GREENBANK NAA NEWSLETTER
GREY FUNNEL DITS

Disclaimer: The material contained in this publication is in the nature of entertainment for the members. Contributions are acknowledged, with thanks, from service organisations. The editor expressly Disclaims all and any liability to any person, whether an association member or not. Views expressed may not necessary be those held by the Executive or the members.

Editor: Tony Holliday *tonyholliday13@gmail.com* *0403026916*

Series No. 3 **Date: June 2020** **Issue No 6.**

GREENBANK NAVAL ASSOCIATION Sub Section

Events for June and July 2020.

June 2020:

Sunday	07 June	1000-1200	Normal Meeting	RSL Rooms	Cancelled
Wednesday	24 June	1000-1030	Executive Meeting	RSL Rooms	Cancelled

July 2020

Sunday	12 July	1000-1200	Normal Meeting	BBQ/Sizzle	Decision pending
Wednesday	29 July	1000-1030	Executive Meeting	RSL Rooms	Decision pending

Stage 2 :lifting of restrictions are coming during June, take it easy and enjoy the limitations, they will get better if we all do the right thing.

A trip to Mooloolaba and beyond sounds great.

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 - Personality

LCDR L V Goldsworthy:

Leon Verdi Goldsworthy was born at Broken Hill, NSW on 19 January 1909 the son of Alfred Goldsworthy and Eva Jane Goldsworthy (née Riggs). While growing up he was a keen amateur wrestler and gymnast. He was educated at Kapunda High School, South Australia, and later went on to the Adelaide School of Mines before attending Adelaide University, where he worked as a technician in the Physics Department. In the years before the war, Goldsworthy was engaged in the electrical sign business in Western Australia. On 4 November 1939, he married Maud E Rutherford and they later had a daughter Pamela.

Following the outbreak of war Goldsworthy applied to the join the Royal Australia Navy but was initially rejected due to his small stature. This did not deter him from making a second attempt and was subsequently accepted as a probationary Sub Lieutenant in the Royal Australian Naval Volunteer Reserve (RANVR) on 24 March 1941. Shortly afterwards he was sent to England to undertake officer training.

In England, Goldsworthy volunteered to become a rendering mines safe (RMS) officer and in August 1941 he joined the Admiralty Mine Disposal Section based in London. This became known as the Land Incident Section which dealt with German mines dropped as bombs from the air. During that appointment he rendered safe 19 mines and also qualified as a diver. As the German blitz on English cities began to decline, he transferred to the Enemy Mining Section, situated at HMS *Vernon* in Portsmouth, in January 1943. By then he had proven himself a skilled officer who had put his pre-war training in electricity and physics to good use. In early 1943 he helped Lieutenant Commander John Mould, RANVR, and a fellow RMS officer, to develop a diving suit with an independent gas supply that would be suitable for mine disposal work. Mould went on to form and train Port Clearance Parties or 'P' Parties as they were known, to clear liberated harbours in Europe. Goldsworthy volunteered to assist but was retained in *Vernon* for further underwater mine disposal duties. There he worked closely with *Vernon'*s mine recovery flotilla, a group of auxiliary vessels fitted for mine location and recovery work. On 13 August 1943 Goldsworthy defused a German mine in waters off Sheerness. This was only the second time such a mine had been rendered safe underwater and was a particularly hazardous operation. In September and October 1943, he defused two mines, one of which had rested under a Southampton wharf for two years and the other in the River Thames. For this he was awarded the George Medal. Then, in April 1944, he disarmed an acoustic mine that had lain in the water off Milford Haven for two and a half years. In September 1944 he was awarded a George Cross for his work in recovering and defusing three magnetic and one acoustic ground mine between June 1943 and April 1944. This award was the equivalent of the Victoria Cross and was awarded to recognise acts of bravery performed not in the face of the enemy. Overall, during this period he rendered safe or recovered seven ground mines and a number of moored mines and armed conical floats. Shortly after the Allied invasion of France, Goldsworthy, based in *Esmeralda* from the Mine Recovery Flotilla, joined the P Parties to undertake mine disposal, underwater demolition and other diving tasks off the Normandy coast. There Goldsworthy rendered safe the first type K mine in Cherbourg Harbour and three ground mines on the British assault area beaches.

For this work he was awarded a Distinguished Service Cross in January 1945 ‘for gallantry and distinguished services in the work of mine-clearance in the face of the enemy’. As the P Parties followed the advance into Europe, Goldsworthy remained with the Flotilla, where he dealt with four ground mines in the waters around the English coast.

Goldsworthy and another Australian officer, GJ Cliff, RANVR, were both promoted Acting Lieutenant Commanders in September 1944. In October 1944, the Admiralty sent them to the Pacific as British Naval Liaison and Intelligence Officers. There they were attached to the US Navy's Mobile Explosive Investigation Unit No 1, initially in the South West Pacific and subsequently in the Philippines. Their task was to obtain intelligence on US search, recovery and disposal techniques and to forward samples of enemy ordnance material, particularly mines and torpedoes to the UK. Goldsworthy returned to the UK in August 1945 to close down the P Parties and in December he was appointed to the British Naval Technical Mission to Japan where he assisted in compiling a report on Japanese underwater weapons. He returned to Australia in HMS *Formidable* in April 1946 and was demobilised in May.

By the time the war ended, Goldsworthy had become Australia's most highly decorated naval officer, having been awarded the George Cross, the George Medal the Distinguished Service Cross and a mention in dispatches.

Wedmore, England. Informal portrait of Lieutenant Commander Leon Verdi Goldsworthy, GC DSC GM, RANVR. The smiling Goldsworthy is holding a fuse he has just removed from the German Type C aerial magnetic mine in the trench behind him. Goldsworthy was one of several Australians of the RANVR attached to the Enemy Mining Section at HMS Vernon. (AWM P03434.002)

After demobilisation, Goldsworthy returned to Perth where he worked as the production manager of the Rainbow Neon Light Company until retiring in 1974. He was recommissioned as an officer in the RANVR in 1953 so that he could take part in the coronation celebrations for Queen Elizabeth II, embarking with others in the aircraft carrier HMAS *Sydney* which conveyed the coronation contingent to the UK. After his wife's death, in 1959, he married Georgette Johnston in 1968. In 1991 he became vice-chairman (overseas) of the Victoria Cross and George Cross Association and was also the patron of the Perth Underwater Explorers Club.

Leon Goldsworthy died in Perth, Western Australia on 7 August 1994. He was cremated and his ashes scattered at sea. The Leon Goldsworthy Ward at Hollywood Private Hospital in Perth was named in his honour.

ROYAL AUSTRALIAN NAVY - ADMIRALS

RADM N R B Berlyn:

Nigel Richard Benbow Berlyn was born in Plymouth, England on 26 August 1934 and was educated at The Nautical College, Pangbourne, in Berkshire during 1948-1952 before entering the Royal Navy in May 1952 as an engineer officer. He served in a variety of Royal Navy establishments and ships and was promoted to Lieutenant in September 1956 and Lieutenant Commander in September 1964 Berlyn served on exchange with the RAN in 1964-65 as the Practical Training Co-ordinator, at the apprentice training establishment (HMAS *Nirimba*) located at Quakers Hill in western Sydney. In November 1965 he transferred to the RAN. His first posting in the RAN was as the Marine Engineer Officer in the destroyer HMAS *Vampire* during 1966-1967. During this time *Vampire* served extensively in South East Asian waters including escort duties to Vietnam and guard-ship duties in eastern Malaysia during the Indonesian Confrontation. In late 1967, lieutenant commander Berlyn was posted to the staff of the General Manager Garden Island Dockyard, firstly as the Superintendent Refit Planning and then as the Senior Project Planner. He was promoted to Commander in December 1967. Commander Berlyn was appointed as the Marine Engineer Officer in the aircraft carrier HMAS *Melbourne* in early 1971 and served in her until the end of 1972. He then completed the Joint Services Staff College, Canberra, in 1973 and was then posted, as an Acting Captain, as the Programming and Planning Manager in the New Destroyer Project Directorate. This project was to introduce the Light Destroyer (DDL) into the RAN but was cancelled in late 1973.After the DDL project cancellation he became the Director of the Guided Missile Frigate Acquisition Project. Berlyn was confirmed in the rank of Captain in June 1975. In early 1977 Captain Berlyn was posted to Fleet Headquarters as the Chief Staff Officer (Technical). He was appointed as a Member of the Order of Australia (AM) in June 1978 in recognition of service as Project Director of the Guided Missile Frigate Acquisition Program.

Captain Berlyn was then posted to Navy Office in January 1980 as the Chief Staff Officer Technical Services. Following promotion to Commodore in December 1980, he served at Williamstown Naval Dockyard in 1981-82; during a very difficult period when the lack of productivity at the dockyard and rampant unionism was called into question several times in Parliament. In 1983 Berlyn undertook training at the Royal College of Defence Studies in London and upon return to Australia he commenced work as the General Manager of the Garden Island Dockyard in January 1984; and was to become the last uniformed officer to hold this position before the dockyard was privatised. He was promoted to Rear Admiral in September 1984 and continued to serve as the General Manager of the Garden Island Dockyard. In June 1987 Rear Admiral Berlyn was appointed as an Officer in the Order of Australia (AO) in recognition of service to the Royal Australian Navy as a Marine Engineer Officer, particularly as the General Manager of HMA Dockyard Garden Island.

In August 1989 he proposed the introduction of random breath testing at the dockyard to try and curb excessive lunch time drinking by dockyard workers and reduce accident and injury rates. This met with stiff opposition from the various unions at the dockyard, but this process was to become standard practice across Australian industry in the first decade of the 21st century. Rear Admiral Berlyn retired from the RAN in 1990. He is keen yachtsman and has taken part in a number of yacht races since retirement.

SEA BATTLES

Battle of Leyte Gulf:
The *Battle of Leyte Gulf* (Filipino) Is considered to have been the largest naval *battle* of World *War* II and is, by some criteria, a contender for the title “largest naval *battle* in history”, with over 200,000 naval personnel involved.
Date: 23–26 October 1944
Location: Leyte Gulf, Philippines
Result: Allied victory

Following the initial Japanese advance in late 1941 and early 1942, and the halting of the offensive in the Solomon and New Guinea, the United States, supported by its allies, began its trans-Pacific assault. This campaign followed two lines of advance: the first, commanded by General Douglas MacArthur, along the northern coast of New Guinea, and the second, commanded by Admiral Chester Nimitz, through the island chains of the central Pacific. By 1944 these two lines began to converge on the ‘Taiwan-Luzon-China’ triangle. At a meeting on 26 July 1944 with his two theatre commanders, US President Roosevelt decided that the next objective would be the Philippine Islands.

Although the liberation of the Philippines is generally seen in a political context, it also offered important strategic implications. If the Japanese lost their hold in the Philippines, their Empire would be cut in two, and maintaining the flow of oil to the home islands would become even more difficult. The Allies would also gain another staging base for subsequent assaults on islands closer to Japan.

The retaking of the Philippines began with an assault on the Leyte Gulf-Surigao Strait area. Planning was complicated by the huge distances involved, for while the Normandy landings on 6 June 1944 were conducted 50 nautical miles across the English Channel, Leyte Gulf was more than 500 nautical miles from the main staging areas in Morata and Palau. Much of the logistic support had to be sourced from the US west coast, more than 5000 nautical miles from the front.

The assault would also take place beyond the range of land-based aircraft; hence all air support would need to come from US Navy aircraft carriers. The advance from Morotai to Leyte in one bound was a calculated risk, as the Allied forces would be ringed by Japanese airfields and land-based aircraft with greater staying power than the aircraft from USN aircraft carriers.
Commanded by Vice Admiral Kinkaid, USN, the US Seventh Fleet and assigned elements of the US Third Fleet together formed Task Force 77 and the Central Philippines Attack Force, and comprised 157 combat ships (including 6 battleships, 11 cruisers and 18 escort carriers), 420 amphibious ships and 84 patrol, minesweeping and hydrographic vessels. Another 17 aircraft carriers, 6 battleships, 16 cruisers and 56 destroyers of the Third Fleet, under Admiral Halsey, USN, were tasked with covering the invasion. The Royal Australian Navy’s contribution to Kinkaid’s force, under the command of Commodore Collins, consisted of the heavy cruisers Australia and Shropshire; the destroyers Arunta and Warramunga; the infantry landing ships Westralia, Kanimbla and Manoora; the frigate Gascoyne; and the motor launch HDML 1074.

The RAN was also represented in Task Group 77.7, the Leyte Gulf Service Force of the Seventh Fleet, by the oiler Bishopdale, the provision ship Merkur and the ammunition ships Poyang and Yunnan.

Every shell, spare part, and morsel of food required for this vast armada had to be carried in ships from either the US west coast or Australia. Fuel and lubricants were sourced from the USA and the West Indies. Ammunition arrived from the USA via Australia. A third of all fresh produce came from the USA, the rest from Australia. This required a massive fleet train to carry the necessary supplies. Task Group 30.8 of the Third Fleet, which augmented the Seventh Fleet support force, comprised 34 oilers, 11 escort carriers, 19 destroyers and 26 destroyer escorts. Additional lift capacity, and an escort force, was required for supplies necessary to project and sustain the land operations.

On 10 October the assigned forces sailed from their assembly areas at Hollandia, Manus Island, Morotai and Guam. 'No one', wrote Captain Tarbuck, USN, the Senior Naval Adviser at MacArthur's headquarters, 'could see this great panorama of ships without realising the impotence of any great army engaged in oceanic warfare without control of the sea and air'. The fleet arrived on 17 October and began bombarding Japanese shore positions and sweeping defensive minefields. On 18 October Gascoyne and the American minesweeper YMS 393 entered San Pedro bay and laid channel markers and shoal water buoys.

On the morning of 20 October Task Group 78.3, which included Westralia, Kanimbla and Manoora, entered Leyte Gulf and commenced landing operations at Panaon Island. Within 45 minutes the three Australian ships had disembarked over 2800 troops of the US 21st Regimental Combat Team on the undefended island. The main landings at Tacloban and Dulag were accompanied by a full bombardment from battleships, cruisers, destroyers and rocket ships, including Australia, Shropshire, Arunta and Warramunga. By that afternoon the situation was secure enough for MacArthur to wade ashore and make his famous 'I have returned' broadcast. Shore based opposition to the landings was light and Japanese aircraft made only sporadic attacks during the day.

On the following morning, the two Australian cruisers were attacked by a lone Japanese dive-bomber, which crashed into the port side of Australia, killing 30 crew and wounding 64, many of them skilled and experienced bridge and gunnery control personnel. The Commanding Officer, Captain Dechaineux, was killed and Commodore Collins was wounded Australia was the first Allied vessel at Leyte hit by a suicide aircraft; although this was not part of the organised kamikaze attacks on the Allied forces, which began four days later, but the act of an individual
pilot.

Because of the casualties and damage Australia, escorted by Warramunga, sailed for Manus Island. These were the only Australian casualties of the operation.

The Japanese Navy activated its Operation SHO-1 defence plan as soon as the Allied assault forces were sighted on 17 October. The Japanese attack was scheduled for 25 October because of the time required to fuel the ships and embark aircraft. The Japanese naval forces, organised into Northern, Centre and Southern Forces, sailed on 22 October to intercept the Allied invasion force. The Japanese mustered one fleet aircraft carrier, 3 light aircraft carriers, 6 battleships, 2 hybrid battleship-carriers, 13 heavy cruisers, 6 light cruisers, and 31 destroyers. The Northern Force aircraft carriers were intended to distract and divert the American fast aircraft carrier group while the two Japanese battleship groups entered Leyte Gulf and attacked the invasion shipping.

On paper this was a formidable force, however, there were a number of major weaknesses, primarily the lack of trained aircrews.

Three naval engagements were fought in the battle for Leyte Gulf on 24-25 October 1944. At the Battle of the Surigao Strait the Japanese Southern Force night attack on the landing forces was repulsed by Admiral Kinkaid's covering forces, including Shropshire and Arunta. Two Japanese battleships and three destroyers were sunk without loss to the Allied force, and a damaged heavy cruiser succumbed to air attack the following day.

Admiral Halsey ordered his ships to intercept the approaching Northern Force. In doing so he left the San Bernadino Strait unguarded, subsequently sparking a major controversy as to whether his focus should have been to destroy the Japanese fleet or protect the landings. Thus, the US fleet carriers were successfully lured away from the entrances to Leyte Gulf, opening a path for the Japanese Centre Force.

At the Battle of Cape Engano the Northern Force lost four aircraft carriers, a light cruiser and four destroyers, before the remaining force withdrew. At the Battle off Samar Island the Japanese Centre Force attacked the US Navy Escort Carrier Force, which was left exposed by Halsey's departure. This enemy force of powerful fast battleships and cruisers sank an escort carrier and two destroyers but lost three heavy cruisers in return and withdrew without attacking the landing forces in Leyte Gulf. The failure of the Centre Force to press home its attack on the landing forces meant that the Japanese Northern Force aircraft carriers had been sacrificed in vain. The Battle of Leyte Gulf cost the Imperial Japanese Navy heavily, effectively destroying it as an offensive force. The potential naval threat to this and future Allied invasions was removed, and the need to provide extensive protection to logistics forces was also greatly reduced. The Japanese had failed to achieve their objectives whilst the Allies would ultimately achieve theirs. Several important lessons can be drawn from the Leyte Gulf operation.

A key principle of war is the selection and maintenance of the aim of an operation. The aim of SHO-1 was to disrupt the landings by attacking the transport shipping in Leyte Gulf. The Centre Force became distracted by its attack on the Escort Carrier Group, instead of carrying through the attack on the transport shipping. At the same time, the Allied force also failed to clearly select its aim.

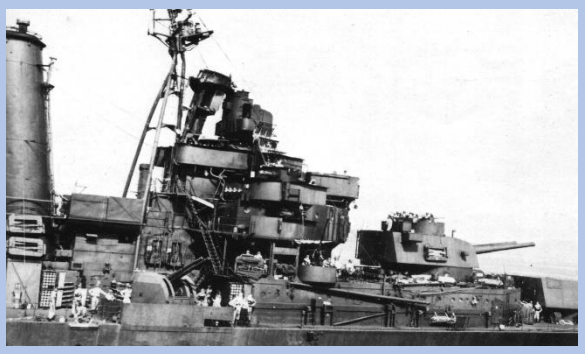
Halsey believed his primary role was destroying the Japanese fleet, while MacArthur believed Halsey's primary role was protecting the landings. This should have been clarified by higher command prior to the operation. Kinkaid's covering force was almost out of ammunition after the previous day's bombardments and the Surigao Strait night action. Had the Centre Force pressed home its attack the landing force could have suffered serious losses and the invasion might have been placed in jeopardy.

Another key principle of war is sustainment. As Leyte Gulf demonstrated, the difficulty of sustaining maritime power projection operations over extended distances should not be underestimated. The logistics effort was enormous, with extended and potentially vulnerable supply lines stretching over 5000 nautical miles. Of note is the substantial additional effort required to protect the ships of the logistic force, removing escort vessels and aircraft from offensive operations.

A third key principle of war is cooperation. Units of the RAN provided essential capabilities that complemented those of the US Navy at Leyte Gulf. Capabilities such as the infantry landing ships, logistics ships and survey ships were what might now be termed 'niche' capabilities.

The RAN's ability to operate in Allied coalitions and alliances, from 1901 to the current day, has been predicated on cooperation, in terms of shared or substantially similar doctrine, equipment and control arrangements.
The landings and naval battles at Leyte Gulf in October 1944 demonstrated the utility of maritime forces in power projection operations.

Amphibious ships moved troops 500 nautical miles to landing beaches. Logistics ships moved vital stores, ammunition and rations, directly and indirectly, over 5000 nautical miles to maintain land and naval forces in the area of operations. Sea based air power provided essential air cover to the fleet and land forces in an operation beyond the range of Allied land-based aircraft. In all but the latter, the RAN made a small, but still substantial, contribution to the successful outcome of the operation.



Damage to HMAS Australia during battle

HMAS Arunta combatant in this battle

Combatants: Allied Forces

8 Fleet Carriers
8 Light Carriers
18 Escort Carriers
12 Battleships
24 Cruisers
166 Destroyers
1,500 aircraft

Japanese Forces

1 Fleet Carrier
3 Light Carriers
2 Hybrid carriers/Battleships
7 Battleships
14 Heavy Cruisers
6 Light Cruisers
35 Destroyers
300+ aircraft

Losses:

1 Light Carrier
2 Escort Carriers
2 Destroyers
1 Destroyer Escort
200+ aircraft
3,000 Casualties

1 Fleet Carrier
3 Light Carriers
3 Battleships
10 Cruisers
11 Destroyers
300 aircraft
12,500 casualties

Result:……Allied Victory

==========

HAVE A LAUGH

Slaney phoned the maternity ward at the hospital. 'Quick!' he said.
'Send an ambulance, my wife is goin' to have a baby!'
'Tell me, is this her first baby?' the intern asked.
'No, this is her husband, Kevin, speakin'.'

Billy-Bob walks into a bar and says, "Bartender, one round for everyone, on me!"
The bartender says, "Well, seems you're in a really good mood tonight,"
Billy-Bob says, "Oh, you can bet on it! I just got hired by the city to go around and remove all the money from parking meters. I start on Monday!" The bartender congratulates him and proceeds to pour the round.
Monday evening arrives. Billy-Bob comes back into the bar and says, "Bartender, two rounds for everyone, on me!"
The bartender says, "Well now! If you're so happy just over having this new job, I can just imagine how happy you'll be when you get your pay check!"
Billy-Bob looks at the bartender with a wondrous look on his face, pulls out a handful of quarters from his pocket, and says, "You mean they'll PAY me too?"

Halloween Scary Joke 18-year-old, Dan was walking home from a Halloween party at his friend's house, when he heard a thumping noise behind him. THUMP, THUMP, THUMP, THUMP. When Dan turned around, he saw it was a coffin behind him. Dan started walking quicker but the THUMPS were still right behind him. Soon Dan was running, the coffin started running to. Now Dan was running faster than he had ever ran in his life, but the coffin was still right behind him! "HELP!" Dan screamed! He ran into his house and tried to slam the door but the coffin caught the door and started following him up the steps THUMP, THUMP, THUMP, THUMP, Dan ran into the bathroom and grabbed the first thing he saw, cough drops, and threw them at the coffin….and of course the coffin' stopped.

Enjoy Life Joke Sam goes to the doctor for his yearly check-up. "Everything is fine", said the doctor, "You're doing OK for your age." "For my age?" questioned Sam, "I'm only 75, do you think I'll make it to 80? "Well" said the doctor, "do you drink or smoke?" "No" Sam replied. "Do you eat fatty meat or sweets?" "No" said Sam "I am very careful about what I eat." "How about your activities? Do you engage in thrilling behaviours like speeding or skiing? "No" said Sam taken aback, "I would never engage in dangerous activities." "Well," said the doctor, "then why in the world would you want to live to be 80?

ROYAL AUSTRALIAN NAVY - SHIP HISTORY

HMAS BASS:

HMAS *Bass* was laid down in the yard of Walkers Ltd, Maryborough, Queensland in 1959. She was launched by Mrs JB Wilson on 28 March 1960 and commissioned on 15 November 1960 under the command of Lieutenant Geoffrey Kennedy, RAN, at a ceremony conducted at Garden Island, Sydney.

Bass was originally painted in a white paint scheme to reflect her role as part of the RAN's survey fleet.

Following her commissioning Bass was initially engaged in survey operations in waters that stretched from Queensland to South Australia including inshore operations between Port Lincoln and the Sir Joseph Banks group in the Spencer Gulf. In February 1962 *Bass* commenced a survey of southern Tasmanian waters before returning to Sydney in May. In the latter half of 1962 *Bass* deployed for the Gulf of Carpentaria where she assisted HMAS *Warrego* in charting the approaches to Weipa which at that time was being developed as a port from which bauxite could be exported.

In March 1963 *Bass* was dispatched to Darwin from where she was to operate as a replacement for HMAS *Banks* while she underwent a refit in Sydney. During a mid-year survey of north eastern Arnhem Land, *Bass* discovered the wreckage of two Vultee Vengeance aircraft in a isolated area which had not been visited since World War II.

The following year saw *Bass*, under the commander of Lieutenant WSG Bateman, RAN operating along the coast some 150 miles west of Darwin. On 9 November the fishing vessel *Phaleron* grounded on a reef off Thursday Island and both *Bass* and HMAS *Moresby* were dispatched to render assistance. Portable equipment from the stricken vessel was recovered along with five of her crew who were later landed at Thursday Island.

During September and October 1965 *Bass* assisted HMA Ships *Diamantina*, *Gascoyne* and *Moresby* in a survey of the approaches to Port Hedland, Western Australia. Her time based in Darwin came to an end in October the following year when orders were received for her to return to Sydney for a major refit.

On completion of her refit, and with a new grey paint scheme applied, *Bass* was handed over to the Royal Australian Naval Reserve at Waverton, Sydney on 7 July 1967. Shortly afterwards, under the command of Lieutenant IC Hutcheson, RAN, and in company with her sister ship *Banks* (bound for Port Adelaide), *Bass* sailed for Hobart, Tasmania to take up duty as a training ship at the reserve training establishment HMAS *Huon*.

In that capacity *Bass* became a familiar sight on the Derwent River and many members of the Hobart Port Division of the RANR undertook training cruises in her. In mid-1973 *Bass,* in company with HMA Ships *Banks*, *Curlew* and *Teal,* participated in fishery patrols and exercises in Bass Strait.
Bass remained in Tasmania for many years conducting pilotage training, coastal navigation exercises. anchor work, boat drills, blind pilotage training as well as myriad other seamanship evolutions.
In August 1982 she returned to Sydney where she was home-ported at HMAS *Waterhen*. There she continued in a reserve training ship role for which she proved most suitable. By then, however, problems were beginning to arise with the ship's material state which was exacerbated by the lack of a permanent crew.
Bass decommissioned in December 1982 but was retained in service as an active auxiliary vessel for training and fleet support duties. In October 1985 GPV *Bass* left Sydney bound for Darwin where she was again employed supporting the Naval Reserve attached to the Darwin Port Division. IN 1994 at the end of her useful life *Bass* was sold for conversion to a fishing trawler. In 2018 she could still be seen moored in waters west of the Sydney Harbour Bridge.

HMAS Bass as a survey ship, note that she was painted white.

HMAS Bass in her new role as a General-Purpose Vessel. Now painted grey

ROYAL AUSTRALIAN NAVY - NEW SHIPS

HMAS Toowoomba:

Class	Anzac Class	Length	118 Mtrs
Type	Frigate Helicopter FFH	Beam	14.8 Mtrs
Builder	Tenix Defence Systems	Draught	4.5 Mtrs
Laid down	26 June 2002	Displacement	3600 Tonnes
Launched	16 May 2003	Crew	177
Commissioned	8 October 2005	Sped	27 Kts
Machinery	1 x GE 4M2500 Gas Turbine engine 2 x MTU 12V 1163 Diesels	Missiles	Mk 45 VL Sea Sparrow Harpoon Anti-Ship
Helicopter	1 x MH-GUR Seahawk	Guns	5 in Mk 45 Mod 1 RF 4 x 50 Cal Machine guns

HMAS *Toowoomba* is the seventh 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.

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

Toowoomba 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. *Toowoomba* also has eight anti-ship/land attack canister launched harpoon missiles. The ship's other defence systems include the Nulka active missile decoy system, offboard chaff and a torpedo countermeasures system.

HMAS *Toowoomba*, like her sister frigates HMA Ships *Anzac*, *Arunta*, *Ballarat*, *Parramatta*, *Perth*, *Stuart* 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.

HMAS *Toowoomba* is the second RAN ship to bear the name of Queensland's inland city. HMAS Toowoomba (I) was one of 60 Bathurst Class Minesweeping Corvettes built in Australia during the Second World War as part of the Commonwealth Government's wartime shipbuilding program.

NAVAL TERMS

Over the Barrel:

The most common method of punishment aboard ship was flogging. The unfortunate sailor was tied to a grating, mast or over the barrel of a deck cannon

To Know the Ropes:

There were miles and miles of cordage in the rigging of a square-rigged ship, the only way of keeping track of any knowing function of all these lines was to know where they were located. It took an experienced seaman to know the ropes.

Dressing Down:

Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called “dressing down”. Alternatively, an officer or Sailor who was reprimanded or scolded received a dressing down.

Footloose:

The bottom portion of a sail is called the foot, if it is not secured, it is therefore footloose and it dances randomly in the wind.

Booby Hatch:

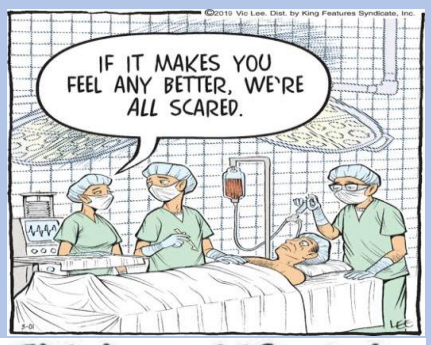
Aboard a ship, a booby hatch is a sliding cover or hatch that must be pushed away to allow access or passage.

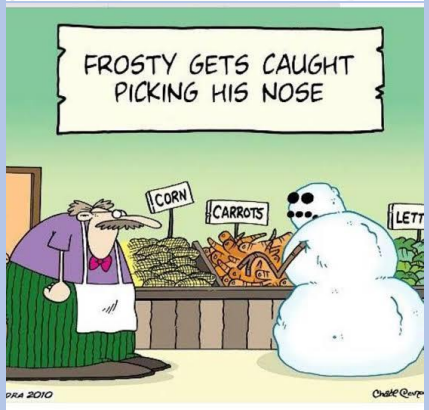
First Rate:

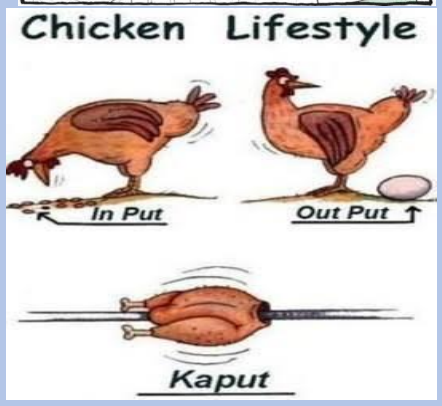
Implies excellence. From the 16th century on, steam powered ships took over, British Naval Ships were rated as to their number of heavy cannon they carried. A ship of 100 or more cannons was a First Rate line of battleship. Second rates carried 90 – 98 cannons; Third rate 64 – 89 cannons; Forth rate, 50 – 60 cannons; Frigates carrying 20 -48 cannons were Fifth and Sixth rated.

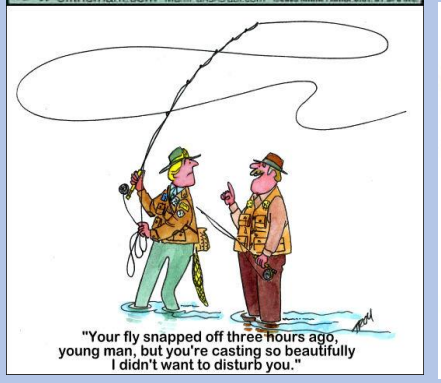
==========

PICTURE FUNNIES









NAVAL TRADITIONS

Naval Uniforms: Cont;

The Commonwealth Naval Forces

On 1 March 1901, the Australian States transferred their naval forces and all persons 'employed in their connexion' to the Federal Government, creating the Commonwealth Naval Forces (CNF). There were no immediate changes to uniforms and for a period the CNF was a consolidated navy in name only, with each state continuing to wear their former colonial uniforms. It was not until 1904 that new uniform regulations were promulgated. These instructions ordered officers of the CNF to wear the uniform prescribed in the King's Regulations for officers and men of the RN with only minor modifications to rank lace. This involved the substitution of a triangle in place of the executive curl for seaman officers and the substitution of a gold star for officers of non-executive branches such as paymasters and engineers.

Petty officers, men and boys, adopted the same uniform as that worn in the RN with the exception that cap ribbons were lettered H.M.A.S [His Majesty's Australian Ship] followed by the name of their ship. This early reference to use of the letters 'H.M.A.S' preceding ship's names is noteworthy, as it was not until 1911 that King George V officially approved the designation 'His Majesty's Australian Ship'.

Left: Captain WR Creswell was appointed the first Director of the Commonwealth Naval Forces in 1904. He can be seen here dressed in a frock coat laced with the design approved for the new naval forces featuring a triangle in lieu of the executive curl. Right: A junior rating dressed in blues wearing an early cap ribbon lettered HMAS.

The Royal Australian Navy

The granting of the Royal title in 1911, coupled with the arrival of the Australian fleet unit in October 1913, removed any lingering concerns the Admiralty held concerning Australian naval men wearing RN uniform and in 1913 the RAN received approval to adopt the full range of uniforms, badges and insignia of the RN. The only differences that remained between the two were minor changes to buttons and cap ribbons referencing Australia. For many, this was viewed as the final affirmation that Australia's naval forces, as the embryonic RAN, had come of age. 1913 also saw the formation of the Naval Dockyard Police and the first permanent RAN band that paraded dressed in a version of the uniform worn by the Royal Marines Band Service.

In 1914, as war clouds gathered, the rank of lieutenant-commander was introduced taking its place in the hierarchical structure above lieutenants and below commanders. This saw the familiar 'half' stripe introduced between the existing rank-lace worn by lieutenants. It did not take long for those serving in the lower deck to coin the term 'two-and-a half' to describe officers of that rank.
The following year saw engineering officers granted use of the executive curl on their upper rank stripe and by 1918 the remaining non-executive officers had received similar approval, although the practice of wearing coloured distinction cloth continued until April 1955.
Not all of the RAN's personnel went to war in navy blue. Members of the 1st Royal Australian Naval Bridging Train, an engineering unit, served at Gallipoli and throughout the Middle East dressed in the olive drab uniform of the 1st Australian Imperial Force (AIF). Their commanding officer, Lieutenant Commander L.S. Bracegirdle, RAN, saw a need to distinguish between the two forces and designed large, stockless anchor badges to identify them as sailors, these were worn in lieu of the army's 'Rising Sun' badges.

Between World War I and the outbreak of World War II a variety of new categories made their appearance including divers and dental mechanics. CPOs uniforms were also altered slightly when approval was given in January 1926 for three large gilt buttons to be added to the cuffs of blue jackets and white tunics. The combination of buttons on the cuffs coupled with the wearing of non-substantive badges on the lapels of the blue jacket became synonymous with the CPO rank.

The onset of war with Germany on 3 September 1939 triggered another technological revolution that saw the armed forces of the industrialised world rapidly advance in ways not previously considered possible. With new technologies and innovation came the requirement for a host of new categories in the RAN and a much more practical approach to dress. At the beginning of the war many battles were fought in what today would be considered to be ceremonial uniforms. By the war's end, thousands of sun-tanned Australian officers and sailors could be found throughout the Pacific, with bare chests or clad in khaki open necked shirts, shorts and sandals.

To be continued: