

GREENBANK NAA NEWSLETTER GREY FUNNEL DITS



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February:

Sunday	17 February 2019	1000-1230	AGM	RSL Rooms
Wednesday	27 February 2019	1000-1130	Executive Meeting	RSL Rooms

March:

Tuesday	05 March	2019	1930-2100	Normal Meeting	RSL Rooms
TBA	March	2019		Cruise to St Helena Island	
Wednesday	27 March	2019	100-1130	Executive Meeting	RSL Rooms

Sub Section members please note that the date of this year's AGM has been changed to Sunday 17th February.

Editors Request:

Articles for the newsletter can be handed in at meetings, or by email: articles may be edited to fit the newsletter.

The contents of this edition of the newsletter have been obtained from information provided from Len Kingston-Kerr whom I thank greatly, various publication publications and NAA information emailed in.

NAVAL PERSONALITIES: Raymond John Butterworth



Raymond John Butterworth was born in London, England on 4 August 1949. He joined the Royal Australian Navy from Risdon Vale, Tasmania, as a general entry sailor on 30 June 1967 undertaking his basic training at HMAS *Cerberus*.

In September 1967 he completed category training as an Ordinary Seaman Quartermaster Gunner and was subsequently posted to the guided missile destroyer HMAS *Hobart* in which he deployed to Vietnam during her second tour of duty in March 1968.

In the early hours of 17 June 1968 *Hobart* was part of a naval task unit operating in the vicinity of Tiger Island north of the demilitarized zone off the east coast of North Vietnam. An

unidentified aircraft was detected approaching the ship from the vicinity of Cap Lay and although evaluated as a 'friendly' it continued to close, firing a missile that struck *Hobart* amidships on her starboard side. The warhead passed through the main deck, seriously damaging several compartments, while the body of the missile passed through the outer skin of the aft funnel before ending up embedding itself in the forward funnel. In its passage shrapnel from the disintegrating missile killed Ordinary Seaman Butterworth who was closed up as a lookout on the port side, at the aft end of the flag deck above the bridge. Able Seaman JR Parker and Ordinary Seaman RF Davidson also suffered injuries.

As *Hobart's* crew raced to action stations a second and third missile hit the ship. The second missile entered the transom without detonating, destroying the gunner's store before breaking up in the engineer's workshop and penetrating the after seaman's mess. The third missile hit the ship in the same area as the first, passing through one of the ship's fan spaces, the missile director equipment room and Tartar checkout room. Chief Electrician RH Hunt was killed in this attack and several sailors injured.

The aircraft was seen to pass over the ship before turning again for what appeared to be a further attack run. At 8000 yards the crew of *Hobart's* forward gun engaged the aggressor, firing five rounds in local control, causing it to turn away before being lost to radar south of Tiger Island. As *Hobart's* damage control parties made their assessment USS *Edson*, which was operating in company with *Hobart*, reported that she too was coming under fire from air launched missiles. The force consequently cleared the area to the west with *Hobart* departing the operational area to effect repairs in Subic Bay, Philippines.

En route the ship's company began clearing away debris, finding and collecting pieces of the missiles which were later identified as being of US origin. It transpired that *Hobart* was one of several ships mistakenly attacked by US 7th Air Force jets on the nights of 16-17 June.

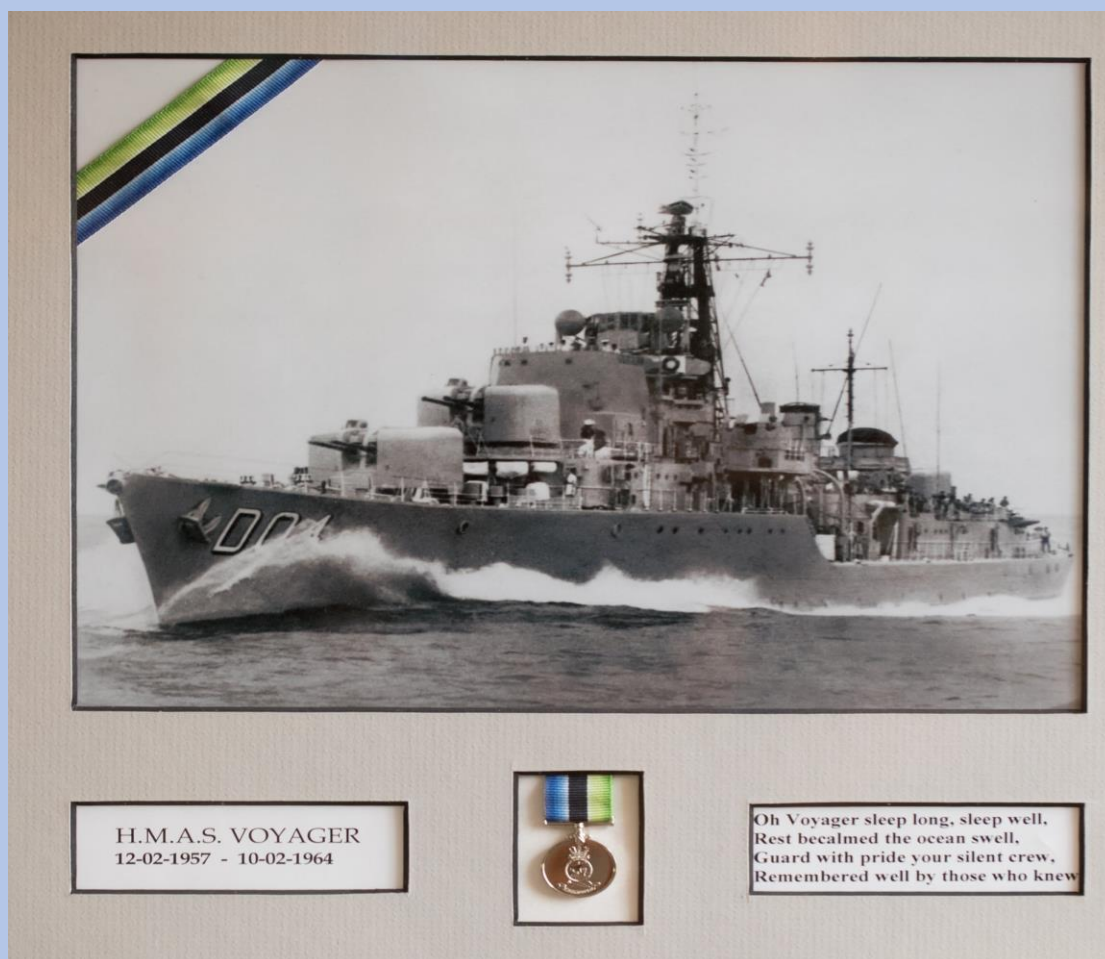
Hobart subsequently arrived in Subic Bay on 19 June where her damaged was assessed. The destroyer had suffered serious damage to her weapons systems, electrical systems and hull. The Ikara missile magazine had also suffered heavy damage in the attack and it proved fortunate that it was empty at the time of the attack.

Ordinary Seaman Butterworth was buried at Cornelian Bay Public Cemetery, Hobart, Tasmania, and is memorialised on Panel 4 in the commemorative area of the Australian War Memorial in Canberra.

NAVAL DISASTERS:

HMAS VOYAGER

Let us all pause at this time again to remember lost shipmates



Voyager started 1963 with work-up exercises in Jervis Bay, before departing on her sixth visit to the FESR on 31 January, in the company of sister ship *Vampire*.^[1] The Australian ships participated in SEATO Exercise Sea Serpent in late April and early May.^[2] The two *Darings* returned to Sydney on 3 August.^[3] *Voyager* then sailed to [Williamstown Naval Dockyard](#) in Victoria for a major refit, which lasted from 12 August to 31 December.^[4] The destroyer returned to Sydney on 25 January 1964, Taking on fuel and ammunition before then proceeded to Jervis Bay on 7 February in company with HMAS Melbourne.^[5]

On 10 February 1964, *Voyager* was performing trials off Jervis Bay, under the command of Captain Duncan Stevens, following the Williamstown refit.^[6] The aircraft carrier [HMAS Melbourne](#), under the command of Captain John Robertson, was also undergoing post-refit trials off Jervis Bay.^[7] The trials involved interactions between both ships, and when *Melbourne* performed night flying exercises that evening, *Voyager* acted as the carrier's [plane guard](#) escort.^[8] This required *Voyager* to maintain a position 20° off *Melbourne*'s port quarter at a distance from the carrier of 1,500 to 2,000 yards (1,400 to 1,800 m).^[9] During the early part of the evening, *Voyager* had no difficulties maintaining her position during the manoeuvres both ships performed.^[9]

Following a series of turns intended to reverse the courses of both ships beginning at 8:40 pm, *Voyager* ended up ahead and to starboard of *Melbourne*.^[9] At 8:52 pm, *Voyager* was ordered to resume the plane guard station on Melbourne's Port Quarter.

The procedure to accomplish this required *Voyager* to turn to Starboard away from *Melbourne* in a large circle, cross the carrier's stern, then take position off *Melbourne*'s port side.^[10] Instead, *Voyager* first turned to starboard, away from *Melbourne*, then turned to port without warning.^[10] It was initially assumed by *Melbourne*'s bridge crew that *Voyager* was conducting a series of tight turns to lose speed before swinging behind *Melbourne*, but *Voyager* did not alter course again.^[11]

At 8:55 pm, with *Voyager* still turning to port, *Melbourne*'s navigator ordered the carrier's engines to half astern speed, with Robertson ordering an increase to full astern a few seconds later.^[11] At the same time, Stevens, returning to *Voyager*'s bridge from the nearby chart table, gave the order "Full ahead both engines. Hard a-starboard.", before instructing the destroyer's Bosun's Mate to pipe that a collision was imminent.^[11] Both ships' measures were too late to avoid a collision; *Melbourne* hit *Voyager* at 8:56 pm.^[12]

Melbourne struck just aft of *Voyager*'s port bridge structure, rolling the destroyer to starboard before cutting her in half.^[13] *Voyager*'s forward boiler exploded, briefly setting fire to the bow of the carrier before it was extinguished by seawater.^[13] The destroyer's forward section sank quickly, due to the weight of the two 4.5-inch (110 mm) gun turrets.^[14] The aft section did not begin sinking until half an hour after the collision, and did not completely submerge until just after midnight.^[15] Messages were sent to the Fleet Headquarters in Sydney immediately after the collision, although staff in Sydney initially underestimated the extent of the damage to *Voyager*.^[16] *Melbourne* launched her boats almost immediately after the collision to recover survivors, and the carrier's wardroom and C Hangar were prepared for casualties.^[17] At 9:58 pm, *Melbourne* was informed that search-and-rescue boats from [HMAS Creswell](#), helicopters from [HMAS Albatross](#) (Naval Air Station Nowra), and five [Ton class minesweepers](#) had been dispatched to assist in the search.^[18]

Of the 314 personnel aboard *Voyager* at the time of the collision, 14 officers and 67 sailors were killed, including Stevens and all but two of the bridge crew.^[19] A civilian dockyard worker also lost his life.^[16] The wreck of the destroyer lies in 600 fathoms (1,100 m) of water, 20 nautical miles (37 km) from [Point Perpendicular](#) on a bearing of 120°.^[1]

WE WILL REMEMBER THEM

LEST WE FORGET

ROYAL AUSTRALIAN NAVY Admirals:



Alan Lee Beaumont was born in Newcastle, NSW on 24 December 1934 and joined the Royal Australian Naval College in 1948. After graduating in 1951 he undertook training in both the Royal Navy and Royal Australian Navy before promotion to Lieutenant in 1954. He completed a Torpedo Anti-Submarine Specialist course with the Royal Navy in 1959-1960 and later served periods of exchange service with the Royal Navy and United States Navy as a specialist in that field. As a junior officer, he served in HMA Ships *Australia*, *Bataan*, *Shoalhaven*, *Vengeance*, *Fremantle* and *Quickmatch* and HM Ships *Maidstone*, *Armada*, and *Lewistone*. His shore postings included HMAS *Cerberus*, HMS *Vernon*, HMAS *Watson*, Navy Office (Canberra) and the United States Navy Fleet Anti-Submarine Warfare School, San Diego. He was Officer-In-

Charge Torpedo Anti-Submarine School, HMAS *Watson* 1969-1971, having been promoted to Commander while Executive Officer of HMAS *Brisbane* during the ships period of service in the Vietnam Conflict in 1969.

He commanded HMA Ships *Ibis* (1962), *Yarra* (1972-73) and *Vampire* (1978-79). His Staff postings in Canberra included Director of Underwater Weapons, Follow-On Destroyer Project Officer and Director General of Naval Plans and Policy. He was also Director General Defence Force Administrative Policy and Assistant Chief of the Defence Force (Policy) in ADF Headquarters.

Admiral Beaumont was promoted to Rear Admiral in June 1987 and assumed the duties of Assistant Chief of Naval Staff (Development). He was appointed to the post of Assistant Chief of Defence Force (Personnel) in December 1988. Admiral Beaumont was promoted to Vice Admiral in September 1989 and assumed the appointment of Vice Chief of the Defence Force in September 1989. He served in that position until October 1992.

He was promoted to Admiral in April 1993 and commenced his appointment as Chief of the Defence Force. Admiral Beaumont retired from the Royal Australian Navy on 6 July 1995. Admiral Beaumont was a graduate of the Australian Joint Services Staff College (1976). He was promoted to Companion in the Military Division of the Order of Australia in the 1992 Australia Day Honours List for services as the Vice Chief of Defence Force. In so doing, he became the first Australian to achieve three awards in the Order of Australia having been appointed a Member of the Order in 1982 for service as Director of Naval Plans and Officer of the Order in 1989 for service as Assistant Chief of Naval Staff (Development). Admiral Alan Beaumont AC RAN (Rtd) passed away on 21 September 2004.

HAVE A LAUGH

Be careful out there:

Last week I went to a late New Year party,
I had a few beers, followed by a few cocktails, followed by a few shots....
I still had the sense to know that I was over the limit
That's when I decided to do what I have never done before
I took a cab home
Sure enough, there was a police road block on the way home,
And since I was in a cab they waved me past
I arrived home safely without incident.
This was both a great relief and a surprise because I have never driven a cab before
I don't even know where I got the it from and now that it is in my garage,
I don't know what to do with it?!

CRABS

A lawyer boarded an airplane in Brisbane with a box of frozen crabs and asked a blonde stewardess to take care of them for him.

She took the box and promised to put it in the crew's refrigerator.

He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer and proceeded to rant at her about what would happen if she let them thaw out. Needless to say, she was annoyed by his behaviour. Shortly before landing in Perth, she used the intercom to announce to the entire cabin, "Would the lawyer who gave me the crabs in Brisbane, please raise your hand?"

Not one hand went up; so she took them home and ate them.

Two lessons here:

1. Lawyers aren't as smart as they think they are.
2. Blondes aren't as dumb as most folk think.

Peanuts

A preacher visits an elderly woman from his congregation. As he sits on the couch, he notices a large bowl of peanuts on the coffee table.

"Mind if I have a few?" he asks.

"No, not at all!" the woman replies.

They chat for an hour and, as the preacher stands to leave, he realises that instead of eating just a few peanuts, he'd emptied most of the bowl.

"I'm terribly sorry for eating all your peanuts," he says. "I really just meant to eat a few."

"Oh, that's all right," the woman says. "Ever since I lost my teeth, all I can do is suck the chocolate off them."

ROYAL AUSTRALIAN NAVY

Ship History HMAS Arunta



Class	Tribal Class Destroyer	Length	115.06 Metres
Builder	Cockatoo Dockyard Sydney	Beam	11.13 Metres
Laid down	15 November 1939	Draught	2.74 Metres
Launched	30 October 1940	Speed	36 knots
Commissioned	30 March 1942	Crew	250 Officers and Ratings
Decommissioned	21 December 1956	Propulsion	Parsons geared turbines
Displacement	2449 Tonnes	Horsepower	44,000 hp
Armament	4 x 4.7in (120mm) guns 2 x 4in (102mm) guns 6 x 40mm Bofor guns 4 x 2 pounder guns 4 x 21in Torpedoes Squid triple barrel mortar		
Fate	Sold for scrap 1968 Sunk on tow in 1969		

HMAS *Arunta* (I), the first of three Tribal Class destroyers built at Cockatoo Dockyard during World War II, was commissioned on 30 March 1942 under the command of Commander James C Morrow DSO RAN. Following a period of trials and working up, *Arunta* (I) commenced operational duty on 17 May 1942 on anti-submarine patrol off the Australian east coast. This service continued until August. This period encompassed the Japanese midget submarine attack on Sydney Harbour and the loss of three ships that were torpedoed in June off the coast of New South Wales. Japanese submarines remained active in July, sinking four ships totalling 15,000 tons.

On 11 August 1942 *Arunta* (I) began escorting convoys and other shipping between Australia and New Guinea. On 29 August she experienced her first contact with the enemy when she destroyed by depth charge the Japanese Submarine *RO33* off Port Moresby. In September she continued escorting convoys to New Guinea and while thus engaged took on board the survivors of the SS *Anshun* at Milne Bay after that ship had been sunk by Japanese cruisers on the night of 6/7 September.

On 7 January 1943 *Arunta* (I) entered Darwin Harbour for the first time when she arrived to take part in the evacuation of guerilla troops from Timor. The operation was completed on 10 January and *Arunta* (I) then proceeded to Sydney for a two week refit. In February she resumed the escort of New Guinea bound convoys.

Between April and June 1943 *Arunta* (I) continued to escort shipping between Queensland ports and New Guinea. On 4 May 1943 she became a unit of Task Force 74, the composite Australian-American force operating with the 7th Fleet. In June she spent 23 days in company with the Task Force, of which HMAS *Australia* (II) was the Flagship, mainly cruising in north east Australian waters. At the close of June 1943 Task Force 74 entered the Coral Sea to give covering support for the American landings on Kiriwina and Woodlark Islands.

In early July *Arunta* (I) continued operating as a destroyer with Task Force 74 covering the Woodlark-Kiriwina operations. It was uneventful cruising interrupted by several days refuelling in the Flinders Islands Group. In mid-July she proceeded in company with Task Force 74 to Espiritu Santo where she detached to proceed to Townsville with her sister ship HMAS *Warramunga* (I). The remainder of the July/August period was spent on escort and anti-submarine duty in the South and South West Pacific. On 31 August *Arunta* (I) began a three week refit in Sydney, sailing on 21 September for Melbourne to become part of the escort of a north bound coastal convoy, arriving in Brisbane on 3 October.

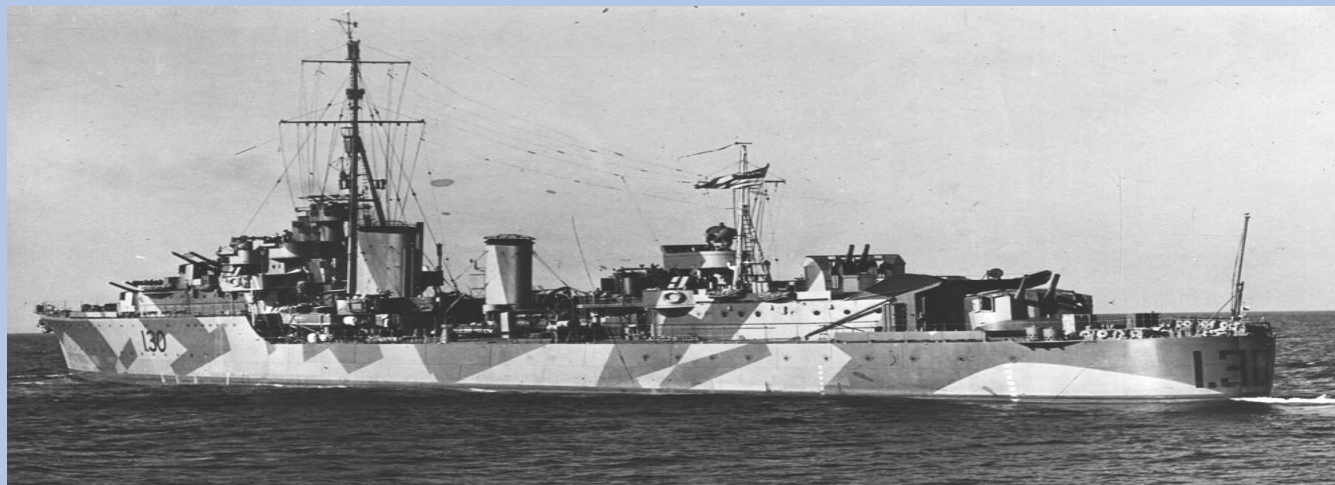
On 8 October 1943 *Arunta* (I) returned to Melbourne, sailing for Townsville the following day escorting a convoy. From Townsville she proceeded to Milne Bay in company with HMAS *Stuart* (I), escorting the Landing Ships (Infantry) HMAS *Manoora* (I) and HMAS *Westralia* (I). On 28 October she arrived in Brisbane from New Guinea and there re-joined the Australian Squadron (Task Force 74) consisting of HMA Ships *Australia* (II), *Shropshire*, *Warramunga* (I) and *Arunta* (I) and US Ships *Ralph Talbot* and *Helm*.

On 5 November Task Force 74 arrived at Milne Bay where it remained based throughout the month. The Task Force spent six days at sea in the Solomons area giving distant covering support to the Bougainville operations then in progress. The four destroyers, operating as a detached group, bombarded the Gasmata (New Britain) area on 30 November. *Arunta* (I) and *Warramunga* (I) expended 909 rounds of 4.7-inch ammunition against Japanese ammunition dumps near the mouth of the Anwek River. On 27 November the cruiser USS *Nashville* joined Task Force 74.

December 1943 opened with Task Force 74 at Milne Bay preparing for the New Britain operations and was strengthened on 3 December by a second cruiser, USS *Phoenix*. The first two weeks were spent exercising in New Guinea waters. On 14 December *Australia* (II), *Shropshire*, *Arunta* (I), *Warramunga* (I) and *Ralph Talbot*, constituting Task Group 74.1, sailed from Milne Bay for the first phase of the New Britain operations, the landings at Arawe.

There was no opposition to the covering forces. On 16 December Task Force 74 returned to Milne Bay.

On 26 December a second landing took place at Cape Gloucester, for which Task Force 74 again gave cover and bombardment support to the American amphibious groups (Task Force 76). Again there was no enemy naval reaction and only a small counter attack from the air. On 28 December Task Force 74 withdrew to Buna. At the close of the 1943 *Arunta* (I) had reached 100,000 miles steamed since commissioning.



January 1944 opened with *Arunta* (L) temporarily attached to Task Force 76 (the American amphibious group), constituting with *Warramunga* (L) and the two American destroyers Task Unit 76.1.3. On 1 January the four destroyers gave support to the American 32nd Division for the landings at Saidor, New Guinea. Thereafter throughout the month *Arunta* (L) was busy on escort duties between New Britain and New Guinea. On 16 January, off Saidor, *Arunta* (L) captured her only Japanese prisoner of the war when she picked up an airman shot down by American fighters. At the close of January *Arunta* (L) detached from Task Unit 76.1.3. On 1 February she sailed for Sydney for refit.

Arunta (L) returned to Milne Bay, New Guinea, on 1 March 1944 and rejoined Task Unit 76.1.3 (eight destroyers) for the landings in the Admiralty Islands. On 3 March she embarked troops of the 7th US Cavalry, stores and ammunition and sailed with the Task Unit for Hyane Harbour in the Admiralties, where after preliminary bombardment she put the troops and stores safely ashore.

Arunta (L) was constantly at sea on escort and patrol duty in support of the troops ashore in the Admiralty Islands until 27 March, when at Milne Bay she rejoined Task Force 74 for exercises in preparation for the landings at Hollandia on the New Guinea coast.

On 19 April *Arunta* (L) sailed from Manus with Task Force 74 as one of the units of the very large naval forces assembled to carry out the first large scale landings in Japanese held New Guinea. The plan of operations was to seize and occupy the Tanahmerah Bay, Humboldt Bay and Aitape areas, isolate large bodies of Japanese troops and thus put an end to effective enemy resistance in New Guinea. Again the Japanese put up no effective resistance and some 79,000 troops were landed under the cover of naval bombardment with negligible casualties.

Task Force 74 remained in the Hollandia area providing bombardment support when called upon until 3 May when it withdrew to Manus to prepare for a further phase of the campaign to destroy the Japanese Army in New Guinea.

In mid-May 1944 *Arunta* (L) took part in the seizure of Wakde Island, her duty with Task Force 74 being mainly confined to the bombardment of adjacent areas on the mainland on 17 May ('D' Day) when she expended more than 300 rounds of 4.7-inch ammunition. On Wakde the Japanese garrison fought to the last man (only one prisoner was taken) and some 859 dead were counted after the battle.

Following the Wakde operations Task Force 74 returned briefly to Hollandia before sailing on 25 May to give cover and bombardment support for the landings on Biak Island on 27 May. In June Task Force 74 operated in the Biak area to prevent any Japanese attempt to counter attack or reinforce Biak.

For most of the month the Australian Squadron operated in company with Task Force 75 (cruiser group), cruising in the threatened area by night and withdrawing towards Hollandia by day. On the night of 7/8 June four Japanese destroyers were contacted and a high speed but unsuccessful chase developed (*Arunta* (I) exceeded 30 knots) which was finally abandoned when the leading Allied destroyers were 30 miles south east of Mapia Island.

On 10 June the Biak patrol ended and Task Force 74 returned to Manus to prepare for the landing of Allied troops on Noemfoor, a small island lying at the northern head of Geelvink Bay in New Guinea. This took place on 2 July when after a heavy naval bombardment the troops went ashore unopposed. *Arunta* (I) contributed 545 rounds to the hail of shell fire. Following withdrawal from Noemfoor on completion of the bombardments, Task Force 74 was allotted the task of eliminating Japanese shore batteries eastward of Aitape on the New Guinea mainland. In these operations *Arunta* (I) was assigned bombardment tasks on six days before joining Task Force 78 (three cruisers and nine destroyers) to give support to the Cape Sansapor landings on 30 July.

Arunta (I) spent August in Sydney, returning to New Guinea on 1 September in time to take part in the final major landing operation of the New Guinea campaign, the seizure of Morotai Island on 15 September. On completion of the Morotai operations, Task Force 74 proceeded to Mios Woendi and thence, on 25 September, to Manus to prepare for the American advance to the Philippines.

On 13 October 1944 *Arunta* (I) sailed from Hollandia with the vast armada assembled for the landings at Leyte Gulf in the Philippines. She was attached, with HMA Ships *Australia* (II), *Shropshire* and *Warramunga* (I), to Task Group 77.3 (Close Covering Group) under Rear Admiral Berkeley USN. She took part in the pre landing bombardments and on 25 October, with *Shropshire*, took part in the final and most decisive surface engagement of World War II - the Battle of Surigao Strait. Fought in the darkness, the Japanese were placed at a hopeless tactical disadvantage which ended in their complete rout with the loss of two battleships and three destroyers. The Allied force, under Rear Admiral Oldendorf USN, comprised six battleships, eight cruisers and 20 destroyers, did not lose any ships and suffered only superficial damage. *Arunta* (I) remained with the task groups patrolling the Leyte area until 16 November when she sailed for Manus. In all she spent 28 days in the Leyte area under frequent air attack but suffered no damage and fortunately was not attacked by the kamikaze aircraft which inflicted such grievous damage on many ships of the Allied fleet including HMAS *Australia* (II).

December was spent at Manus until Boxing Day when she proceeded in company with *Australia* (II), *Shropshire*, *Warramunga* (I) and three US destroyers to return to Leyte. In January 1945 *Arunta* (I) took part in the second phase of the Philippines campaign, the landings at Lingayen. The entire attack force for the operation comprised in all some 850 ships of which 305 were fighting or semi fighting ships.

Eleven RAN ships were included. Four of them, *Australia* (II), *Shropshire*, *Arunta* (I) and *Warramunga* (I), were attached to Task Group 77.2, consisting of six battleships, six cruisers and 29 destroyers divided into two groups.

The landings were successfully completed on 9 January in the face of continual air attack. Twelve ships of Task Group 77.2 were damaged by kamikaze planes including *Australia* (II) which was hit five times. *Arunta* (I) was damaged during the approach on 5 January when a kamikaze narrowly missed crashing into her port side. Two ratings died of wounds. Following the landings *Arunta* (I) proceeded to Leyte escorting *Australia* (II) and reported for at Lingayen with Task Group 77.2 on 22 January.

Thereafter until the close of February *Arunta* (I) continued to support the Philippines campaign as a unit of the Lingayen Defence Force.

On 5 March she returned to Manus, departing on 10 March for Sydney to refit.

Arunta (I) sailed from Sydney for Manus on 2 May 1945 after six weeks in refit. On 10/11 May she took part in the naval operations in support of the landing of the 6th Australian Division at Wewak in New Guinea. Later in the month she returned to the Philippines for a brief visit to Manila. On 5 June she sailed from Subic Bay as a unit of Task Group 74.3 (flag in the cruiser USS *Nashville*) to support the landing of the Australians at Brunei Bay in Borneo. The troops went ashore at dawn on 10 June under the cover of a naval bombardment of which *Arunta* (I)'s share was 500 rounds of 4.7-inch ammunition.

Arunta (I) remained in the Borneo theatre giving fire support, including the bombardment of Lutong (414 rounds) from 20 to 22 June, when she departed for Tawi Tawi with Task Group 74.1 (*Shropshire*, *Hobart* (I), *Arunta* (I) and US Ships *Metcalf* and *Hart*). On 27 June Task Group 74.1 returned to Borneo and that day began preliminary shelling of Balikpapan in preparation for the landing of Australian troops on 1 July. In these operations, which were unopposed at sea, *Arunta* (I) fired 601 rounds of 4.7-inch ammunition in pre landing bombardments.

In all on 1 July the covering force expended 38,052 shells ranging in calibre from 8-inch to 3-inch. Task Group 74.1 (*Shropshire*, *Hobart* (I), *Arunta* (I), USS *AW Grant* and USS *Killen*) withdrew to Tawi Tawi on 3 July where *Arunta* (I) remained until she sailed for Sydney on 11 July.

When VJ Day came on 15 August 1945, *Arunta* (I) was refitting at Cockatoo Dock having steamed 184,368 miles on war service in the South West Pacific.

Arunta (I) completed her refit at Sydney on 18 October 1945. On 25 October she arrived in Darwin, departing the same day escorting the repatriation ship *Esperance Bay* to Timor and thence to Java. In November she proceeded to Japan via Morotai and Guam to join the occupation naval forces.

Arunta (I) remained in Japanese waters as the Australian Squadron representative until March 1946. She returned to Sydney on 2 April with urgent defects which kept her in dockyard hands until the end of May. On 11 June, her crew having taken part in the Victory Parade the previous day, she sailed for a northern cruise flying the flag of Commodore John A Collins CB RAN (Commodore Commanding Australian Squadron). She visited Port Moresby, Rabaul, Manus and Manila during a seven week cruise.

Following her return to Sydney from the Philippines on 18 July 1946, *Arunta* (I) remained in home waters, mainly at Sydney, until 3 December when she sailed for Japan in company with *Shropshire*, where both ships came under the operational control of the Commander-in-Chief British Pacific Fleet. Kure was reached on 16 December.

Arunta (I) spent the first three months of 1947 in Japanese waters on patrol and general duties as one of the British Occupation Force destroyers.

In April she was relieved by HMAS *Quiberon*, departing Kure on 7 April and arriving in Sydney on 21 April. Except for a winter cruise in Queensland waters, *Arunta* (I) remained at Sydney until 10 November when she departed in company with her sister ship *Warramunga* (I) for a second tour of post war duty in Japan.

Arunta (I) returned to Sydney on 7 April 1948 following a 15 week tour of duty in Japan. In June she proceeded on a cruise in the Western Pacific, visiting Noumea, Vila, Suva and Tongatabu, where she fired a 21-gun Salute for Queen Salote. The remainder of the year was spent in home waters at Sydney, Brisbane and Melbourne. In May 1948 she steamed her 250,000th mile.

On 21 January 1949 *Arunta* (I) arrived in Sydney from Jervis Bay. For the next four years she was immobilised, passing to Cockatoo Dockyard control for modernisation in 1950. On 11 November 1952 she recommissioned under the command of Commander James M Ramsay RAN.

The first year of *Arunta* (I)'s new commission was spent in Australian waters. At the end of 1953 she had steamed 15,000 miles, mostly on fleet exercises.

In January 1954 *Arunta* (I) proceeded for service in the Far East, arriving in Hong Kong on 4 February and Kure on 23 February. Until September 1954 she operated as one of the Allied units of the Korean Patrol groups based on Japan. *Arunta* (I) returned to Sydney to refit in October.

Arunta (I) spent the first four months of 1955 in home waters mainly in the Sydney area. In mid-May she proceeded for a second tour of duty in the Far East. On 29 May she departed Darwin in company with HMA Ships *Anzac* (I), *Warramunga* (I), *Tobruk* (I) and *Quadrant* and Ships *Black Prince* and *Pukaki*, for Singapore for exercises with the Far East Fleet. The exercises continued in Malayan waters until the close of June when *Anzac* (I), *Tobruk* (I) and *Quadrant* detached to return to Australia. *Arunta* (I) began a three week refit at Singapore before joining *Warramunga* (I) as the first Australian ships of the Strategic Reserve on the Far East Station. At the close of July *Arunta* (I) proceeded to Hong Kong and thence to Japanese waters for exercises with American units. In October she returned to Malaya where she spent most of the remaining period of her 1955 Far East tour of duty. In December, *Anzac* (I) and *Tobruk* (I) relieved *Arunta* (I) and *Warramunga* (I) and on 5 December both ships sailed for Australia, arriving in Sydney on 19 December.

Arunta (I) spent 1956 on the Australia Station. With the exception of a visit to New Guinea, New Britain and Manus in March and April 1956 and a visit to Norfolk Island in June for the Centenary of the landing of the Pitcairn Islanders, the entire period was spent in Australian home waters. On 14 June 1956 she arrived in Sydney flying her paying off pennant. On 21 December 1956 she passed to dockyard control for refitting for Operational Reserve. *Arunta* (I) steamed 95,221 miles during her second commission bringing her total mileage to 357,273 since commissioning in 1942.

Arunta (I) remained in Operational Reserve at Sydney from 1957 to 1968. She was sold for scrap to the China Steel Corporation of Taipei, Formosa, on 1 November 1968. On 13 February 1969 *Arunta* (I) sank 65 miles off the New South Wales coast while under tow to Formosa by the Japanese tug *Tokyo Maru*.



PICTURE FUNNIES

Holy Humour

