

GREENBANK NAA NEWSLETTER GREY FUNNEL DITS



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GREENBANK NAVAL ASSOCIATION SUB SECTION

EVENTS JUNE / JULY 2019:

June:

Sunday	02 June	1030-1200	Normal Meeting	RSL Rooms
Wednesday	29 June	1000-1030	Executive Meeting	RSL Rooms

July:

Sunday	14 July	1030-1400	Informal Meeting	RSL Rooms (sausage Sizzle)
Wednesday	31 July	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

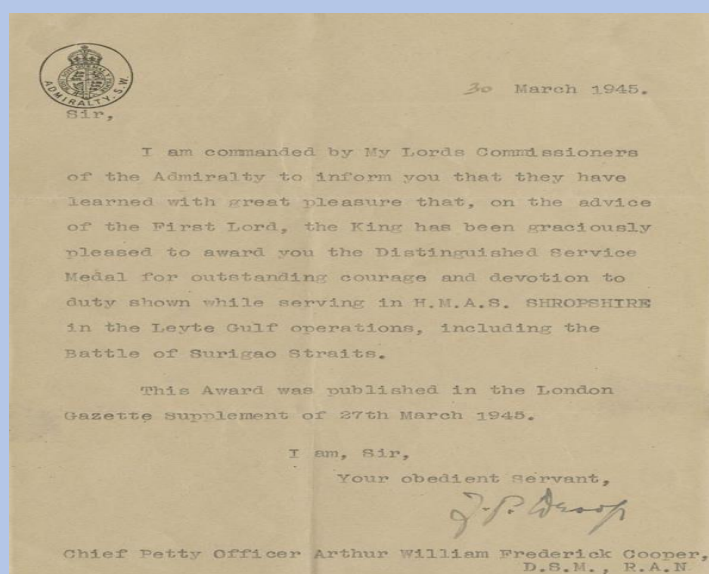
CPO Arthur Cooper



Arthur William Cooper was born on 15 February 1909 in Fremantle, Western Australia. He joined the Royal Australian Navy on 15 February 1927, undertaking his basic training at HMAS *Cerberus* (Flinders Naval Depot), Victoria. Rated an ordinary seaman, Cooper served variously in HMA Ships *Melbourne*, *Sydney* and *Adelaide* between June 1927 and March 1928 during which time he was promoted Able Seaman. He again served at *Cerberus* between 1928 and 1930 successfully passing the RAN Educational Test before returning to sea in the heavy cruiser HMAS *Canberra*. In *Canberra*, Cooper qualified as a gun-layer second class and was promoted Acting Leading Seaman. A brief period of shore service followed before he returned to sea serving in the destroyers *Vendetta* and *Waterhen* between 1934 and 1935. During that time he was confirmed in the rank of Leading Seaman.

On promotion to Petty Officer in January 1936, Cooper served in the light cruiser HMAS *Brisbane* before joining HMAS *Australia* in which he served until April 1938. This service was briefly punctuated by his attendance at *Cerberus* to undertake the RAN petty officer course in October 1937. Between April 1938 and November 1941 Petty Officer Cooper served in the destroyer HMAS *Voyager* in the Mediterranean while part of the famous Scrap Iron Flotilla. During that time his ability was consistently reported as superior and *Voyager* was frequently in action.

In November 1941 Cooper experienced some respite from the war at sea serving ashore at HMAS *Cerberus* before travelling to the United Kingdom in 1942 to join and commission the heavy cruiser HMAS *Shropshire*. In the same year he was awarded the Greek Medal for Outstanding Acts on behalf of King George of the Hellenes, in recognition of service with the Scrap Iron Flotilla. Arthur Cooper was promoted Temporary Chief Petty Officer in April 1943 and on 6 May 1944 was recommended for temporary warrant rank by his commanding officer Captain Harry Showers, RAN.





The Greek Medal for outstanding Acts which CPO Cooper was awarded for service in HMAS Voyager (I)



Shropshire firing an 8in gun broadside.

Shropshire saw extensive action in the Pacific during the advance on Japan, notably in waters surrounding the Philippines. It was during that time that Chief Gunners Mate Arthur Cooper distinguished himself in action during operations in Leyte Gulf and during the Battle of the Surigao Straits when Allied forces engaged and destroyed a number of Japanese battleships. The action proved to be the last great sea battle of World War II.

On 30 March 1945 Chief Petty Officer Cooper received formal advice that he had been awarded a Distinguished Service Medal in recognition of his service in *Shropshire* as the Elevation Officer.

Arthur Cooper returned to Australia in June 1945 and served briefly at *Cerberus* and HMAS *Moreton*, Brisbane, before re-joining *Shropshire* in April 1946. He discharged from the RAN on expiration of his engagement on 29 December 1948.

ROYAL AUSTRALIAN NAVY ADMIRALS



Rear Admiral G Griffiths: Guy Griffiths was born in Sydney on 1 March 1923 and grew up in the Rothbury/Pokolbin district in the Hunter Valley, NSW. He entered the Royal Australian Naval College as a Cadet Midshipman in January 1937; aged 13. He excelled as a sportsman and gained colours for rugby, hockey, rowing and athletics and was made the Chief Cadet Captain of the College in 1939. After graduation from the College in late 1940 he was posted to the Royal Navy for further training. Midshipman Griffiths joined the battle cruiser HMS *Repulse* in March 1941. On 10 December 1941 HMS *Repulse* was sunk off the east coast of Malaya, by Japanese air attack, while in company with the battleship HMS *Prince of*

Wales. After rescue Midshipman Griffiths was posted to the battleship HMS *Revenge*. He was promoted to Sub Lieutenant in 1942 and, in early 1943, he served briefly in the destroyer HMS *Vivian* before joining the cruiser HMAS *Shropshire*, on commissioning, in May 1943. During the next two years he saw action in the South West Pacific, including the battles of Leyte Gulf, Lingayen Gulf and Surigao Strait during the fighting to liberate the Philippines. He was promoted to Lieutenant in 1944 and awarded the Distinguished Service Cross in May 1945 'For gallantry, skill and devotion to duty whilst serving in HMAS *Shropshire* in the successful assault operations in the Lingayen Gulf, Luzon Island'.

After the war, he completed the specialist course in gunnery at HMS *Excellent* (Portsmouth) and then conducted two years exchange service with the Royal Navy at HMS *Drake* (Devonport) before returning to Australia. From 1950-52 he served as gunnery officer in the aircraft carrier HMAS *Sydney* and saw service in the Korean War during October 1951-January 1952. Griffiths was promoted to Lieutenant Commander in mid-1952 and posted as the gunnery officer in the destroyer HMAS *Anzac*; later that year the destroyer operated in the Korean theatre and he saw further active service. Griffiths undertook the Royal Naval Staff Course in 1954 and then served in the aircraft carrier HMAS *Melbourne* during 1955-56

Griffiths was promoted to Commander in late 1956 and posted as the Staff Officer Operations and Intelligence on the staff of the Flag Officer Commanding the Australian Fleet. In late 1958 he was posted to Navy Office in Canberra as the Deputy Director Manpower.



In 1961, he became the commissioning commanding officer of the destroyer escort HMAS *Parramatta*.



This was followed by duty as the Director of Tactics and Weapons Policy at Navy Office, Canberra. In 1964 he was promoted to Captain and in December 1965 he took command of the guided missile destroyer HMAS *Hobart*. The ship saw action in Vietnamese waters in 1967 and he was awarded the Distinguished Service Order (DSO) 'For devotion to duty in the

presence of the enemy as Captain of HMAS Hobart'. From late 1967 he served in Malaysia as Naval Adviser to the Chief of Naval Staff, Royal Malaysian Navy and in 1970 attended the Imperial Defence College, London.

In 1971 he was posted as Director-General Operations and Plans at Navy Office, Canberra and was promoted to Commodore in the same year. From late 1973 to mid-1975 he commanded the aircraft carrier *Melbourne*, which was flagship of the Australian Fleet and in addition to its normal operations the ship participated in Operation NAVY HELP DARWIN after Cyclone Tracy destroyed the city on Christmas Day 1974.

In June 1976 he was promoted to Rear Admiral and appointed Chief of Naval Personnel. In January 1979 he took up his final posting in the Navy as the Flag Officer Naval Support Command. In June 1979 Rear Admiral Griffiths was made an Officer of the Order of Australia (AO) 'For service to the Royal Australian Navy over a period of 42 years and particularly as Chief of Naval Personnel'. Rear Admiral Griffiths retired from the Navy in January 1980 after 43 years' service.

Rear Admiral Griffiths is married with one son and one daughter and his interests include golf, skiing, reading and family history research. He was the Personnel Director of Wormald International 1980-83 and also acted as a Defence consultant for three years. Rear Admiral Griffiths was the National President of the Australian Veterans and Defence Services Council 1980-2004, Chief Executive Officer for the North Shore Heart Research Foundation 1987-1995 and is currently patron of the HMS *Prince of Wales* and HMS *Repulse* Survivors Association. In 2010 a new accommodation block at HMAS *Creswell* was opened and named the Griffiths Block in his honour.

NAVAL DISASTERS

ROKS CHEONAN



Class	Pohang Class Corvette	Displacement	1,200 tonnes
Builder	Korea Tacoma Marine	Length	88m (289ft)
Launched	January 1989	Draft	2.9m (9ft 6in)
Commissioned	1989	Propulsion	CODOG unit
Crew	104	Speed	32 knots
Armament	4 x Harpoon Missiles 2 x OTO Melara 76mm guns 2 x Breda 40mm guns 6 x Mk 46 torpedoes 12x Mk 9 Depth charges		

Cheonan was launched in November 1989 from Korea Tacoma Marine Ind. Ltd., Masan, South Korea. The ship's primary mission was coastal patrol, with an emphasis on anti-submarine operations. *Cheonan* was one of the ships involved in the First Battle of Yeonpyeong in 1999. It is also known that the ship suffered slight damage on the stern in the First Battle of Yeonpyeong. The ship had been scheduled for decommissioning in 2019.

On 26 March 2010, an explosion occurred near the rear of *Cheonan*, causing the ship to break in two. The cause of this explosion was not immediately determined. The 1,200 tonne ship started sinking at 21:20 local time (12:20 UTC) about 1 nautical mile (1.9 km) off the south-west coast of Baengnyeong Island in the Sea. The island is located on the South Korean (ROK) side of the Northern Limit Line, the *de facto* boundary dividing South from North Korea (DPRK). The ship had a crew of 104 men at the time of sinking, and a total of 58 crew were rescued. Another 46 crew were unaccounted for.

Cheonan's Captain, Commander Choi Won-il, said that the ship broke into two and the stern sank within five minutes after the explosion and while he was still assessing the situation. On 17 April 2010, North Korea denied any involvement in the sinking of *Cheonan*.

Rescue efforts

Initially six South Korean navy and two South Korean coast guard ships assisted in the rescue as well as aircraft from the South Korean air force. It was reported on March 27 that hopes of finding the 46 missing crew alive were fading. Survival time in the water was estimated at about two hours and large waves were hampering rescue attempts. The ship sank in 45 meter deep waters with a small portion of the overturned hull still visible above water. It was expected that it would take up to 20 days to salvage the ship.

During the course of the search and rescue effort over 24 military vessels were involved including at least three US Navy vessels, USNS *Salvor*, USS *Harpers Ferry*, and USS *Shiloh*.

On 30 March 2010 it was reported that one South Korean naval diver (ROKN UDT/SEAL CWO Han Ju-ho) had died after losing consciousness whilst searching for survivors and another had been hospitalised.

On 3 April 2010, South Korean officials said that a private fishing boat involved in the rescue operations had collided with a Cambodian freighter, sinking the fishing boat and killing at least two people, with seven reported missing. The same day, the Joint Chiefs of Staff of South Korea said that one body of the 46 missing sailors had been found. Later on 3 April 2010 South Korea called off the rescue operation for the missing sailors, after families of the sailors asked for the operation to be suspended for fear of further casualties among the rescue divers. The military's focus then shifted towards salvage operations, which were predicted to take up to a month to complete.

Recovery

On 15 April 2010, the stern section of the ship was winched from the seabed by a large floating crane, drained of water and placed on a barge for transportation to the Pyongtaek navy base.[30] The same crane raised the bow portion of *Cheonan* on 24 April 2010.[31] The salvaged parts of the ship were taken to Pyongtaek navy base for an investigation into the cause of the sinking by both South Korean and foreign experts.[30] The unsalvaged parts were left to break apart.

Cause of sinking

On 25 April 2010, South Korea's defense minister, Kim Tae-Young, said that the most likely cause of the explosion that sank *Cheonan* was a torpedo; his statements were the first time that a South Korean official publicly cited such a cause. Kim said that "A bubble jet caused by a heavy torpedo is thought to be the most likely thing to be blamed, but various other possibilities are also under review." A bubble jet is caused by an underwater explosion which changes the pressure of water, and whose force can cause a ship to break apart. The bubble jet theory was supported by one of the investigators into the incident, who had said that there was no evidence that an explosion had occurred in contact with a ship, and that a non-contact explosion had most likely broken the ship in half.

On 20 May 2010, a South Korean-led international commission investigating the sinking of *Cheonan* presented its findings, stating that the ship was sunk by a North Korean torpedo attack. The torpedo parts recovered at the site of the explosion by a dredging ship on 15 May, which include 5x5 bladed contra-rotating propellers, propulsion motor and a steering section, were claimed to perfectly match the schematics of the CHT-02D torpedo included in introductory brochures provided to foreign countries by North Korea for export purposes. The markings in Hangul, which read "1번" (or No. 1 in English), found inside the end of the propulsion section were said to have been consistent with markings on a previously obtained North Korean torpedo. However, some (*The Hankyoreh*) have pointed out without the proper reason that in the North, "호" (pronounced "ho") is most often used rather than "번"; and that a North Korean torpedo found seven years ago bears the marking "4호". Russian and Chinese torpedoes are marked in their respective languages. The CHT-02D torpedo manufactured by North Korea utilizes acoustic/wake homing and passive acoustic tracking methods. However, an expert at a South Korean missile manufacturer disagreed with the idea that the submarine alleged by ROK authorities to have shot the torpedo actually has the capability: "Sango class submarines are known to be used by North Korean commandos in infiltrating areas or laying mines, but they apparently do not have an advanced system to guide homing weapons. If a smaller class submarine was involved, there is a bigger question mark."

One member of the investigative team, Shin Sang-cheol, who would be summoned on charges of spreading unsubstantiated rumours, publicly expressed doubts by saying "The magnified photo of the evidence showed that the marking was written on the rusted surface. If it were the North who marked it, the marking should have been written on a smooth surface. The Ministry of Defense had earlier tried to remove Shin from the investigative team, saying that "He is not qualified to work as part of the investigation team, as he has been spreading malicious rumours, as well as lacks expertise and has been insincere in his participation in the probe."

On 13 September 2010, the final report was issued by JIG which concluded that, "The *Cheonan* was split and sunk due to a shockwave and bubble effect generated by the underwater explosion of a torpedo. The detonation location was three meters to port from the centre of the gas turbine room and at a depth of 6-9 meters..."

North Korea denied that it was responsible for the sinking. China dismissed the official scenario presented by South Korea and the United States as not credible. An investigation by the Russian Navy also did not concur with the report. On 9 July 2010, the United Nations Security Council made a Presidential Statement condemning the attack but without identifying the attacker.

Museum ship

The *ROKS Cheonan* is now a museum ship at the Pyeongtaek Naval Base. It is stationed near the *ROKS PKM 357* patrol boat that was sunk in the Second Battle of Yeonpyeong.

HAVE A LAUGH

A Captain was about to start the morning briefing to his staff, while waiting for the coffee machine to finish brewing, he decided to pose a question to all assembled. He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sleep. He posed the question of just how much of sex was 'work' and how much was 'pleasure'?

A Commander chimed in with 75 – 25% in favour of 'work'.

Another Captain said it was 50 – 50%

A Lieutenant responded with 25 – 75% in favour of pleasure depending upon his state of inebriation at the time.

There being no consensus, the Captain turned to the Leading Steward in charge of making the coffee and asked for his opinion.

Without hesitation the young Leading steward responded, " Sir it has to be 100% pleasure".

The Captain was surprised and as you might guess asked, why?

"Well sir, if there was any work involved, the officers would have me doing it for them!"

"The room fell silent"

Celibacy

'This can be a choice in life or a condition imposed by environment factors'

While attending a marriage Encounter Weekend Robert and Mary listened to the instructor declare " it is essential that husbands and wives know the things that are important to each other"

He addressed the men "can you each name and describe your wife's favourite flower?"

Robert leaned over, touched Mary's arm gently and whispered "Self-Raising isn't it?"

Thus began Robert's life of celibacy.

Viagra

Viagra is now available in powder form for your tea or coffee

It doesn't enhance your sexual performance, BUT it stops your biscuit from going soft

Wedding Anniversary

Bob was in trouble. He forgot his wedding anniversary. His wife was really angry. She told him "Tomorrow morning, I expect to find a gift in the driveway that goes from 0 to 200 in 6 seconds AND IT BETTER BE THERE!" The next morning he got up early and left for work. When his wife woke up, she looked out the window and sure enough there was a box gift-wrapped in the middle of the driveway. Confused, the wife put on her robe and ran out to the driveway, brought the box back in the house. She opened it and found a brand new bathroom scale. Bob has been missing since Friday.

ROYAL AUSTRALIAN NAVY

Ship History: HMAS Nestor



HMAS Nestor was one of eight N-Class destroyers laid down in British shipyards during 1939 to the order of the Royal Navy. Five (Napier, Nestor, Nepal, Nizam and Norman (I)) were transferred to the Royal Australian Navy, two to the Royal Netherlands Navy and one to the Polish Navy.

Nestor was commissioned on the Clyde on 3 February 1941 under the command of Commander George Stewart, RAN. She joined the Home Fleet based at Scapa Flow and spent the first months of service escorting North Atlantic convoys, on patrol and screening the fleet capital ships at sea. Commander Stewart was replaced as commanding officer in early May 1941 and Commander Alvord Rosenthal, RAN became the new commanding officer. In late May *Nestor* was a unit of the force which hunted and sank the German battleship *Bismarck*, although having been diverted to Iceland to refuel she was not with the force when the *Bismarck* was eventually sunk on 27 May 1941.

In July 1941 *Nestor* entered the Mediterranean for the first time when she operated as one of the escorts for the passage of important Malta convoys (Operation SUSTENANCE). In August she saw further Mediterranean service before proceeding on escort duties to the South Atlantic. In October 1941 she returned to England for repairs and refit.

Escort duties were resumed on 5 December 1941 when she sailed from Devonport to rendezvous with a Gibraltar bound convoy. On 15 December, off Cape St Vincent, she sighted the German submarine *U-127* on the surface at a distance of about seven miles. *Nestor* opened fire with her main armament, forcing the U-boat to dive, and after gaining contact made a successful attack with depth charge. She was later officially credited with the destruction of *U-127* which was lost with all hands.

On Christmas Eve 1941 *Nestor* returned to Malta. Two days later she proceeded as one of the escorts of a convoy bound for Alexandria and on 30 December, sailed from that port on the screen of the heavy ships for the bombardment of Bardia in Libya, prior to its capture by the British 8th Army.

In January 1942 Nestor left the Mediterranean theatre to support operations to reinforce Malaya. On reaching Aden, she was ordered to join the escort of the aircraft carrier HMS Indomitable, engaged on ferrying aircraft to the Malayan/Java theatre. The operation successfully concluded, the carrier and her escort proceeded to Port Sudan to load a second flight of planes. Too late to land them in Malaya (Singapore had fallen), they were flown off some 100 miles off Colombo in time to take part in the defence of that port against the first Japanese air attack. Parting from Indomitable, Nestor proceeded to Trincomalee and after docking at Colombo joined the Eastern Fleet, then being reformed under Admiral Somerville.

In late March and early April Nestor was engaged on patrol and escort duties in the Indian Ocean and on the screen of the Fleet. Following a visit to the temporary base of the Eastern Fleet at Kilindini (East Africa) she proceeded on an exercise cruise to Zanzibar and in June returned to the Mediterranean.

At Haifa in June 1942, in company with HMAS Norman (I), she was joined by HMA Ships Napier (Captain SHT Arliss DSO RN) and Nizam, forming the 7th Destroyer Flotilla for Operation VIGOROUS, the passage of an east to west Malta convoy. The total covering force comprised eight cruisers and twenty-six destroyers supported by corvettes and nine submarines.

Enemy air attacks carried out almost exclusively by land based aircraft began almost as soon as the convoy left Alexandria. Early attacks were concentrated on the cruisers and the eleven ships of the convoy but later the destroyers became the principal targets.

On the afternoon of 15 June a signal was received intimating that a second convoy had succeeded in reaching Malta from the west (Operation HARPOON), but in view of the strength of enemy air attack and the presence of the Italian fleet, it was finally decided to break off the westward passage and return to Alexandria.

At about 1800 on 15 June 1942, when the convoy was off the south west corner of Crete (33°36'N, 24°30'E), Nestor was straddled by a stick of heavy bombs which caused serious damage to her boiler rooms. She was taken in tow by HMS Javelin but at about 05:30 the next morning (16 June), with the destroyer then going down by the nose, permission was requested to scuttle. After the crew had been transferred to Javelin she was sunk at about 07:00 by depth charge.

Other losses in the attempt to reach Malta from the east included one cruiser, two destroyers, and two merchant ships sunk. Three cruisers, one destroyer and one corvette were damaged.

Class	N Class	Displacement	1,760 / 2,550 tons
Type	Destroyer	Length	356 ft 6 in
Builder	Fairfield Shipbuilders Glasgow	Beam	35ft 6in
Commissioned	03 February 1941	Draught	16ft 4in
Crew	249	Machinery	2x Parsons geared turbines
Armament	6 x 4.7in guns 1 x 4in gun 1 x 2 pounder 4 barrel pompom 4 x 20mm Oerlikons 10 x 21in Torpedoes Depth Charges	horsepower	40,000

ROYAL AUSTRALIAN NAVY

NEW SHIP: HMAS Anzac (III)



HMAS *Anzac* (III) is the lead ship 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.

Anzac is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction. *Anzac'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.

Anzac 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. *Anzac* 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 *Anzac*, like her sister frigates HMA Ships *Arunta*, *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 6000 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 HMAS *Anzac* (III) is the lead ship of eight Anzac class frigates built by Tenix Defence Systems at Williamstown, Victoria for the Royal Australian Navy.

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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.

Anzac is the third Royal Australian Navy ship to carry the name of an Australian legend. Named after the Australian and New Zealand Army Corps during the First World War, the ANZACs landed on the Gallipoli Peninsula as part of a larger Allied Force on 25 April 1915, meeting fierce resistance from the Turkish defenders. The campaign dragged on for a further eight months of hellish trench warfare, giving birth to a legend of endurance, selflessness, dedication to duty and mateship in the most demanding of environments. It is a shared memory of common sacrifice for the nations involved, regardless of nationality or religion, providing an enduring example for the men and women of the Australian Defence Force and Australian's as a whole. Anzac Day is annually commemorated in Australia on 25 April. As such, Anzac (III) proudly bears her name underpinned by the motto, United We Stand. In maintaining a close link with the rich traditions of the Anzac spirit, during the NORTHERN TRIDENT 2005 deployment, Anzac visited Anzac Cove, Gallipoli for the 90th Anniversary of the landings. In company with warships of Britain, France and Turkey, Anzac provided a stunning backdrop to the official dawn service ceremony whilst some members of her crew participated in the services ashore. During NORTHERN TRIDENT 2005, Anzac celebrated the 200th Anniversary of the Battle of Trafalgar in the UK as part of the International Fleet Review.

Anzac has been granted freedom of entry to the City of Albany, Western Australia, the departure port for the ANZACs of old and also has a close association with the City of Rockingham.

The Warnbro High School, near her homeport, has established the 'HMAS Anzac Learning Centre' that promotes the education of our Navy and the history of Australia's most costly war. Other notable events Anzac participated in have included deployments to the Arabian Gulf, culminating in Naval Gunfire Support of British Royal Marines landings on Al Faw Peninsula, Iraq in 2003. Anzac has also successfully contributed to Fisheries Protection, Border Protection and Maritime Rescue Operations through her years of service. In 2015 Anzac participated in NORTHERN TRIDENT 2015, where she took part in the commemorative events for the 100th Anniversary of the ANZAC landings at Anzac Cove, Gallipoli.

HMAS Anzac is currently undergoing the Anzac Mid-Life Capability Assurance Program (AMCAP) upgrade at the Australian Marine Complex in Henderson, Western Australia. The upgrade is being performed by the Warship Asset Management Agreement (WAMA) Alliance and will include the replacement of the Long Range Air search radar, IFF (Identification, Friend or Foe) and secondary surveillance radar capabilities. Anzac will also undergo a platform systems obsolescence program to improve platform reliability and maintainability. Work will also be done to improve the ship's habitability for the crew. Also, an upgrade to the ship's communications systems will resolve a number of obsolescence issues. Rescue capabilities. Embarkation of a helicopter also provides the ship with the capability to deliver air-launched missiles and torpedoes.

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Type	Frigate Helicopter (FFH)	Displacement	3,600 tonnes
Laid down	5 November 19993	Length	118 Mtrs
Launched	16September 1994	Beam	14..8 Mtrs
Commissioned	18 May 1996	Draught	4.5 Mtrs
Crew	177	Speed	27 knots
Machinery	1 x GE LM 2500 Gas Turbine engine 2 x MTU 12V 1163 Diesels driving 2 shafts		
Armament	Mk 41 Sea Sparrow Missiles Harpoon anti-ship Missiles 1 x 5in Mk45 Mod 2 Rapid fire Gun 4 x 50cal Machine guns 2 x Mk 32 Triple Torpedo tubes Electronic Counter Measures Thomson Sintra Spherion Sonar 1 x MH 60R Seahawk Helicopter		

PICTURE FUNNIES

FIRST PICTURE OF WATER ON MARS...



THAT MOMENT WHEN YOUR STEAK IS ON THE GRILL AND YOU CAN ALREADY FEEL YOUR MOUTH WATERING
DO YOU VEGANS FEEL THE SAME WHEN MOWING THE LAWN?



Used To Be a Bastard@Facebook.com
I had a Goldfish that could break dance on the carpet.
But only for like 20 seconds.
And only once.
Used To Be a Bastard@Facebook.com

