally, during the lead-up to the exercise, Admiral Crabb had strongly warned that all repositioning manoeuvres performed by the escorts had to commence with a turn away from *Melbourne*. Despite these warnings, a near-miss occurred in the early hours of 31 May when *Larson* turned toward the carrier after being ordered to the plane guard station. Subsequent action narrowly prevented a collision. The escorts were again warned about the dangers of operating near the carrier and informed of Stevenson's expectations, while the minimum distance between carrier and escorts was increased from 2,000 to 3,000 yds (1,800 to 2,700 m).

Collision: On the night of 2–3 June, *Melbourne* and her escorts were involved in anti-submarine training exercises. In preparation for launching a Grumman S-2 Tracker aircraft, Stevenson ordered *Evans* to the plane guard station, reminded the destroyer of *Melbourne*'s course, and instructed the carrier's navigational lights to be brought to full brilliance. This was the fourth time that *Evans* had been asked to assume this station that night, and the previous three manoeuvres had been without incident. *Evans* was positioned on *Melbourne*'s port bow, but began the manoeuvre by turning starboard, towards the carrier. A radio message was sent from *Melbourne* to *Evans*'s bridge and Combat Information Centre, warning the destroyer that she was on a collision course, which *Evans* acknowledged. Seeing the destroyer take no action and on a course to place herself under *Melbourne*'s bow, Stevenson ordered the carrier hard to port, signalling the turn by both radio and siren blasts. At approximately the same time, *Evans* turned hard to starboard to avoid the approaching carrier. It is uncertain which ship began to manoeuvre first, but each ship's bridge crew claimed that they were informed of the other ship's turn after they commenced their own. After having narrowly passed in front of *Melbourne*, the turns quickly placed *Evans* back in the carrier's path. *Melbourne* hit *Evans* amidships at 3:15 am, cutting the destroyer in two. *Melbourne* stopped immediately after the collision and deployed her boats, life rafts and lifebuoys, before carefully manoeuvring alongside the stern section of *Evans*. Sailors from both ships used mooring lines to lash the two ships together, allowing *Melbourne* to evacuate the survivors in that section. The bow section sank quickly; the majority of those killed were believed to have been trapped within. Members of *Melbourne*'s crew dived into the water to rescue overboard survivors close to the carrier, while the carrier's boats and helicopters collected those farther out. Clothing, blankets and beer were provided to survivors from the carrier's stores, some RAN sailors offered their own uniforms, and the ship's band was instructed to set up on the flight deck to entertain and distract the USN personnel. All of the survivors were located within 12 minutes of the collision and rescued before half an hour had passed, although the search continued for 15 more hours. Seventy-four of the 273 crew on *Evans* were killed. It was later learned that *Evans*'s commanding officer—Commander Albert S. McLemore—was asleep in his quarters at the time of the incident, and charge of the vessel was held by Lieutenants Ronald Ramsey and James Hopson; the former had failed the qualification exam to stand watch, while the latter was at sea for the first time.

Post Collision Events: Following the evacuation of *Evans*'s stern, the section was cast off while the carrier moved away to avoid damage, but against expectation, it failed to sink. The stern was recovered and towed by fleet tug USS *Tawasa* to Subic Bay, arriving there on 9 June. After being stripped for parts, the hulk was decommissioned on 1 July, and was later sunk when used for target practice.

Melbourne travelled to Singapore, arriving on 6 June, where she received temporary repairs to her bow. The carrier departed on 27 June, and arrived in Sydney on 9 July, where she remained until November docked at Cockatoo Island Dockyard for repairs and installation of the new bow.

817 Squadron RAN—which was responsible for the Westland Wessex helicopters embarked on *Melbourne* at the time of the collision—later received a USN Meritorious Unit Commendation for its rescue efforts. Five other decorations were presented to Australian personnel in relation to the rescue of *Evans*'s crew: one George Medal, one Member of the Order of the British Empire (MBE), one Air Force Cross, and two British Empire Medals. Fifteen additional commendations for gallantry were awarded by the Australian Naval Board.

Joint board of inquiry: A joint RAN–USN board of inquiry was established to investigate the incident, following the passing of special regulations allowing the presence of Australian personnel at a U.S. inquiry. The board was in session for over 100 hours between 9 June and 14 July, with 79 witnesses interviewed: 48 USN, 28 RAN, and three from other navies.

The board was made up of six officers. The RAN representatives were Rear Admiral David Stevenson (no relation to *Melbourne*'s Captain Stevenson), Captain Ken Shards, and Captain John Davidson. The USN officers were Captains S. L. Rusk and C. B. Anderson. Presiding over the board was USN Rear Admiral Jerome King: considered to be an unwise posting as he was the commanding officer of both the forces involved in the SEATO exercise and the fleet unit *Evans* normally belonged to, and was seen during the inquiry to be biased against Captain Stevenson and other RAN personnel. King's attitude, performance, and conflict of interest were criticised by the Australians present at the inquiry and the press, and his handling of the inquiry was seen as detrimental to relations between the two countries. Despite admissions by members of the USN, given privately to personnel in other navies, that the incident was entirely the fault of *Evans*, significant attempts were made to reduce the U.S. destroyer's culpability and place at least partial blame for the incident on *Melbourne*. At the beginning of the inquiry, King banned one of the RAN legal advisers from attending, even as an observer. He regularly intervened for American witnesses, but failed to do so on similar matters for the Australians. Testimony on the collision and the subsequent rescue operation was to be given separately, and although requests by American personnel to give both sets of testimony at the same time in order to return to their duties were regularly granted, the same request made by Stevenson was denied by King. Testimony of members of the RAN had to be given under oath, and witnesses faced intense questioning from King, despite the same conditions not applying to USN personnel. There was also a heavy focus on the adequacy of *Melbourne*'s navigational lighting. Mentions of the near miss with *Larson* were interrupted with the instruction that those details could be recounted at a later time, but the matter was never raised by the board.

The unanimous decision of the board was that although *Evans* was partially at fault for the collision, *Melbourne* had contributed by not taking evasive action sooner, even though doing this would have been a direct contravention of international sea regulations, which stated that in the lead-up to a collision, the larger ship was required to maintain course and speed. The report was inconsistent in several areas with the evidence given at the inquiry, including the falsity that *Melbourne*'s navigational lights took significant time to come to full brilliance. Several facts were also edited out of the transcripts of the inquiry.

Courts-martial:

Captain John Phillip Stevenson was informed on 29 July of the result, although not the details, and was told that a court-martial charging him for his role in the incident might be required. Two charges of negligence—for failing to explicitly instruct *Evans* to change course to avoid collision and for failing to set the carrier's engines to full astern—were laid on 15 August, with the court martial held from 20 to 25 August. Evidence presented during the hearing showed that going full astern would have made no difference to the collision, and on the matter of the failing-to-instruct charge, the presiding Judge Advocate concluded that reasonable warning had been given to the destroyer and asked "What was [Stevenson] supposed to do—turn his guns on them?". Of the evidence and testimony given at the court-martial, nothing suggested that Stevenson had done anything wrong; instead it was claimed that he had done everything reasonable to avoid collision, and had done it correctly.

The reasons for the court-martial given by historians vary. One reason suggested was that it was to appease the USN, which had court-martialled three officers from *Evans* and had threatened to prevent US ships from operating as part of Australian-led forces if no action was taken against Stevenson. The other view is that the court-martial was used in an attempt to clear Stevenson's name and to allow the RAN to distance itself from the findings of the joint board of inquiry. The defence submitted that there was "no case to answer", resulting in the dropping of both charges, and the verdict of "Honourably Acquitted". Despite the findings, Stevenson's next posting was as chief of staff to a minor flag officer; seen by him as a demotion in all but name. The posting had been decided upon before the court-martial, and was announced while Stevenson was out of the country for the courts-martial of *Evans's* officers; he did not learn about it until his return to Australia. Following the events—publicly considered to be another scapegoating of a commanding officer of *Melbourne* (the first enquiry into the collision between *Melbourne* and HMAS *Voyager* had laid significant blame on Captain John Robertson, the ship's commanding officer at the time)—Stevenson requested retirement, as he no longer wished to serve under people he no longer respected. This retirement was initially denied, but was later permitted.

Commander Albert S. McLemore and Lieutenants Hopson and Ramsey also faced courts-martial for their contributions to the collision. Hopson and Ramsey both pleaded guilty to charges of dereliction of duty and negligence, and had their positions in the promotion list moved down. McLemore, who pleaded not guilty to the charges against him, was found guilty of dereliction of duty and negligently hazarding his ship. The formal reprimand effectively ended his naval career.

In 1999, McLemore publicly claimed that the collision was his responsibility, as he had left two inexperienced officers with the con of his ship.

Aftermath: A training film, *I Relieve You, Sir*, was developed by the USN for junior watch keeping officers. Based on the events of the collision, the film demonstrates the responsibility junior watch keeping officers hold, and the potential consequences of failing to do their job. Unlike other naval casualties during the Vietnam War, the names of the 74 *Evans* crew killed are not inscribed on the Vietnam Veterans Memorial. Despite operating in Vietnamese waters immediately before deployment to Exercise Sea Spirit, and being scheduled to return to activities supporting the war effort after the exercise, it was determined that as Sea Spirit was not directly linked with U.S. operations in Vietnam, and the exercise took place outside the geographical limit for the conflict as defined by the outer edge of Market Time operations, the crew was ineligible for inclusion on 'The Wall'.

Exceptions to the geographic limit rule have been made for other personnel killed as part of the conflict but not in Vietnam itself; for example those involved in operations in Laos, and those dying in transit to or from Vietnam. However, an act of Congress specifically permitting the inclusion of their names on the memorial is required: legislation to have those killed in the *Melbourne–Evans* collision has been introduced on several occasions, but has so far failed to gather sufficient support.

A memorial to the collision is located in Niobrara, Nebraska. The memorial specifically commemorates the three Sage brothers, all of whom were aboard *Evans* and were killed in the collision. They were the first group of siblings permitted to serve on the same ship since World War II, a result of the policy introduced when the five Sullivan brothers were killed following the sinking of USS *Juneau*. Collision survivors and family members of *Evans* personnel have held annual reunions to memorialise the accident. Australian sailors who served on *Melbourne* often attend.

In December 2012, Stevenson announced that his son had received a letter from the Minister for Defence, Stephen Smith, saying that he was "not treated fairly" by the government of the day and the Australian Navy.

It also said, "Your father was a distinguished naval officer who served his country with honour in peace and war." "Should your father have continued his naval career, the Chief of Navy advises me that he would undoubtedly have been competitive for flag rank." Stevenson also said that he was supported throughout his ordeal by his wife, who had died just five months before the letter arrived.

In March 2014, retired RAN officer David Ferry, in writing about the 1964 HMAS *Melbourne*/HMAS *Voyager* collision, included a section on related *Melbourne*/*Evans* experience and some aspects of its joint board of inquiry.

In September 2014 American journalist Louise Esola published *American Boys: The True Story of the Lost 74 of the Vietnam War*, which chronicles the lives of the 74 men killed on the USS *Frank E. Evans* and the efforts by survivors and families to have the men memorialized on the Vietnam Veterans Memorial in Washington, D.C.



USS Frank E Evans

HAVE A LAUGH

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine, they laid down for the night, and went to sleep. Some hours later, Holmes awoke and nudged his faithful friend. "Watson, look up at the sky and tell me what you see." Watson replied, "I see millions and millions of stars." "What does that tell you?" Watson pondered for a minute. "Astronomically, it tells me that there are millions of galaxies, and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all powerful and that we are small and insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?" Holmes was silent for a minute, then spoke. "It tells me that someone has stolen our tent."

After a tiring day, a commuter settled down in his seat and closed his eyes. As the train rolled out of the station, the young woman sitting next to him pulled out her cell phone and started talking in a loud voice:

"Hi sweetheart. It's Sue. I'm on the train". Yes, I know it's the six thirty and not the four thirty, but I had a long meeting. No, honey, not with that Kevin from the accounting office. It was with the boss. No sweetheart, you're the only one in my life. Yes, I'm sure, cross my heart!" Fifteen minutes later, she was still talking loudly. When the man sitting next to her had enough, he leaned over and said into the phone, "Sue, hang up the phone and come back to bed."

Late one night a burglar broke into a house and while he was sneaking around he heard a voice say, "Jesús is watching you." He looked around and saw nothing. He kept on creeping and again heard, "Jesús is watching you." In a dark corner, he saw a cage with a parrot inside. The burglar asked the parrot, "Was it you who said Jesús is watching me" The parrot replied, "Yes." Relieved, the burglar asked, "What is your name?" The parrot said, "Clarence." The burglar said, "That's a stupid name for a parrot. What idiot named you Clarence?" The parrot answered, "The same idiot that named the rottweiler Jesús."

There was this guy at a bar, just looking at his drink. He stays like that for a half hour. Then a big trouble making truck driver steps next to him, takes the drink from the guy, & just drinks it all down. The poor man starts crying. The truck driver says, "Come on man, I was just joking. Here, I'll buy you another drink. I just can't stand to see a man cry." "No, it's not that," the man replies, wiping his tears, "This day is the worst of my life. First, I oversleep & I go in late to my office. My outraged boss fires me. When I leave the building to go to my car, I find out it was stolen. The police say they can do nothing. I get a cab to go home, & when I get out, I remember I left my wallet. The cab driver just drives away. I go inside my house where I find my wife in bed with the gardener. I leave my home, come to this bar, & just when I was thinking about putting an end to my life, you show up & drink my poison."

ROYAL AUSTRALIAN NAVY

SHIP HISTORY: HMAS SHOALHAVEN



Class	Modified River Class	Displacement	1,537 tons
Type	Frigate	Length	301ft
Builder	Watkins Ltd Maryborough	Beam	36ft 6in
Laid Down	1 December 1943	Draught	12ft
Launched	14 December 1944	Machinery	Triple expansion 2 shafts
Commissioned	2 May 1946	Horsepower	5,500 shp
Crew	175	Speed	19 knots
Armament	4 x 4in guns 3 x 40mm Bofors 4 x 20mm Oerlikons	Armament	1 x hedgehog 4 x Depth Charge Throwers

HMAS *Shoalhaven* was ordered as part of Australia's shipbuilding program during the Second World War. Twelve of these Australian built frigates were to enter service with the Royal Australian Navy. A further ten were ordered but cancelled as the war drew to a close.

Eight, HMA Ships *Barcoo*, *Barwon*, *Burdekin*, *Diamantina* (I), *Gascoyne* (I), *Hawkesbury* (I), *Lachlan* and *Macquarie*, were built to the British River Class design and Australia likewise named its frigates after Australian rivers. A further four, HMA Ships *Condamine*, *Culgoa*, *Murchison* and *Shoalhaven*, were also named after Australian rivers but were built to the design of the Royal Navy's Bay Class Frigates. These latter ships were generally known as Modified River Class Frigates although they are sometimes referred to as Bay Class. *Shoalhaven* commissioned at Urangan Jetty, Hervey Bay, Queensland, on 2 May 1946 under the command of Commander Rodney Rhoades DSC RAN. She was attached to the First Frigate Flotilla and after a short shakedown cruise, proceeded to New Guinea waters in June 1946, subsequently visiting the New Hebrides where she was host to the British Resident Commissioner for a short period. *Shoalhaven* returned to Australian waters in September 1946.

During 1947 and 1948, *Shoalhaven* deployed to New Guinea on a further three occasions; January to May 1947, September to November 1947 and July to September 1948.

During these periods *Shoalhaven* conducted operations with a Rendering Mines Safe Unit. During the remainder of the two year period she exercised with other units of the Royal Australian Navy in home waters.

On 21 January 1949 *Shoalhaven* sailed for the Far East where she joined units of the Royal Navy and the United States Navy for combined exercises. After a visit to Hong Kong she proceeded to Shanghai, where she was from 17 to 28 February 1949 and again from 24 March 1949 to 25 April 1949, and where she was associated in a minor way with HMS *Amethyst* of the Yangtse River Incident fame.

She returned to Australian waters in June 1949, where she remained until her return to the Far East in January 1950 as a unit of the British Commonwealth naval force, operating in Japanese waters.

With the outbreak of the Korean War on 25 June 1950, *Shoalhaven* began war operations as an escort for American transports running between Sasebo in Japan and Pusan in South Korea. On 7 July she relieved USS *De Haven* on the west coast blockade patrol, working with USS *Collett* for three days before returning to Sasebo. This was her only patrol of the Korean War. She then reverted to her former role of escorting convoys between Sasebo and Pusan. This duty occupied the remainder of *Shoalhaven*'s service in the operational area. The fourteenth and last convoy escorted by *Shoalhaven* reached Pusan on 31 August. On 6 September 1950 *Shoalhaven* departed Kure to return to Australia.

During 1951 and 1952 *Shoalhaven* operated in Australian waters, although she visited the New Guinea area in May 1951 and again in September/October 1951. In October 1952 *Shoalhaven* supported the first British atomic test at the Monte Bello Islands.

Shoalhaven remained in home waters in 1953 and for the period of September to November 1953 accompanied the Japanese Pearlring Fleet off Darwin.

She again proceeded to the Far East in July 1954, visiting Hong Kong, Japan and Korea for post Armistice patrols, before returning to Sydney for refit in March 1955. She subsequently operated in home waters. Following another period in the Darwin area with the Japanese Pearlring Fleet, *Shoalhaven* returned to Sydney in November 1955.

Shoalhaven paid off into Reserve at Sydney on 19 December 1955. She had steamed over 226,000 miles since commissioning. A year later, on 20 December 1956, the ship was accepted into extended Reserve.

Without being brought forward for further service, *Shoalhaven* was sold in January 1962 to HC Sleigh & Company, acting on behalf of Mitsubishi (Australia) Pty Ltd.



ROYAL AUSTRALIAN NAVY NEW SHIPS 70's, 80's 90's

HMAS URUNTA:



Class	Anzac Class	Displacement	3,600 tonnes
Type	Frigate FFH	Length	118 Meters
Builder	Tenix Defence Systems	Beam	14.8 Meters
Launched	28 June 1996	Draught	4..5 Meters
Commissioned	12 December 1998	Machinery	1 x GE LM 2500 Gas Turbine
Crew	177	Speed	27 knots
Armament	1 x Mk 45 Mod2 5in gun 4 x 50cal Machine guns	Missiles	Mk41 Vertical Launch sea sparrow Harpoon Anti-ship Electronic Countermeasures
Torpedoes	2 x Mk32 Mod 5 Triple Launch Tubes	Helicopter	1 x MH-60R Seahawk

HMAS *Arunta* (II) is the second of eight Anzac class frigates built by Tenix Defence Systems at Williamstown, Victoria for the Royal Australian Navy. The design is based on the German Meko 200 frigate. *Arunta* is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction. *Arunta's* combat capabilities have been significantly improved under the Anti-Ship Missile Defence upgrade program, a world class program that provides an enhanced sensor and weapons systems capability. The upgrade showcases Australian design and integration capability, with new Phased Array Radar technology designed by CEA Technologies in Canberra, upgrades to combat systems performed by Saab Systems in South Australia, and platform integration design by BAE Systems in Victoria.

Arunta is fitted with an advanced package of air and surface surveillance radars; omni-directional hull mounted sonar and electronic support systems that interface with the state-of-the-art 9LV453 Mk3E combat data system. The ship can counter simultaneous threats from aircraft, surface vessels and submarines.

The ship's main armament comprises one Mark 45 capable of firing 20 rounds per minute, ship launched Mark 46 torpedoes and a Mark 41 vertical launch system for the Evolved Sea Sparrow missile. *Arunta* also has eight anti-ship/land attack canister launched harpoon missiles and a vertical launch system for the Evolved Sea Sparrow Missile.

The ship's other defence systems include the Nulka active missile [decoy](#) system, off board chaff and a torpedo countermeasures system. HMAS *Arunta*, like her sister frigates HMA Ships *Anzac*, *Ballarat*, *Parramatta*, *Perth*, *Stuart*, *Toowoomba* and *Warramunga* features a "combined diesel or gas" (CODOG) propulsion plant which enables the ship to sustain sprint speeds of greater than 27 knots and allows an operational range in excess of 6,000 nautical miles at 18 knots.

The ship can embark Navy's latest multi-role Sikorsky/Lockheed Martin MH-60R Seahawk helicopter which has enhanced anti-submarine, anti-surface warfare and Search and Rescue capabilities. Embarkation of a helicopter also provides the ship with the capability to deliver air-launched missiles and torpedoes.

Arunta has completed three deployments to the Middle East region. In order to facilitate greater time on task for Australian ships, *Arunta*'s most recent deployment, Rotation 64, was the first of an extended nine month rotation in the Middle East region.

HMAS *Arunta* has recently returned to the water after undergoing the Anzac Mid-Life Capability Assurance Program (AMCAP) upgrade at the Australian Marine Complex in Henderson, Western Australia.

The upgrade was performed by the Warship Asset Management Agreement (WAMA) Alliance and included the replacement of the Long Range Air search radar, IFF (Identification, Friend or Foe) and secondary surveillance radar capabilities. *Arunta* also underwent a platform systems obsolescence program to improve platform reliability and maintainability. Work was also performed to improve the ship's habitability for the crew as well as an upgrade to the ship's communications systems to resolve a number of obsolescence issues.

In early June 2019, HMAS *Arunta* returned to her home port of Fleet Base West where she rejoined the fleet, begin conducting work-ups and testing the new equipment on-board.

Arunta is the second ship of the name. The original HMAS *Arunta* (I), commissioned in 1942, became one of the best known RAN ships in World War II. She served with distinction in New Guinea and the Pacific between 1942-1944, the Battle of Leyte Gulf in 1944 and Lingayen Gulf in 1945.

Origin of HMAS *Arunta*'s name

Selection of the *Arunta* name and original motto 'Conquer or Die' recognises the ship's proud history and the ongoing and special relationship with the Arrernte Aboriginal people of Central Australia.

The Arrernte region, based around Alice Springs, is large and traditionally there have been many different aboriginal groups within it, each with their own language dialect. Language is strongly connected with family membership and the relationships to land and dreamings that go with this. Arrernte is known as a nation in itself to Aboriginal communities of Central Australia. Within these boundaries the ancestors of the modern Arrernte have roamed, hunted, and performed their ceremonies, just as their living descendants do in the present day.

Arrernte have always been traditional custodians of many of the river beds of Central Australia. Art, myths and ceremonies are at the centre of the Arrernte culture which is as strong and diverse today as it has ever been.

The Arrernte region itself is large and diverse and covers an area from Tea Tree to the north of Alice Springs, west to the WA border, east to the Queensland border and south to Uluru.

To maintain the warm and special bond between HMAS *Arunta* and the Arrernte people the Arrernte Council presented HMAS *Arunta* with a flag displaying a perentie lizard. The lizard is an animal from the dreamtime for the Arrernte people.

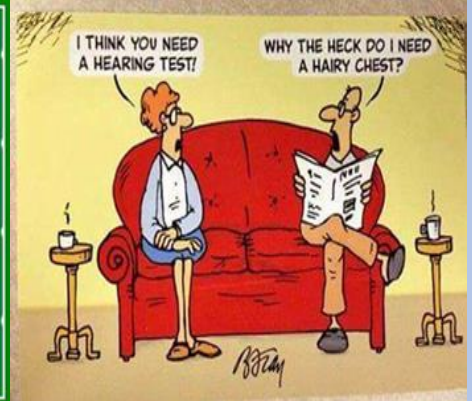
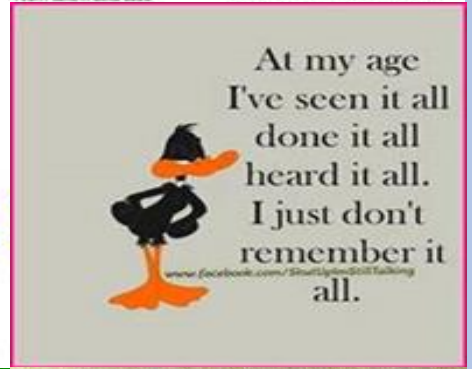
HMAS *Arunta* also sponsors a perentie lizard, the ship's mascot, at Perth Zoo, Western Australia.



PICTURE FUNNIES



We all get heavier as we get older because there's lot more information in our heads. So I'm not fat, I'm just really intelligent and my head couldn't hold any more so it started filling up the rest of me. That's my story and I'm sticking to it.



I hate it when I see an old person and then realize that we went to high school together.

