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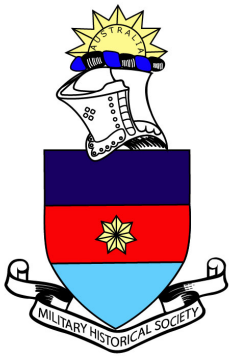

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SABRETACHE

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RAN 75th Anniversary Issue

Contributions in the form of articles, book reviews, notes, queries or letters are always welcome. Authors of major articles are invited to submit a brief biographical note. The annual subscription to *Sabretache* is $26.

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SABRETACHE

The Navy The Commonwealth Naval Forces were formed from the colonial navies after federation in 1901 and were followed by a period of development of an administration and new ships and establishments. On 11 July 1911, King George V approved the designation 'Royal Australian Navy'. The Naval Board, reconstituted earlier that year, promulgated the new designation on 11 October 1911 and decreed that Australian naval vessels were to be prefixed with the words 'His Majesty's Australian Ship' (HMAS). It also ordered that all naval ships should fly the white ensign at the stem and the Australian flag at the jackstaff.

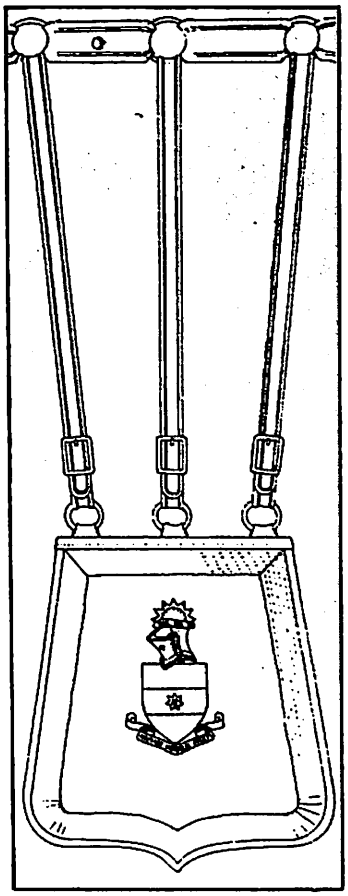
Thus was born the Service which over the ensuing 75 years has established a wonderful record of professionalism and dedication to the service of Australia.

Sabretache offers congratulations to the RAN on the attainment of this important anniversary.

Naval history The message from our Patron and the major article in this issue both express some concern with the state of naval history and make suggestions as to what might be done.

In Tom Frame's extensive presentation, it is encouraging to learn, in this 75th anniversary year, that the Navy is developing a history policy. Its execution will, no doubt, be subject to the constraints of resource availability but we hope that the Navy will do its utmost to implement a worthwhile historical preservation policy.

Submarine restoration The Japanese midget submarine which took part in the attack on Sydney in 1942 and which has been on display at the Australian War Memorial was moved last year to Vickers Cockatoo dockyard in Sydney for restoration and preservation. The Memorial is appealing for recovery of two 600-hp electric motors missing from the submarine (which is actually a composite of two vessels) and some thousands of items which were sold at public auction to raise funds for the war effort when the submarine was displayed in a number of centres in south-eastern Australia during the war years.



The Somme To mark the seventieth anniversary of the battle of the Somme, and to commemorate Australian losses on the western front during the first world war, a display of relevant material was mounted in the Australian War Memorial's introductory gallery.

The battle of the Somme was launched by British and French forces on 1 July 1916, and was intended to break through the German lines and end the trench stalemate on the western front. On the first day of the fighting, the British lost 56,000 men in a few hours and both sides incurred almost a million casualties before the offensive was abandoned in November of that year.

Australian troops entered the battle on 23 July 1916 with an attack on the village of Pozieres. Over the next six weeks, three Australian divisions made nineteen major attacks around the shell-shattered German defences, suffering 23,000 casualties, including 9000 deaths.

Artillery display Historians now have the opportunity to view at first hand the operation of muzzle-loading artillery of the last century.

The Artillery Display Team represents a section of Battery A of the 2nd United States Artillery Regiment as it appeared during the 1850s and the Civil War of 1861-65. We are advised that displays may be mounted comprising a parade, gun drill and the firing of blank rounds provided by an exact recreation of period cannon, limber and horses, with crew dressed in US Light Artillery uniform.

Further information may be obtained by contacting the Team's Public Relations Officer, Bob Marmion, c/- 97 Moore Street, Bendigo, Vic. 3550.

Army Memorial A national memorial to the Australian Army will be constructed on Anzac Parade, Canberra, near the Australian War Memorial. The memorial is due to be unveiled in October 1988; its design will be selected through a national competition.

It is to be hoped that, like the Naval Memorial featured elsewhere in this issue, the Army memorial will be easily recognizable for what it is.

Repatriation Dr Clem Lloyd and Ms Jacqueline Rees have been commissioned to write the official history of the Australian repatriation system, including the Defence Service Homes scheme and the Office of Australian War Graves.

The Merchant Navy It should not be forgotten that maritime operations in war also engage the mercantile marine. In a forthcoming issue we will feature notes by John E. Price on a ceremony at the memorial in Melbourne honouring those of the Merchant Navy who died on war service. These will be accompanied by a tabulation of the casualties to vessels in Australian and New Guinea waters during the 1939-45 war and casualties elsewhere involving the loss of life of Australian seamen.

Military Historical Society of Australia

Introduction to the RAN 75th Anniversary issue of SABRETACHE

Admiral Sir Anthony Synnot, KBE, AO
Patron of the Society

Sabretache is recognising the 75th anniversary of the Royal Australian Navy and the Royal Australian Naval Reserve by devoting a major part of this issue to naval historical articles.

During these 75 years our navy, manned by permanent and reserve personnel, has played a significant role in two world wars and a number of other conflicts. Nevertheless properly researched articles on naval matters of Australian historical importance are far too few. Why is this so?

Firstly, few Australians served their country in the Navy compared with the large number who served in the other services; for instance, nearly all of us have had a relation who has served in the Army, but this is not the case with the Navy.

Secondly, of those who did join the Navy, many served under the command of British and United States officers, either directly in their ships or in Australian ships as part of British or United States task forces. This was not so in our army where, as long ago as World War One, there was an Australian Corps commanded by an Australian.

Thirdly, there is a lack of material for military historians to research. There is a need, before those who remember pass on, for ex-naval personnel to record their experiences. Only in this way will there be an adequate body of material to research.

Sabretache, by specifically promoting articles concerning our naval history at this time, is giving much needed encouragement both to those who took part in naval engagements and to military historians to document aspects of our naval heritage. I trust there will be an appropriate response.

T.R. Frame

75 years of what?

An historiographical survey of Australian naval history

For a maritime State unfurnished with a navy the sea, so far from being a safe frontier is rather a highway for her enemies; but, with a navy, it surpasses all other frontiers in strength.

Part 1 — The presentation

Introduction

IT is now seventy five years since King George V formally advised the Australian Naval Board that he had approved the designation, 'Royal Australian Navy', for the permanent naval forces of the Commonwealth and the title, 'His Majesty's Australian Ships', for commissioned vessels of the fleet and shore establishments.

There would be few Australians alive in 1986 who have not seen, heard or read something about the 75th anniversary of the creation of the RAN in 1911. And yet a vast majority of that group know practically nothing about the 75 years of naval history that is being celebrated this year. Most Australians have a working knowledge of the basic events of land campaigns of World War I: Gallipoli and the Western Front; of World War II: prisoners of war and the fall of Singapore, the 'Rats' of Tobruk, island hopping and the fighting in New Guinea. Some will even know something of Korea with a few more familiar with the land war in Vietnam they were able to witness each night on television. Very few Australians know anything about the *Sydney* — *Emden* engagement, the Australian Naval and Military Expeditionary Force (ANMEF) in German New Guinea in 1914 or the passage of the Australian submarine AE2 through the Dardanelles during the Great War. Most know little about the role of Australian naval units in the European theatre of war prior to Pearl Harbor, the Battle of Cape Spada or the sinking of HMAS *Sydney* (II) in mysterious circumstances during 1941. The extent of this ignorance enlarges with the scope of Australian naval activity during World War II.

I believe that when many Australians think about their war heroes and the fighting they saw, they tend to think of soldiers and of land battles. And it seems to me that because most Australians are basically *ignorant* of the naval heritage of their country they usually think only in terms of khaki and land battles. The reasons behind this ignorance are complex and cannot be simply stated. In this article I hope to provide a comprehensive account of the present 'state' of Australian naval history and to attempt to explain why it is that most Australians are ignorant of the history of their Senior Service.

Naval history in academic institutions

It would seem logical to attempt to explain this apparent ignorance of Australian naval history with an examination of contemporary school curricula in history. The question can be simply put: Is naval history of any form taught in schools? The answer is quite simply, 'no'! After consulting with my Diploma in Education contemporaries and the history 'method' staff at the University of Melbourne it seemed clear that whereas *military* history (I will take 'military' in this article to mean history concerned with the land forces of Australia) is covered in some depth within most history or 'peace studies' curriculums, school students do not receive lessons on significant events or themes in Australian naval history in spite of the fact that Australia is a maritime nation whose defence has depended to a very large degree on command of the seas. The repetition of Anzac Day commemorations has tended to further the imbalance by expanding the students' knowledge of army life and the nature of war on land. I believe this very lop-sided perception detracts from an overall understanding of Australia's unified response to foreign aggression. It seems, therefore, that to some extent schooling in Australia must bear some of the responsibility for the ignorance described above.

A much more substantial indictment must be brought against the RAN itself. One would have expected the Navy to have attempted to address this imbalance when educating its own members. But it is with great regret that I note nowhere within the Navy is Australian naval history taught in any great depth! Having emerged myself from seven years of 'mainstream' junior officer training, I received no instruction whatsoever in naval history. At the Royal Australian Naval College, HMAS *Creswell*, only the short-service Supplementary List entrants receive some naval

history, though this is limited to several short lessons outlining major events and themes. It is not until a selected few senior officers undertake either the Joint Service or RAN Staff College courses that they are officially exposed to some history of the armed forces (not necessarily naval history). The 14,000 sailors and WRANS of the RAN are served little better. New recruits do not receive any instruction in naval history nor has provision been made for instruction in this subject later in their careers. In all, a rather depressing picture.

Yet very much the same is true in the Royal Navy (RN) from which the RAN has often taken its lead. Though the possessor of a long and proud naval heritage, naval history is not taught in the RN Staff College (Greenwich) course while only a 'brief smattering' is given to officers at Britannia Royal Naval College Dartmouth on first entry. These omissions have produced some popular outcry though the official response of the RN has been that there is 'not enough time available' to cover everything which is desirable in officer training and education. Although the purpose of this paper is not to counsel the use of naval history, Professor Peter Nailor, Head of History and International Affairs in Greenwich, agrees that the teaching of naval history has had a very important 'socialising' influence upon those entering the Royal Navy. However, from information I have received, there are no present plans to re-introduce naval history in any great form at either Greenwich or Dartmouth. Again, I think that this is a regrettable situation.

Nothing official is currently being done in Australia to improve the deficiencies I have explained although local efforts have been initiated in HMAS *Cerberus* to include some study of naval history in the General Recruit Course and in the Petty Officers Leadership Course. Improvements are expected at the Australian Defence Force Academy (ADFA) which opened this year. At the academy the cadets should receive, at the very least, a thorough grounding in the history of their respective services. Time will tell whether a concerted effort to raise the historical awareness of junior officers at the academy has actually been made.

Looking beyond the navy, naval history has not been well served by tertiary education institutions in Australia. While the study of war and Australia at war is conducted in random fashion in undergraduate courses, themes most often included in general Australian history courses have had a characteristically military tone. Professor L.C.F. Turner has identified these as: the Anzac tradition, the growth of the Anzac legend, conscription, Australian participation in the Boer War, the effect of wars on industrial relations and the involvement of Australia in twentieth century wars and conflicts.[1] Only the University of Western Australia has continually offered a course on maritime history. This course has been traditionally offered at the Honours level and has concerned itself with the relationship of seapower to international relations. Many of the theories and themes covered reflect the ideas of Alfred Thayer Mahan first enunciated in his monumental work of 1884, *The influence of seapower upon history*, the naval parallel to Clausewitz's *On war*.

Quite obviously naval history is not a 'big industry' within traditional Australian educational institutions. The reasons for this can be justified though in many ways the neglect of naval history as an area of academic endeavour seems unnecessary. But more importantly can these omissions be linked to the perceived ignorance amongst the wider community of naval history? Such omissions seem to be partly responsible though it appears the Australian public has received the bulk of its educaiton in military history not from educational institutions but from a wide variety of sources including museums, books, the press and television. Therefore the reasons behind this ignorance of naval matters would seem to be more broad and complex. Do they lie somewhere within the *nature* of the presentation of naval history? In answering this fundamental question I will consider the ways and means by which most Australian naval history has been offered to the public.

The presentation of Australian naval history

To use a well known example, the *presentation* of Australian military and naval history within the Australian War Memorial (AWM) can be contrasted.

The War Memorial was established after World War I as a memorial to those Australians who had lost their lives in various campaigns and engagements during that war. Subsequent wars in which Australia has played a major active role — World War II, Korea and Vietnam — have led to successive changes in the layout of galleries and displays. These modifications have also led to the incorporation of improved presentation methods, the inclusion of new acquisitions to the Memorial's collection and more accurate and vivid portrayals of the essence of Australia's wartime heritage. The excellent Gallipoli gallery is an example of these types of improvements. The result is a meaningful and moving presentation of Australians at war. By contrast, the Memorial's presentation of the RAN's wartime experience lacks continuity as it is spread amongst the more continuous and voluminous depiction of the history of the military forces. Naval history thus has the appearance of being disorganised, lacking in consistent themes while being far from

compelling. But the curatorial staff at the Memorial cannot and should not be blamed for these features of the naval displays. (As most people realise they are very understaffed and unable to display what they do not possess.)

It must be acknowledged that it is very difficult to create a good naval gallery. As the centre piece of naval life and the focus of naval warfare is the warship, it is not an easy task to convey an accurate sense of the atmosphere prevailing during the war at sea. Displays tend towards a feeling of inadequacy, lacking a certain 'wholeness' unless they consist of a ship or sections of a ship opened up to reveal something of the sailor's life. But one ship used as a display does not even begin to take into account the difference between 'big ship' and 'small ship' life or Atlantic against tropical steaming that characterised the RAN during World War II. Rifles, tanks and field pieces have proved to be much more suitable for individual display. From these we can still gain a sense of realism and proportion. The same is not true of naval weapons. Relics from warships will always seem to lack this sense of proportion and, by implication, accurate meaning if they are displayed as single items and not in relation to their place and function on a warship. The display of entire aircraft demonstrates the point being made.

Yet the problems of having a warship or part of a warship preserved as a 'gallery' are numerous. The size and weight of any ship is such that the 'gallery' would be virtually immovable and very consuming of space if it is to be located ashore. Such a facility also requires special measures to support its presentation to the public. Only two examples of restored warships currently exist in Australia, neither of them being well known.

Warships as museums

The first of these is the Bathurst (Town) Class minesweeper/corvette, HMAS *Castlemaine*, which was commissioned in 1941 as part of a class of fifty six and saw active service in World War II. *Castlemaine* is currently being restored as a 'Naval Museum'. After being listed for disposal (scrapping) in 1971, the Australian Shipping Record of 31 October 1973 noted:

> The Federal Government has decided to present World War II minesweeper, HMAS *Castlemaine*, to the Victorian Maritime Museum...

The ship was actually given to the Maritime Trust of Australia which has berthed it at historic Williamstown near Melbourne. *Castlemaine*, a virtual 'rust bucket' when presented, is being restored by volunteer labour and is open to the public on weekends. I found it was possible to gain a first hand idea of 'what it was like' to be in a small ship during the war from a visit to the ship and confirmed my belief that a restored warship is possibly the best way of conveying a comprehensive picture of naval life and naval weapons of war.

Castlemaine was luckily saved from the scrapyard, although some time after her official disposal. A more timely policy was formulated for the disposal of HMAS *Diamantina* — the former River Class Frigate and later survey vessel decommissioned in 1979. This ship is currently being restored on the Brisbane River by the Queensland Maritime Trust after being presented by the Minister for Defence. The task of the Queensland group has been made much easier as a long 'laid up' period and the devastating effects of rust were avoided.

Apart from these two instances, both originating in the 1970s, old Australian warships continue to be sold for scrap by the government (Department of Local Government and Administrative Services — DOLGAS) for a financial pittance. While it is true that many are in fact decommissioned in a state of substantial disrepair and some are not suitable for preservation predominantly owing to size, e.g. the carriers *Sydney* and *Melbourne* or the cruiser *Australia*, many smaller vessels of the frigate size and below, which are suitable for preservation as naval museums, have been sold for scrap.

The decommissioning of HMAS *Vendetta* (II), the Daring Class destroyer, serves to illustrate the point being made. As a Vietnam War veteran and a fine example of post-war but pre-missile age warfare, was not *Vendetta* worthy of being saved from the scrapyard? She was arguably of minimal use to the RAN for 'spare parts' but of significantly greater value as a living reminder of this important era of naval history. From information obtained from the decommissioning crew, the ship was in a fair state of repair with a solid hull — a prime consideration when selecting any ship to receive an extended life. Unfortunately, *Vendetta* was decommissioned and used for spare parts for HMAS *Vampire*, her sister ship. With the recent decommissioning of *Vampire*, *Vendetta* has passed to DOLGAS control for ultimate disposal. The stripping of items of equipment and significant decay of the hull and upper deck fittings have made the ship unsuitable for preservation as a museum. The cost of such an enterprise would, in any event, be considerable (moves are currently being made to save *Vampire* from destruction following her August decommissioning) without estimating ongoing expenses. These would include charges associated with simply berthing the vessel, permanently securing the ship to a wharf and the provision of shore services; water, electricity and telephone. The physical upkeep of an old ship can be quite

expensive and very often time consuming. The example of MV *Krait* provides some insight into the difficulty and expense of maintaining an old vessel in a place accessible to the public. But is this expense more than compensated by the returns offered by the preservation of a warship made available for public examination? Thousands of people queue for hours to tour a warship during 'Open Days'. I believe the public response to the opportunity of touring a restored warship would be no less enthusiastic.

The preservation of old RAN warships should be contrasted with the current enthusiasm shown by the RN for similar ventures.

The Royal Navy and naval history

The last survivor of the Royal Navy's 'big' ships, whose main armament consisted of guns, is the cruiser HMS *Belfast* which is permanently moored in the River Thames, opposite the Tower of London, as a floating naval museum. The active career of *Belfast* ended in 1963 when the ship was placed in reserve and used for accommodation at Portsmouth. In 1967 the Imperial War Museum initiated efforts to save the ship from the scrapyard. But it was not until 1971 when the HMS *Belfast* Trust was formed that the government in Britain agreed to present the ship to the Trust. In September 1971 *Belfast* was opened to the public and it is estimated that over four million people have passed through the ship. It is now one of *the* tourist attractions in London. The operations room, messdecks, sick bay, boiler room, engine room, the captain's and admiral's bridges, galley, punishment cells and two of the four six-inch gun turrets have all been opened to the public for inspection. The curators advise that two hours should be set aside to complete the full tour of the vessel. And for those concerned with finances — *Belfast* has been maintained by the admission fees paid by tourists.

Yet this interest in preserving old ships in the United Kingdom is only a recent one. *Belfast* is the first warship since HMS *Victory* to be preserved.

The case of *Victory* is an interesting one itself. As Lord Nelson's flagship, it has been restored and now occupies a dry dock in Portsmouth, its permanent home. While it is open to the public for inspection the ship has an important official

*HMS **Victory** berthed at her permanent home in Portsmouth. (HMAS **Cerberus** Museum, RAN)*

unction. The RN officer designated CINCNAVHOME (Commander-in-Chief, Naval Home Command) uses *Victory*, which is still in commission, as his permanent flagship. The RN provides the funds to maintain *Victory* which has a serving Lieutenant-Commander posted as the Commanding Officer. The ship is often used for entertaining VIPs including HM The Queen and heads of foreign navies. *Victory* is most definitely a source of pride for the whole RN.

Two ships are currently being restored with the assistance of the RN. The first is HM Submarine *Alliance* which is being restored at Gosport near HMS *Dolphin* — the submarine training centre. *Alliance* is an 'A' Class submarine which served in the RN between the mid 1950s and the early 1970s. Three of these boats served continuously in Australia between 1957 and 1963. The vessel is open for a full tour by the public as are several midget submarines which have also been restored. The second warship to be preserved as a naval museum is the ironclad HMS *Warrior* which served in the RN during the second half of the nineteenth century. But this high regard for the preservation of naval history in the UK is not a product of the great length of the RN's heritage, for all these historical projects are recent in origin. It must be remembered that 150 years elapsed between the decision to preserve *Victory* and the successful struggle to save *Belfast*. The preservation of former RN vessels has proved to be very popular among serving personnel — who have become infected by the upsurge in historical awareness — and the general tourist population which has heartily responded to the opportunity. This interest in restored warships has increased British interest in naval hsitory as a whole.

In addition to restored warships the RN has supported a number of naval museums. In and around Portsmouth, these include the RN Submarine Museum in Gosport, the RN Hospital *Haslar* Museum also in Gosport and the Royal Marines Museum in Eastney. The RN Air Museum is situated at the Naval Air Station, Yeovilton. The RAN has offered some support to similar ventures in Australia though not to the extent evident in Britain.

The RAN and naval museums

There are currently several museums open within Australian naval establishments. One of these is the substantial naval museum at the Navy's major training establishment HMAS *Cerberus* in Victoria. This museum is full of relics, naval memorabilia, paintings, medals, heraldry, etc., which are all owned by the Navy. The curator, Lieutenant Wayne Gobert, is however forced to undertake most of his excellent work after hours with volunteer labour and without the provision of dedicated naval funds. Similarly successful is the Fleet Air Arm Museum located at the RAN Air Station, HMAS *Albatross*. This museum specialises in displays of post-World War II naval action centered around the aircraft carriers *Melbourne* and *Sydney*. In addition to indoor galleries the Museum maintains a great range of restored naval aircraft, both fixed-wing and rotary, including the only fully operational Grumman S2-G Tracker anti-submarine warfare aircraft in Australia. This museum is also supported by volunteer workers though there are several sailors seconded to the museum from the manpower resources of the Air Station. Individual establishments also have small collections, such as that owned by HMAS *Creswell* and the Apprentice Trade Training Establishment HMAS *Nirimba*, though they are not normally opened to the public for inspection. Various naval chapels, particularly those in Garden Island Dockyard, HMAS *Watson* and the two magnificent buildings in HMAS *Cerberus* also contain a wealth of naval history, from badges and flags to coats of arms and commemorative windows, valuable books and preserved relics.

The RAN Historical Repository at Spectacle Island also has a substantial collection though its function must be explained. When RAN ships are 'stripped' of valuable material following official decommissioning, items deemed of historical significance are dispatched to Spectacle Island in Sydney Harbour where they are placed in a vault. That is not to say the curator of the repository has an open option on everything in a ship. He must compete with all other demands for items in the ship and ultimately receives whatever is judged to have historical significance as its highest priority. But this repository is not open to the public nor is it arranged for public display. The RAN is currently preparing a policy statement whereby the Navy hopes to 'farm out' the contents of the repository, which are Commonwealth property, to approved historical institutions for public exposure.

Where the Navy has attempted to support the presentation of its history great success has been achieved. Considerable volunteer support has been forthcoming to maintain these collections but the Navy is often unable to dedicate additional funds for what have often proved to be very valuable investments, owing to strict budgetary controls and operational imperatives. In these times of economic hardship resources are scarce. But the 75th anniversary of the RAN is hopefully a time when greater historical awareness will produce, or at least establish the need for, more tangible forms of official support where possible and highlight the areas of particular need.

Service organisations and naval history

It must be said that Service organisations, ie. associations formed around some group of serving or ex-serving personnel, have made enormous

contributions to the military heritage of Australia. The same should be true of the contribution of specifically naval associations to our naval heritage. Unfortunately, this has not been the case. Though they have produced a comparable effort, the cumulative result has not been the same. The Service organisations formed around the RAN are numerous. There are Returned Services League-affiliated associations, the Naval Association, the Navy League of Australia, the United Services Institute with its tri-service outlook, the Naval Historical Society and the Australian Naval Institute, to nominate just the major bodies. Each of these has an interest in Australian naval history. Yet there seems to be little or no communication between these bodies which, being relatively small, definitely require the assistance of the others to support and further their interests. The Australian Naval Institute, being the primary body with a contemporaneous outlook and consisting mainly of serving naval personnel, has been unable to forge strong ties with the Naval Historical Society and its various chapters, which draws a great deal of its support from World War II ex-servicemen. With so many fish swimming around in what is a comparatively limited sea, the obvious question to ask is whether these bodies should consider merging or at the very least establishing a permanent open dialogue to share each other's resources, manpower and leadership. If an integrated presentation of naval history is to be achieved in Australia, and such an approach is necessary if the Australian public are to become more aware of their nation's naval heritage, there needs to be close and co-operative interaction between affiliated groups who must be prepared to share historically significant material, while in the process, specialising according to their particular outlook. The greatest danger is that naval historical material will eventually become so thinly spread that an accurate picture of 'what things were like' will not be possible. The number of 'non-RAN' maintained collections and their diversity serve to illustrate the point.

The largest museum to deal with naval matters in Australia will be the National Maritime Museum which is being established on Sydney Harbour. This is not to suggest that it will have the largest *naval* collection. Though not strictly a naval museum this institution will present a very Sydney-based version of maritime life including aspects of RAN history. Not far from the National Maritime Museum is the Snapper Island Museum which contains an enormous amount of naval history. Officially titled the Naval Reserve Cadets 'Sydney' Training Depot Snapper Island Limited 'incorporating the Leonard E. Forsythe Maritime Museum', the island contains a great variety of museum pieces and a very substantial colleciton of *Sydney-Emden* relics. Unfortunately all of this material is housed inside a corrugated iron shed which gets exceedingly hot in summer. These conditions are, of course, very harmful to the long-term preservation of the collection. Because of its location in the middle of Sydney Harbour and the unavailability of paid staff, few people have had the opportunity to view the museum. After canvassing a number of people at my workplace I found that no-one even knew of its existence. Meanwhile the AWM as the most strongly patronised tourist attraction in Australia has a deficiency in naval items it can display. While attempting to avoid a homily it must be understood that Australia's naval heritage is a public possession and hence must be made accessible to the greatest number of people that is physically possible. To this end, each institution and every involved individual should avoid tempting parochialism when it comes to 'owning' parts of naval history and deciding whether, where and how that history is to be presented to the Australian public.

Summary

From this brief survey a number of of conclusions can be reached. Firstly, the presentation of Australian naval history is spread across a large number of institutions and locations (mainly within Sydney and Melbourne). These institutions act virtually autonomously and seem to have little interest in each other's operations. Each institution, including the museums located within naval establishments, has striven to grab whatever it can of Australian naval history even though most do not have the capacity to give their collection exposure beyond a limited local audience. Although aware of each other's existence in spite of almost non-existent self-generated publicity, they have chosen to jealously guard their collections and have expressed little formal desire to see either unification or the pooling of historical material. Most of the naval museums diregard professional preservation techniques and seem to rely on static, more 'traditional', method of presenting material from their collections.

Because the presentation of naval history in Australia is so disparate, there has been no 'united front' adopted to publicise the 75th anniversary among those groups whose charter includes supporting the RAN. Anniversary celebrations should have been accompanied by co-ordinated naval displays from a sample of the concerned parties. Co-operation could have compensated for the deficiencies evident in all the collections. The end result, however, is that to the general public, naval history appears to be piecemeal, disjointed, possibly obscure and definitely lacking in substance. I would argue that to a very large degree these regrettable circumstances have contributed to the ignorance outlined at the beginning of this paper. Things can be improved though. The suggestions I would want to make on what can and should be done will be offered in the closing section.

Part II — The practice

Historical scholarship

So far I have limited my remarks to historical 'hardware'; relics, artworks, trophies, etc. The products of historical scholarship also need to be examined, again to assess whether and to what degree inadequate public familiarity with naval history is the result of poor or non-existent historical scholarship.

I first became aware of deficiencies in the written history of the RAN when attached to the Australian War Memorial as a Summer Vacation Scholar. It was here that I quickly noticed there were many more army and air force oriented books than naval works. This was not because fewer had been acquired but for the simple reason that considerably fewer had actually been written. This deficiency in published naval history arguably begins with the standard series of texts on Australia's involvement in World Wars I and II. I am not asserting that either Bean or Long as general editors of the series acted upon a particular bias. Why we lack as complete an account of RAN wartime operations is the result of several factors which can be readily identified.

Briefly, land operations were the subject of more detailed and continuous reporting than the war at sea. Reporters and correspondents had greater access to the sites of land action and could move more rapidly from one battlefield to another. Ships often acted independently in remote waters without specific instructions for considerable lengths of time. Some steamed for days without encountering the enemy only to be involved in an engagement of several minutes when hostile forces were encountered. In effect, the naval war was fought at very different paces. Some of these actions even seemed at the time to be too routine, too much like peacetime activity for them to be written down and recorded. Much of the convoy escort work was considered or rather ignored in this manner. Sailors have also tended to write less about what they had done in spite of the availability of 'off-watch' time while in a number of instances what was written perished along with sunken ships. The war at sea *is* difficult to report. Reporting on the recent Falkland war reflected this difficulty.

The written history of the RAN

It has now been one hundred years since Heinrich von Treitschke was reputed to have told a hall crowded with German officers that the periods of peace consititute the empty pages of the history books. Such is true of the history of the RAN. Wars have provided the pretext for most of the history to be written. The empty pages are indeed those detailing the history of the Navy in peacetime. However, not a great deal has been written on the RAN in wartime. I have surveyed every major work that I could locate within the field of Australian naval history and placed each study in a classification for ease of reference. I have attempted to be exhaustive in compiling this survey though I have not included a number of smaller articles (less than 1,000 words) which can be found in the relevant journals. Readers may use this survey as a guide to sources for future reading and research.

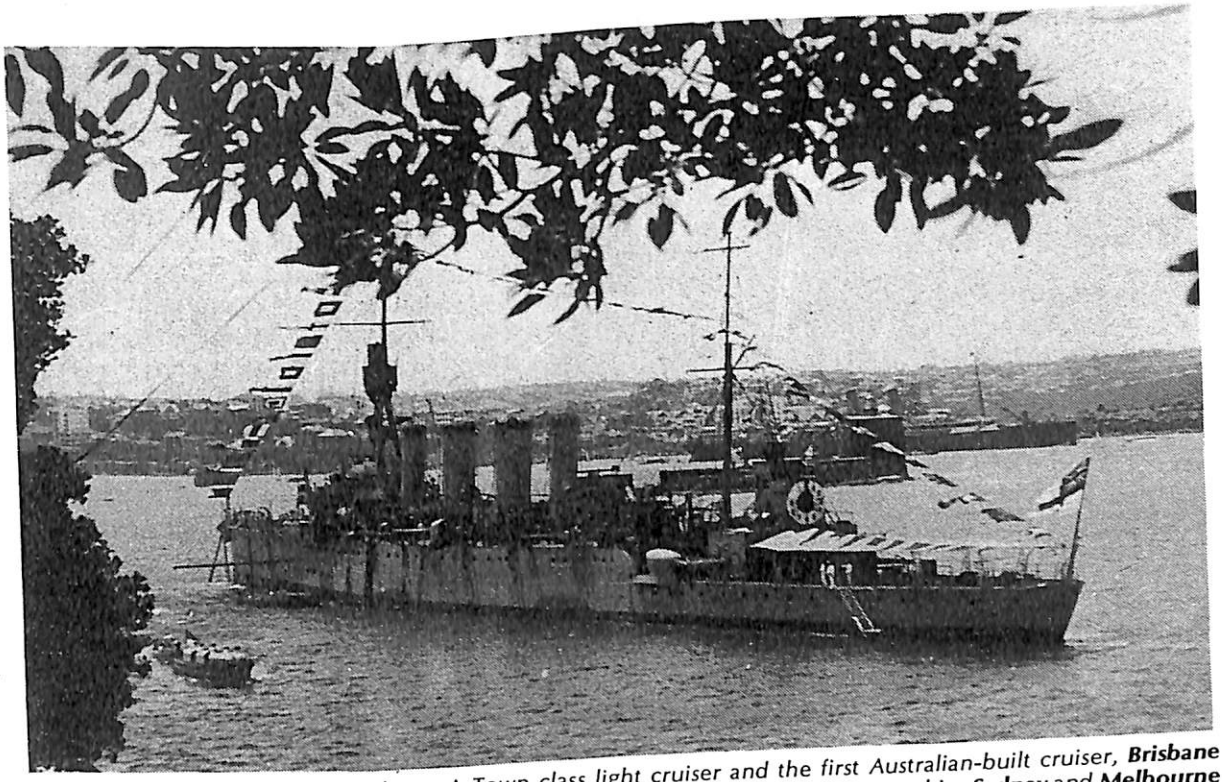
The colonial period and the creation of the RAN

The most comprehensive works detailing Australian colonial naval history are Ross Gillett, *Australia's Colonial Navies* (1982) and by Colin Jones' *Australian Colonial Navies* (1986). These studies bring together the diverse colonial efforts at establishing naval defence. Specialised assessments of this period are contained in Meredith Hooper, 'The Naval Defence Agreement of 1887' (1968), Fitzharding, 'Russian naval visitors to Australia, 1862-1888' (1966) and Philip Cowburn, 'The British naval officer and the Australian colonies: an aspect of nineteenth century colonial history' (1968).

Works examining the individual colonial navies have been written by Greig, 'The first Australian warship' (1923), outlining the history of HMCS *Victoria*, M. Austin, 'HMCS *Victoria*' (1981), W.P. Evans, *Deeds, not words* (1971) dealing with Victorian naval defence particularly at Williamstown; Parsons, 'The Navy in South Australia' (1974), H.M. Cooper, *A naval history of South Australia* (1950) and Rear-Admiral William Creswell — the 'Father' of the RAN — in a series of newspaper articles headed, 'Our first Australian warship — Story of the Protector — Interesting Reminiscences by Admiral Creswell' (1924), note the conflict over which was the 'first' Australian warship; and Norman Pixley 'The Queensland Maritime Defence Force (1960), describing Queensland's experience.

The Australian involvement in the international suppression of the Boxer Rebellion in China during 1900 is very well handled by Bob Nicholls in *Blue-jackets and Boxers* (1986) with less complete accounts in W.H. Blake, *The adventures of a chief naval gunner* (1906) and Evans, *Deeds, not words*. The broader outlook of international defence and the need for naval power is analysed in D.C. Gordon, *The imperial partnership in imperial defence 1870-1914* (1965), Neville Meaney, *The search for security in the Pacific* (1976 — Vol. 1 of a history of Australian defence and foreign policy 1901-1923) and D.C. Sissons, 'Attitudes to Japan and defence 1890-1923' (University of Melbourne thesis, 1956).

The latter part of the colonial period deals with numerous efforts made by the colonies and later the federated states to establish an integrated



HMAS ***Brisbane*** *(I) in Sydney Harbour. A Town class light cruiser and the first Australian-built cruiser,* ***Brisbane*** *saw service initially in the Mediterranean and later in the Indian Ocean. Her two sister ships* ***Sydney*** *and* ***Melbourne*** *were built in the United Kingdom in 1911. (HMAS* ***Cerberus*** *Museum, RAN)*

naval force. This leads quite naturally into the decision-making involved in the creation of the RAN. The lead up and creation of the RAN has been the subject of several works. *The genesis of the RAN* (1949) by G.L. Macandie is the standard text though R.G. Roberts, *Birth of a navy* (no date), Feakes, *White Ensign, Southern Cross* (1951), Batt, *Pioneers of the RAN* (1967), C.E.W. Bean, *Flagships three* (1913), and William Jameson, *The Fleet that Jack Built* (1962), all add in different ways to the story. The only other naval work I have been able to locate is by G. Hermon Gill, the World War II official naval historian. His contribution to this period of history is an article entitled, 'The Australian Navy: origin, growth and development' (1959). Most of the general texts on RAN history also cover the origins of the service.

World War I

The history of the newly formed RAN in World War I has not been the subject of many works. The standard text is the 'official history' by A.W. Jose *The Royal Australian Navy* (vol. 9 of the series). An interesting insight into the actual writing of the volume is provided by Stephen Ellis in his article 'The censorship of the official navy history of Australia in the Great War'. Other works detailing the period concern the major naval engagement involving the RAN during the war; the sinking of the German cruiser SMS *Emden* by the cruiser HMAS *Sydney* (I) off the Cocos-Keeling Islands. Three of these books have been written by Germans, Adolf Hœhling *Lonely command* (1957) (a history of SMS *EMDEN* including the *Sydney* action), Helmuth von Mucke, *The Emden* (1917) and Crown Prince Hohenzollern, *Emden* (1928). The other major studies of the engagement are Hoyt's book, *The Last cruise of the Emden* (1967) and Dan van de Vat's *The last corsair,* which include the results of more recent research.

The activities of the RAN Bridging Train in the Middle East and the fighting seen by Australian naval brigades in German New Guinea and wireless stations in Micronesia are yet to be adequately chronicled. The only detailed account of either is C.D. Rowley's *The Australians in New Guinea 1914-21* (1958).

The RAN in World War II

It is fortunate that the few 'scholarly-academic' works on the development of the RAN have been written on the inter-war years. These works include the excellent book by John McCarthy, *Australia and Imperial defence 1918-39: A study in sea and air power* (1976), the important study of an often disregarded area of naval history by Robert Hyslop, *Australian naval administration,*

a

01-1939 (1973) and the unpublished ANU thesis B.N. Primrose, *Australian naval policy 1919-40*. Other than these dedicated studies the only her writer to give some expanded treatment of ese crucial years for the RAN is Gill in the first his two official volumes, *The RAN 1939-42* (1957) id *The RAN 1942-45* (1968).

The war years are covered most adequately by ese official volumes although they contain some formation now known to be incorrect. Gill rovides a succinct description of the evelopment of defence policy leading up to Vorld War II, dealing with the 1919 Jellicoe eport, the Washington and London naval onferences and the growing concern over the ncroachment of Japan upon mainland Asia. As n ex-merchant seaman who served throughout VWI at sea, Gill has utilised his own experience o provide valuable insights into the naval war, especially in the period up to 1943 when the Australian navy suffered heavy losses. Both volumes could have been improved by the nclusion of more general maps. It is unfortunate also that Gill neglected to detail the actions of many Australians who served with the British. Some of these personnel were involved in key Allied naval actions. Two significant examples can be cited.

Lieutenant (later Commodore and late Governor of Queensland) James Ramsey was Officer of the Watch aboard HMS *King George V* when the German battleship *Bismarck* was spotted, chased and finally sunk. Lieutenant (later Rear-Admiral) Galfrey Gatacre was Navigating Officer in HMS *Nelson* during 1940 and HMS *Rodney* during 1941-2. In 1941 while in *Rodney* Gatacre was also involved in the sinking of the *Bismarck*.

Though detailing the world strategic disposition necessitated by the great diversity of Allied naval operations, Gill also glosses over the importance of some aspects of the Australian-American naval relationship, specifically with regard to the American ship building and repair organisation — the Seabees. Nevertheless, Gill's volumes are now looked upon by most historians as examples of very well written naval history. The recent re-publishing of both volumes, with corrections, by Collins and the AWM is most welcome. Other works (excluding general texts) dealing with the RAN in World War II are comparatively few in number.

The wartime series *HMAS* (1942), *HMAS MKII* (1943), *HMAS MKIII* (1944) and *HMAS MKIV* (1945), written entirely by sailors and produced by the AWM, provides an interesting insight into how naval personnel viewed the war, their predictions of the future and the role they would play in it, all told around a vivid description of life at sea in Australian warships. Written in a similar style are the 'historical novels' of Australian writer J.E. Macdonnell. As the 'down-under' version of Nicholas Monsarrat albeit a little 'lighter' in terms of characterisation and plot, Macdonnell has produced numerous (I am led to believe near one hundred) novels which contain ongoing accounts of his three most famous characters, Bently, Holland and Brady. These novels are an excellent account of how the RAN operated during the war and are great adventure reading. In colourful terms Macdonnell protrays the differences between 'big ship' and 'small ship' mentality and lifestyle, the nature of the relationship shared by permanent force, reserve and volunteer members of the RAN and the ascendent position within ships occupied by the Gunnery Branch of the Seaman Department. For anyone wanting to know what 'things were like', the novels of Macdonnell, a serving member of the RAN before, during and after the war, are a treasure trove of insight and experience reminiscent of Monsarrat's *The cruel sea* and *Three corvettes*.

A general view of the war is provided by Jones and Idriess in *The silent service* which contains 'a number of stories' about battles at sea in the Australian and New Zealand navies. *The coastwatchers* (1946) by Eric Feldt, *Fire over the islands* by D.C. Horton and *Lonely vigil, coastwatchers of the Solomons* by Walter Lord, describe the activities of mainly RAN Volunteer Reserves in Pacific coastwatching while Clarke and Yamashita's book, *To Sydney by stealth* (1966) details the failed Japanese plan to destroy Allied warships in Sydney Harbour using midget submarines. Pacini traces the final stages of the war as he follows RAN units proceeding towards the Japanese home islands in *With the RAN to Tokio* (1945).

Two of the more dramatic naval engagements involving the RAN, the battle of Matapan and the battle of Sunda Strait, are described by Pack, *The Battle of Matapan*, and Ron McKie, *Proud echo* (1953), which recounts the loss of HMAS *Perth* in the Sunda Strait.

The most controversial incident within Australian naval history is the sinking in November 1941 of the light cruiser HMAS *Sydney* (II), the pride of the RAN as the victor at Cape Spada against the Italian cruiser *Bartolomeo Colleoni*, by the German armed merchant raider HSK *Kormoran*. This action near Carnarvon off the Western Australian coast made *Sydney* the only warship to be sunk by an armed merchant raider in the course of the entire war. The dispute relates to various explanations of how the extremely capable *Sydney* could have been overcome by such an underpowered foe. The successful

'raiding' career of the *Kormoran* lasting just over one year is recounted by H.J. Brennecke, *Ghost cruiser HK33,*(1954) and the vessel's captain Theodor Detmers, *The raider Kormoran* (1959). Another insight into the raider's operations is contained in Jones and Taylor, *Prisoner of the Kormoran* (1944). More recently the debate has been re-opened by Michael Montgomery (son of the navigator of *Sydney*), *Who sank the Sydney?,* (1981) who claims that there was Japanese submarine collaboration in the sinking, quite notably prior to the Japanese attack on Pearl Harbour. Montgomery then proceeds to argue that there was an official cover-up during and after the war to protect the United States who had continued with their isolationist line in spite of, Montgomery claims, almost immediate information that an act of war had been committed by Japan. A very well researched and presented response is offered by Barbara Winter in *HMAS Sydney: fact, fantasy and fraud* (1985). Mrs Winter attempts to disprove many of the 'fantasies' and 'frauds' which followed the devastating sinking using a very wide range of sources. Her book has, I believe, dispelled any notions of Japanese collaboration though the debate is probably not over yet.

Postwar: Korea and Vietnam

The role of the RAN in Korea is explained by O'Neill in the two volumes of his 'official' history; *Australia in the Korean War, Vol. I Strategy and diplomacy,* and *Vol. II Combat operations.* The treatment given is, however, fairly broad and descriptive. Some of the account is filled out by Bartlett, *With the Australians in Korea* (1954). The next conflict in which the RAN was involved, 'Confrontation', is given partial treatment in J. Mackie, *Konfrontasi: The Indonesian-Malayan dispute 1963-66* (1974) while Denis Fairfax, an Instructor Officer of the RAN (and later an Officer of the New Zealand Navy) has written the only account of naval involvement in the Indo-Chinese war in *Navy In Vietam,* a 'semi-official' publication sponsored by the Department of Defence and published by the Australian Government Publishing Service in 1980.

The 'official' history of Australia in the Vietnam War is currently being prepared by Dr Peter Edwards in seven volumes. One of these volumes is planned to contain an account of the role of the RAN in the Malayan Emergency and in the Vietnam war itself; the deployment of the troop carrier HMAS *Sydney* (III) and the role the requisitioned supply ships *Boonaroo* and *Jeparit;* the destroyer detached with the US 7th Fleet on the 'gunline' and the functions of the RAN Helicopter Flight Vietnam (HFV), the Clearance Diving Teams (CDT) and those attached to 9 Squadron, RAAF.

Additional information on the RAN in Vietnam can be obtained from each ship's 'Cruise Books' which were prepared during and after each destroyer deployment as the ship's company's record of what happened during their six months away from Australia. The CDTs' operations in Vietnam have been vividly described by the late Captain Ross Blue in his monograph, *United and Undaunted* (1976).

Ship's histories

To a very large degree the history of the RAN has been written in the form of books recording the history of individual ships. Thus a great deal of naval activity is coincidentally covered insofar as it relates to the particular fleet unit being examined.

It seems natural that warships should be the focus of historical enquiry and research. Yet one cannot help but feel that a number of these works treat their subject matter — the ship, the time period and the location of activity — within a static framework that tends to create a number of false impressions. The cumulative effect is substantial. The pictures these historians provide of a ship are very often unreal and artificially succinct. I believe that a more accurate picture would be gained from looking at these ships as elements of squadrons/ flotillas, etc., as some authors have done, within the broad fleet disposition that had been formed to give the total naval war a unified thrust and organisational structure. This feature of the writing of Australian naval history is possibly its greatest defect. Gill's volumes avoid many of these pitfalls. He describes naval units in terms of their defined contribution to the larger organisation, in relation to the war in the air and on the ground within the context of a global, or at the very least, regional military and strategic perspective. His approach is again commended to all writers involved in recording Australian naval history for public dissemination.

Most ship histories are, however, very thorough. The standard volume on RAN ships is John Bastock's excellent book *Australia's ships of war* (1975). The research behind the book has been painstakingly conducted and has resulted in a very readable book outlining the short history and technical detail of every Australian man o' war. Other larger works on warships which adopt either a chronological, alphabetical or 'type' structure are Gillett and Graham, *Warships of Australia* (1977), Graham Andrews *Fighting ships of Australia, New Zealand and Oceania* (Rev. Ed. 1980) and Lind and Vollmer, *Australia's Men O' War,* (paintings of RAN ships).

The colonial period is partially served by G. Ingleton, *Watchdogs infernal and imperial* (1935), which details the history of warships to bear the

me *Cerberus*. Other works to describe the ships the colonial period are those by Colin Jones, b Nicholls and Ross Gillett of which mention as made in the colonial section.

World War I has been the subject of mparatively few ship histories. Of those written e bigger ships have naturally attracted greatest tention; Daw and Lind, *HMAS Sydney 1913-1928* 974), Lind *HMAS Parramatta — Torpedo Boat estroyer* (1973) and Brennan and Kingsford nith, 'The War Cruises of HMAS *Melbourne* and *dney*' (unpublished 1921).

There have been considerably more ship stories written about World War II vessels ough some degree of repetition is evident. The ost popular vessel is, of course, HMAS *Sydney*) whose controversial sinking has been the bject of no less than five books. Further histories ritten on the six year career of the light cruiser clude W.H. Ross, *Stormy petrel* (1946), G.H. hnston, *Grey Gladiator* (1941), dealing with the ccessful cruise of *Sydney* to the Mediterranean, A. Collins, *HMAS Sydney 1936-41* (1971) — with any valuable insights from the captain of *Sydney* rior to its last fateful cruise — and Scott, *HMAS ydney* (1962).

The second most popular vessel among storians has been the sister ship of *Sydney* (II), MAS *Perth* (I), which was sunk by a large and ore powerful Japanese force during 1942 in the attle of Sunda Strait. *Perth's* last heroic fight eatures in Payne's *HMAS Perth* (1977), Ron IcKie's *Proud echo*, Parkin's, *Out of the Smoke* 960) and Robert's, *Age shall not weary them* 942). An interesting sideline to the history of ne ship and the battle is the book, *The Bells of unda Strait*, by David Burchell who located the reck of *Perth* in the 1960s and conducted salvage perations on the ship in an attempt to recover, mong other things, the ship's bell. The bell was ter presented to the present HMAS *Perth* — The harles F. Adams Class guided missile destroyer.

Other major ships to have histories written bout them included, *HMAS Hobart* (1971) by Lind nd Payne, *HMAS Australia* (1975) and *HMAS anberra* (1974) both by Payne, *HMAS Yarra* by arry and the *Price of Admiralty* (1944) by F.M. nd P. McGuire — detailing the career of the econd HMAS *Parramatta*. It is notable that most f these single ship histories have been written nder the auspices of the Naval Historical Society.

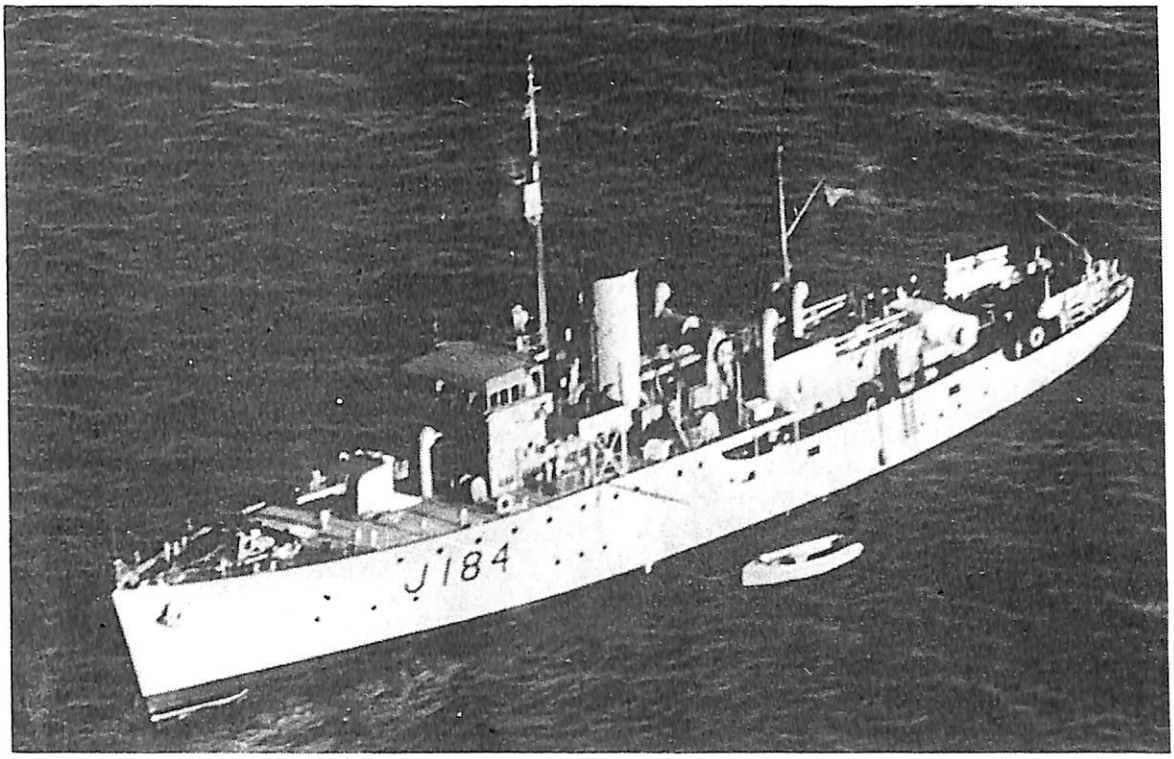
The famous 'Scrap Iron Flotilla', so-named by ield Marshal Rommel, is the subject of several ood works which demonstrate the usefulness of xamining a class of ship and not just an individual nit. These volumes are Lind and Payne, *Scrap ron destroyers*, and J.F. Moyes, *Scrap iron flotilla*, vhich outlines the activities of HMAS *Stuart* and he 'V' and 'W' Class destroyers in the Mediterranean. A single ship history has been written on one of the group — *Stuart, leader of the crocks* (1945), by L.E. Clifford. The 'N' Class destroyers are examined in, *The 'N' Class* (1972) by Lind and Payne while the armed merchant ships are dealt with by W.N. Swan, *Spearheads of invasion* (1953), covering HMA Ships *Kanimbla, Manoora* and *Westralia*, and O.E. Griffiths, *Cry Havoc*, dealing with HMAS *Kanimbla*. The only other multi-ship history is that by Iris Nesdale, *The Corvettes*(1982), which recounts the careers of the fifty six Bathurst (Town) Class minesweeper/ corvettes built and operated by Australia during the war.

More recent ship histories have been dedicated to the most controversial ship in RAN history; the modified *Majestic* Class aircraft carrier HMAS *Melbourne*. Two were published around the time of her decommissioning in 1982. Both are 'popular' works and do not answer most of the questions we might like to ask about the ship and its aircraft; *HMAS Melbourne* (1982) by Timothy Hall and *HMAS Melbourne: 25 Years* by Ross Gillett (1981). Research is currently being undertaken by James Goldrick into the acquisition of aircraft carriers for the RAN. This research should result in a volume which will make up for substantial deficiencies in the written history of the early period of Australian carrier-based warfare and the Fleet Air Arm.

General Works

As one involved in the teaching of naval history I have felt the need to possess a general text to which students can be referred. Several general works are available though each seems to be aiming at a different audience.

The government sponsored publication, *An Outline of Australian Naval History* (AGPS 1976) is a good attempt though it is now quite dated. *The RAN: An illustrated history* (1982 — since revised), by George Odgers is the second the author is producing on the Australian Defence Forces. This is a quarto-size 'coffee table'-type book with a high quality glossy finish. The author adopts a very general approach to the subject matter as he briefly narrates the naval history of Australia since 1788. Owing to the obvious constraints of space, Odgers has been unable to provide in-depth analysis of the events or people he describes. Seasoned with photographs the book does a very good job of conveying the sense or feel of naval history. The other more recent major work on the RAN's history is the revised edition of Peter Firkins' *Of Nautilus and Eagles* (1983). This book engages in some analysis of historical events and themes. However, and I think to a very unnecessary extent, Firkins has relied heavily upon secondary sources, evidenced by the footnotes, and included too many lengthy



HMAS ***Ballarat*** *— Present at the Japanese surrender in Tokyo Bay September 1945. One of 56 Bathurst (Town) class minesweeper/corvettes built in Australia during World War II. (HMAS* ***Cerberus*** *Museum, RAN)*

quotations from these works or official material (see pp.135-148).

Lew Lind's book, *Historic naval events of Australia day by day* (1982), has been a particular favourite of Naval College midshipmen. At the College and in the training ship, HMAS *Jervis Bay*, midshipmen are often required to present short talks on significant events occurring on that day in naval history. Mr Lind's book has provided a very handy resource. This book, though difficult to use by historians because of its arrangement, contains a great amount of valuable information. Yet there are some glaring factual errors that Mike Fogarty has identified in his review of the book in *Sabretache*, vol. XXV, January/March 1984. Many of the problems of this edition have been addressed by the author in the new edition of the book under the title, *The RAN, historical naval events year by year* (1986).

Miscellaneous

It now only remains to include some brief reference to those works which do not adequately fit into the categories listed so far.

The historic defences of Port Phillip Bay are described in *Port Phillip pilots and defences* (1973) by Captain J. Noble and by Dr T.B. Millar in his Melbourne University thesis, 'History of the defence forces of Port Phillip' (1957). The training of junior officers is very superficially handled by F.B. Eldridge, *A history of the Royal Australian Naval College* (1949), while the early training of sailors is recounted in A.J. Martin, *History of Westernport and Flinders Naval Depot* (1927). Thie history of the WRANS (Womens Royal Australian Naval Service) as a distinct group has been written by M. Curtis-Otter, *WRANS (1975),* and as part of the Australian tradition of servicewomen in Patsy Adam-Smith, *Australian women at war* (1984). The only history of the Navy's Garden Island Dockyard is that by Chaplain Vivian Thompson RAN, *A short history of Garden Island* (unpublished 1922) while Mark A. Harling has examined the pattern of industrial relations in the dockyard within an extended time frame in his excellent work, *HMA Dockyard Garden Island: ready to serve?* (1984).

Admiral Collins, possibly Australia's most famous wartime naval figure, has recorded his perceptions of important wartime events in his book, *As luck would have it: The reminiscences of an Australian sailor* (1965). Alfred Festberg provided a 'bible' with his work, *Heraldry in the RAN,* while Jim Atkinson's book, *By skill and valour* (1986), sub-titled 'Honours and awards to the RAN for the first and second World Wars', is the first such work on Australian naval awards.

van Southall has recorded one of the few accounts of RAN servicemen abroad in his book, *Softly tread he brave,* which details the actions of two RAN bomb and mine disposal officers serving with the Royal Navy. The collision between HMAS *Melbourne* and the Daring Class destroyer HMAS *Voyager* during February 1964 and the following courtroom proceedings are ably covered by Vice-Admiral Harold Hickling in two volumes; *One Minute of Time* (1965) and *Postscript to Voyager* (1969). And in an event yet to be thoroughly examined, the wife of the captain of HMAS *Melbourne* at the time it collided with USS *Frank E. Evans,* has recorded the events leading up to and following the proceedings initiated against her husband as a result of the collision. *No case to answer* (Sydney, 1971) by Mrs Joan Stevenson is a testimony to the importance of naval wives in supporting their husbands but should be the basis for a fuller historical enquiry into the conduct of the whole incident.

Summary

From the survey I have offered it is quite obvious that a great deal is yet to be written about the history of the RAN. Some of what has been written is duplicated by other authors while many periods, particularly the years of peace, have been virtually ignored. Ship histories account for the bulk of the written history of the RAN while there is an apparent lack of detailed analytical assessment of the development of the Navy over a prolonged period of time. Two questions need to be answered of this survey: What are the areas of greatest deficiency? What has been their cause?

The area of greatest deficiency lies in the overall lack of scholarly works that need to be written on the RAN if we are to gain a more perceptive and, by implication, accurate understanding of the significance of Australian naval history. More 'popular' works have their place but cannot replace works which could be described as 'significant' as defined by Professor Geoffrey Blainey. Little effort has been exerted in attempting to highlight the lessons to be learned from past events or to raise and then answer controversial questions. Whereas Australian military historians such as Lieutenant Colonel David Horner have succeeded in stressing the contemporary relevance of the study of military history and have provided historical works rich in object lessons and analysis aimed at establishing persistent themes and tracing any 'cycles' in the subject matter, historians of naval action have tended to neglect making contrasts and comparisons and have ignored the *need* to analyse past events in the light of present experience. Most have failed to offer a theory to explain the long-term development of the RAN. And the RAN Reserve and Volunteer Reserve have suffered a similar fate if not worse. Except for the mysterious sinking of HMAS *Sydney* (II), Australian naval history has been the source of little academic controvery and on-going debate. But are there so few disputable interpretations of this domain of Australian history? I don't believe there are.

To be more specific, we lack studies which analyse the RAN-RN relationship and later the RAN-United States Navy (USN) relationship. The latter is particularly significant in the light of the present debate over the role of the USN in Australian security and defence. Beginning with the early period of the RAN-USN relationship, what was the strategy of the USN in utilising the RAN as part of one of its fleets? What was the objective of the USN in attempting to retain wartime bases in the light of an expanding post-war RAN? Were these bases linked to American perceptions of the quality of Australian naval power? How much did Australia plan its naval development to supplement or complement the US Pacific Fleet? What effect did the Australian acquisition of carrier-based warfare capability have on the overall relationship?

Questions such as these need to be asked and adequate answers provided if we are to gain an understanding of the more intimate aspects of the Australian-American alliance. There is also a need for historians to examine such factors as the long-term economic restraints affecting the size and structure of the RAN, the nature of perceived maritime threats to Australia and the historical role of the RAN in strengthening national security. While separate wartime operations have been described in some detail, research is particularly needed into the areas of international naval defence co-operation; joint exercises and the associated exchanges of tactics, equipment (both capital and consumable), classified material and intelligence and professional expertise during *peacetime* — the predominant climate for the RAN since 1945 (despite the Korean and Vietnamese wars in which naval power was not extensively used). In a similar vein we are yet to read studies comparing the naval development of Australia's Commonwealth partners, particularly Canada, India and New Zealand. In a different area: what about the relationship shared by the various political parties, when in government, and the RAN? Has one party shown a greater regard for naval power than the others? And how have Australian governments looked upon the RAN as a vehicle for fulfilling Australia's treaty obligations under ANZUK, SEATO and ANZUS? But while questions such as these can and should be asked, it has not always been possible for researchers to find some of the answers.

After both World Wars the RAN did not see the Australian War Memorial, or a similar institution, fulfilling an archival function which the

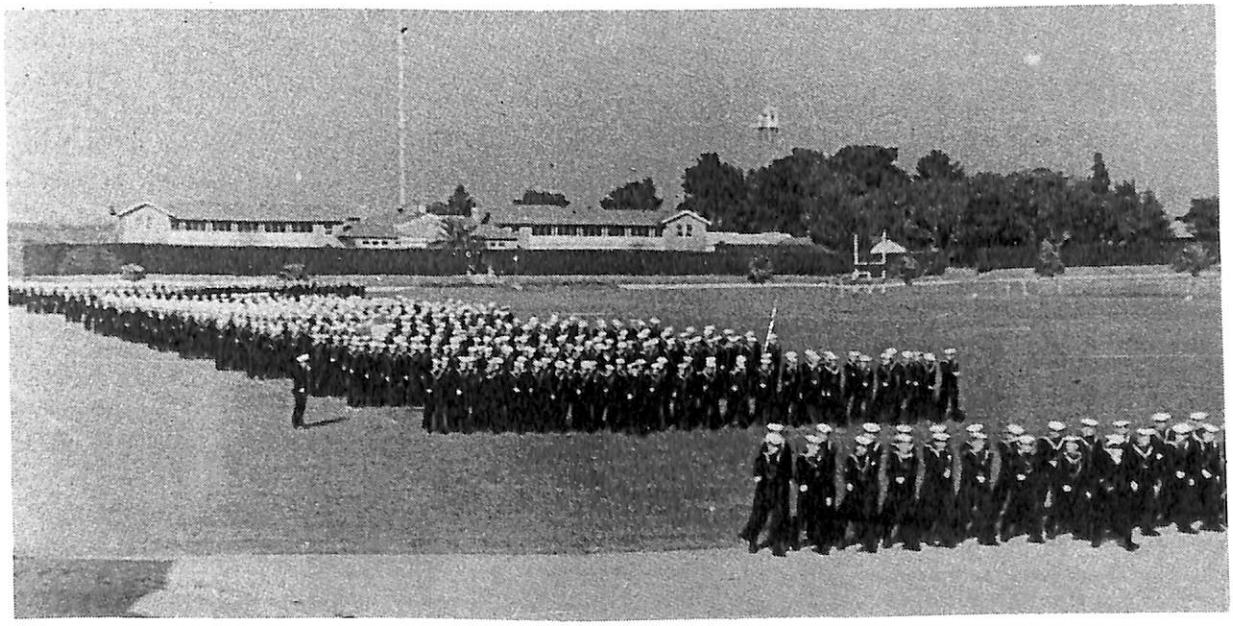
Navy could draw upon for thoughtful and careful collation, indexing and storage of important historical records, and later the presentation of its history to the public. This is unfortunate because the deposition of records is the most crucial factor in making provision for a written record. Without the necessary documentation the written account of the RAN has not and cannot be written. This matter of official record availability leads me to return to the AWM and the Written Records Section for it is from here that the nature of the deficiency originates.

Within this section of the Memorial there remains a large body of official material, some dating from World War I, which is now becoming available to the researching public. This is not to suggest that the AWM has had the records since then but that until only recently they have not had the manpower to 'accession' the records, ie, to index and arrange the material so as to enable a researcher to locate more precisely the records he is seeking. One series of records in this section of which I have had some experience is AWM 124 — Naval Historical Records Collection — which was donated to the AWM when Navy Office moved from Melbourne to Canberra between 1959 and 1979. The most startling thing about this series is the enormous variety of historical material lumped together in a random fashion: confidential papers relating to the visit to Australia of Admiral Henderson in 1910, files dealing with the establishment of the RAN College in 1913 and reports of the College's first few years, the post-World War I destruction of RAN ships, instruction to RAN ships for the coronation ceremonies for Queen Elizabeth II, files relating to the return of the RAN College to Jervis Bay in 1958-59 in addition to a plethora of photographs dating from the earliest years of the RAN.

When I examined the collection much of the labour needed to accession the records would have been devoted to simply sorting out the mess, putting papers in files, sorting out the primary material in the series from the secondary works. The delay in transfer and the state of the collection has caused a number of problems. More recently the Navy passed to the AWM a bulk of old Reports of Proceedings — the basic record of every RAN ship's activities submitted every month to the Fleet Commander — some of which dated before World War II. These reports still bear security classifications preventing them from being readily accessible to the researching public some forty years after they were originally written. Unfortunately, only minimal use has been made of this vast and important area of source material. The added interest of those who were actually involved in the recorded incidents is urgently required if these reports are to be utilised as the basis for ship histories of more minor or more recent fleet units.

Prospects for the future

Under the overall control of the Deputy Chief of Naval Staff, the Navy is attempting to deal with some of these long-term deficiencies and recurrent problems. Staff are presently formulating a policy which will guide the RAN towards a more sophisticated cultivation of its



Wartime 'Divisions' at HMAS ***Cerberus.*** *(Flinders Naval Depot) (HMAS* ***Cerberus*** *Museum, RAN)*

story both within the Navy and amongst 'service' sociations. The destination of historical records d their public availability is an area of continual ncern.

The War Memorial would always serve as a very od central location for the archival storage of naval records of a more operational nature ther than a branch of the Australian Archives. e Australian War Memorial Act 1980 explains e functions of the Memorial and illuminates the ature of its suitability for naval history:

> [The Act] left unaltered the primary purpose of the Memorial, which is to preserve the memory of Australian servicemen and women who have died on or as a result of active service...the Council...was charged with additional responsibilities: to develop and maintain a national collection of historical material, to conduct and assist research into matters pertaining to Australian military history and to disseminate information about military history, the Memorial, its collection and its functions. ...The Act allows the Memorial to collect and display material on events leading up to conflicts, their aftermath and the effects of war on the home front providing a wider understanding of the involvement of the nation as a whole.[2]

he Memorial is in a central location and is pecifically organised as a depository for military ecords. The staff are all dedicated professionals n their various fields and specialise in collating nd presenting military records. The Memorial is lso most able to make these records available o the researching public which frequents the AWM's Research Centre located under the alleries. Presently, the Australian Army forwards ost of its records to the Memorial where they are collated (if need be) and made available to the Army on short notice for a variable loan period. The utility of this arrangement was demonstrated during 1982 when the Army undertook a search of records held by the AWM relating to the service of its units in South Vietnam. As a result of that search and the assistance offered by Memorial staff, a report was compiled of a very comprehensive nature dealing with the use of chemicals by Australian troops during the Vietnamese war.[3]

Much of the material from which this report drew its conclusions still bore a security classification. The AWM has a facility to store classified material and promises protection for the content with full regard for usual Department of Defence procedures. The Army has successfully promoted the notion that naval/military/air history are distinct and specialised fields within the discipline of history and that the AWM should be regarded as the centre for military history in Australia and the chief keeper of military memorabilia.

It is fitting in this 75th anniversary year that the RAN is beginning to take the lead in cultivating its own history. Such a task cannot be left to societies or associations which are in possession of limited resources and manpower. The bulk of the work must, of course, be done within the RAN and not without. I believe the Navy can achieve an enormous amount with its own history because it has the means to do so. The imperative is very apparent in all that I have described. The opportunity is now available for the RAN to initiate an appropriate restoration of the condition of Australian naval history. With firm resolve the Navy can and should correct the evident deficiencies and imbalances that have led to the national ignorance of naval history, the existence of which I asserted at the outset of this paper. Any effort directed in this area will ensure that the RAN of the past and present will have a place in the future and that the first seventy five years of the RAN at least will be commemmorated for its service to the nation.

* * * *

Readers wishing to obtain the publishing details of any study mentioned in this article may obtain them from the author though the Journal Editor.

Notes

1. L.C.F. Turner, 'Australian Historians and the Study of War', in John Moses (ed.) *Historical Disciplines and Culture in Australia: An Assessment* (University of Qld Press, St Lucia, 1979); pp.173-214, page 205-206 cited.
2. Browne, M. and Williams, J. 'A Museum as a Memorial', *Journal of the Australian Naval Institute* Vol. 7 No. 4; pp.21-25, page 25 cited.
3. Helen Creagh, 'Search and Re-search: Operation Mitchell', *Journal of the Australian Society of Archivists* (1984); pp.7-13.

Acknowledgement

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The views expressed in this article are entirely those of the author and are not necessarily shared by the RAN or those people whose assistance has been acknowledged in the preparation of this work.

Ray Jones

Aircraft in RAN cruisers

ACCOUNTS of naval aviation in the period between the world wars are usually dominated by the evolution of the aircraft carrier into a powerful weapon. But Australia played little part in that process. Instead, the RAN and RAAF engaged in the less spectacular field of operating aircraft from cruisers.

The RAN first became involved in cruiser aviation during the 1914-18 war when most Australian warships served with the Royal Navy. During operations in the North Sea, British naval units were subjected to reconnaissance by German Zeppelins which operated with impunity because they flew too high to be shot down by ships' guns. Fighter aircraft capable of shooting down airships over England did not have the range from their airfields ashore to provide protection to ships at sea. Seaplanes which could, under suitable conditions, operate over the fleet at sea, were impeded by their floats when airborne and could not seriously challenge Zeppelins. The answer was to take fighter aircraft to sea, and this led to the aircraft carrier, but the immediate need for fighters at sea was met by building flying-off platforms above guns in cruisers and battleships.

Grave limitations were associated with these platforms. An aircraft could fly off a platform to shoot down a shadowing Zeppelin, thus meeting the basic requirement, but the aircraft was usable only once and would be severely damaged if the guns were fired before the aircraft was launched. In the wet and salty North Sea environment the wood and fabric aircraft deteriorated quickly and was unusable after three days. Above all, the pilot (and the observer in the reconnaissance aircraft carried by battle-cruisers and battleships) usually faced a cold ditching after the flight because the aircraft could not reach land before its fuel ran out. Wartime needs outweighed these disadvantages but the flying-off platform could never be more than a palliative to meet an urgent operational need.

RAN cruisers had been prominent in the development of the flying-off platform and the Australian Naval Board was disposed to retain the aircraft when the ships returned to Australia after the war. The Admiralty advised against this unless a full naval air service was being established so the aircraft were landed before the cruisers sailed from Britain.[1]

After the 1914-18 war a debate continued in England over the proper role of aircraft carried on cruiser and battleship flying-off platforms in wartime. The three options were: reconnaissance over the horizon, offensive operations (using bombs and torpedoes), or air defence (by fighters launched to repel enemy bombers). The offensive alternative was soon dropped but the other two remained as roles for cruiser aircraft until well into the 1930s.

Australia had a more fundamental problem than deciding on an aircraft role. The RAN had difficulty, stemming from the size of its warships, in getting any aircraft at all to sea. The battle-cruiser HMAS *Australia* had been paid-off in 1921 to save money and was scuttled in 1924 in accordance with the Washington Treaty. The largest ships left in the RAN then were light cruisers which were too small to routinely operate available aircraft.

The Naval Board tried hard to equip its light cruisers with reconnaissance aircraft and even drew up a specification for an ideal cruiser aircraft which the Air Board was prepared to build. But weight and lack of space defeated all these attempts.[2] In mid-1923 the Naval Board decided against aircraft in warships. This decision was made solely on the practical grounds that the largest RAN warships were too small to operate an aircraft.[3]

This problem of the size of the warships was eliminated by the 1924 Defence Programme which provided two heavy cruisers and a seaplane carrier for the navy. Now other problems, of aircraft suitability and launching method, had to be solved. The flying-off platform had fallen from use in the early 1920s and considerable effort had been devoted to finding alternative ways of operating aircraft from cruisers and battleships. A seaplane or small flying boat could safely alight alongside a ship for recovery by crane after a flight but taking off from the ocean surface was less reliable and the only alternative was for the aircraft to take off from the ship itself. But aircraft had outgrown the flying-off platform. The agreed solution was to catapult the aircraft but, in 1928, when the first RAN heavy cruiser (HMAS *Australia*) commissioned, aircraft catapults were not ready for production.

Selection of aircraft was at least as difficult. The AAF had a healthy scepticism about the suitability f floatplanes for Australian conditions, and the laval and Air Boards had agreed that amphibians ould be a better choice, but a suitable type was ot available.[4]

Eventually Group Captain Richard Williams, hief of the Air Staff, drew up his own pecification for the ideal amphibian for the ustralian services. This aircraft was eventually uilt in England as the Seagull Mark V and 24 were rdered for the RAAF in 1934. Several hundred nore were built as the very successful Walrus for he RN and RAF.

Pending the arrival of Seagull Vs the RAAF perated wooden biplane amphibians (the Seagull II) for reconnaissance and gunnery spotting. hese usually embarked in the seaplane carrier MAS *Albatross* but joined the heavy cruisers for hort periods. Catapults were not available and ircraft operations were very limited in scope.

If the 1920s had been characterised by rustration and disappointment, then the 1930s was he decade of progress. The Seagull V entered RAAF service in 1935 and first embarked in *Australia* in September while she was in England. Safe and reliable catapults powered by cordite charges had become available and were progressively installed in RAN cruisers.

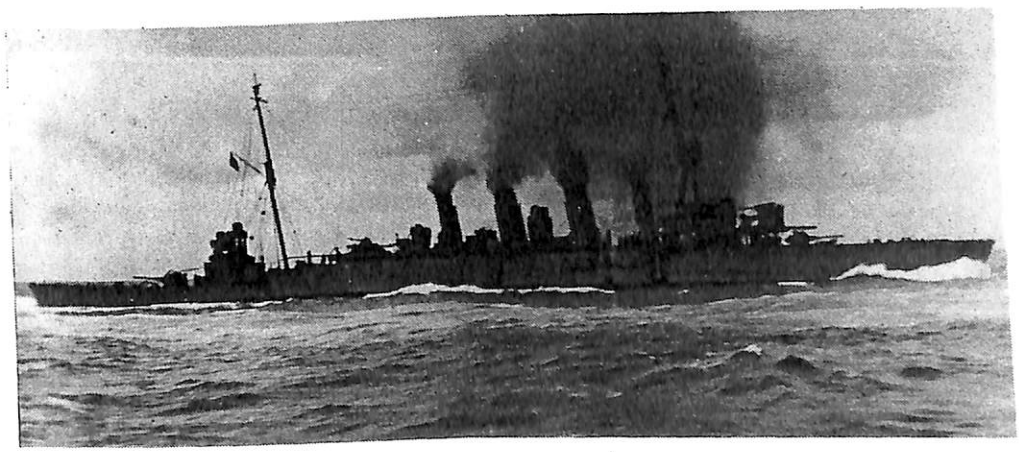
Embarked aircraft were expected to spot for ship's guns in the gunnery action, which remained at the heart of naval planning; commanding officers were inclined to preserve the aircraft for this purpose and not to practice reconnaissance or recovery at sea. Commanding officers were reluctant to launch their single aircraft if a recovery at sea would be needed because the aircraft could easily be damaged if the ship rolled heavily while the amphibian was suspended from the seaplane crane and struck the ship's side.

Despite this reluctance to use it far at sea, the cruiser aircraft, operated by the RAAF but under naval operational control while embarked, was an accepted part of the Australian naval scene when the 1939-45 war began in September 1939.

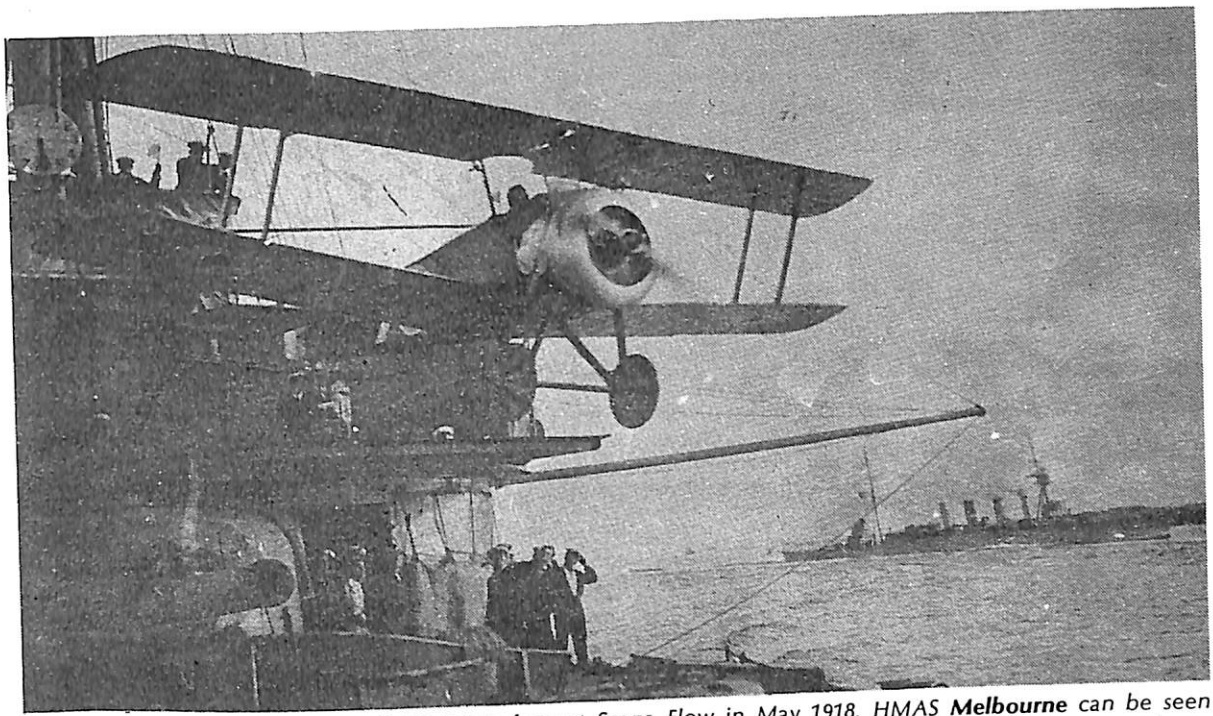
During 1940 and 1941, the RAN was heavily involved defending maritime trade against German commerce raiders. These were battleships and cruisers or merchant ships armed with concealed weapons. In reaction to the raider threat, patrols were instituted around straits and harbours where merchant ships had to congregate to complete their voyages and where raiders prowled seeking prey. As well, searches of ocean areas were made after incidents in the hope of finding the raider still in the vicinity. Both techniques presented cruisers with large areas of ocean to search and aircraft were soon pressed into service for reconnaissance. The risk of damage during recovery was acceptable in the immediate and pressing need to extend the horizon of searching ships.

By the end of 1941 ships were making heavy use of their aircraft. They were used for raider searches, for carrying messages ashore (so radio silence would not be broken), and for finding incoming convoys so they could be met by escorting cruisers. Further to sea, aircraft were often used searching probability areas after raider incidents. Aircraft could be used intensively during these searches if the weather was suitable; in December 1940 HMAS *Hobart's* single aircraft and crew flew twelve searches, of about three hours each, in five days.[5]

A Royal Navy cruiser exemplified the success possible with cruiser aircraft. At the end of 1941 HMS *Devonshire* disturbed the German raider *Atlantis* masquerading as a Norwegian merchant ship in the South Atlantic. The British cruiser stood off at a prudent distance, beyond the reach of



*HMAS **Melbourne,** fitted with an aeroplane platform over the forecastle gun. (AWM A3347)*



A Sopwith 2F.1 'Camel' flying off HMAS **Sydney** *at Scapa Flow in May 1918. HMAS* **Melbourne** *can be seen in the offing. In June 1918, Camels of the* **Sydney** *and* **Melbourne** *were in action against German seaplanes. (AWM EN224)*

torpedoes from any submerged tubes in the suspect, yet within *Devonshire's* gun range, while her aircraft scrutinised the merchantman. The aircraft reported that the suspect's stern shape did not match the claimed identity and that there were 'crates' suspiciously placed where guns would be mounted in a disguised raider. *Atlantis* could not risk opening fire on the snooping aircraft without betraying its disguise and *Devonshire's* trained eight-inch guns made that a hazardous course of action. While her aircraft examined the suspect, *Devonshire* checked its name by radio. When shore headquarters advised that the claimed identity could not possibly be correct the heavy cruiser opened fire at long range while her aircraft spotted for the guns. *Atlantis* was soon burning and sank less than an hour later without firing a shot.[6]

The RAN did not achieve a similar resounding success. HMAS *Sydney* did meet a raider in the Indian Ocean but came too close and was sunk in the ensuing action (the raider, *Kormoran,* was also sunk). The heavy cruiser HMAS *Canberra* had followed the stand-off procedure in March 1941 when she found two raider supply ships in the Indian Ocean. The Australian cruiser prudently remained outside torpedo range while her aircraft reported events. Although *Canberra* opened fire both ships were sunk by scuttling action and their crews were captured.[7]

Australian cruisers in the Mediterranean and the Red Sea expanded the use of aircraft beyond maritime searches. *Hobart* briefly pressed hers into service as a light bomber against Italian shore facilities in the Red Sea and *Sydney* used her amphibian to spot for bombardments of Italian shore installations in the Mediterranean. But the low performance amphibian was vulnerable to enemy aircraft. *Sydney's* was set upon by fighter aircraft while spotting at Bardia, in June 1940, and was damaged so badly that it disintegrated while landing ashore. The three crew members were unscathed. *Australia's* aircraft was attacked by Vichy French fighters while spotting for the cruiser's guns at Dakar in September 1940 and was shot down with the loss of the crew.[8]

As the war in the Mediterranean progressed, cruisers increasingly disembarked their aircraft when they found that shore bases and aircraft carriers could provide aircraft when needed. More importantly, most ships carried their aircraft bare (i.e. without a hangar) and frequent damage to the aircraft during air attacks meant it was often unusable. It is worth noting that, although it would have been useful during the action, *Sydney* was not carrying her aircraft when she sank the Italian cruiser *Bartolomeo Colleoni* because it had been damaged during an air raid on Alexandria some days before. As well as concern at severely reduced availability because of frequent damage,

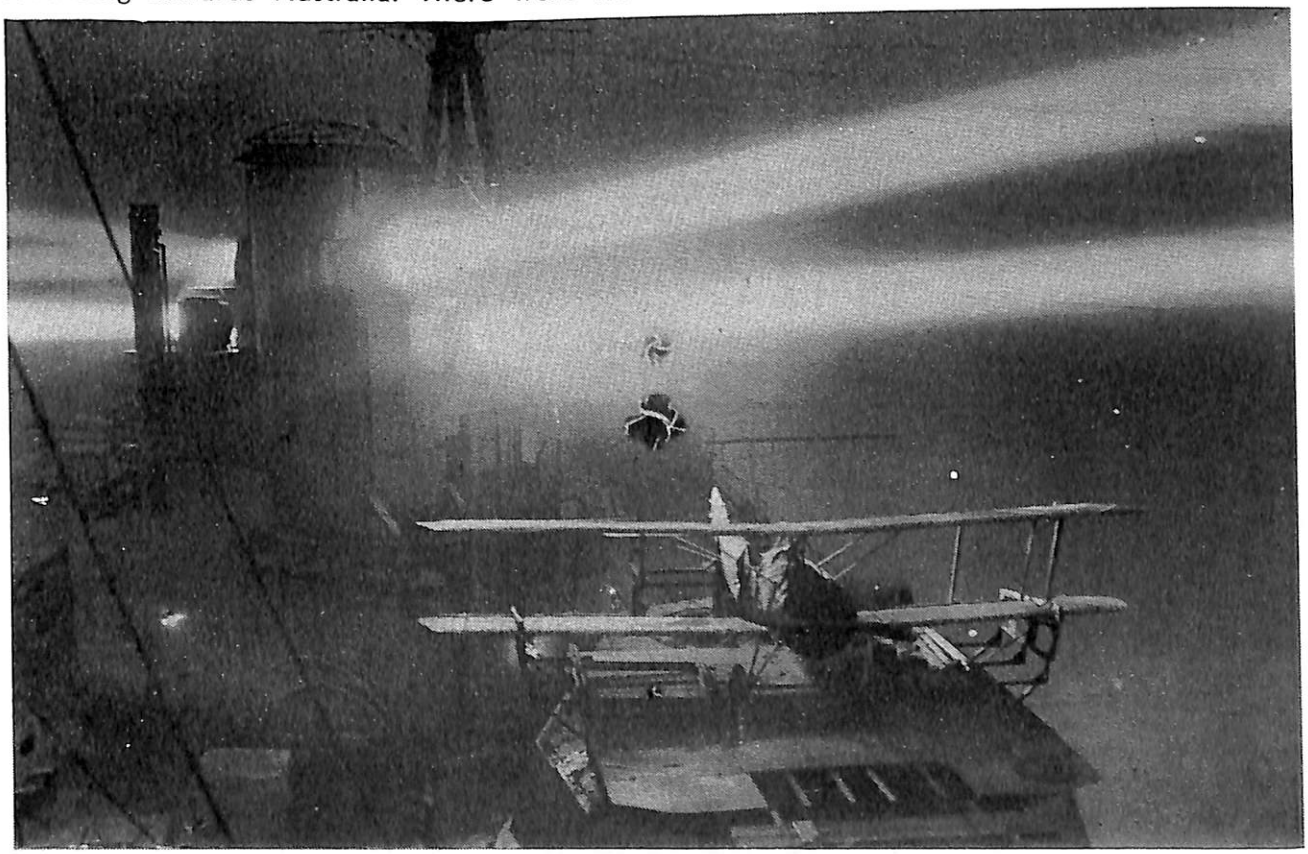
commanding officers feared the consequences of burning aviation petrol flowing from a damaged aircraft.

Sydney landed her aircraft to operate from ashore in the Mediterranean in November 1940. *Perth*, which arrived in that theatre in December 1940, landed her aircraft on arrival and subsequently landed her catapult as well, using the space for more anti-aircraft weapons. When *Hobart* was preparing to replace *Perth* her catapult was removed to storage during a refit in Sydney.

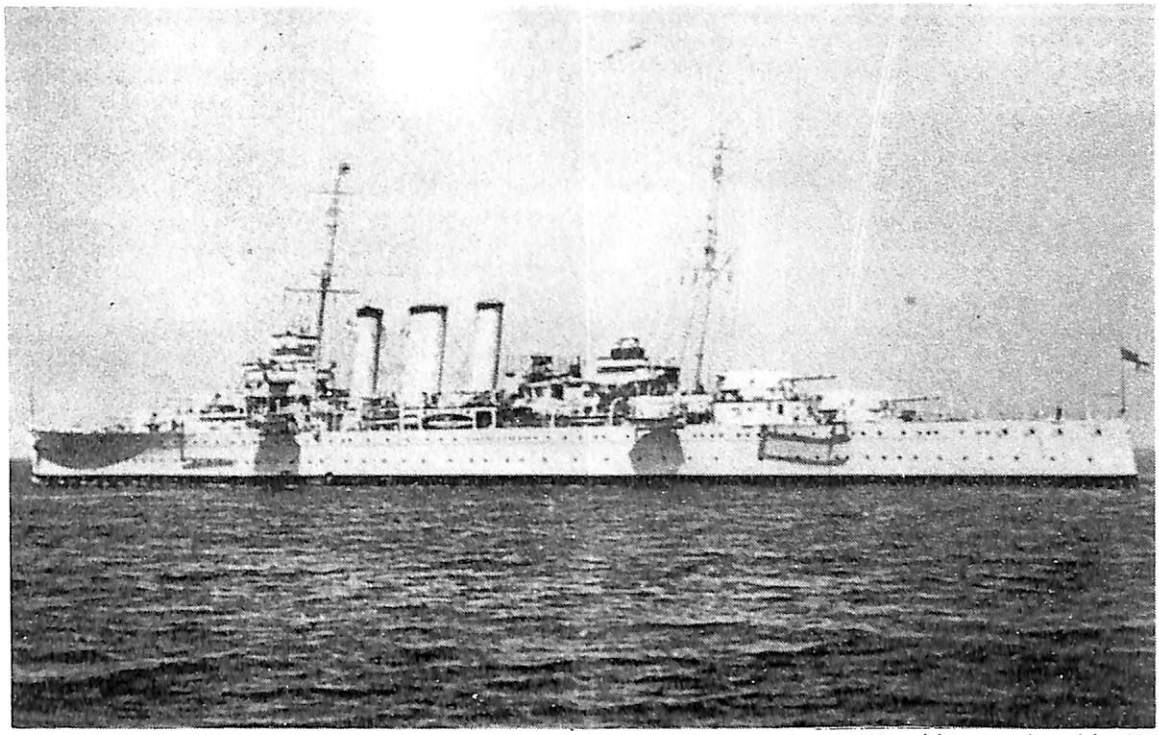
The Naval Board was well aware of the changes being made in the Mediterranean Fleet but different conditions prevailed in Australia's immediate area of operations. Cruiser aircraft were still needed because of the far greater distances involved and the lack of aircraft carriers or of long range shore-based aircraft.[9] Amphibians were still embarked in RAN warships when Japan entered the war in December 1941 and RAN operations changed drastically.

In 1942, RAN cruisers, in company with American cruisers, conducted sweeps through the Coral Sea expecting to meet Japanese warships advancing towards Australia. There were no aircraft carriers available, nor could shore based aircraft reach the operating area; the desperate need for reconnaissance ahead of the task group was met by cruiser aircraft catapulted to search out to 100 miles ahead of the cruisers at dawn and dusk. Aircraft from the task force also searched atolls and islands for signs of Japanese visits.[10] Japan's entry into the war had introduced a submarine threat into the Australian region, which was confirmed by ships being torpedoed early in May 1942 near New Caledonia[11] and cruiser aircraft were pressed into service for anti-submarine patrols around the task force. Although armed with depth charges, they were intended more to protect the task force by forcing submarines to dive; submarines of the time were too slow, while submerged, to catch cruisers and, once forced to dive, were neutralised as immediate dangers.

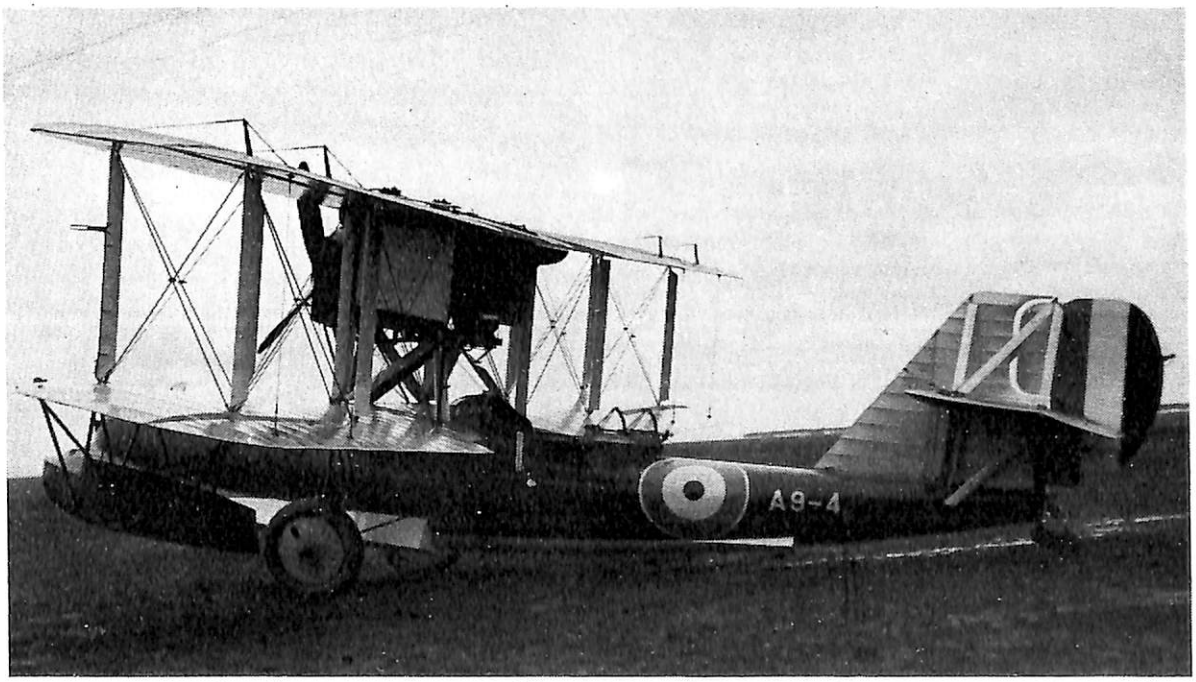
Australian cruiser aviation reached the peak of its value in fleet operations in 1942 and was particularly useful at the landing on Guadalcanal in August. Aircraft from the few aircraft carriers available were allocated exclusively to supporting the troops ashore or for air-defence and were not available for anti-submarine patrols around the



The searchlights at work aboard HMAS ***Australia*** *at the Firth of Forth in December 1918, showing the Sopwith '1½-Strutter' 2-seater biplane carried by the ship. (AWM EN17)*



HMAS **Canberra** *(II) heavy cruiser. Sunk in the Battle of Savo Island in August 1942 and later replaced by HMAS* **Shropshire** *as a gift from the Admiralty. The photograph is not dated but embarkation of the Supermarine Seagull III amphibian indicates it was taken in the early thirties. (HMAS* **Cerberus** *Museum, RAN)*



Supermarine Seagull III fleet co-operation amphibian of the RAAF, as embarked on cruisers of the RAN in the 1920s and early 1930s. The RAAF operated nine of these aircraft (A9-1 to 9). It is difficult to believe that only a little more than ten years after this machine appeared, the same firm produced the Spitfire. (RAAF Official)

amphibious operating area. Yet Japanese submarines were known to be present and submarine attack was expected.[12] Cruiser aircraft maintained continuous daytime anti-submarine patrols of the entrance to the sound in which the landing was taking place.

After Guadalcanal the importance of cruiser aircraft faded as the nature of the war changed again. Many aircraft were available from aircraft carriers or from airfields captured or built as part of the island-hopping strategy. Pressure to remove the hazards associated with aircraft increased as air attack became ever more likely and the space taken by the catapult was wanted for more anti-aircraft guns. Finally, techniques were devised for using ship-borne radar to spot the guns' fall of shot. All of these changes together meant that the aircraft was no longer needed (or wanted) and the last aircraft catapult in the RAN was removed from *Australia* in March 1944. An amphibian was retained in the ship for towing a gunnery target in non-operational areas but this was an impractical arrangement and she did not carry an aircraft after May 1944.

* * * *

Removal of the amphibian from *Australia* in 1944 ended the story of aircraft in Australian cruisers. After learning how useful aircraft could be during the 1914-18 war further growth in RAN aviation was frustrated by the small size of Australian warships in the early 1920s. When ships of adequate size became available as part of the 1924 Defence Programme several more years elapsed before suitable aircraft and catapults were available. But in the 1930s with big enough ships, suitable aircraft and reliable catapults, the cruiser aircraft became an accepted part of the RAN. The intended role of the aircraft was to spot for the parent ship's guns and there was a tendency to preserve the amphibian for this role.

Wartime operations were not exactly as had been expected in the early 1930s. Commerce protection needs in 1940 and 1941 demanded that the aircraft be launched for raider searches at sea despite the risk of damage on recovery. Aircraft became a cruiser's eyes in a way not widely anticipated before the war. After Japan entered the war the new-found reliance on aircraft as cruiser eyes continued; now they were looking for submarines and Japanese warships.

Despite the importance of these tasks, the end came swiftly after 1942. Aircraft carriers and shore airfields could provide reconnaissance aircraft and advances in technology, especially the application of radar to gunnery, meant that the aircraft was no longer essential. And the ever-growing need for more anti-aircraft weapons, as navies realised the potency of air attack, was a positive incentive to remove the aircraft and catapult.

This sudden ending should not obscure the valuable service cruiser aircraft performed between 1939 and 1943 as cruiser eyes.

Notes

1. Australian Naval Board to Naval Representative, London, 4 December 1918, 18/0172, and reply, in 18/0174; both MP 1049, Australian Archives Melbourne (AAM).
2. R.M. Jones. 'The Early Days of Australian Naval Aviation' *Journal of the Australian Naval Institute*, Vol. 7, No. 1, February 1981, pp.8-15.
3. Report by Admiral Everett (First Naval Member), 21 November 1923, ADM 1/8646, Public Record Office, London (Crown Copyright).
4. An amphibian could operate from land or water.
5. HMAS *Hobart*, War Diary for December 1940.
6. S. Roskill, *The War At Sea*, Vol. 1, London, 1954, p.545.
7. HMAS *Canberra*, Letter of Proceedings, 4 March 1941.
8. Respective ships' letters of proceedings or war diary.
9. Letter from Vice-Admiral Light Forces, 28 December 1940, and Naval Staff comment thereon, 2023/3/392, MP 1049, AAM.
10. Australian Squadron Letter of Proceedings for June 1942.
11. G. Hermon Gill, *Royal Australian Navy 1942-1945*, Canberra, 1968, p.61.
12. Gill, p.130.

Robert Kendall Piper

The duel

FORMER Japanese Navy Zero pilot Masajiro 'Mike' Kawato occasionally visits California in the United States to view the last remaining flyable Zero left in the world. The fighter is located at Ed Maloney's Planes of Fame Museum.

Mike, previously a Petty Officer Third Class, flew one of these aircraft in what is believed to be one of the last Zero fighter actions in the South West Pacific during World War II. As is often the case it would not be until many years later that he, and the Australians he duelled with that day, would finally know who their true foe was and the complete results of the encounter.

Kawato would give his 'eye teeth' to pilot Maloney's plane, which still gives flying displays at airshows in America. Several years ago it was also taken back to Japan for a few nostalgic flights. However, the closest the present owner will permit Mike to go is to sit in the pilot's seat, under close supervision, and dream...

On 9 March 1945 Petty Officer Kawato was ordered to attack what was reported to be an enemy destroyer or light cruiser operating in the Jacquinot Bay area of New Britain in New Guinea. The Japanese aircraft engineers at Rabaul had somehow managed to patch up and arm one of their few repairable Zeros for the mission.

It was 5.30 in the same afternoon when the Royal Australian Navy motor launch No. 825 was suddenly attacked by an enemy fighter. The plane dived from a cloud bank ahead and dropped a stick of eight light anti-personnel bombs which landed thirty yards off the port bow. Motor Launch 825, which had been hunting enemy barges ten miles south-west of Cape Orford, could only continue to limp along at twelve knots due to a cracked exhaust manifold on the starboard engine.

Now identified as a Zero, the plane zoomed astern and banked sharply, ran out about a mile and came in for a second pass, this time at right angles to the vessel. The Australians opened fire with their Bofors gun as the aircraft straightened up for the new run.

Petty Officer 3rd Class 'Mike' Kawato, the Japanese Zero pilot who attacked ML 825.

In fact the Fairmile's opening burst bracketed the Zero, appearing to distract the pilot momentarily. Other lighter armament opened up from the launch as the attacker closed to a thousand yards. The response was three short bursts of cannon and machine gun fire from the fighter at six hundred yards.

Hits from all the vessel's guns were sighted against the Zero as it bored in. Its starboard wing tank was observed to be on fire as the aircraft rocketed low overhead. Continuing on towards the shoreline the Zero lost height gradually, released some more small bombs and plunged into the sea. The pilot, on his last operational flight, was none other than twenty year-old Mike Kawato!

Three of the launch's crew, Ordinary Signalman Crowe and Able Seamen Farrington and Thompson, received superficial shrapnel wounds but remained at their guns until the enemy was disposed of.

There was minor damage to 825, consisting mostly of cannon and machine gun-fire holes above the waterline.

The captain, Lieutenant Harold Venables, a former deep sea fisherman from Brisbane, immediately headed towards the crash site. After covering only half the distance the Zero was seen to turn over and disappear. What appeared to be a wing protruded from the water at the same time, for a few seconds, before it too was gone in the fading light.

Nothing further was sighted and course was resumed for Jacquinot Bay. Motor Mechanic D.B. Carr managed skilful temporary repairs to the starboard engine and speed was increased to 15½ knots so that the wounded could be landed in the shortest possible time.

Venables' report was later to highly commend the conduct of the other officers and crew. Their coolness was borne out by the number of rounds fired compared with the obvious number of strikes. The oldest member was twenty one and the average age under twenty.

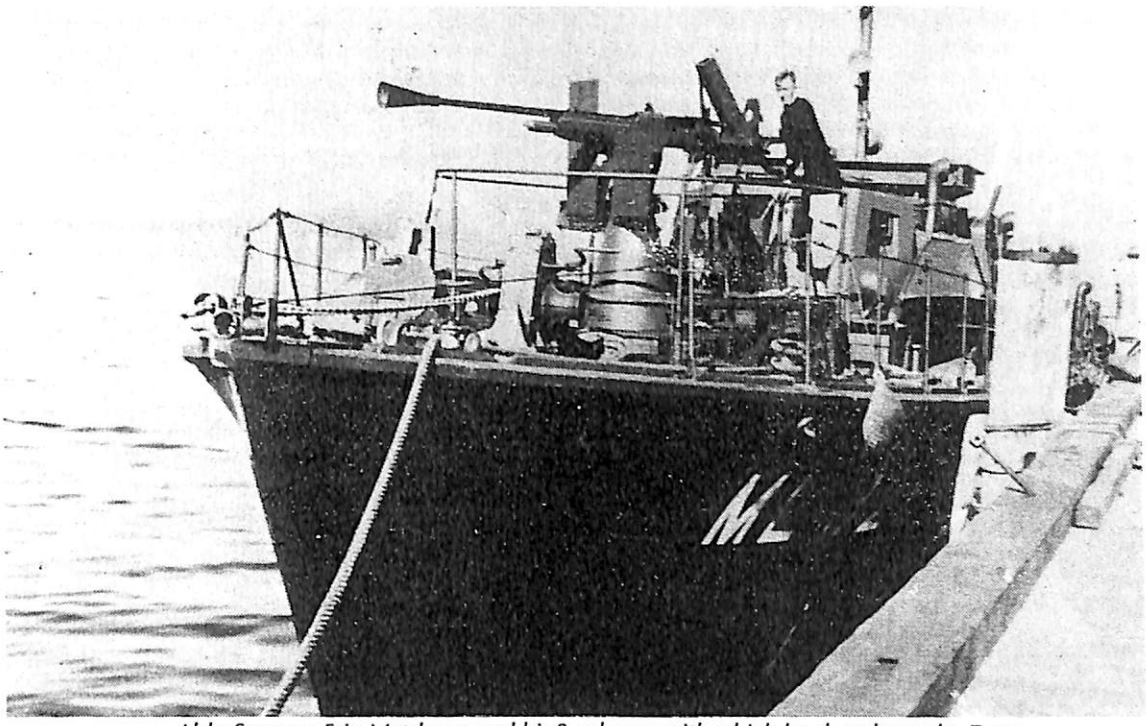
Travelling as a passenger aboard the ML825 that day was the Jacquinot Bay Port Director, Lieutenant Commander N.M. Gordon. He was later to write: 'In my experience of active service overseas, I have never seen more organised and efficient action taken'.

Unbeknown to those aboard the motor launch, Kawato, although badly bruised all over, had survived the impact and managed to swim clear. For a while he supported himself on the tail of the Zero until it sank.

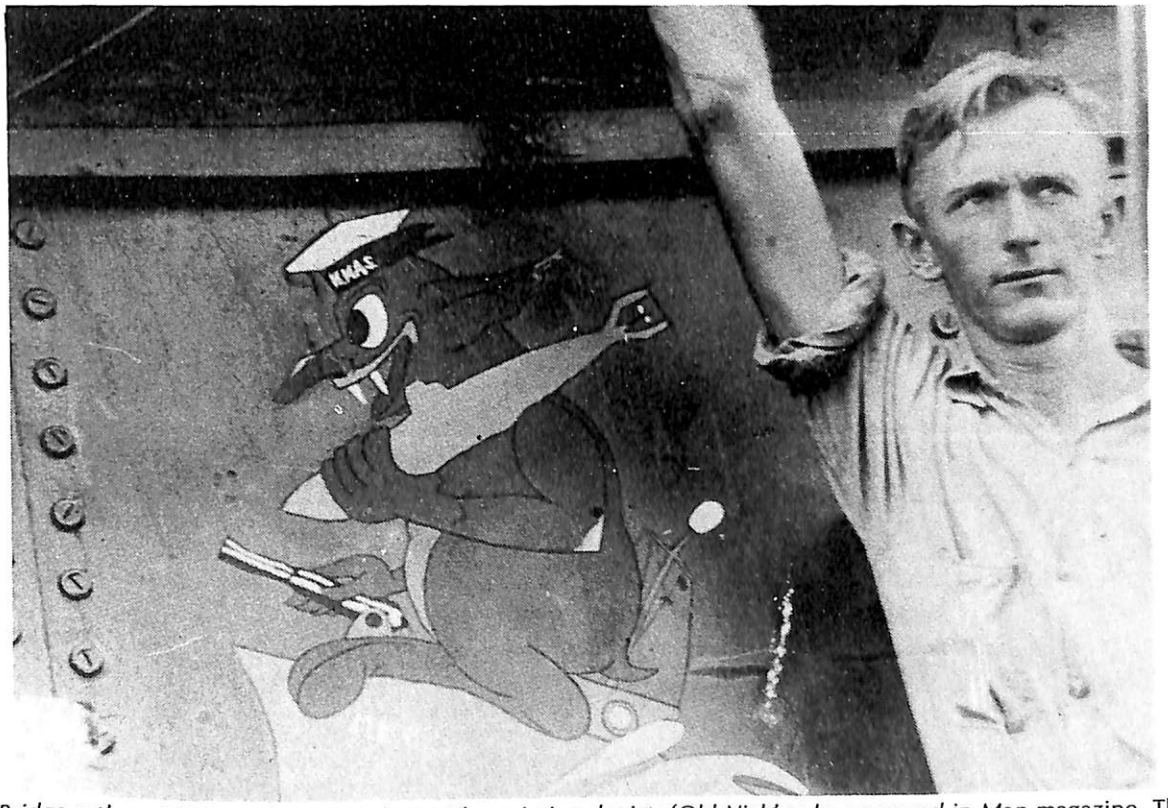
Lieutenant Harry Venables, RANVR, captain of ML825 in 1945.

Mike later made shore but was quickly captured by local natives from ANGAU (Australian New Guinea Administrative Unit) in the vicinity of Baien, forty miles north east of Jacquinot Bay. This occurred on 14 March 1945. His medical report states that when taken he had a fractured left wrist and multiple, healed gunshot wounds, the latter no doubt due to his many earlier combats, narrow escapes and claim of nineteen aerial victories.

Star of the encounter — RAN Fairmile ML825. (All photographs supplied by the author).



Able Seaman Eric Matthews and his 2-pdr gun with which he shot down the Zero.



'Bridge art' on ML825 and Eric Matthews. The painting depicts 'Old Nick' as he appeared in Man magazine. The cartoonist, Gibson, did this special job for a bottle of Scotch supplied by the captain.

Up until recently Kawato, who is now a licenced private pilot, believed he had been downed by a destroyer-sized vessel in the tropical twilight of March 1945. Mike, unfortunately, had earlier written and published a book on his career which included the exaggerated version of the incident.

Only in latter years, through friends in the United States, did he learn the true identity and size of the Australian navy vessel he attacked some forty years earlier. Complete details and a photograph were forwarded to Mike by the writer revealing that the 'destroyer' that ended his Zero career was no more than a well manned 112-foot RAN Fairmile.

Mike Kawato continues touring airshows in the USA, travelling in a large motor home while promoting and selling a 1978 book on his life story titled *Flight into conquest*.

Meanwhile his World War II adversary Harold Venables, who is now retired from his Sydney marina business, lives quietly at Bermagui on the far south coast of NSW. He also now knows the full story and has generously offered to 'renew the duel over a bottle or two of good French wine providing Mike provides the corkscrew!'

As for Fairmile ML825, it was sold, complete with one small Japanese flag painted on the wheelhouse, in 1948 for £700. Three months later the vessel was resold for $1600 and named M.V. *Tina*. After a short unsuccessful life of trochus shell fishing she was auctioned at Cairns. Her ultimate fate is not know though it is believed that she may have served for a time as a Roylan cruise vessel in the Whitsunday Islands of North Queensland.

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1980. 'Planes of Fame' air museum (US). Mike Kawato (left) and Kelly Ohka try on Japanese WWII flying gear. Zero aircraft is shown on the right.

H.C. Plenty

The end of Force Z

In all the war I never received a more direct shock...

Winston Churchill
on receiving the news of the sinking of the ***Prince of Wales*** *and the* ***Repulse.***[1]

ON 10 December 1941, the third day of Japan's onslaught in the Pacific, I was flying a seaward reconnaissance in Lockheed Hudson A16-76, FN-N, of No. 8 Squadron, RAAF. We had taken off from Sembawang airfield on Singapore Island at 0830 that morning to fly a search pattern over the South China Sea. The search track was due north from the south-eastern tip of the Malay Peninsula for 300 miles, thence west to within visibility distance of the east coast at Redang Island where we turned south-east and paralleled the coast for our 'homeward' run.

The object of our patrol was to search for Japanese ships that may have been heading south. Kota Bharu had been captured two days earlier and there was expectation that a seaborne invasion of Singapore might well be Japan's next move.

That day, the weather broke warm and clear off Malaya's east coast and we were able to scan the sea fifty miles each side of track. As we reached almost halfway, along the east coast, it seemed the patrol would turn out to be entirely uneventful. However, as we came abeam of Kuantan, my navigator, Flying Officer J.P. Ryan, scanning the area through binoculars, reported five or six warships thirty miles ahead, bearing about ten o'clock from our heading. Closer scrutiny of the ships revealed them to be Force Z, the battleship *Prince of Wales* and battlecruiser *Repulse*, accompanied by three destroyers. Through my binoculars there was no mistaking *Repulse's* graceful, cruiser-like lines.

Over the intercom, I asked radioman, Flight Sergeant Fred Bibby, to use our Aldis lamp to flash a recognition signal, the letter of the day, to the flagship, *Prince of Wales*. This he did, two or three times. We awaited a reply. The ships were a magnificent sight; the two heavy units steamed in quarter-line formation, with *Prince of Wales* leading; the destroyers sailed as an anti-submarine screen, one ahead and one on each flank.

No signal came from the flagship to acknowledge our communication. Jim Ryan offered a suggestion: 'Damned Navy disdains to answer a lone aircraft'.

Not wishing to draw their fire, I set heading to fly six miles clear of the ships, a distance far enough for us to remain safe should they want to try target practice against us. About two minutes later, this seemed to have been a prudent course, as anti-aircraft guns on all the ships opened fire. A stream of invective, uncomplimentary to the Royal Navy, bounced around our intercom system for a few seconds.

However, closer inspection through binoculars revealed that the guns fired at a high angle; they were not directed toward us. The crew member with the best view above was Sergeant Bill Malcolm, the rear-turret gunner, situated in the dorsal position. I asked him whether he could see what the ships were shooting at and promptly received a reply that nine twin-engined aircraft flying in formation at about ten thousand feet were heading toward the ships.

The battle had started. We watched bombs fall, then water spurts leap 50 feet above the sea, obscuring our view of *Repulse*. When smoke and mist cleared, we knew the Japanese had scored at least one direct hit on the battlecruiser. Although fire raged amidships, *Repulse* continued to make about 25 knots, as the nine Mitsubishi G4M bombers flew away northward. A clock on my Hudson's instrument panel showed 1115.

I decided to remain and observe, believing that this one attack was not the last of Japan's effort to sink the ships. There appeared to be no untoward danger to us. We had been told from British intelligence sources that Japanese fighter aircraft were unable to outpace a Hudson and, by this third day of war, we knew of none of our aircraft having been attacked by Japanese fighters. At this stage, we had not heard of the Zero, Mitsubishi A6M. This was to come as a rude awakening a week later and as a disasteful encounter later again, on 24 January 1942, when Zeros shot my Hudson down, forcing me to crash-land it into the South-China Sea. Four days of privation and hardship ensued as we struggled along Malaya's east coast to eventually reach Singapore.

The author's aircraft, Lockheed Hudson A16-76 (FN-N), of No. 8 Squadron, RAAF, at the RAF Station, Sembawang, Singapore Island, in August 1940, after flying from Canberra. Note that at this early stage in the deployment of RAAF squadrons in the Far East the aircraft was without a gun turret. Some weeks after the photograph was taken these aircraft were fitted with Boulton-Paul turrets. (AWM 78723)

So, as Force Z continued south, I adjusted the Hudson's engines to run on minimum fuel consumption and engaged the automatic pilot. We settled into a slow, loitering pattern at 1000 feet and waited. The next 30 minutes were uneventful and we began to wonder whether more Japanese aircraft would attack before dwindling fuel forced me to set heading for Sembawang.

Jim Ryan was first to see the next attack-wave of 16 twin-engined torpedo bombers sweeping towards *Prince of Wales'* port side. Skimming 200 feet above the sea, they flew into a veritable curtain of flak, as every ship belched forth a ferocious barrage of shrapnel shells and delicately curving tracers. Grey smoke balls from exploding 5.25 in. shells festooned the air, while lighter puffs from thousands of rounds of smaller-calibre shells laced the bitterly contested airway around the Japanese. Steel fragments which fell into the sea churned it into miniature geysers and white foam.

We were surprised to see the Mitsubishi torpedo carriers survive such withering fire, to see them steady to drop their weapons and to see many of them fly directly above the battleship, strafing its decks. Seconds later a lurid column of water shot 50 feet skyward near the battleship's stern. There was at least one torpedo strike on *Prince of Wales*; smoke drifted behind the ship. Fred Bibby, his jaws working overtime on chewing gum, leaned over my shoulder to gain a clearer view.

Within minutes we were startled when the huge ship listed about 15 degrees to port. Her speed slackened to ten knots. Even more ominously, the ship began to steam in an uncontrolled circle to port. I hardly believed my eyes as the 'not under control' signal was hoisted aloft; this was the display of black spheres, about three feet in diameter, at the masthead. Jim Ryan commented that *Prince of Wales* had become a sitting duck.

More torpedo bombers swept in and, within 15 minutes, her fate was sealed. We counted three more torpedo explosions against the battleship's starboard side. No sooner had this wave of Mitsubishis flown off northward, than nine more bombers dropped their loads of high explosives from about eight thousand feet, scoring direct hits.

Meanwhile still more 'Nells' and 'Bettys' carrying torpedoes had not neglected the old battlecruiser, *Repulse*. It seemed a sheer miracle watching *Repulse* 'comb'[2] 19 torpedoes aimed at her by four waves of attackers. Nine bombs dropped from high level also near-missed her. However, fortune soon deserted the old battlecruiser. At 1220 we watched nine torpedo carriers approach, split into two sections and attack from opposite sides thus nullifying any attempt *Repulse* might make to 'comb' the torpedoes. The ship was struck, yet continued making an estimated 25 knots.

The efficacy of splitting into elements to attack simultaneously from different directions was not lost on subsequent Japanese leaders. Five minutes later, three more squadrons were in position; individual pilots flew in from different directions. *Repulse* was confronted with a criss-cross of

torpedoes; we counted three explosions. A list quickly developed. We watched hundreds of men slide down the ship's side into an oil-fouled sea. *Repulse* rolled rapidly, became completely inverted and, within two minutes, her 32,000 tons slid stern first beneath the sea. Ryan noted in our log: 'time 1230'.

Prince of Wales endured her agony longer. At 1300 a destroyer closed hard alongside the 35,000-ton battleship. Men scrambled down to the smaller ship, swarming like ants over her decks. The destroyer's captain had but 20 minutes to remain alongside before *Prince of Wales* rolled to port and, with awesome finality, went under amid an enormous patch of her own spilled fuel oil.

I was startled out of watching this scene by Bill Malcolm's voice. 'Skipper. Fighters coming in from south-west.'

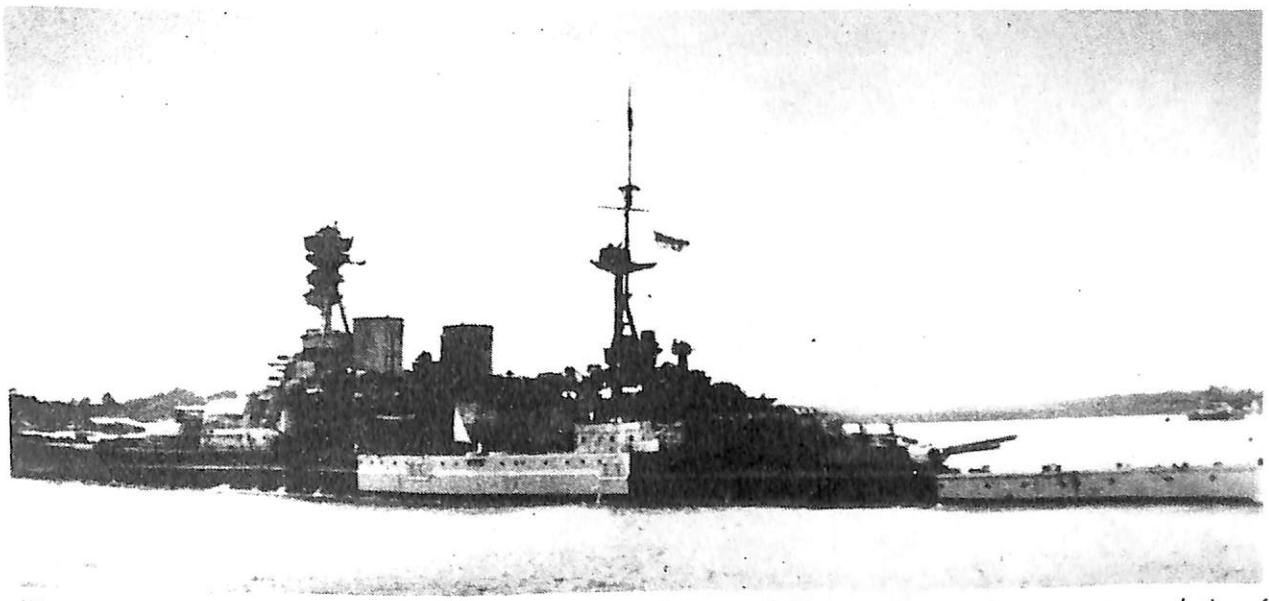
Ryan and I immediately identified them as RAF Brewster Buffaloes sent from Singapore as air defence for Force Z. There was nothing for these fighters to engage because the last of the Japanese planes had left five minutes earlier. RAF Command was not to blame for this belated arrival, since Force Z did not signal its whereabouts to Singapore requesting fighter cover until 30 minutes after the first Japanese attack. Neither had I ordered Fred Bibby to radio Singapore to inform them of the attack as it did not occur to me that the ships would have neglected to do so.

Within ten minutes of *Prince of Wales* sinking, the Hudson's fuel was barely sufficient to fly back to Sembawang, 170 miles distant, with a small reserve for emergencies when we reached there. On the way back, we realized we had seen the first sinking by aircraft of a capital ship at sea, namely, HMS *Repulse*.

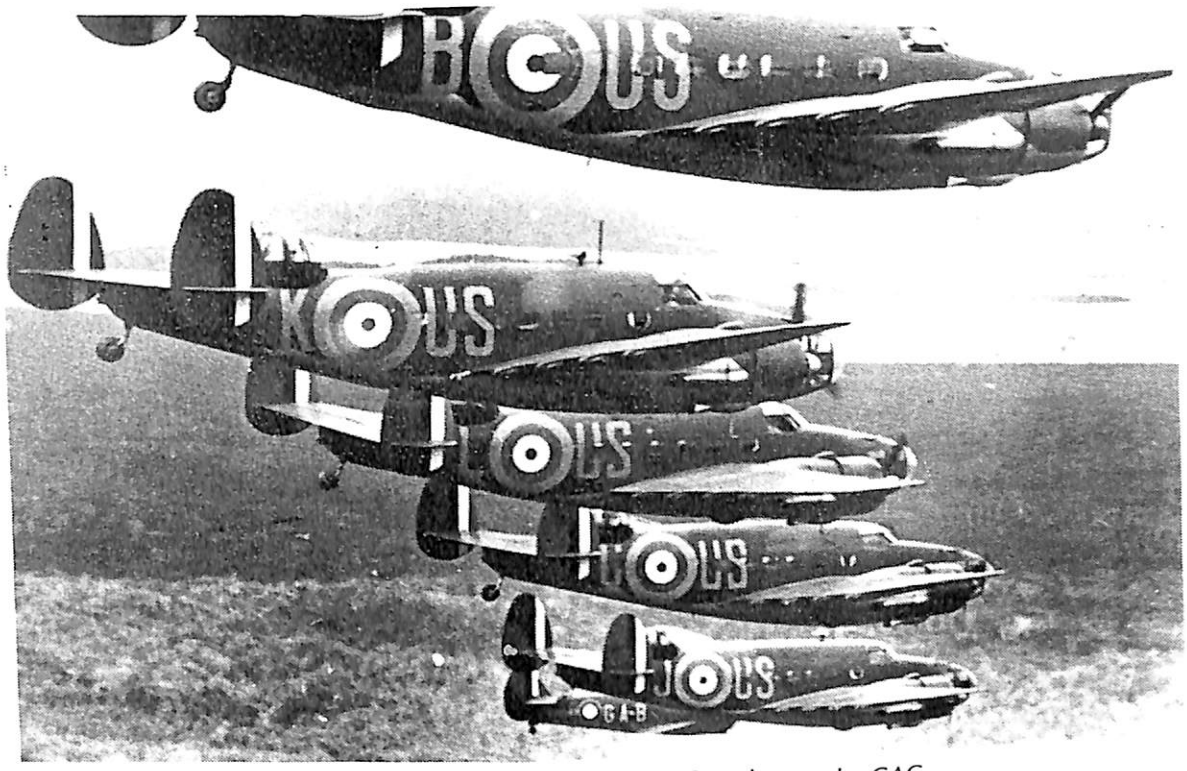
Along with the sinking of HMS *Prince of Wales*, these events of December 1941 closed an era during which battleships had been the core of naval power. We four in the Hudson had watched the battle that marked the end of this era. Eighty six Japanese aircraft, of which but four were shot down, achieved a momentous victory; 840 British sailors died.

The Brewster Buffalo pilots of No. 453 Squadron returned to Sembawang and landed about 15 minutes before we arrived. Our report to the Operations Room therefore contained no surprises, apart from our first-hand account.

As far as I know, we were the only British or Australian aviators to view the entire progress of the battle. Of my companions on that occasion, Ryan and Bibby are dead. Jim Ryan, then a wing commander, was on his way to Darwin during September 1945, in a Vultee Vengeance aircraft when engine failure necessitated a forced landing in north-west Western Australia. He died in the crash. Fred Bibby retired, having attained the rank of squadron leader, and succumbed to natural causes during 1983. I have not heard of Bill Malcolm since he left the RAAF during 1946 to resume civilian employment. His rank at that time was flight lieutenant.



*HMS **Repulse** leaving Singapore on 8 December 1941. Two days later she was sunk by Japanese naval aircraft in the South China Sea. Note the camouflage painting. (AWM 41563)*



Five Lockheed Hudsons of No. 1 Squadron and a CAC Wirraway of No. 21 Squadron, RAAF, patrolling over Malaya, 1941. (AWM 6647)

As a postscript, I might add that I revisited the scene 60 miles east from Kuantan 24 years later when I was in command of No. 78 Fighter Wing based at Butterworth, Malaysia. That day during December 1965, in perfect 'Group Captain's' weather, I flew Sabre A94-962, from Butterworth to the place where the ships went down. Their dark outlines were visible through the clear water. Britain regards these sunken hulls as official war graves, the tombs of some 800 Royal Navy officers and men.

Notes

1. Winston Churchill, *The Second World War*, Vol. III.
2. To 'comb' a torpedo attack is to turn a ship head-on to the attackers and steer between the visible tracks of the torpedoes.

Mike Fogarty

Bernard Dennis McCarthy, DSM and Bar, RAN

ONLY two of the 186 Royal Australian Navy recipients of the Distinguished Service Medal have earned a Bar to their award. This article concerns the double award made to Bernard Dennis McCarthy, the first to an Australian sailor. The other pair went to Chief Petty Officer Stoker Percy Collins, his Bar being awarded several months after McCarthy's. Both were awarded during the 1939-45 war. McCarthy and Collins served together in HMAS *Napier* early in the war and their first DSMs were announced in the same list in January 1942. Their Bars were earned while serving in different ships — McCarthy in *Arunta* (March 1945) and Collins in *Strahan* (October 1945).

One source (Williams) states that 188 DSMs have been awarded to the RAN in its 75-year history. Their distribution is as follows:

World War I	22
World War II	157
World War II, first Bars	2
Korea	3
Vietnam	4

No DSMs were awarded for RAN operations in Malaya or Borneo but it is interesting to note that an Able Seaman of the Royal New Zealand Navy won one of the two awards made during 1963-66, the other going to a member of the Royal Navy.

The DSM was introduced in 1914 for award to Petty Officers and men of the Navy who 'may at any time show themselves to the fore in action, and set an example of bravery and resource under fire, but without performing acts of such pre-eminent bravery as would render them eligible for the Conspicuous Gallantry Medal'.

Bernard McCarthy was born in Capetown, South Africa about 1901. In the 1914-18 war he served with the Royal Navy and as a boy sailor at the Battle of Jutland was mentioned in despatches. After the war he migrated to Australia and at age 35 married Elizabeth Ellen. Their life long union gave them a son and a daughter.

Surprisingly, McCarthy's medal group does not include a long service and good conduct medal. It can only be concluded that he must have had a considerable break in service. His RAN service before, during and after the 1939-45 war was extensive but his time as an officer would not of course count for service.

His service must have been exemplary for he was awarded King George V's Silver Jubilee Medal and King George VI's Coronation Medal. It would appear that McCarthy had been posted to Britain to commission one or more of the new naval ships then being built for the RAN in that period.

As a pianist and organist of some reputation McCarthy was known in palace circles. On one occasion this sailor played the piano at a recital in the presence of the Royal family and was said to have bounced Her Majesty, Queen Elizabeth II, on his knee when she was a young princess.

McCarthy had also met Winston Churchill. On 15 January 1941, HMAS *Napier* was accorded the honour of receiving on board the British Prime Minister, Lord and Lady Halifax and the American envoy, Harry Hopkins. As Mr Churchill stepped onto the quarterdeck he recognised and spoke to the Chief Quartermaster, Petty Officer McCarthy. McCarthy had played the organ at St Paul's Cathedral in London on special occasions. During his naval service he performed in many grand churches and halls as far apart as South Africa and Iceland. It is notable that he was permitted to play the organ at the Sydney Town Hall whenever it was available.

During the allied evacuation of Crete McCarthy, in *Napier*, showed great courage. Many of our ships ran the gauntlet from Crete to Egypt and back recovering British troops. German airpower was applied with ferocity and without respite, little quarter was given and many survivors were machine-gunned as they struggled helpless in the water. At one stage *Napier*, straddled by bombs, was all but invisible from spray, blocking her from the view of other ships which themselves were seeking to avoid the bombing and straffing. *Napier* was a lucky ship and lived to save many soldiers and fight another day.

The citation for McCarthy's DSM says it all:

As chief quartermaster, he took charge of the wheelhouse on each occasion of the ship being bombed, displaying great coolness in carrying out the many orders which were passed to him in the successful attempt to steer the ship clear of destruction. He showed considerable skill in the difficult task of steering the ship at high speed with nearly one thousand men on board.

Mr Bernard McCarthy, DSM and Bar, RAN (Dept of Defence)

This award was announced in the *London Gazette* of 8 January 1942. So too was that of Collins who had also distinguished himself at his boiler room post in that engagement. It is curious but true that McCarthy was recorded as serving in HMAS *Napier* whereas Collins' DSM is inscribed HMS *Napier*. The irony is complete when observing that McCarthy was not born in Australia whereas Collins is a true son of his native Murwillumbah.

McCarthy served in a number of ships after his *Napier* commission and the remainder of his war service was spent in the Pacific theatre in HMAS *Arunta* where he earned the Bar to his DSM.

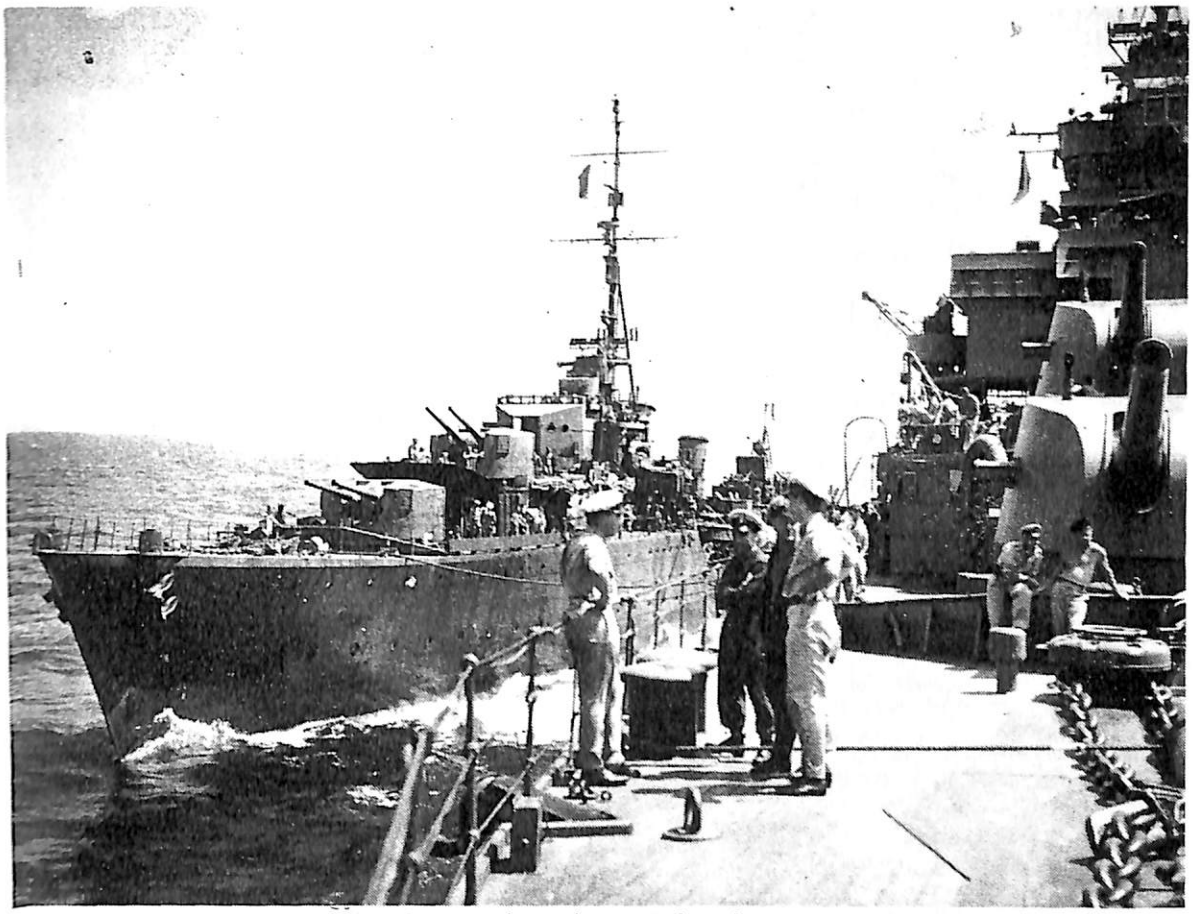
The *London Gazette* of 27 March 1945 announced the award of a second DSM to McCarthy. This was also later notified in the *Commonwealth of Australia Gazette* of 19 April 1945. The citation said his award was 'for skill, determination and courage while serving in His Majesty's Australian Ship *Arunta* in Leyte Gulf operations'. A short time later McCarthy was promoted from the lower deck. Acting Chief Petty Officer McCarthy, 9794, DSM and Bar, RAN, was promoted to the rank of Temporary (acting/provisional) Boatswain, dated 10 May 1945. At that time he had left *Arunta* as her coxswain and was preparing to join HMAS *Australia*.

In July 1945, Mr McCarthy attended an investiture at Buckingham Palace, London and was presented with his DSM and Bar by His Majesty King George VI. *Arunta's* war-time record was impressive, including the sinking of Japanese submarine RO33 in 1942 and in 1944 shooting down a Japanese bomber, recovering a crew member. Later the ship rescued a Japanese pilot — its only prisoner of war. Sadly, *Arunta* lost several sailors killed in a kamikaze attack in early 1945. Her captain, Commander A.E. Buchanan, RAN, received a well deserved Distinguised Service Order for his command of that ship.

After the war McCarthy served in HMA Ships *Austrlaia, Shropshire*, and *Kangaroo* and HMS *Glory* and was posted to London to join HMAS *Sydney*, the RAN's first aircraft carrier. On 1 July, 1949 McCarthy was confirmed as a commissioned boatswain and in early 1950 returned to the shore establishment HMAS *Lonsdale*.

His peace-time service was not to last. In early 1950 he was posted to HMAS *Commonwealth*, the naval depot in Japan. He was in the wrong place again for hostilities commenced in Korea and McCarthy was involved. At an age when most servicemen are contemplating retirement, Mr McCarthy was serving in his third war.

The author has been unable to confirm details of the officer's Korean service. In an unconfirmed account, McCarthy was reported as stating that for this service, he might have been awarded the Distinguished Service Cross. But it was not to be. He is believed to have been in charge of a native crew in a hazardous mission in which his vessel was



*HMAS **Arunta** alongside HMAS **Shropshire** (AWM 3065).*

missing for several days. This incident was widely reported in the Australian, British and American press of the time although the author has been unable to source the incident.

The last years of McCarthy's service were uneventful. Before his retirement he served in *Platypus, Kuttabul, Lonsdale, Koala, Barwon, Kangaroo* and *Torrens (Encounter)*. He was transferred to the Emergency List and re-appointed for temporary service on 3 July 1955. This period of temporary service was terminated on 30 June 1956. On 17 September 1956 he transferred to the retired list in his rank and on 1 January 1957 was promoted to Sub-Lieutenant (Special Duties).

Sub-Lieutenant McCarthy was known as a colourful character and with his dapper appearance was the epitome of an English officer. He would proceed ashore in a well-cut suit sporting an umbrella and a trilby. A 'McCarthy Cup' is offered for sporting competition at the training base, HMAS *Cerberus*, but it is not known if this is an eponymous reference to him.

In addition to his DSM and Bar, Mr McCarthy received a number of other awards. His entitlement is reported to comprise:

DSM and Bar
War Medal (Ord RN)
Victory Medal (with MID)
1939-45 Star
Atlantic Star
Africa Star
Pacific Star
British War Medal
Australia Service Medal
Korea Medal
United Nations Medal
George V Jubilee Medal
George VI Coronation Medal.

McCarthy's medals were sold prior to his death. The group was bought by The Armoury in Adelaide (Neville Gibson) and was later purchased by Dr Bill Land of Sydney. In November 1983 the group was auctioned by Spinks of Sydney and fetched $5,200. (In October 1985 a different kind of auction was

held in Melbourne and a car registration plate lettered 'Holden' brought $5,250. What price glory?)

The McCarthy group is currently owned by a collector whose name is not to be disclosed. The DSM is believed to be King George VI issue, 1st type, with 'Indiae Imp' in legend, 1938-49 series. The details on the reverse of the Bar are not known but may include the date.

On his retirement, Mr McCarthy was employed as a bank officer in Adelaide. He died on 27 February 1977, aged 76, at the Repatriation General Hospital, Daw Park. He is buried at Centennial Park Cemetery, Roman Catholic Section, Row 29, Section X2, next to his wife, some years younger, who pre-deceased him.

Little more can be said of McCarthy. He must have been an unusual man and it is remarkable that his story has not previously been told. Although not Australian born, McCarthy proved to be one of the more distinguished sailors of the RAN — both as a rating and an officer; an acknowledgement of our British naval heritage.

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Acknowledgements

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Frank Rudd, *Canberra/Shropshire*;
Department of Veterans' Affairs, Canberra;
Australian National Library;
Photo Unit, Australian War Memorial;
Naval Historical Officer;
Sailors' records, DNPS, Defence;
Officers' records, DNPS, Defence.

At rest (the author, private collection).

Mike Fogarty

National Naval Memorial dedication

ON Monday, 3 March 1986, Her Majesty the Queen, accompanied by His Royal Highness, the Duke of Edinburgh, unveiled a dedication plaque at the National Naval Memorial to mark the 75th Anniversary of the Royal Australian Navy.

The unveiling was the focus of a major ceremonial parade, the largest and most important staged by the Navy for many years, comprising some 800 naval, and about 2000 ex-naval, men and women. HMAS *Nirimba* provided a well turned out Royal Guard of great skill and precision and the Naval Support Band provided their usual exemplary performance.

Naval personnel, past and present, some highly decorated, took part in the march past or watched the proceedings. Some had travelled long distances to be present and were accompanied by their families.

The youngest member of the RAN, a 15 year-old *Nirimba* apprentice, Gary Collins, and a 97 year-old veteran, Jim Kane, who joined the RAN in 1912, were introduced to the Queen and Prince Philip. Others who met them included Commander Stan Veale, 93, who joined the Commonwealth Naval Forces in 1909 and the most decorated naval officer of the 1939-45 war, Lieutenant Commander Leon Goldsworthy.

A large number of ships' crews and naval associations were represented int he parade, their banners opening the pages of RAN history. They included 'N'-Class, 'V'-Class, Tribals, DDGs, Corvettes, Fleet Air Arm, Ex-Submariners, the 'Scrap-Iron Flotilla' and Ex-Communicators.

The unveiling ceremony was a great success. The presence of the Queen lent to the occasion the distinction it merited and the attendance of so many naval and ex-naval men and women made the day truly memorable.

HM the Queen delivering her address at the unveiling of the National Naval Memorial at Canberra on 3 March 1986. People seated on the dais include HRH the Duke of Edinburgh, HE the Governor General, Sir Ninian Stephen and Lady Stephen, the Prime Minister, Mr Hawke and Mrs Hawke, the Minister for Defence, Mr Beasley, the Secretary, Department of Defence, Sir William Cole and the Chief of Naval Staff, Vice Admiral M.W. Hudson. (RAN Official)

Alan Fraser

The Memorial

THE RAN's 75th Anniversary Committee promoted the establishment of a National Naval Memorial and after government approval and funding an Australia-wide competition was established to select a design.

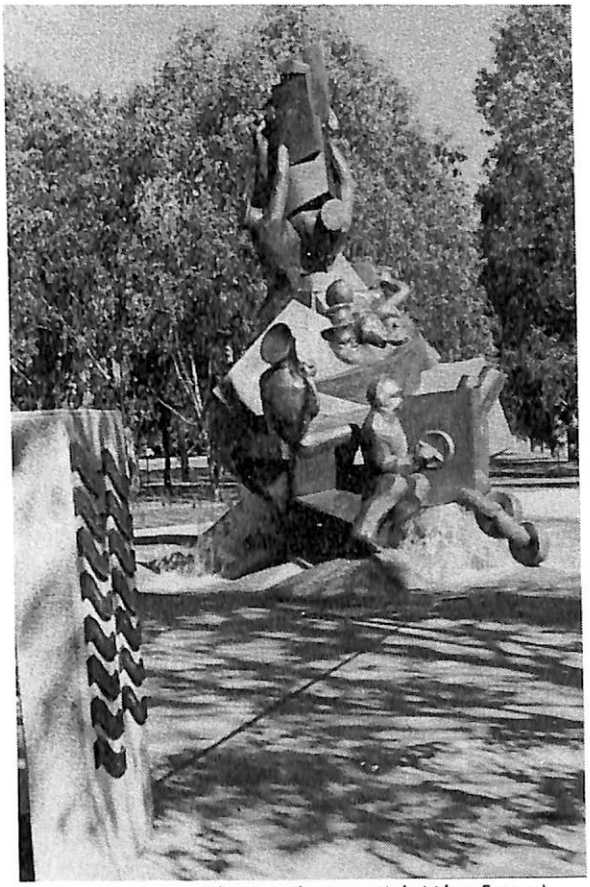
The design of Mr Ante Dabro of Canberra was selected. It consists of cast figures of personnel of the Service and geometric shapes representative of the ships, aircraft and equipment of the navy, all reflecting the close working conditions and interdependance of men at sea.

Mr Dabro said that the RAN comprised highly trained and dedicated men and women operating well-designed and well-constructed machines — a relationship he tried to capture in his sculpture. He went on:

> The geometric shapes of the sculpture symbolise the machine, and the interaction of the more representational figures is designed to symbolise the dependence of one upon the other.
>
> The metal-like forms contribute significantly to the artistic impact of the memorial. The lack of horizontality in the planes of these forms recognise that ships at sea — particularly small ships — do not commonly present their crews with horizontal surfaces upon which to carry out their duties. Also from the sculptural point of view, it adds a dynamic force.
>
> Naval personnel on duty distinguish themselves by appearing to be constantly watchful, vigilant and ready, where required, to make an immediate disciplined response.
>
> The figures in the sculpture are designed to convey quite explicitly activities commonly undertaken and known to be associated with naval life.
>
> Of particular significance is the activity of observation, as demonstrated by one of the dominant figures of the memorial.

The sculpture is made of bronze and incorporates moving water. It is sited on a memorial plaza in Canberra's Anzac Parade, the capital's major ceremonial thoroughfare, and incorporates the crest of the navy, the battle honours earned by units and an inscription tablet. Illuminated flagpoles fly the National Flag and the White Ensign.

It is a most impressive and fitting memorial, the more so by being, unlike some modern sculpture, instantly recognisable for what it represents.



Another view of the Naval Memorial. (Alan Fraser)

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Sabretache gratefully acknowledges the assistance of the RAN 75th Anniversary Project Office in supplying material for articles in this issue relative to the 75th Anniversary.

Bruce Muirden

Rabaul mission

ACCORDING to a leading British historian, in a new and lengthy study of the British secret service, Her Majesty's Australian naval squadron didn't have much sense of direction in World War I. The historian is Dr Christopher Andrew of Cambridge, editor of Britain's *Historical Journal*.

His new book *Secret Service* (Heinemann, about 600 pages) makes just one reference to Australia. It would have protected his reputation had he left that reference out.

Dr Andrew's footnote reference shows he relies upon the author of an earlier book of the same name, published in 1930 and written by Major-General Sir George Aston. Unfortunately the central library in Adelaide hasn't a copy so I can't be sure if it was Aston who got it wrong or if Dr Andrew misunderstood or misquoted Aston. Either way, a simple check with Australian historians C.E.W. Bean or A.W. Jose would have put him right.

Dr Andrew was commenting (p.15) on the absence of an intelligence officer in the flagship of the Australian squadron at the outbreak of the war in 1914. He went on (recklessly!):

> Soon after the outbreak of the war the squadron was ordered to destroy the German wireless station at Rabaul in New Guinea, failed to find Rabaul, and returned without completing its mission.

First, Rabaul is not in New Guinea. It is in New Britain. Second, more importantly, the Australian squadron that was despatched soon after war was declared in search of the powerful German Pacific fleet (with the wireless station in the Rabaul region a secondary objective) knew exactly where Rabaul was. The destroyers HMASs *Yarra, Warrego* and *Parramatta* nosed around Blanche Bay and Simpson Harbour on the very dark night of 11 August 1914, to find the German ships gone. (Given the vast distances of the Pacific it remained a major headache even in World War II to know where opposing naval forces might have got to.)

In August 1914 German warships in the Pacific led by the armoured cruisers *Scharnhorst* and *Gneisenau* were actually 1600 miles north at the time HMAS *Sydney* and the destroyers arrived at Rabaul. In fact an intercepted German radio message from Yap on 3 August had stated plainly that *Scharnhorst* should go to the Marianas Islands. This was deciphered too late and anyway ignored.

The Germans had shifted their Rabaul transmitter into the bush before the arrival of the Australian ships and the Australians couldn't find it. That is the closest Dr Andrew has got to the facts.

Naval Assembly and Review

THE largest fleet of warships ever to assemble in an Australian port in peacetime will gather in Sydney early in October to mark one of the major events in the Royal Australian Navy's 75th Anniversary celebrations. Forty-two warships representing the navies of seven nations will participate in the biggest naval review ever staged in Australian waters.

His Royal Highness, The Duke of Edinburgh, Admiral of the Fleet of the Royal Australian Navy, will be the Reviewing Officer.

Twenty four Australian warships, ranging from the Flagship HMAS *Stalwart* to *Fremantle* and *Attack*-class patrol boats, will take part. In addition there will be a seven-ship task group representing the Royal Navy, a four-ship task group from the United States Navy, the Canadian naval training squadron of three ships, two ships from the Royal New Zealand Navy, and one each from the French Navy and the Papua New Guinea Defence Force. The American contribution will include the 58,000 tonne battleship USS *Missouri*, one of four World War Two battleships being reactivated into the US Navy. The Japanese surrender ending the 1939-45 war was signed on board *Missouri*.

The ships are due to arrive off Sydney on Monday, 29 September, and take part in a ceremonial entry into the harbour. The Review is to be held on Saturday, 4 October and will be one of the major highlights of the anniversary celebrations. It will certainly be the most spectacular, with all ships 'dressed overall' during daylight hours and illuminated at night. A major fireworks display is planned and other events will include a massed naval bands performance at the Sydney Opera House.

The Women's Royal Australian Naval Service

In this RAN 75th Anniversary issue it is appropriate to record something on the Women's Royal Australian Naval Service.

The WRANS came into being in April 1942, when legislation formalised what had informally been in existence for over two years. The precursor of the WRANS was the Women's Emergency Signalling Corps, an enthusiastic and patriotic group, all of whom transferred to the WRANS when it became a legal entity.

The extremely high standards set for entry and the sound administrative, disciplinary and legal procedures established for the Service accounted for the fine reputation gained by the WRANS for efficiency, loyalty and discipline during the 1939-45 war and since.

The outbreak of the Korean war and subsequent manpower shortfalls brought reactivation of the women's services, with the WRANS becoming a permanent and integral part of the Permanent Naval Forces. By 1978, personnel numbers exceeded 1000.

Over the years, there have been many developments in the conditions of service enjoyed by the WRANS and in training and work categories — not all of them welcomed by the Navy. With a few exceptions, terms and conditions of employment are now the same for all naval personnel although posting equality for members of the WRANS has not been achieved.

In 1985, legislation deleted parts of the Acts which recognised the WRANS as an integral entity of the Australian Navy. This conformed with the government's policy of equality for all its employees.

In the legal sense the WRANS has ceased to exist as an identifable organisation but in the social sense the WRANS will never be forgotten.

(Extracted from *RAN 1911-85*, Canberra 1985)

Book reviews

Chris Coulthard-Clark, *Duntroon: The Royal Military College of Australia 1911-1986.* Allen & Unwin, Sydney. 1986. Illus, appendices (incl. Cadet Roll), index. $29.95.

This history of the Royal Military College of Australia was launched, most appropriately, by His Excellency the Governor General, Sir Ninian Stephen, at the exact time and place that his predecessor, seventy-five years before, had performed the opening ceremony of the College itself, on 27 June 1911.

The production is timely for the principal reason that this year, 1986, marked the end of the Duntroon at which nearly 5000 of us had received our training, both academic and military, for commissioning into the Regular Army. It is also the beginning of a new and somewhat untested development in officer training. Last January, officer cadets of all three fighting services jointly commenced a three-year academic degree course at the newly-built Australian Defence Force Academy (ADFA) which has been established quite close to Duntroon in the Canberra suburb of Campbell.

Simultaneously, the professional training is being continued separately by each Service at its own existing cadet college. For the Australian Regular Army the Portsea cadet school has been discontinued and its function, together with the training of women officers and specialists (medical, dental and legal), has all been concentrated at Duntroon where the Army cadets from ADFA will spend their final year of training.

The book records important events and stages in the development of the College. High praise is given to graduates for their achievements in war and peace. The author points to the traditions of loyal service and skilled leadership which have been established in wars from Gallipoli to Vietnam. All this is well researched, well-balanced and entirely readable. It provides a continuous narrative of social as well as sporting and instructional matters to maintain the interest of former staff cadets as well as being of general and historical value.

The young graduates of 1914-18 had become senior officers in 1939 and in many cases gained high rank and command in the Second Great War. The Press even proposed serving graduates as possible

replacements for General Sir Thomas Blamey, the Commander-in-Chief. Coulthard-Clark mentions these, no doubt to show the growing potential of Duntroon-trained officers. It seems unfortunate that he was tempted to add his own comment to a suggestion that General Rowell, a 1911 Duntrooner, was an outstanding candidate. 'Quite possibly,' Coulthard-Clark writes, 'a jealous resolve to prevent a subordinate from becoming a rival was also behind the celebrated clash between Blamey and Rowell in New Guinea...' The remark seems not only against the facts but irrelevant to a history of Duntroon.

Coulthard-Clark himself is a graduate (1972). He recalls his first idea of writing the history while still a cadet. His professor only made one comment: 'Be sure it doesn't read like a history of British rule in India. One damned Viceroy (or Commandant?) after another.' Since the chapters are arranged to cover periods of war and phases of development in the College the pitfall is avoided.

The chapter titles are evocative of the history. 'The war years at the College 1914-18', 'Depression years and recovery 1929-38' and 'Towards the Faculty of Military Studies' are typical. One entitled 'Bloody wars and rapid promotion' is taken from the final words of General Sir Ian Hamilton's address to the Corps of Staff Cadets early in 1914 and formed part of a once-traditional toast in the British Army.

The book is very well planned and attractive with excellent illustrations. Even the endpaper showing the Corps of Staff Cadets during a ceremonial parade with Duntroon House in the background is very striking and colourful.

A feature of the book is the excellent group of appendices. Chief of these is a list of every entrant to the College giving their regimental number and date of graduation. It also marks cadets from countries other than Australia. New Zealand provided the great majority of these on a regular basis for most of the time spanned by the history. New Zealand is also given its own appendix.

The success of the Australian Force in Vietnam (AFV) in achieving its primary object of ridding Phuoc Tuy Province of North Vietnamese armed forces proved its dedication, skill and courage. It brilliantly managed the absorption into regular army units of a large proportion of national servicemen and maintained its firm loyalty and high morale in the face of strong anti-war propaganda back in Australia. The AFV, equalling an infantry brigade group with a small force of armour, demonstrated courage and determination against a numerous and skilful enemy equal to the highest traditions of Australian servicemen. Leadership carried even more importance in the tropical jungles and difficulties of identifying friend and foe. Not a great deal of this finds space in the history of Duntroon although it is estimated that more than 1000 graduates served in the campaign in every position from force commander to the tank troop or infantry platoon leader.

The author refers frequently to the prevalence of bullying or hazing of the junior class by the seniors. This began about the end of the 1914-18 War. It was similar to the hazing practiced at West Point and Kingston and referred to at Duntroon as 'Fourth Class Training' or, in more recent times, 'bastardization'. In spite of numerous efforts to stop it, and in the face of an adverse Press, Parliamentary enquiries and formal investigations, it continued for sixty six years. Fourth Class Training greatly concerned university staff members when they came to Duntroon. Yet it remained obvious that it has brought no lasting harm to a fighting service in which RMC graduates have filled the highest places in the service of their country with marked success. It needs to be emphasized that all of these, in their day, both received and administered the stringent tests of hazing.

It is unfortunate that the author gives the impression of avoiding the twin issues which tend to separate the academic world from that of the armed forces. When the RMC had its own academic staff it was natural that their sympathies would be aligned with the objectives of the College. This could not be assured with the introduction of an outside academic body and the question of compatibility is thought by many to be at the root of the difficulties already met. Will these continue to obstruct the introduction, into a tri-Service Academy, of degree courses provided by a non-Service organization? The hope lies in the cadets quickly gaining a strong Service loyalty. The obstacles seem formidable to many who are deeply interested in solving the problem.

It can be briefly put. Army (and Service) leadership is based on the unquestioned loyalty of all serving personnel to Crown and Country. Commanders and leaders in the armed forces instil and maintain this loyalty and accept responsibility for leadership in peace and war. Together with all ranks they stand prepared to risk or forfeit their lives in the service of their country and the exercise of their duty.

Universities have no need to demand either loyalty or sacrifice.

Ronald Hopkins

Peter H. Liddle, *The sailor's war 1914-18;* Blandford Press, Poole, Dorset, 1985. pp.224 including B/W illustrations, $24.95 HC.

The history of the Royal Navy (RN) in the Great War is usually considered to be an embarrassing record of disappointment or even disaster. At its best, it is often thought that the RN played a relatively inconsequential role in influencing the outcome of the war which was, some have argued, mainly decided on land. It would have been easy for the author, Peter Liddle, to set about producing a 'revisionist' work on this area of Great War history. He expresses such an outlook when he remarks in the introduction:

> In my view, with the qualified exception of the year 1917, the higher direction of the maritime war effort does stand up well against critical assessment. (p.14)

Yet this is not his aim when writing *The Sailor's War*. The initial idea for the book emerged in 1964 when the author began to collect original source material and personal recollection at a time when, 'the heritage of personal experience in the Great War was under the threat of time'. He has used this material,

> to show what it was like for the ratings and their junior officers at the forefront of the great naval endeavour. (p.14)

The author has achieved great success in presenting a vivid picture of what life was like in the Navy during those years.

But there is little which is new in Mr Liddle's account. The book is divided into nineteen chapters the majority of which are bound together by a loose chronology. Several chapters are based upon themes such as 'Men, morale and preparedness' and 'Life on the Mess-Deck and in the Gunroom'. I found these latter chapters absolutely fascinating. As a member of the last but one class of Cadet-Midshipmen to the Royal Australian Naval College we were often unable to understand many of the myths and traditions that went with being a 'snottie'. Mr Liddle explains their origin as he describes the experiences of cadets at the Naval College in Dartmouth and later as 'full' midshipmen in the Gunrooms — junior officers' messes — in the ships of the Fleet. The privilege of Sub-Lieutenants only to use the Gunroom bath is one of the more humourous aspects of naval life few people probably understood. (The rest had to use the 'birdbath'.)

The author also uses these young men, most under nineteen years, to fill out his account. As midshipmen were required to keep Journals accounting for their and the ship's activities, these form an important source of information on fine detail and provide an insight into the employment of these very junior officers. They had entered the RN at a time when naval life and warfare was rapidly changing. The new ships and the new tactics had a certain novelty about them. The war interrupted this transformation. Few knew what the naval war would be like. This uncertainty, which Mr Liddle recounts, included doubts as to the ability of the proud RN to meet these new challenges to its superiority. As he concludes;

> To very few had it occurred that the test would never be decided in Trafalgar-like terms by reason of the dominant influence of the new technology upon policy and the mine and torpedo upon risk in achieving battle. (p.28)

The use of personal recollection is finely balanced by the author's text. The writing style is very appealing and manages to hold the reader's interest throughout. The author quotes from midshipmen's Journals, sailor's diaries and personal letters all of which provide an intimate and lucid perspective on the great range of events and incidents he covers. Notably, Australians are mentioned in several places. The author uses a selection of photographs taken of the newly acquired battlecruiser HMAS *Australia*, prior to its arrival in this country, which show something of the traditions passed on to the RAN from the RN. Even the Anzacs gain a mention though they are the subject of a very 'barbed' remark from Mr Liddle and for no apparent reason.

While explaining the manner in which the war forced young midshipmen to rapidly prove that they were men, he remarks;

> In fact, they would do this even before sceptical Australians, not renowned for acknowledging anyone's endeavour other than their own. (p.74)

Why the author chooses to fire this broadside at the Anzacs is anyone's guess. This comment certainly detracted from this reader's appreciation of the book.

In all, this is a very good book. Mr Liddle has included a sprinkling of maps and diagrams which are all very clear and has seasoned the whole book with a deluge of photographs most of which are making their first public appearance. The print quality is very good and the overall layout clear and concise. This book is good value for money and worthy of the time needed to read it from cover to cover.

Tom Frame

Index to *Sabretache*, 1985

Vol. XXVI *1985* *Issue No./Page No.*

Articles

Vol. XXVI *1985* *Issue No./Page No.*

Book Reviews

Sabretache is again indebted to Max Chamberlain for the compilation of this index.

THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA
President's Report for the year ended 30 June 1986

In my last report to the Society (*Sabretache*, July/September 1985), I mentioned that highlights of the year ended 30 June 1985 were our two Sudan productions, *But little glory* and the figurine. Both have continued to sell well. But this present year's balance sheet records a situation which always bedevils a small Society with very limited income: we now have to 'carry' the stocks of both items and will only very slowly recoup our outlay. That situation has coincided this year with a rise in the cost of producing *Sabretache* to about $2,000 an issue or $8,000 a year. Against this, we are receiving around $7,000 in subscriptions. Your Council has had to consider several options. One was to reduce the cost of producing *Sabretache* by such measures as publishing only two or three times a year, making the Journal smaller, changing to a simpler format of lower quality or finding a cheaper printer. None of these measures was attractive. *Sabretache* is both the voice and — to corresponding members and other like-minded bodies — the face of the Society. There have been in recent months many favourable comments on both its content and its production standards. Reducing standards in any way would, Council felt, be a retrograde step. Therefore the other option — to increase income by raising subscriptions to $26 was reluctantly accepted. I thank Branches and members of Council for their support and advice in these difficult deliberations.

Council expects that production costs for *Sabretache* can be held at the new level for about twelve months. I again urge Branches and all members to explore and be alert for possibilities of recruiting new members and for bringing our Journal to the attention of potential subscribing organisations such as libraries, RSL clubs and other Service or historical bodies.

For the reasons I have outlined, Council has found itself unable to proceed with suggestions for 1988 Bicentennial projects which would have involved heavy capital outlay and the prospect of slow recovery by sales; for example, a commemorative medallion. However, Council is proposing to seek Bicentennial Authority assistance with publication of a professionally-produced index to all issues of *Sabretache*, which would be of interest both to members, researchers and libraries. The ACT Branch has commenced planning for a Bicentennial seminar in Canberra.

The Society would have noted with pleasure the interest of the Royal Australian Armoured Corps in the history of armoured fighting vehicles, as evidenced by the $250,000 tank museum which has been rebuilt by volunteers in the Puckapunyal area and is now open to visitors six days a week. A source of particular pride to the Society is that the new Armoured Centre at Puckapunyal, opened by HRH the Prince of Wales on 31 October 1985, was named 'Hopkins Barracks' after our Vice-Patron (and regular contributor to *Sabretache*), Major-General Ronald Hopkins, CBE who played a major role in the development of the Royal Australian Armoured Corps.

It is appropriate, I think, to comment on two other events in the year just ending, since each illustrates in its own way the cycle of change and renewal that make military history and its study a part of the pattern of Australian life. On 5 May 1986, the last surviving Australian Victoria Cross winner of the 1914-18 war, Lieutenant Colonel William Donovan Joynt, died aged 97 in Melbourne. On 30 May 1986, the Australian War Memorial opened its latest permanent gallery — Soldiers of the Queen — tracing the development of the military forces in colonial Australia from settlement to Federation. The new displays put into perspective the contributions and history of the British regiments which guarded the colony from 1790 to 1870, the volunteer corps and the six small armies which became Australia's army at Federation.

May I record my thanks to our Patron, to Federal Council members, to Branches and to individual Society members for their support in 1985-86 and for their continuing efforts in pursuing and encouraging the study and research of military history.

Tan Roberts
Federal President

The Military Historical Societ

Statement of Receipts and Payn

Operating Account

	1986 $		*1985* $	
Balance brought forward		2,196		3,893
Subscriptions received	8,063		7,440	
less Capitation	191	7,872	193	7,247
Transfer from Investment Account		—		3,000
Bank Interest		137		126
Advertising		397		420
Sales				
Sabretache	62		104	
Sudan Book	773		1,346	
Sudan Figure	630		2,555	
Other	883	2,348	10	4015
Postage and packing		30		104
Sundry income		123		64
		13,103		18,869

Investment Account

	1986 $	*1985* $
Balance brought forward	2,260	4,938
Transfer from Operating Account	1,000	—
Interest received	191	322
	3,451	5,260

. The accompanying notes form part of these accounts.

N.S. Foldi
Hon. Treasurer
11 July 1986

In my opinion the accompanying accounts of the Federal Council of the Military Historical Society of Australia are properly drawn up to give a true and fair view of the state of affairs of the Society as at 30 June 1986 and of the surplus of the Society for the year ended on that date, with the exception of receipts ammounting to $10,770 which were not supported by documentary evidence in the form of written receipts.

L. Carder AASA CPA
Auditor
11 July 1986

ustralia — Federal Council

the year ended 30 June 1986

	1986		*1985*	
	$		$	
Publication of *Sabretache*		6,688		6,775
Postage		588		595
Sudan Book		50		2,497
Sudan Figure		—		5,925
Postage and packing		150		100
MHSA-ACT Branch		107		—
Transfer to Investment Account		1,000	—	
Federal Council expenses				
Stationery	209		609	
Address list	104		98	
Rental PO Box	23		21	
Sundries	165	501	53	781
Balance carried forward		4,019		2,196
		13,103		18,869

	1986	*1985*
	$	$
Transfer to Operating Account	—	3,000
Balance carried forward	3,451	2,260
	3,451	5,260

The Military Historical Society of Australia — Federal Council

Notes to and forming part of financial statements for the year ended 30 June 1986

	1986 $	*1985* $
1. Funds surplus/deficit		
Operating balance as at 1 July	2,196	3,893
Operating balance as at 30 June	4,019	2,196
Operating surplus/deficit	1,823	(1,697)
plus transfer to Investment Account	1,000	—
	2,823	(1,697)
less transfer from Investment Account	—	3,000
	2,823	(4,697)
plus interest on Investment Account	191	322
	3,014	(4,375)
plus subscriptions in advance — previous year	320	260
	3,334	(4,115)
less subscriptions in advance — current year	887	320
Operating surplus/deficit	2,447	(4,435)

2. Included in sundry payments was the cost of purchase of a wreath in memory of the late Brigadier M. (Bunny) Austin.

3. The value of stock on hand (at cost) of the Sudan Figure and the Sudan Book was $3,148 and $1,210 respectively.

N.S. Foldi
Hon. Treasurer
11 July 1986

Election of office bearers for 1986-87

The results of elections held at Federal Council and Branch Annual General Meetings were as follows:

Federal Council
President: Brigadier A.R. Roberts, (RL)
Vice President: Major H.J. Zwillenberg, ED (RL)
Secretary: Lieutenant Colonel T.C. Sargent (RL)
Treasurer: Mr N. Foldi

ACT Branch
President: Lieutenant Colonel Mike Casey (RL)
Secretary/Treasurer: Mrs Dorothy Hart

Victorian Branch
President: Mr G.F. Ward
Secretary: Lietenant Colonel N.C. Smith, AM
Treasurer: Mr M. Dalton
Committee: Mr L. Cox (Editor 'Dispatches'), Mr R. Harrison, Mr G. Hillier

Queensland Branch
President: Mr Don Wright
Vice President: Mr Greg McGuire
Secretary: Mr Syd Wigzell
Treasurer: Mr John Irwin
Committee: Messres Bob Henderson, John Duncan, Dave Radford

South Australian Branch
President: Mr Robin Carter
Secretary: Mr Tony Clark
Treasurer: Mr David Vivian

Geelong Branch
President: Mr John Maljers
Secretary: Major Ian Barnes, RFD, ED (RL)
Treasurer: Captain Jim Titchmarsh
Committee: Messrs Bevan Fenner, Jim Gardner, Robert Hill, Lieutenant John Meehan

Normandy campaign medal

Members of the Normandy Veterans Association, with Award Productions Ltd, have commissioned a medal from the Royal Mint to commemorate the Normandy campaign.

Designed by Ian Stewart of the Orders and Medals Research Society, the 36mm cupro-nickel medal features a representation of the combined services operation on the obverse. The flying eagle of the Royal Air Force, the fouled anchor of the Royal Navy and the bayonet of the Land Forces are placed over a background of two lions regardant from the arms of Normandy. The contribution of the United States is signified by a ring of 13 stars representing the original States of America, which also form part of the coat of arms of the US Navy.

Also shown are the code words from the verse by Verlaine which were broadcast by the BBC to signal the commencement of the operation at 21.15 on 6 June 1944 — *Blessant mon coeur d'une langueur monotone* ('Soothe my heart with dull languor').

A tank landing craft appears on the reverse, depicted with its ramp on the beaches of France, symbolised by the fleurs-de-lis. The official dates of the campaign (6 June-20 August 1944) appear on the extended ramp, and the medal bears the words 'NORMANDY CAMPAIGN'.

The word 'NORMANDY' also appears on the clasp attached to the ribbon. The ribbon itself, which is 32mm wide, comprises the red, dark blue and light blue colours of the 1939-45 Star.

The medal costs £22. A miniature version costs £7.50. The medal is only available to Normandy veterans or their next of kin. Each medal is individually numbered on its edge.

Society Notes

Obituary

James Walter Vincent Grainger died suddenly of a massive heart attack on Friday 27 June 1986. Jim had been a long standing member of the Victorian Branch of the Society but was not widely known. To those who knew him, he will be sadly missed. A quiet homeloving man, Jim's main interests lay in collecting military philately and literature. His knowledge of military matters was profound.

Jim Grainger was born in London towards the end of the 1914-18 war and spent his early working life employed in the City of London. Before the outbreak of the Second World War he enlisted as a Territorial in the Royal Army Medical Corps, a formation of which he was intensely proud, and went to France with the British Expeditionary Force, returning via Dunkirk. His later war service was in North Africa, Italy and North West Europe.

He married Jessie, who had served as a member of the Auxiliary Territorial Service, and returned home to resume married life at the end of hostilities.

Realising that there would be better opportunities for his family in Australia the Graingers migrated to Melbourne and lived in the south eastern suburb of Bentleigh. Jim was a member of the Commonwealth Public Service, giving conscientious service until his retirement.

Whenever health permitted he was a regular attender of the Australian War Memorial History Conferences, both in Canberra and Melbourne.

Early in 1986 he travelled to Britain to be present at the 40th annual reunion of his formation's association, of which he was a Founder Member. At the function he was honoured by receiving an official toast.

To Jessie, his sons Jeremy, Christopher and their families we send our heart-felt sympathies.

John E. Price

Members' wants

Wanted to buy: US gasmasks, both Navy twin tube and Army lightweight WW II patterns, in good condition. Contact W. Krieger, 12 Sloan Street, Wangaratta, 3677.

Any information on the following medal recipients:
215642 W.S. Lawry, CSM clasp Borneo; 1521 E.J. Murphy, WW I Mercantile Marine; A.D. Heywood, WW II Aust Red Cross; D.J. Scullion, ex-police in Malaya and palestine, subsequently police officer in ACT; and personal details of 2/2 Independent Company, WW II. Please contact Neil Smith, 262 North Road, East Brighton, 3187.

Society Notes

Erratum

But little glory

The editor of *But little glory: the New South Wales contingent to the Sudan, 1885* has advised that Mr Jim Heaton acknowledges the assistance of Mr Ron Cook in the presentation of his chapter on the weapons of the contingent, particularly in allowing access to his unpublished manuscript on the Sudan contingent.

The Military Historical Society of Australia apologizes for the mistake.

Naval Auxiliary Patrol

It happens so often; something arises you did not know about, then it seems to bob up everywhere. Peter Thomas of Darwin was curious about a 1939-45 Australian Service Medal inscribed N.A P. Correspondents soon identified the letters as referring to the Naval Auxiliary Patrol. Then Peter Stanley wrote about the Patrol operating from Whyalla. Now Mr K.S. Sheard of Chatswood, NSW, has come up with more information, advising of a book on the NAP by Lloyd Rhys, *My Ship is so small*, Georgian House, 1946, identifiable as having been written in wartime and largely of an anecdotal nature.

Mr Sheard encountered the NAP at Morobe, New Guinea, about May 1944. He goes on:

> (Morobe) was a trans-Pacific shipping terminal, or so we were told. This was well after the PTs and MLs left. My outstanding memory was their hospitality to a few ANGAU people and their use of Skipper and Mate, unremarkable in themselves, as ranks. The vessel was possibly a Fairmile as there was one in around then...

We are obliged to Mr Sheard for his contribution. We could do with an article on the Patrol and the rewards, including medals, accruing to its members.

Editor

Notes on Contributors

Tom Frame BA (Hons) has served as an officer in the RAN for eight years. Now an Instructor Branch Officer he was originally trained as a Seaman Officer. He was awarded the Liu Prize for excellence in Chinese studies at the University of New South Wales in 1984 and the inaugural Summer Vacation Scholarship at the Australian War Memorial in 1985. He has previously published articles on religion and the forces, chaplaincy history, the Chinese People's Liberation Army and naval historiography. The English *Naval Review* has also appointed him as its representative in Australia. This is his first major contribution to *Sabretache*.

Ray Jones served as an aircrew officer in the RAN for many years and began researching the story of naval aviation then. He has carried out research in archives in Melbourne, Canberra and London and has interviewed many of the former naval aircrew who operated aircraft before 1945. Since retiring in 1983 he has been studying at the University of Tasmania.

Bob Piper is the RAAF Historical Officer with the Department of Defence in Canberra and an enthusiastic writer on the South Western Pacific during the 1939-45 war. He has spent six years in Papua New Guinea exploring and studying at first hand its historic battlegrounds. His father served with the Australian Army in New Guinea during the war and his father-in-law served with the Japanese as a transport pilot.

Eight months after graduating as a permanent air force officer-pilot, Herb. Plenty arrived on Singapore Island with No. 8 Squadron, RAAF. As a Flight Lieutenant, he flew Lockheed Hudsons during the Japanese attack on Malaya and Singapore and was shot down by Zeros into the South China Sea on 24 January 1942. He returned to Australia through Sumatra and Java. 1943-44 saw him in New Guinea with No. 100 Squadron (Bristol Beauforts); included in his targets were Rabaul and Wewak. He served in the RAAF continuously until February 1976, retiring with the rank of Group Captain. He was awarded the DFC and Bar.

Mike Fogarty served as an officer in the RAN from 1966 to 1972. His civilian employment, with the Commonwealth, has included two long term assignments in Asia. He graduated BA from the Canberra College of Advanced Education in 1984. A member of the Naval Historical Society as well as the MHSA, Mike has contributed articles to a number of historical publications, including *Sabretache*. He recently completed a study of Percy Collins, the only other Australian sailor to be awarded a bar to the DSM.

MEMBERS

Have you paid your subscription for 1986-87?

If not,
please contact
your Branch Secretary or
the Federal Secretary
as soon as possible.

Members who are
not financial
will not receive
the next issue.

THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA

The aims of the Society are the encouragement and pursuit of study and research in military history, customs, traditions, dress, arms, equipment and kindred matters; the promotion of public interest and knowledge in these subjects, and the preservation of historical military objects with particular reference to the armed forces of Australia.

ORGANISATION

The Federal Council of the Society is located in Canberra. The Society has branches in Brisbane, Canberra, Albury-Wodonga, Melbourne, Geelong, Adelaide and Perth. Details of meetings are available from Branch Secretaries whose names and addresses appear on the title page.

SABRETACHE

The Federal Council is responsible for the publication quarterly of the Society Journal, *Sabretache*, which is scheduled to be mailed to each member of the Society in the last week of the final month of each issue. Publication and mailing schedule dates are:

Jan.-Mar. edition mailed last week of March
Apr.-Jun. edition mailed last week of June
Jul.-Sept. edition mailed last week of September
Oct.-Dec. edition mailed last week of December

ADVERTISING

Society members may place, at no cost, one advertisement of approximately 40 words in the 'Members Sales and Wants' section each financial year.

Commercial advertising rate is $120 per full page; $60 per half page; and $25 per quarter page. Contract rates applicable at reduced rates. Apply Editor.

Advertising material must reach the Secretary by the following dates:

1 January for January-March edition
1 April for April-June edition
1 July for July-September edition
1 October for October-December edition

QUERIES

The Society's honorary officers cannot undertake research on behalf of members. However, queries received by the Secretary will be published in the 'Notes and Queries' section of the Journal.

SOCIETY PUBLICATIONS

Society publications advertised in *Sabretache* are available from:
Julie Russell, G.P.O. Box 1052, Canberra, A.C.T. 2601
Orders and remittances should be forwarded to this address.

THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA

Please address all Correspondence to:

The Federal Secretary, P.O. Box 30, Garran, A.C.T. 2605, Australia.

APPLICATION FOR MEMBERSHIP

I/We .....of.....
(Name, Rank, etc.) (Address)

.....
hereby apply for membership of the MILITARY HISTORICAL SOCIETY OF AUSTRALIA and wish to be admitted as a *Corresponding Member/*Subscriber to *Sabretache*/*Branch Member of the

..... Branch
*(Strike out non-applicable alternative)

My main interests are .....
I/We enclose my/our remittance for $26.00 (Aust.) being annual subscription, due 1st July each year.