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| Saclip_image001  **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.*  flag  A close up of a sign  Description generated with very high confidence |

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| **GREENBANK NAVAL ASSOCIATION Sub Section**  **Events for Greenbank Sub Section for October and November 2020.**  **October 2020:**  Tuesday 06 1900-2100 Normal Meeting RSL Rooms  Wednesday28 1000-1030 Executive Meeting RSL Rooms  **November 2020:**  Tuesday 03 1900-2100 Normal Meeting RSL Rooms  Commemorative Services at ‘ Jack’s’ Memorial Southbank  October: HMAS Yarra - LCDR Robert Rankin and Leading seaman Ronald ‘Buck’ Taylor  November: XE4 - Sub Leut Briggs Submariner  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.*  **ROAYAL AUSTRALIAN NAVY – PERSONALITY**  **Matron Annie Laidlaw:**  **Annie Ina Laidlaw** was born on 23 January 1889 at Lake Wallace, near Edenhope, Victoria, second of three daughters of native-born parents James Adam Laidlaw, grazier, and his wife Annie, née Gilchrist. Ina was educated at Alexandra Ladies' College, Hamilton. On 11 November 1913 she started training at the (Royal) Children's Hospital, Melbourne; three years later she was retained as a staff nurse, Appointed to the Australian Army Nursing Service on 30 June 1917, Laidlaw was immediately sent to India where she served in military hospitals at Bombay and Poona. She returned to Melbourne in March 1919 and her army nursing appointment terminated on 21 May. Back at the Children's Hospital, she worked as a ward sister until 1925 when she was granted leave to undertake midwifery training at the Royal Hospital for Women, Sydney. She resumed her post at the Children's Hospital and in January 1926 became Assistant Lady Superintendent (assistant-matron). In 1930 she was promoted to Lady Superintendent of the hospital's orthopaedic section at Frankston, Victoria where she worked under the medical superintendent Dr John Colquhoun.  The Royal Australian Naval Nursing Service (RANNS) was formed in 1942. Surgeon Captain WJ Carr, who knew Miss Laidlaw socially, nominated her to head the new service; on 20 April she was appointed Superintending Sister, with the equivalent rank of Lieutenant Commander. She assisted in the selection of qualified nurses suitable for recruitment as RANNS officers. Initially, twelve were chosen in Melbourne and twelve in Sydney. Their numbers rose to sixty before World War II ended. They served in naval hospitals in Sydney and Darwin, at Milne Bay, Papua, and at Flinders Naval Depot, Westernport, Victoria; they staffed naval sick-quarters in Brisbane and Canberra, at Townsville and Cairns, Queensland, and at Fremantle, Western Australia; some of them were attached to Army and Air Force hospitals. Laidlaw visited her staff at their various postings.  Based at Flinders Naval Depot, she had charge of the establishment's hospital in addition to her responsibilities for the whole of the RANNS. In March 1943 she was promoted Matron. Laidlaw and her colleagues shared their living-quarters with officers of the WRANS but had their own officers' mess where meals and services were provided by WRANS cooks and stewards. The nurses' duties included training men as sick-berth attendants to prepare them for employment at sea. There was some resentment among male members of the Medical Branch who felt that their positions were being usurped. Laidlaw overcame the difficulty. One nursing officer recalled that she "was of sterling worth...a born leader, a woman of tremendous courage".  After Laidlaw's RANNS appointment ended on 15 March 1946, she returned to her position at the orthopaedic division of the Children's Hospital and remained there until 1950. She had a large circle of friends, belonged to the Peninsula Country Golf Club, Frankston, enjoyed a game of cards and drove a baby Austin motorcar.  In 1951-52 Laidlaw was Home Sister at the Queen Elizabeth Hospital for Children, London. She then worked in Melbourne as Resident Matron at the Freemasons' Homes of Victoria, Prahran. Following her retirement in 1957, she lived in the Returned Sailors', Soldiers' and Airmen's Imperial League of Australia's home for nurses at RSL (St Kilda) House. She died on 13 September 1978 at McKinnon and was cremated with the forms of the Uniting Church.  **ROYAL AUSTRALIAN NAVY – ADMIRALS**  **Adm M J Hudson**  ADML Michael W. Hudson**Michael Wyndham Hudson** was born in Taree in NSW on 10 March 1933 and grew up in Sydney. Hudson briefly attended North Sydney Boys High before joining the Royal Australian Naval College at Flinders Naval Depot as a thirteen year old Cadet Midshipman in 1947. This entry was an expanded one, reflecting the post-war revitalisation of the Navy which was then underway and its members were to enjoy a remarkable degree of professional success. Amongst the class were Ian Knox, who became a Vice Admiral and Vice Chief of Defence Force, and David Martin, later a Rear Admiral and Governor of NSW. Hudson established himself as a leader of the group, graduating from the College as a [King's Gold](http://www.navy.gov.au/history/tradition/king-and-queens-gold-medals) Medallist. Soon afterwards, he went to sea as a Midshipman and saw operational service in the aircraft carrier Sydney during her deployment to Korea in 1951-52. After courses and qualifying service as a junior officer at sea, Hudson sub-specialised as a navigator. His combination of intellect, precision and strong practical abilities meant that he excelled in the art and it was significant that he was sent as navigator of the Cadet training ship Swan in 1959 on his return from exchange service with the Royal Navy (RN).  Hudson qualified as a 'dagger' (specialist) navigator with the RN in 1963, shortly after promotion to Lieutenant Commander he saw service with the United States Navy (USN) in 1962-63 during the summer season in the Antarctic on Operation DEEP FREEZE. He always regarded the latter as a key formative experience. Along with his extensive service in South East Asia, it played an important part in developing his understanding of one of the key strategic problems which Australia faced in meeting its security needs - that of distance.  Mike Hudson spent two years as the executive officer of the destroyer Vendetta during a period when it spent much time in the Far East during the Confrontation with Indonesia. His captain was Commander David Leach, later Hudson's immediate predecessor as Chief of Naval Staff and, with such talent, it was a highly successful commission. Supporting the naval veterans of the Emergency and Confrontation would be an important concern for Hudson in his retirement. Following his appointment in Vendetta, he was promoted, becoming the Training Commander at the premier naval training establishment, HMAS Cerberus.  Hudson returned to Vendetta in 1970, this time in command. There he established a reputation as a highly effective captain and this stood him in good stead during later commands of Brisbane, Stalwart and Melbourne. He was soon ear-marked as having the potential to reach the highest rank of the Navy.  This was reflected in the succession of shore postings he enjoyed, which ranged between key operational and planning appointments and higher military education overseas at the United States Armed Forces Staff College and the National Defence College of Canada. Promoted to Rear Admiral in 1982, he served as Fleet Commander and the following year returned to Canberra in the Joint post of Assistant Chief of Defence Force Staff (Policy).  Hudson was promoted to Vice Admiral and appointed Chief of Naval Staff in 1985. In that capacity he built on the good work done by his predecessor, Vice Admiral David Leach, in the wake of the Labor Government's 1983 decision to abolish the fixed wing component of the Fleet Air Arm and to cancel the project for a new aircraft carrier.  Whatever his personal views (he had been the last operational captain of the aircraft carrier Melbourne) he accepted that there was no prospect of a revival of fixed wing naval aviation and that the RAN had to rebalance itself with that precondition firmly in mind.  Hudson proved extremely skilful at adapting himself and his plans for the navy to the new strategic constructs which were being developed at the time. He operated effectively at the political level, particularly with the energetic Kim Beazley, and within the bureaucracy. However, his intent throughout was to refashion the Navy with the resources available to create a force that would provide the maximum flexibility to government irrespective of the form strategic policy took. Typical of the debates that took place was whether a 5-inch gun should be fitted in the new Anzac Class frigates. Although more expensive than the originally intended 76mm (3-inch) weapon, the 5-inch gun would give the ships much more operational flexibility, particularly in the naval gun fire support role. The decision to select the bigger gun was triumphantly vindicated by Anzac herself through the gunfire provided to assist the Royal Marines in their assault on the Al Faw peninsula Iraq, in 2003. There can be little doubt that the current structure of the RAN and its success in meeting the challenges of the early 21st century owe much to Hudson's foresight.  Hudson was convinced of the need for active strategic engagement by Australia within South East Asia and the South West Pacific. While he was prepared to accept the Defence of Australia as a force structuring mechanism, particularly if the implications of the distances involved were properly recognised (something that he did not think was necessarily the case on the part of all those involved in strategic planning), he firmly believed that Australia's strategic interests required a much more proactive military - and national security - approach to the region. This was reflected in the Navy's deployment patterns and a developing program of exercises with friendly nations, as well as Hudson's own initiative to complement the US led International Naval Sea Power Symposium at Newport, Rhode Island with a regular Western Pacific Naval Symposium. In this, as in many other areas, Hudson was extremely successful at both supporting government policy and in assisting in its shaping.  He was insistent that the Navy existed to be one of the readiest and most effective tools for the government to use and it was clear that his period in office marked an increasing confidence on the part of the Government as to the RAN's utility and eagerness to serve. It was certainly increasingly called upon in contingencies - starting with the first Fiji coup in May 1987. The Gulf Crisis of 1990-91 saw the RAN providing the primary ADF response and Hudson worked hard to ensure that the Navy's forces were as well prepared and supported as they could be. He had to operate within the newly developed command arrangements that had given operational authority to the Chief of Defence Force and there were frequent tensions amongst the senior personalities involved. Hudson never wavered from his belief that, as CNS, he was both the person most qualified and the person most appropriate to provide service specific advice to the CDF and, in turn, to the Government.  Hudson also oversaw many changes in naval personnel. Some he championed himself, such as his efforts to align and integrate the Naval Reserve more efficiently with the Permanent Naval Forces. Other decisions he took more as a response to external pressures and in recognition of the Navy's need to change with society. The most critical of these proved to be the progressive integration of females into the seagoing navy and it was true that he, as with most in authority, did not recognise the profound challenges that this would create for the RAN in coming years. Hudson had some obvious wins. The RAN's 75th Anniversary celebrations in 1986 were an extraordinary success, particularly the Fleet Review staged in Sydney Harbour. The navy's yearlong effort to re-engage with Australian’s as a whole paid immediate dividends in the consolidation of national support and in recruiting.  The review itself set a standard for major national events that still applies. A fall and a broken hip meant that Hudson played a much less active role in the Bicentenary celebrations in 1988, but he ensured that the Navy took as prominent as part as possible.  During his naval service, Mike Hudson presented a formidable and austere visage to the outside world and he did not suffer fools gladly. His real sentiments in complex situations were not often well understood, particularly the case in Navy Office, where the systems and attitudes which had operated under the old collective arrangements of the Naval Board had yet to properly consolidate under the new system which gave much greater internal primacy to the Chief of Naval Staff. He faced some unnecessary, if not self-indulgent resistance to his intent, which caused him justifiable irritation, but it was also true that he sometimes confused legitimate debate for dissent. He delegated effectively to people he trusted, but, in the event of a dispute or a mistaken assessment on his part, it was always important for his subordinates to give him space and time to change his own mind in his own way.  Hudson also disliked much about the way he had to operate within the Department of Defence to be a successful CNS and he kept his own counsel over many of the decisions that he had to accept and implement in his six years at the top - to the extent that many thought that he had supported some externally imposed measured which he in fact fundamentally opposed and which he had fought strenuously against within the Defence system. He was probably seen by some as too strong an advocate of the Navy and of the authority of the Services and their Chiefs of Staff for he was not selected to be the Chief of Defence Force. In many ways, however, he achieved the ideal of the loyal servant of the government and public. He took responsibility and he wore it well, but there was a price.  Hudson lacked the affability or common touch of some of his contemporaries, although he possessed a dry humour and a sense of the ridiculous that could sometimes be roused, particularly if his wife Carla was present. His fairness and consistency, as well as his extraordinary practical competence made him a greatly respected commander at sea as well as an effective officer ashore. Those who were close enough to him in his administrative roles soon came to realise his fundamental humanity and he was always good - and frequently forbearing - to the young. Above all, he cared deeply for those who served with him and for the welfare of the Navy as a whole and this was reflected in the attention that he devoted to many individual cases - generally without publicity or fanfare. His essential kindness and concern for others became much more obvious after his retirement and organisations such as the Naval Association of Australia received much support from him.  Retirement came in 1991, with the special recognition of promotion to full Admiral, a gracious gesture on the part of a grateful government. He was created an Officer in the Order of Australia in 1985 and promoted to Companion in 1987. Mike and Carla Hudson retired to the country, while maintaining a base in Sydney. He proved a very successful breeder of cattle and an energetic farm manager until his decision to sell up and spend more time in Sydney and at a much smaller property in Kangaroo Valley.  While he was always ready with advice and counsel, he did not force himself on the contemporary Navy. He limited his direct involvement in naval affairs, particularly during the term of his immediate successor, Vice Admiral Ian MacDougal, but, in addition to his Naval Association and other charitable work, he took on part time posts such as the chair of the Antarctic and Southern Ocean Cooperative Research Centre.  In his last few years, supported by Carla and his sons, he fought a valiant battle against lymphatic cancer. Admiral Michael Hudson passed away on 27 February 2005 at the age of 71.  **NAVAL BATTLES**  The **Battle of the Philippine Sea** (June 19–20, 1944) was a major naval battle of [World War II](https://en.wikipedia.org/wiki/World_War_II) that eliminated the [Imperial Japanese Navy](https://en.wikipedia.org/wiki/Imperial_Japanese_Navy)'s ability to conduct large-scale carrier actions. It took place during the United States' amphibious invasion of the [Mariana Islands](https://en.wikipedia.org/wiki/Mariana_Islands) during the [Pacific War](https://en.wikipedia.org/wiki/Pacific_War). The battle was the last of five major "carrier-versus-carrier" engagements between American and Japanese naval forces, and pitted elements of the [United States Navy](https://en.wikipedia.org/wiki/United_States_Navy)'s [Fifth Fleet](https://en.wikipedia.org/wiki/United_States_Fifth_Fleet) against ships and aircraft of the Imperial Japanese Navy's [Mobile Fleet](https://en.wikipedia.org/wiki/1st_Mobile_Fleet_(Imperial_Japanese_Navy)) and nearby island garrisons. This was the largest carrier-to-carrier battle in history, involving 24 aircraft carriers, deploying roughly 1,350 carrier-based aircraft.  The aerial part of the battle was nicknamed the **Great Marianas Turkey Shoot** by American aviators for the severely disproportional loss ratio inflicted upon Japanese aircraft by American pilots and anti-aircraft gunners. During a debriefing after the first two air battles, a pilot from [USS *Lexington*](https://en.wikipedia.org/wiki/USS_Lexington_(CV-16)) remarked "Why, hell, it was just like an old-time turkey shoot down home!" The outcome is generally attributed to American improvements in training, tactics, technology (including the top-secret anti-aircraft [proximity fuse](https://en.wikipedia.org/wiki/Proximity_fuze)), and ship and aircraft design.  During the course of the battle, American submarines torpedoed and sank two of the largest Japanese fleet carriers taking part in the battle. The American carriers launched a protracted strike, sinking one light carrier and damaging other ships, but most of the American aircraft returning to their carriers ran low on fuel as night fell. 80 American planes were lost. Although at the time, the battle appeared to be a missed opportunity to destroy the Japanese fleet, the Imperial Japanese Navy had lost the bulk of its carrier air strength and would never recover. IJN plan for a decisive battleFrom the very start of the conflict in December 1941, the Japanese war plan had been to inflict such severe and painful losses on the US military that its public would become war weary and the American government would be convinced to [sue for peace](https://en.wikipedia.org/wiki/Suing_for_peace) and allow Japan to keep her conquests in east and southeast Asia.Though at a numerical disadvantage from the outset, and a growing industrial disadvantage, the Japanese high command believed that it could orchestrate a single, [decisive engagement](https://en.wikipedia.org/wiki/Decisive_victory), known as the [*Kantai Kessen*](https://en.wikipedia.org/wiki/Kantai_Kessen) strategy, and that it would allow them to defeat the Americans. Admiral [Isoroku Yamamoto](https://en.wikipedia.org/wiki/Isoroku_Yamamoto) had grown wary of this strategy, but he was killed in [Operation Vengeance](https://en.wikipedia.org/wiki/Operation_Vengeance) on April 18, 1943. The following day, Admiral [Mineichi Koga](https://en.wikipedia.org/wiki/Mineichi_Koga) succeeded Yamamoto as [Commander-in-Chief](https://en.wikipedia.org/wiki/Commander-in-Chief) of the [Combined Fleet](https://en.wikipedia.org/wiki/Combined_Fleet), and Koga wanted the [Imperial Japanese Navy](https://en.wikipedia.org/wiki/Imperial_Japanese_Navy) to engage the American fleet in the "single decisive battle" in early 1944. On March 31, 1944, Admiral Koga was killed when [his aircraft](https://en.wikipedia.org/wiki/Kawanishi_H8K) flew into a typhoon and crashed.A new Commander-in-Chief of the Combined Fleet, Admiral [Soemu Toyoda](https://en.wikipedia.org/wiki/Soemu_Toyoda), was appointed, and he finalized the Japanese plans known as Plan *A-Go* or Operation A-Go. The plan was adopted in early June 1944. Within weeks, an opportunity arose to engage the American fleet now detected heading for Saipan.Advantages for the AmericansJapan's decisive engagement kept getting delayed, diminishing the viability of the enterprise. By the end of 1942, the Allied navies had blunted most of the technological edge enjoyed by Japan's ships and planes at the start of the war. By mid-1943, the Allies' mass production of ships and better aircraft began wrestling the advantage away from Japan. Further, Allied training practices were nimbler, adapting better to new developments. Further still, the US revised their doctrine, training, and practices. Fleet operations also saw improvement through innovations like the [Combat Information Centre](https://en.wikipedia.org/wiki/Combat_Information_Center) as well as new communications and sensor technologies.Meanwhile, IJN aircrew losses, suffered during earlier carrier battles at [Coral Sea](https://en.wikipedia.org/wiki/Battle_of_the_Coral_Sea), [Midway](https://en.wikipedia.org/wiki/The_Battle_of_Midway), and the long [Solomon Islands campaign](https://en.wikipedia.org/wiki/Solomon_Islands_campaign) of 1942–43, had greatly weakened the Japanese Navy's ability to project force with its carriers. Losses suffered in the Solomon’s drastically reduced the number of skilled carrier pilots available to fill the [carrier air groups](https://en.wikipedia.org/wiki/Carrier_air_group). While it took nearly a year for the Japanese to reconstitute their groups following the Solomon’s campaign, the superior US industrial capacity and larger population meant the Americans were able to replace their smaller losses of pilots and aircraft with relative ease.Fast Carrier Task ForceAfter puncturing Japan's 'outer' defensive ring at the costly [Battle of Tarawa](https://en.wikipedia.org/wiki/Battle_of_Tarawa) in late 1943, the U.S. Navy implemented the improvements accumulated since 1942 in the formation of the [Fast Carrier Task Force](https://en.wikipedia.org/wiki/Fast_Carrier_Task_Force). This force was shared between two commands. When it was under Vice Admiral [Marc Mitscher](https://en.wikipedia.org/wiki/Marc_Mitscher), it was known as Task Force 58 and was part of Admiral [Raymond Spruance](https://en.wikipedia.org/wiki/Raymond_Spruance)'s Fifth Fleet. When it was Admiral [William F. Halsey](https://en.wikipedia.org/wiki/William_F._Halsey)'s Third Fleet, it was known as Task Force 38. Led by this main strike force, in early 1944 the U.S. fleet continued its advance in a steady progression across the islands of the central Pacific. After achieving their goals in the [Gilbert Islands campaign](https://en.wikipedia.org/wiki/Gilbert_Islands_campaign), the Americans began a series of softening-up missions aimed at weakening Japanese land-based airpower to limit Japan's ability to interfere with future amphibious invasions.  Few U.S. commanders realized how powerful Task Force 58 had become. They had undertaken the Endeavor with trepidation, but the raids proved to be successful beyond anything they and their planners had imagined. [Operation Hailstone](https://en.wikipedia.org/wiki/Operation_Hailstone) was a good example. It had effectively neutralized the Imperial Japanese Navy's primary base in the central Pacific, [Truk Lagoon](https://en.wikipedia.org/wiki/Truk_Lagoon). The success changed the manner in which the war would be pursued.  **Different perspectives** While U.S. commanders, particularly [Admiral Spruance](https://en.wikipedia.org/wiki/Raymond_A._Spruance), were concerned about the Japanese trying to attack U.S. transports and newly landed forces, the Japanese objective was actually to engage and defeat the Fast Carrier Task Force in decisive battle.[[14]](https://en.wikipedia.org/wiki/Battle_of_the_Philippine_Sea#cite_note-FOOTNOTEWillmott1984200-17) Since the Japanese commanders viewed the Marianas island group in the central Pacific, including [Guam](https://en.wikipedia.org/wiki/Guam), [Tinian](https://en.wikipedia.org/wiki/Tinian), and [Saipan](https://en.wikipedia.org/wiki/Saipan), as their inner circle of defence and since land-based fighter and bomber aircraft from these islands controlled the [sea lanes](https://en.wikipedia.org/wiki/Sea_lines_of_communication) to Japan, a vital part of the protection of the home islands, the Americans' preparation for the [Marianas campaign](https://en.wikipedia.org/wiki/Mariana_and_Palau_Islands_campaign) meant that the IJN could delay the *Kantai Kessen* no longer.Perceived advantages for the JapaneseThe Japanese had several advantages they hoped would turn the battle in their favour. Though outnumbered in ships and aircraft, they planned to supplement their carrier airpower with land-based aircraft. In addition, the Japanese aircraft had superior range, which could allow them to engage the American carriers while their own carriers remained beyond the range of American aircraft. Furthermore, with island bases in the area, the Japanese hoped to launch at distance, have their aircraft attack the U.S. fleet and then land on island airfields. They then could shuttle back and attack again on the return flight. Thus the U.S. fleet would be in the position of receiving punishment without being able to deliver it. Lastly, the area was dominated by the easterly [trade winds](https://en.wikipedia.org/wiki/Trade_winds). Naval aircraft of the era needed a head wind blowing down the flight deck bow to stern to enable the aircraft to launch.The easterly trade winds that dominated the Central Pacific seas meant that aircraft carriers would necessarily have to be steaming eastward to launch and recover aircraft; consequently a fleet located to the west of the Marianas would be in position to initiate and break off the battle, placing the initiative in the hands of the Japanese.On June 12, 1944, U.S. carriers made air strikes on the Marianas, convincing [Admiral Toyoda](https://en.wikipedia.org/wiki/Soemu_Toyoda) that the U.S. was preparing to invade. This move came as a surprise; the Japanese had expected the next U.S. target to be farther to the south, either the [Carolines](https://en.wikipedia.org/wiki/Caroline_Islands) or the [Palaus](https://en.wikipedia.org/wiki/Palau_Islands), and had protected the [Marianas](https://en.wikipedia.org/wiki/Mariana_Islands) with only 50 land-based aircraft. On June 13–15, American carriers made additional airstrikes while surface forces bombarded the Marianas. On June 15, [the first American troops went ashore on Saipan](https://en.wikipedia.org/wiki/Battle_of_Saipan).Since control of the Marianas would bring American strategic bombers in range of the Japanese home islands, the IJN decided it was time for the long-awaited *Kantai Kessen* (decisive battle). Toyoda immediately ordered a fleet-based counterattack, committing nearly all of the Japanese navy's serviceable ships. The main portions of the fleet rendezvoused on June 16 in the western part of the [Philippine Sea](https://en.wikipedia.org/wiki/Philippine_Sea) and completed refuelling on June 17. Admiral [Jisaburō Ozawa](https://en.wikipedia.org/wiki/Jisabur%C5%8D_Ozawa) commanded this force from his newly commissioned [flagship](https://en.wikipedia.org/wiki/Flagship), *Taihō*. In addition to extensive command facilities, reinforced [torpedo blisters](https://en.wikipedia.org/wiki/Torpedo_blister), and a large air group, *Taihō* was the first Japanese carrier with an [armour-plated flight deck](https://en.wikipedia.org/wiki/Armoured_flight_deck), designed to withstand bomb hits with minimal damage.At 18:35 on June 15, submarine [USS *Flying Fish*](https://en.wikipedia.org/wiki/USS_Flying_Fish_(SS-229)) sighted a Japanese carrier and battleship force coming out of [San Bernardino Strait](https://en.wikipedia.org/wiki/San_Bernardino_Strait). An hour later [USS *Seahorse*](https://en.wikipedia.org/wiki/USS_Seahorse_(SS-304)) spotted a battleship and cruiser force steaming up from the south, 200 miles east of [Mindanao](https://en.wikipedia.org/wiki/Mindanao). The submarines were under orders to report sightings before attempting to attack, so *Flying Fish* waited until nightfall, then surfaced to radio in its report. Fifth Fleet commander Spruance was convinced that a major battle was at hand. After consulting with Admiral [Chester Nimitz](https://en.wikipedia.org/wiki/Chester_Nimitz) at Pacific Fleet Headquarters in Hawaii, he ordered Task Force 58, which had sent two carrier task groups north to intercept aircraft reinforcements from Japan, to reform and move west of Saipan into the Philippine Sea. TF 52's old battleships, cruisers, and [escort carrier](https://en.wikipedia.org/wiki/Escort_carrier) groups were ordered to remain near Saipan to protect the invasion fleet and provide air support for the landings.  Shortly before midnight on June 18, Nimitz radioed Spruance that a Japanese vessel had broken radio silence. The message intercepted was an apparent dispatch from Ozawa to his land-based air forces on Guam. [Radio direction-finding](https://en.wikipedia.org/wiki/High_frequency_direction_finding) placed the sender approximately 355 miles (560 km) west-southwest of TF 58. Mitscher considered whether the radio messages were a Japanese deception, as the Japanese were known to send a single vessel off to break radio silence, to mislead their adversaries about the actual location of the main force.  Mitscher realized that there was a chance of a night surface encounter with Ozawa's forces. [Arleigh Burke](https://en.wikipedia.org/wiki/Arleigh_Burke), Mitscher's Chief of Staff (a former destroyer squadron commander who had won several night battles in the Solomons), assumed that battle line commander Lee would welcome the opportunity.  But Lee strongly opposed such an encounter. Having personally experienced a confused [night action off Guadalcanal](https://en.wikipedia.org/wiki/Naval_Battle_of_Guadalcanal), Lee was not enthusiastic about a night engagement with Japanese surface forces, believing that his crews were not adequately trained for it. Shortly after learning Lee's opinion, Mitscher requested permission from Spruance to move TF 58 west during the night, to reach a launch position at dawn that would allow for a maximum aerial assault on the enemy force.  Spruance considered for an hour, then refused Mitscher's request. Mitscher's staff was disappointed with Spruance's decision. On the situation, Captain Burke later commented: "We knew we were going to have hell slugged out of us in the morning. We knew we couldn't reach them. We knew they could reach us."[[](https://en.wikipedia.org/wiki/Battle_of_the_Philippine_Sea#cite_note-FOOTNOTETaylor1991222-25) Spruance said "if we were doing something so important that we were attracting the enemy to us, we could afford to let him come—and take care of him when he arrived." This was in stark contrast to the [Battle of Midway](https://en.wikipedia.org/wiki/Battle_of_Midway) in 1942, where Spruance advocated immediately attacking before his own strike force was fully assembled, as neutralizing enemy carriers before they could launch their planes was the key to the survival of his carriers. Spruance’s decision was influenced by his orders from Nimitz, who had made it clear that the protection of the invasion fleet was the primary mission of Task Force 58. Spruance had concerns that the Japanese would attempt to draw his main fleet away from the Marianas with a diversionary force while slipping an attack force in to destroy the landing fleet. Locating and destroying the Japanese fleet was not his primary objective, and he was unwilling to allow the main strike force of the Pacific Fleet to be drawn westward, away from the amphibious forces. Mitscher accepted the decision without comment. Spruance's decision in this matter, although subsequently criticized, was certainly justified; by this point in the war, it was well-known that Japanese operational plans frequently relied on the use of decoys and diversionary forces. However, in this particular engagement, and in sharp contrast to the subsequent [Battle of Leyte Gulf](https://en.wikipedia.org/wiki/Battle_of_Leyte_Gulf), there was no such aspect in the Japanese plan.  Before daybreak, Spruance suggested that if the daybreak searches revealed no targets, the bombers could be sent to crater the airfields on Rota and Guam. However, the fleet's contact-fused bombs had been largely used up in the earlier strikes, and Mitscher was left with only the Armor-piercing bombs needed to combat the Japanese fleet, so he informed Spruance he could not launch such strikes. As the morning broke, TF 58 launched search aircraft, [*combat air patrols*](https://en.wikipedia.org/wiki/Combat_air_patrol) *(CAP), and anti-submarine patrols, and then turned the fleet west to gain* maneuvering room from the islands.  The U.S. Navy had developed a sophisticated air control system, which vectored CAP fighters by radar to intercept enemy bombers well before they reached the fleet.  Any attackers that got through the CAP would then face a "gun line" of screening battleships and cruisers that would put up devastating barrages of [VT-fused anti-aircraft fire](https://en.wikipedia.org/wiki/Proximity_fuze) before the attackers reached the aircraft carriers. Early actionsThe Japanese had already launched their morning search patrols, using some of the 50 aircraft stationed on [Guam](https://en.wikipedia.org/wiki/Guam), and at 05:50 one of these, a [Mitsubishi A6M Zero](https://en.wikipedia.org/wiki/Mitsubishi_A6M_Zero), found TF-58. After radioing his sighting of U.S. ships, the bomb-carrying Zero attacked picket [destroyer](https://en.wikipedia.org/wiki/Destroyer) [*Stockham*](https://en.wikipedia.org/wiki/USS_Stockham_(DD-683)) and was shot down by destroyer [*Yarnall*](https://en.wikipedia.org/wiki/USS_Yarnall_(DD-541)). Alerted, the Japanese began launching their Guam-based aircraft for an attack. These were spotted on radar by U.S. ships.    A group of thirty [Grumman F6F Hellcats](https://en.wikipedia.org/wiki/Grumman_F6F_Hellcat) were dispatched from [USS *Belleau Wood*](https://en.wikipedia.org/wiki/USS_Belleau_Wood_(CVL-24)) to deal with the threat. The Hellcats arrived while aircraft were still launching from [Orote Field](https://en.wikipedia.org/wiki/Orote_Field). Minutes later, additional radar contacts were seen, which were later discovered to be the additional forces being sent north from the other islands. A battle broke out in which 35 Japanese aircraft were shot down for the loss of a single Hellcat. It was a pattern that would be repeated throughout the day. At 09:57 large numbers of bogeys were picked up approaching the fleet. Mitscher said to Burke, "Get those fighters back from Guam." The call "[Hey, Rube!](https://en.wikipedia.org/wiki/Hey,_Rube!)" was sent out. The fleet held steady until 10:23, when Mitscher ordered TF 58 to turn into the wind on course east-southeast, and ordered all fighter aircraft aloft, deployed in several layers of (CAP) to await the Japanese. He then sent his bomber aircraft aloft to orbit open waters to the east rather than leaving them in a hangar deck full of aircraft vulnerable to a Japanese bomb attack  The recall had been ordered after several ships in TF 58 picked up radar contacts 150 miles (240 km) to the west around 10:00. This was the first of the raids from the Japanese carrier forces, with 68 aircraft. TF 58 started launching every fighter it could; by the time they were in the air the Japanese had closed to 70 miles (110 km). However, the Japanese began circling to regroup their formations for the attack. This 10-minute delay proved critical, and the first group of Hellcats met the raid, still at 70 miles (110 km), at 10:36. They were quickly joined by additional groups. Within minutes, 25 Japanese aircraft had been shot down, against the loss of only one U.S. aircraft.  The Japanese aircraft that survived were met by other fighters, and 16 more were shot down. Of the 27 aircraft which now remained, some made attacks on the picket destroyers [USS *Yarnall*](https://en.wikipedia.org/wiki/USS_Yarnall_(DD-541)) and [USS *Stockham*](https://en.wikipedia.org/wiki/USS_Stockham_(DD-683)) but caused no damage. Between three and six bombers broke through to Lee's battleship group and attacked; one bomb hit the main deck of [USS *South Dakota*](https://en.wikipedia.org/wiki/USS_South_Dakota_(BB-57)), killing or injuring over 50 men, but failed to disable her. *South Dakota* was the only American ship damaged in this attack. No aircraft of Ozawa's first wave got through to the American carriers.  At 11:07, radar detected another, larger attack. This second wave consisted of 107 aircraft. They were met while still 60 miles (97 km) out, and at least 70 of these aircraft were shot down before reaching the ships. Six attacked Rear Admiral Montgomery's group, nearly hitting two of the carriers and causing casualties on each. Four of the six were shot down. A small group of [torpedo](https://en.wikipedia.org/wiki/Torpedo) aircraft attacked *Enterprise*, one torpedo exploding in the wake of the ship. Three other torpedo aircraft attacked the light carrier *Princeton*, but were shot down. In all, 97 of the 107 attacking aircraft were destroyed.  The third raid, consisting of 47 aircraft, came in from the north. It was intercepted by 40 fighters at 13:00, while 50 miles (80 km) out from the task force. Seven Japanese aircraft were shot down. A few broke through and made an ineffective attack on the *Enterprise* group. Many others did not press home their attacks. This raid therefore suffered less than the others, and 40 of its aircraft managed to return to their carriers.  The fourth Japanese raid was launched between 11:00 and 11:30, but pilots had been given an incorrect position for the U.S. fleet and could not locate it. They then broke into two loose groups and turned for Guam and [Rota](https://en.wikipedia.org/wiki/Rota_(island)) to refuel.  One group flying toward Rota stumbled upon Montgomery's task group. Eighteen aircraft joined battle with American fighters and lost half their number. A smaller group of nine Japanese dive bombers of this force evaded U.S. aircraft and attacked *Wasp* and *Bunker Hill* but scored no hits. Eight were shot down.  The larger group of Japanese aircraft had flown to Guam and were intercepted over Orote Field by 27 Hellcats while landing. Thirty of the 49 Japanese aircraft were shot down, and the rest were damaged beyond repair. Aboard the *Lexington* afterward, a pilot was heard to remark "Hell, this is like an old-time turkey shoot!"  Including the continued aerial slaughter over Orote Field, Japanese losses exceeded 350 planes on the first day of battle. About thirty American planes were lost, and there was little damage to American ships; even the damaged *South Dakota* was able to remain in formation to continue her anti-aircraft duties.  Most of the Japanese pilots who successfully evaded the U.S. fighter screens were the small number of seasoned veterans who had survived the six-month Japanese advance early in the Pacific War, the [Battle of Midway](https://en.wikipedia.org/wiki/Battle_of_Midway), and the [Guadalcanal Campaign](https://en.wikipedia.org/wiki/Guadalcanal_Campaign).  TF 58 sailed west during the night to attack the Japanese at dawn. Search patrols were put up at first light.  Admiral Ozawa had transferred to the destroyer [*Wakatsuki*](https://en.wikipedia.org/wiki/Japanese_destroyer_Wakatsuki) after *Taihō* was hit, but the radio gear on board was incapable of sending the number of messages needed, so he transferred again, to the carrier *Zuikaku*, at 13:00. He then learned of the disastrous results of the previous day, and that he had about 150 aircraft left. Nevertheless, he decided to continue the attacks, thinking there were still hundreds of aircraft on Guam and Rota, and started planning new raids for June 21.  The main problem for TF 58 was locating the enemy, who had been operating at a great distance. Early-morning American searches on June 20 found nothing. An extra mid-day search by Hellcat fighter pilots was also unsuccessful. Finally, at 15:12 a garbled message from an *Enterprise* search plane indicated a sighting. At 15:40 the sighting was verified, along with distance, course, and speed. The Japanese fleet was 275 miles out, moving due west at a speed of 20 knots.  The Japanese were at the limit of TF 58's strike range, and daylight was slipping away. Mitscher decided to launch an all-out strike. After the first attack group had launched, a third message arrived, indicating the Japanese fleet were 60 miles farther out than previously indicated. The first launch would be at their limits of fuel and would have to attempt landing at night. Mitscher canceled the second launch of aircraft but chose not to recall the first launch. Of the 240 planes that were launched for the strike, 14 aborted for various reasons and returned to their ships. The 226 planes that continued consisted of 95 [Hellcat](https://en.wikipedia.org/wiki/Grumman_F6F_Hellcat) fighters (some carrying 500-pound bombs), 54 [Avenger](https://en.wikipedia.org/wiki/Grumman_TBF_Avenger) torpedo bombers (only a few carrying torpedoes, the rest four 500-pound bombs) and 77 dive bombers (51 [Helldivers](https://en.wikipedia.org/wiki/Curtiss_SB2C_Helldiver) and 26 [Dauntlesses](https://en.wikipedia.org/wiki/Douglas_SBD_Dauntless)). The TF 58 aircraft arrived over the Japanese fleet just before sunset.  The fighter cover Ozawa was able to put up would have been good by 1942 standards, but the 35 or so fighters he had available were overwhelmed by the 226-incoming aircraft of Mitscher's attack. While the few Japanese aircraft were often skilfully handled and the Japanese antiaircraft fire was intense, the U.S. planes were able to press in on the attack.  The first ships sighted by the U.S. strike were oilers, thirty miles before the carrier groups. The strike group from the *Wasp*, more concerned with their low fuel levels than with finding the more important Japanese carriers and battleships, dived on the tankers. Two of these were damaged so severely that they were later scuttled, while a third was able to put out fires and get underway.  The carrier [*Hiyō*](https://en.wikipedia.org/wiki/Japanese_aircraft_carrier_Hiy%C5%8D) was attacked and hit by bombs and [aerial torpedoes](https://en.wikipedia.org/wiki/Aerial_torpedo) from four Grumman TBF Avengers from *Belleau Wood*. *Hiyō* was set afire after a tremendous blast from leaking aviation fuel. Dead in the water, she sank stern first, with the loss of 250 officers and men.  The rest of her crew, about one thousand, were rescued by Japanese destroyers.  The carriers [*Zuikaku*](https://en.wikipedia.org/wiki/Japanese_aircraft_carrier_Zuikaku), [*Junyō*](https://en.wikipedia.org/wiki/Japanese_aircraft_carrier_Juny%C5%8D), and [*Chiyoda*](https://en.wikipedia.org/wiki/Japanese_aircraft_carrier_Chiyoda) were damaged by bombs. Returning American strike pilots generally assessed these carriers as more crippled than they actually were, mistaking for devastating direct hits what Japanese post-war records revealed to have actually been huge geysers caused by near misses The battleship *Haruna* was also hit by two bombs, including one directly on a main battery turret. Damage was contained and she was able to keep station, however, partly due to her captain's prompt decision to flood the turret's magazine to avoid the possibility of an explosion.  Twenty American aircraft in the strike were destroyed by Japanese fighters and anti-aircraft fire that made up for a relative lack of accuracy with high volume of fire  After the protracted strike, it became clear that most of the aircraft returning to their carriers were running dangerously low on fuel, and to worsen matters, night had fallen. At 20:45, the first returning U.S. aircraft reached TF 58. Knowing his aviators would have difficulty finding their carriers, Mitscher decided to illuminate his carriers, shining searchlights directly up into the night, despite the risk of attack from submarines and night-flying aircraft. Picket destroyers fired star shells to help the aircraft find the task groups.  Planes were given clearance to land on any available flight deck (not just their home carriers, as usual), and many did land on other carriers. Despite this, 80 of the returning aircraft were lost. Some crashed on flight decks, but the majority ditched into the sea. Some pilots intentionally went down in groups to facilitate rescue, and more ditched individually either in a controlled landing, with a few gallons of fuel left, or in a crash after their engines ran dry. Approximately three-quarters of the crews were rescued from the sea, either that night from crash locations within the task forces, or over the next few days for those further out, as search planes and destroyers criss-crossed the ocean looking for them.  US Navy 5th Fleet Japan 1st Mobile Fleet    7 Fleet Carriers 5 Fleet Carriers  8 Light Carriers 4 Light Carriers  7 Battleships 5 Battleships  8 Heavy Cruisers 11 Heavy Cruisers  13 Light Cruisers 2 Light Cruisers  68 Destroyers 31 Destroyers  28 Submarines 24 Submarines  900 Carriers Aircraft 6 Oilers  450 Carriers Aircraft  300 Land Based Aircraft  Losses:  1 Battleship damaged 3 Fleet Carriers lost  123 Aircraft lost 2 Oilers lost  109 Casualties 6 other ships damaged  550-645 aircraft lost  2,987 Casualties  \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*  **Have a Laugh**  Two guys are walking through a game park & they come across a lion that has not eaten for days. The lion starts chasing the two men. They run as fast as they can and the one guy starts getting tired and decides to say a prayer, "Please turn this lion into a Christian, Lord." He looks to see if the lion is still chasing and he sees the lion on its knees. Happy to see his prayer answered, he turns around and heads towards the lion. As he comes closer to the lion, he hears the it is saying a prayer: "Thank you Lord for the food I am about to receive."  Here 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."  A police officer attempts to stop a car for speeding and the guy gradually increases his speed until he's topping 100 mph. The man eventually realizes he can't escape and finally pulls over. The cop approaches the car and says, "It's been a long day and my shift is almost over, so if you can give me a good excuse for your behaviour, I'll let you go." The guy thinks for a few seconds and then says, "My wife ran away with a cop about a week ago. I thought you might be that officer trying to give her back!"  A Spanish captain was walking on his ship when a soldier rushes to him and exclaims, "An enemy ship is approaching us!” The captain replies calmly, “Go get my red shirt.” The soldier gets the shirt for the captain. The enemy ship comes in and heavy rounds of fire are exchanged. Finally, the Spaniards win. The soldier asks, “Congrats sir, but why the red shirt?” The captain replies, “If I got injured, my blood shouldn’t be seen, as I didn’t want my men to lose hope.” Just then, another soldier runs up and says, “Sir, we just spotted another twenty enemy ships!” The captain calmly replies, “Go bring my yellow pants.”  \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*  **ROYAL AUSTRALIAN NAVY - SHIP HISTORY**  **HMAS Napel**    HMAS Nepal Badge   |  |  |  |  | | --- | --- | --- | --- | | Class | N Class | Length | 356ft 6in | | Type | Destroyer | Beam | 35ft 8in | | Builder | Thornycroft Southampton | Draught | 16ft 4in | | Laid Down | 9 September 1939 | Machinery | Parsons Geared Turbines | | Launched | 4 December 1941 | Shaft HP | 40,000 | | Commissioned | 11 May 1942 | Speed | 36 knots | | Displacement | 2,550 tons | Crew | 226 | | Armament | 6 x 4.7in Guns  1 x 4in Gun  1 x 2 pounder 4-barrel Pompom  2 x .303 Lewis Machine Guns  6 x 20mm Oerlikons  10 x 21in Torpedoes  Depth Charges |  |  |   HMAS *Nepal* was one of eight N Class destroyers laid down in British yards 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. The only one to become a war loss, HMAS *Nestor*, was sunk by air attack in the Mediterranean on 16 June 1942.  *Nepal* commissioned on 11 May 1942 under the command of Commander Franklyn B Morris RAN.  She was the last of the Australian N Class destroyers to commission and began her war service with the Home Fleet at Scapa Flow. In June 1942 she returned to her builders’ yards at Southampton for docking in preparation for her movement to the Indian Ocean.  It was during this time that *Nepal* was used by Two Cities Films to represent the fictional destroyer HMS *Torrin* in the British war film *In Which We Serve* Starring Noel Coward. The film was based on the exploits of HMS *Kelly* while under the command of Coward's friend Lord Louis Mountbatten.    In July 1942 she sailed from Glasgow for Kilindini where she joined her sister ships Napier, Norman (I) and Nizam as a unit of the Eastern Fleet, on escort, fleet exercise and patrol duties. In September 1942 Nepal took part in the second phase of the Madagascar campaign. Operations beginning on 10 September with the capture of Majunga ended with the Allied occupation of the entire island and the surrender of the Vichy forces on 5 November 1942. Nepal was part of the forces assembled for the bloodless battle Tamatave, Madagascar's chief port, captured on 18 September. The only shots fired by the Australian ships came from Norman (I).  *Nepal* spent the closing months of 1942 based at Kilindini, escorting convoys between Kilindini and Durban and on anti-submarine patrols in the Cape area. Under Commodore Arliss (Commodore (D)), CMDR Morris performed the duties of Captain (D) with the Eastern Fleet.  Escort and general fleet duties kept *Nepal* fully occupied through the first two uneventful months of 1943. On 19 March 1943 she sailed from Durban for Australia, arriving in Fremantle on 3 April. En route she suffered slight damage when a severe cyclone was encountered between Mauritius and Diego Garcia. A refit at Sydney occupied the period of 8 April to 22 May 1943.  In June 1943 *Nepal* returned to Indian Ocean convoy escort and patrol duties, operating as a unit of the Eastern Fleet for the remainder of the year. *Nepal* remained with the Eastern Fleet through the first seven months of 1944, operating from the re-opened base at Trincomalee in Ceylon. Much of this period was spent in Indian waters, escorting and exercising with the fleet.  In April 1944 she was one of the destroyer screen protecting the carriers USS *Saratoga* and HMS *Illustrious* for the air strikes against the Japanese held port of Sabang in Sumatra. The following month, on 17 May, *Nepal* took part in the strike against Surabaya in Java by the same two carriers.  In August 1944 *Nepal* returned to Australian for refit. She then returned to the Eastern Fleet on 1 November when she arrived at Trincomalee in company with *Napier*. Fleet exercises and screening the carrier HMS *Victorious* to Bombay occupied the remainder of November.  On 7 December 1944 *Nepal* joined *Napier* at Chittagong in India, preparatory to proceeding up the Mayer Peninsula as fire support ship to the 74th Indian Brigade ashore. *Nepal* began her support fire on 14 December when she fired on enemy gun positions. It was her first shot fired in anger during the war. The bombardment of Japanese positions continued through the remainder of December, *Nepal* alternating with her sister ship *Napier* as fire support destroyer, running to Chittagong every third day for stores and ammunition.  In January 1945 *Nepal* took part in further Burma operations, including the capture of Akyab Island on 3 January. The entire naval force for this combined operation comprised the cruisers, HM Ships *Newcastle*, *Nigeria* and *Phoebe*; the destroyers *Napier*, *Nepal* and HM Ships *Pathfinder*, *Raider* and *Rapid*; and the sloops, HM Ships *Shoreham* and *Narbada* and HMIS *Jumna*. The Japanese withdrawal turned the planned assault into a routing landing obviating any need for fire support from the sea. On 6 January *Nepal* left the Burma theatre for docking at Colombo.  On 25 January she returned to Burma for the seizure of Cheduba Island by Royal Marines of the Eastern Fleet, embarked in the cruisers *Newcastle*, *Kenya* and *Nigeria*. *Nepal* embarked to Commander-in-Chief, East Indies Fleet, Admiral Sir Arthur Power, who witnessed the operation from her decks. There was only minor opposition ashore. *Nepal* took no part in the bombardment.  On 1 February *Nepal* resumed an offensive role in the Burma theatre, shelling Japanese positions on Ramree Island on this and the succeeding two days. On 5 February she badly damaged her starboard propeller when she struck a submerged rock in the Kaleindaumg River. At this time she was engaged in preventing the withdrawal of Japanese troops from Ramree Island. However, operating on one engine she remained in the Burma theatre until 12 February when her part in the operations ended.  On 1 March 1945 *Nepal*'s World War II service in the Indian Ocean finally ended when she sailed from Trincomalee to join the British Pacific Fleet in Sydney.  In April 1945 she joined the British Task Force 57 which participated in the invasion of Okinawa, Operation *Iceberg*, between March and May 1945.  During the closing stages of the Pacific War, *Nepal* continued operating as a fleet destroyer with the British Pacific Fleet, screening the Task Force or the replenishment fleet, the Fleet Train.  The period of 7 to 28 June 1945 was spent in Sydney and exercising with other ships of the 7th Flotilla at Jervis Bay. In July she rejoined the British Pacific Fleet at sea. The last day of hostilities found *Nepal* at Manus.  On 6 September 1945 *Nepal* arrived in Tokyo Bay, four days after the surrender ceremony. She spent five weeks in Japanese waters. On 22 October 1945 she returned to Sydney for reversion to the Royal Navy. During her service with the Royal Australian Navy, *Nepal* steamed 224,628 miles and was 14,274 hours underway. *Nepal* was broken up in the United Kingdom in 1956.  **ROYAL AUSTRALIAN NAVY – NU SHIPS**  **HMAS Yarra (iv)**    HMAS Yarra (IV) ships badge   |  |  |  |  | | --- | --- | --- | --- | | Class | Huon Class | Displacement | 732 tonnes | | Type | Minehunter Coastal | Length | 52.5 Mtrs | | Builder | ADI Newcastle | Beam | 9.9 Mtrs | | Launched | 19 January 2002 | Draught | 3 Mtrs | | Commissioned | 1 March 2007 | Speed | 14 knots | | Crew | 46 | Armament | 1 x MSI DS 30B 30mm | | Machinery | 1 x Fincantieri GMT Diesel  3 x isotta Fraschini 1300 Diesel  3 x Elecctrohydraulic Motor  Rivaa Calzoni retractable APUs |  |  |   Originally designed in Italy as the Gaeta Class for the Italian Navy, the RAN Huon Class has been modified to suit Australian conditions, including improved accommodation and mine hunting capabilities.  The Huon Class feature a unique hull design, outstanding shock resistance and an inherently low magnetic signature, allowing the ships to operate in hostile mine environments. Each single skin monocoque hull has been designed with no ribs, frames or stiffeners, avoiding local stress points that could separate under shock conditions.  For their mine countermeasure operations, the ships are fitted with a Variable Depth Sonar capable of detection ranges in excess of 1,000 metres ahead of the ship. When a mine is detected in a water column or on the seabed, the ship will 'hover' about 200 metres from the contact. A mine disposal vehicle or clearance divers will then be sent to investigate and neutralise the mine threat.  Each ship is fitted with a pair of electrically powered Bofors Underwater Systems Double Eagle mine disposal vehicles equipped with a searchlight, closed-circuit low light television camera and an on-board close-range identification sonar. Commands are relayed via a fibre optic link inside the vehicle's tether, which also relays sensor images for display on the ship's multifunction console in the operations room.  Each Double Eagle vehicle is fitted with either a disposal charge slung beneath or an explosive or mechanical cutter designed to sever the wire rope or chain holding moored mines.  HMAS *Yarra* (IV), the sixth of six Huon Class minehunters built in Newcastle, Australia was commissioned on 1 March 2003. Like her sister ships, *Yarra*'s unique hull design is shock resistant with a low magnetic and acoustic signature. This allows the ship to operate in hostile mine environments. When mine hunting, propulsion and precision manoeuvrability is achieved using retractable thrusters.  The Ship uses variable depth sonar to search for and prosecute mines. Upon detection, the ship deploys the remotely operated Mine Disposal Vehicle (MDV) or clearance divers to identify and neutralise mines. The MDV, equipped with a searchlight, camera, sonar and disposal charge, is controlled from Ship's operations room.  **Past ships bearing the name HMAS Yarra:**  HMAS Yarra (1) HMAS Yarra (ll)    HMAS Yarra (lll)    \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*  **PICTURE FUNNIES**  35 Hilarious Jokes About Marriage That Every Married Couple Can Relate To - Humor Funny Shit, The Funny, Funny Jokes, Funny Stuff, Funny Laugh, Funny Cartoons, Funny Comics, Cartoon Humor, Marriage Jokes  Adding humor to any stressful situation helps to lighten the load. Whether it is the reception, rehearsal dinner, engagement party or wedding, find the humor as these did. Contact us for your ring though, that isn’t funny. Wedding Jokes, Funny Wedding Vows, Marriage Humor, Humor Grafico, I Love To Laugh, Funny Cartoons, Trendy Wedding, Quirky Wedding, Wedding Rustic  Funnies Cartoons and Comics - funny pictures from CartoonStock  Christmas Funnies - Home | Facebook Dad jokes for Father's Day? Don't make me laugh. | Life | wvgazettemail.com  **NAVAL TERMS**  **Under the Weather;**  If a crewmember is standing watch on the weather side of the bow, he will be subject to the constant beating of the sea and the ocean spray. He will be under the weather.  **Overreach:**  If a ship holds a tack course long enough course too long, it has overreached its turning point and the distance it must travel to reach its next tack point is increased.  **Gone by the Board:**  Anything seen to gone overboard or spotted floating past the ship (by the board) was considered lost at sea.  **Above Board:**  Anything on or above the open deck. If something is open and in plain view, it is above board.  **Overwhelm:**  Old English for capsize or founder.  **Between the Devil and the Deep Blue Sea:**  The devil seam was the curved seam in the deck planking closest to the side of the ship and next to the scupper gutters. If a sailor slipped on the deck, he could find himself between the devil and the deep blue sea.  **The Devil to Play:**  To pay the deck seams meant to seal them with tar. The devil seam was the most difficult to pay because it was curved and intersected with the straight deck planking. Some sources define the “devil” as the below-the-waterline-seam between the keel and the adjoining planking.  ***Paying the Devil was considered to be a most difficult and unpleasant task.***  **NAVAL TRADITIONS**  **Naval Uniforms Cont;**  On 25 July 1966 the Naval Board approved the introduction of a distinctive badge for wear by qualified RAN submarine personnel. The badge was of gold-plated gilding metal in the form of a brooch depicting two dolphins, nose-to-nose, supporting a crown. Its design is attributed to Captain A.H. McIntosh, RAN, (Ret'd). Since that time the badge has been proudly worn by thousands of RAN submariners who have earnt the right to wear it on their left breast.    *Left: Nicknamed the 'kissing kippers' the RAN submarine qualification badge has been worn with pride since 1966. Right: The white polar-necked submarine jumper has also become a symbol of serving in the 'Silent Service'.*  The introduction of gilt metal qualification badges for submariners inspired a revision of the existing patterns for aircrew badges and in 1966 approval was given for gold plated, gilding metal badges to replace existing cloth flying badges.    The revised Aircrew qualification badges introduced in 1966. Top: Pilot. Left: Observer. Right: Aircrewman.    *In 1971 the rank of Warrant Officer was reintroduced into the RAN having been abolished in 1949. Warrant Officers had orignally worn a single thin stripe and executive curl on the sleeves of their jackets and on shoulder boards to signify their rank. The new insignia comprised the Australian coat-of-arms which was worn on the sleeves of blue jackets, and as a small gilt device on epaulettes. The cap badge introduced, seen above, was a deriviant of the existing Chief Petty Officer's badge.*    *In 1993 the rank of Warrant Officer of the Navy was introduced in the RAN. This saw the introduction of a new rank badge of the type seen at left. Right: WO-N Gary Wight is congratulated by the out-going WO-N Martin Holzberger following a brief handover ceremony. Coincidentally, both were submariners and can be seen wearing the submarine qualification badge on their left breast.*  To be continued: |