



ROYAL AUSTRALIAN NAVY  
INTERNATIONAL FLEET REVIEW

*Celebrating 100 years*  
OF PRIDE IN THE FLEET







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This book is dedicated to all the men  
and women of the Royal Australian Navy,  
and their families, for their selfless dedication  
to duty in the service of our nation.







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*Australia isn't always recognised on the international stage, and the NFR was a chance to showcase our Navy and Australia as a whole to a worldwide audience.*

— Able Seaman Richard Cordell









# Foreword

Vice Admiral Ray Griggs, AO, CSC, RAN  
Chief of Navy

I am delighted to present this outstanding record of the Royal Australian Navy's International Fleet Review on Sydney Harbour and throughout the city during 3-11 October 2013.

The entry into Sydney Harbour of the Royal Australian Navy's first fleet on 4 October 1913 was an event of national significance and great achievement by the young Australian nation. Led by the flagship, the battlecruiser HMAS *Australia*, HMA Ships *Melbourne*, *Sydney*, *Encounter*, *Warrego*, *Parramatta* and *Yarra* were the pride of the nation and quickly proved themselves in war the next year.

In October 2013, exactly 100 years later, the spotlight again shone on Sydney when over 8,000 naval personnel and dozens of warships from around the world conducted a fleet entry and ceremonial review in the presence of Her Excellency the Governor-General of the Commonwealth of Australia, Ms Quentin Bryce, and accompanied by His Royal Highness Prince Henry of Wales.

The Royal Australian Navy, in partnership with the New South Wales State Government and the City of Sydney, is proud of having staged the 2013 International Fleet Review which included ship open days, parades and naval band concerts. The spectacular Fleet Review pyrotechnics and lightshow captured the hearts and minds of the people of Sydney and the world, and the event has been recorded here in a publication which reflects what was a truly wonderful event for all who witnessed and participated.

While the Fleet Review took place in Sydney, almost a quarter of the Navy's ships were at sea, on operations and deployments around Australia's maritime borders and around the world, protecting Australia's maritime sovereignty and our ability to trade – the very things which underpin our security, prosperity and way of life. The Royal Australian Navy exists to serve the Australian people; to do this it must be ready to fight and win at sea. The Fleet Review has been a rare opportunity to enable Australians to see their Navy up close and an historic opportunity for the Navy to salute the Australian people.

A handwritten signature in green ink, appearing to read 'R Griggs', with a stylized flourish at the end.

## Rear Admiral Tim Barrett, AM, CSC, RAN Commander Australian Fleet

The Australian Fleet was proud to mark the centenary of the arrival into Sydney harbour of its famous forebears, the ships of the Royal Australian Navy's first fleet. The event was conducted with poise, precision and professionalism.

In 1913 there were warships from just two nations present, Australia and the United Kingdom. The arrival of the Australian Fleet marked the end of the period where Australia's maritime defence was provided principally by British warships assigned to the Australian Station; this responsibility was formally taken over by Australia's first Fleet Commander, Rear Admiral Sir George Patey, who led the fleet entry in HMAS *Australia*.

In 2013, there were warships and sailors from 19 nations present in Sydney Harbour for the International Fleet Review. The diversity of international naval representation is a good example of the multi-lateral nature of maritime operations: the world's oceans remain the great global commons, beyond the ability of any one nation to control, and cooperation is the most effective way to advance the security and prosperity of all nations which depend on its resources and trading routes.

The Australian Fleet has served around our maritime borders, around our region and around the world, and whilst the majority of its work is done over the horizon, the Fleet Review was a great opportunity for the Navy to demonstrate its capabilities under the full scrutiny of the Australian public.







## Warrant Officer Martin Holzberger, CSC Warrant Officer of the Navy

*I*n the century since the arrival of the first Royal Australian Navy Fleet into Sydney, Australian sailors have fought with honour, courage, loyalty and skill and they have served with integrity and honesty. It has been a privilege to see four of those sailors honoured this year, when the Chief of Navy renamed the divisions after them at the Navy's initial entry sailor training establishment, the Royal Australian Navy Recruit School at HMAS *Cerberus*.

Leading Aircrewman Noel Shipp from the RAN Helicopter Flight Vietnam, who was killed in action, face turned to the enemy and continuing to fire his weapon as his helicopter was shot down and crashed.

Leading Seaman Ronald 'Buck' Taylor from HMAS *Yarra*, a brave sailor from a brave crew who are to be recognised with the Navy's first ever award of the Unit Citation for Gallantry, who turned towards the enemy and fought even against hopeless odds.

Leading Seaman Dick Emms from HMAS *Kara Kara*, who was killed in action defending his ship, his mates and the nation against the Japanese air attack on Darwin in 1942.

Chief Petty Officer Jonathan Rogers, recipient of the George Cross, who died when HMAS *Voyager* sank in 1964, calm and strong to the end, putting the lives of others' before his own, saving and encouraging his crew mates.

These sailors are four amongst thousands, but they symbolise the achievements and actions of all Australian sailors; they are an example and an inspiration and through their service they set a standard we strive to uphold.

The International Fleet Review was an opportunity for Australia to be able to see the sailors who go to sea in ships in the service of the nation and to see the sailors from navies around the world with whom we cooperate to maintain good order at sea. The warmth of the support from everyone who witnessed the International Fleet Review was an experience I will never forget and has certainly been a highlight for everyone who experienced it.

The sailors who were able to participate and those who watched from afar as the Navy continued to conduct operations around Australia and around the world are proud to have been able to salute and honour our wonderful nation and we will continue to serve in the tradition set by the likes of Jonathan Rogers, Dick Emms, Buck Rogers and Noel Shipp.



PART 1: RAN HISTORY



*The new RAN flagship HMAS Australia (I) following her arrival in Sydney Harbour on 4 October 1913.*



PART ONE:  
Royal Australian  
Navy History



PART 1: RAN HISTORY







## The Beginnings

As inhabitants of the world's largest island, Australians have always enjoyed a close, personal relationship with the sea. For tens of thousands of years the Aboriginal population exploited the resources of the continent's vast coastal fringe and, in the wake of the first European settlement in 1788, the sea became central to exploration, trade and security.

By the 1850s separate British colonies had been established in New South Wales, Queensland, Victoria, South Australia, Tasmania and Western Australia. All relied on the global supremacy of the Royal Navy (RN) for protection, and the stationing of a small British squadron in Sydney offered a visible safeguard. However the discovery of gold and Australia's growing agricultural wealth raised doubts over the adequacy of the security it provided, particularly with the squadron frequently absent on patrol in the South Pacific. As the possibility of war with Russia waxed and waned, New South Wales and Victoria began to acquire their own local naval defence.

The Victorian acquisition, the armed screw steamer *Victoria*, was despatched to New Zealand during the First Taranaki War in 1860. There she earned the first campaign award for an Australian colonial military force although, as yet, there was no legal basis for the establishment of colonial navies. The passing of the *Colonial Naval Defence Act 1865* rectified this omission by empowering the colonies to officially acquire warships and to raise and maintain seamen to serve in these vessels. Of all the colonies, Victoria invested the most in her naval defences and, with the purchase of the big gun monitor *Cerberus* in 1870, it briefly possessed the most powerful warship in Australasian waters.

Despite this initial enthusiasm, the colonial navies were too small to remain efficient. Indeed, while the RN remained supreme, the fledgling colonial navies were generally regarded as an ineffective deterrent and an unnecessary drain on colonial coffers. Nonetheless, with the Boxer Uprising in China in 1900, even the British found their forces overstretched. When the call went out for naval assistance, New South Wales and Victoria responded with manpower from their naval brigades and South Australia provided its sole gunboat, *Protector*. Having arrived too late for the main battles, the Australians generally acted in a peacekeeping role until their final withdrawal in April 1901. They returned home to a new nation, for on 1 January of that year the former collection of colonies had federated to become the Commonwealth of Australia.

*Left: The crew of HMCS (I) c. 1900. Protector served consecutively in the colonial, Commonwealth and Royal Australian Naval forces.*

## PART 1: RAN HISTORY

*Top right: A sailor of the colonial navy poses with his cutlass. Most sailors of the colonial navies were proficient in cutlass drill, musketry and well versed in minor infantry tactics.*

*Top left: Men of the NSW Naval Brigade conducting field gun drill during the Boxer Uprising c.1900.*

*Bottom right: HMCS Protector's field gun crew pose beside their field gun.*

*Below: The Indefatigable class battle cruiser HMAS Australia (I) as she appeared at the time of her arrival.*

On 1 March 1901 the existing colonial navies, their crews and associated manpower were transferred to the new Federal government and became known as the Commonwealth Naval Forces (CNF). This collection of tired and dilapidated vessels was barely adequate as a coastal defence force and could certainly not be regarded as a cohesive and functional navy. Support for the Navy came from an unexpected quarter when in 1902 the then Commandant of the Commonwealth Military Forces, Major General Sir Edward Hutton said:

The Defence of Australia cannot, moreover, be considered apart from the defence of Australian interests. Australia depends for its commercial success and its future development firstly upon its seaborne trade and secondly upon the existence, maintenance and extension of fixed and certain markets for its produce outside Australian waters. It therefore follows that Australian interests cannot be assured by the defence of Australia alone.

Hutton's view is made more relevant today by the pervasiveness of maritime trade, the explosion in offshore activity, a just in time economy and the growing realisation that our strategic economic centre of gravity is the protection of our ability to trade.

But the foundations of naval development were in place and, with the appointment in 1904 of Captain William Creswell, RAN as Director of Naval Forces, the CNF had found its voice. By 1909, Creswell's persistent lobbying had persuaded the government to order three modern 700-ton torpedo boat destroyers from Britain. Mrs Margot Asquith, wife of the then British Prime Minister, launched the first ship, *Parramatta*, on 9 February 1910, her speech referring to the destroyer as 'First Born of the Commonwealth Navy'.

Yet even this advance had already been overshadowed by more momentous events. At the 1909 Imperial Conference in London, the British First Sea Lord, Admiral Sir John Fisher, RN warned of a coming war and declared that a navy comprised only of small craft, such as Australia was then developing, would neither be efficient nor offer a life-long career. Fisher proposed that Australia should instead acquire a self-contained 'fleet unit', a balanced force founded on the strength and speed of a battlecruiser, and including cruisers, destroyers, submarines and auxiliaries in support. Such a force would provide employment for the right proportion of officers to ratings and a coherent grouping of large, medium and small ships. Capable of either independent action or combined operations with imperial fleets, the proposed fleet acknowledged the Australian aspiration to assume full responsibility for its broader maritime defence.

The scheme found wide approval in Australia and progress followed swiftly. Within two years appropriate legislation had been passed by Parliament, funds had been allocated and orders for the additional ships placed with British and local shipyards. On 10 July 1911 King George V officially recognised the Australian Navy's increased status when he granted it the 'Royal' prefix. The new Australian Commonwealth Naval Board formally promulgated the decision on 5 October and ordered that henceforth Australian warships were to fly the RN's White Ensign in addition to the Australian national flag.



### HMAS *Australia*

*'Since Captain Cook's arrival, no more memorable event has happened than the advent of the Australian Fleet. As the former marked the birth of Australia, so the latter announces its coming of age, its recognition of the growing responsibilities of nationhood, and its resolve to accept and discharge them as a duty both to itself and to the Empire. The Australian Fleet is not merely the embodiment of force. It is the expression of Australia's resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage it has received, and which it holds and cherishes as an inviolable trust. It is in this spirit that Australia welcomes its Fleet, not as an instrument of war, but as the harbinger of peace.'* Australian Defence Minister, Senator Edward Millen, 4 October 1913.



ROYAL AUSTRALIAN NAVY INTERNATIONAL FLEET REVIEW







The fleet unit's centrepiece, the Indefatigable class battlecruiser HMAS *Australia*, was commissioned at Portsmouth on 21 June 1913. Two days later she hoisted the flag of Rear Admiral (later Admiral Sir) George Patey, RN, destined to become the first Flag Officer Commanding the Australian Fleet. Before sailing for Australia, the battlecruiser hosted an inspection by the King and, in a ceremony not seen since the time of Francis Drake, he knighted Patey on *Australia's* quarterdeck. On 25 July 1913, *Australia* sailed from England in company with the new light cruiser *Sydney*. Rather than proceed by way of the Suez Canal, the two ships stopped at Cape Town and Simon's Town, in part to stimulate South African naval sentiment. The remainder of the passage was largely uneventful and, having reached Jervis Bay on 2 October, they were joined by the cruisers *Encounter* (on loan from the RN) and *Melbourne*, and the destroyers *Warrego*, *Parramatta* and *Yarra*.

Early on 4 October the fleet got underway, took up station, and steamed north for Sydney. The spring weather was perfect, and the long line of grey ships materialised out of a thinning sea mist in the east. Hundreds of small craft provided an eager escort, while hundreds of thousands of sightseers crammed the many headlands to stare at the imposing passage of one of the largest warships ever to enter Port Jackson.

Waiting off Fort Denison to return the fleet's salute was HMS *Cambrian*, the last British flagship of the Australia station. On board was Admiral Sir George King-Hall, RN, ready to haul down his flag as the last British Commander-in-Chief. The fleet entry evoked a nationalistic fervour among Australians never before seen. 'Since Captain Cook's arrival', declared the Defence Minister, Senator Edward Millen, 'no more memorable event has happened than the advent of the Australian Fleet. As the former marked the birth of Australia, so the latter announces its coming of age.' While Australia's Navy was welcomed as an enforcer of peace, just ten months later it would find itself tested by the harsh reality of a global war.

*Left: Promotional poster from 1910.*

*Bottom left: Sailors securing a torpedo in one of the early RAN torpedo boat destroyers.*

*Bottom right: The launch of the torpedo boat destroyer HMAS Warrego on 4 April 1911. Originally constructed in England she was dismantled, shipped to Australia and rebuilt at Cockatoo Island to provide experience in ship construction.*



## PART 1: RAN HISTORY

On the other side of the world, the financial crisis spread and in 1933 was used by Adolf Hitler and his Nazi Party to wrest political control of Germany from the democratic post-war government. His militaristic intentions soon became clear, setting Germany, and with it the world, on a course that would plunge it into the second great conflict of the twentieth century.

Hitler's machinations did not go unnoticed and Britain began to re-arm, slowly at first, but at an increasing rate as the situation in Europe became more unstable. Australia followed and, in 1933, the RAN acquired five destroyers, *Stuart*, *Waterhen*, *Vampire*, *Vendetta* and *Voyager* which, although not new themselves, were an improvement on the 'S' class destroyers they replaced. Between 1933 and 1939 the last of the World War I cruisers were scrapped. *Albatross* was handed to the RN as part payment for one of three new modified Leander class cruisers *Sydney*, *Hobart* and *Perth* while two sloops, *Warrego* and *Swan*, were built at Cockatoo Island Dockyard to replace *Geranium*, *Mallow* and *Marguerite*, all three having been declared unfit for further service.

It was with increasing apprehension that Australians watched the threats to peace in Europe posed by Germany and fascist Italy steadily materialise, leading to the partial mobilisation of Australia's naval forces during the Munich crisis of 1938. The Fleet was later stood down when it appeared that war had been averted.

By August 1939, however, the situation in Europe had further deteriorated and, on 30 August, the Commonwealth government reaffirmed that it would place the ships of the RAN and their personnel at the disposal of the British government in the event of war. On the eve of World War II the RAN possessed two heavy cruisers, four light cruisers, five destroyers and three sloops. Personnel strength in the Permanent Naval Force had grown slightly to 5440 with approximately 4400 personnel in the reserves. Notwithstanding this, the machinery for rapid expansion was available and it was set in motion during the first days of World War II.

*Bottom left: The heavy cruiser HMAS Canberra (I) with the S class destroyer HMAS Stalwart (I) berthed outboard in Hobart during the 1930s. A Seagull III aircraft can be seen overhead.*

*Bottom right: A postcard commemorating HMAS Perth (I)'s 1939 World Cruise, a highlight of which was a visit to the World's Fair in New York.*

*Top right: Sailors of the S class destroyer HMAS Success (I) pose in front of her forward 4-inch gun c.1930.*







### HMAS *Albatross* - Seaplane carrier

On 26 April 1933 *Albatross* (I) paid off into Reserve and for the next five years remained at anchor in Sydney Harbour. In 1938 she was accepted by the Admiralty in part payment for the RAN's new cruiser *Hobart* (I). On 11 July 1938 she sailed for England, her role as an RAN warship at an end.

Shortly before World War II began *Albatross* (I) recommissioned from reserve and embarked six Walrus I amphibians. As a seaplane carrier she served in the South Atlantic, West Africa and Madagascar areas. She paid off in 1943, but again recommissioned the following year, this time as a repair ship.



## Operation Resolute 2006 – Ongoing

Operation Resolute is the ADF's contribution to the whole-of-government effort to protect Australia's borders and offshore maritime interests. It is the only ADF operation that currently defends homeland Australia and its assets. The Operation Resolute area of operations covers approximately 10% of the world's surface and includes Australia's Exclusive Economic Zone which extends up to 200 nautical miles around the mainland, Christmas, Cocos, Keeling, Norfolk, Heard, Macquarie and Lord Howe islands. Commander Border Protection Command, Rear Admiral David Johnston, RAN, is the overarching operational authority who coordinates and controls both Defence and Customs assets out of his headquarters in Canberra.

Operation Resolute commenced on 17 July 2006 and consolidates previous ADF operations including Operation Relex II (SIEVs), Operation Cranberry (illegal fishing and smuggling), Operation Celeste and Mistral (patrols of Australia's southern ocean), and patrols protecting Australia's gas and oil infrastructure.

The RAN operates 14 Armidale class patrol boats, of which at least seven are engaged in Operation Resolute at any one time. The vessels work hand-in-hand with other government agencies and each year provide up to 3000 patrol days as part of the Border Protection Command-coordinated national surveillance effort. Once an aerial surveillance report is completed, an Armidale class patrol boat may be directed to the location of a vessel of interest to conduct an investigative boarding. Between July 2009 and May 2010, these patrol boats conducted more than 270 investigative boardings of fishing vessels and suspected irregular entry vessels (SIEVs), resulting in more than 100 apprehensions.

Armidale class patrol boats have a range of 3000 nautical miles at 12 knots and a maximum speed of around 25 knots. They are equipped with high-definition navigational radar, high, very high and ultra high frequency communications equipment, gyro compasses and an echo sounder. These patrol boats are also fitted with a satellite navigation system that enables the ship's position to be determined with great accuracy.

*Right: The RAN's Armidale class patrol boats form the bulwark of the Australian government's effort to protect Australia's borders and maritime interests.*







## PART TWO: Today's Establishments

The Royal Australian Navy is the naval branch of the Australian Defence Force. Following the Federation of Australia in 1901, the ships and resources of the separate colonial navies were integrated into a national force: the Commonwealth Naval Forces. Originally intended for local defence, the navy was granted the title of 'Royal Australian Navy' in 1911, and became increasingly responsible for the defence of the region.

Today's navy consists of 16 permanent establishments located throughout Australia that house her fleet and personnel.





## Fleet Base East

Since European settlement, Port Jackson, Sydney, with its vast and well-protected natural harbour, has served as a major naval base for British and Australian maritime forces. Ships of the Royal Navy's Imperial Squadron were continuously based in Sydney throughout colonial times and for many years this was the RAN's premier naval facility following the arrival of the fleet unit on 4 October 1913.

The naval precinct in Sydney has expanded considerably over the past 100 years, particularly during the war years of 1939–1945. Garden Island, the traditional centre of naval activity in Sydney Harbour, was connected to the mainland during the war when the Captain Cook graving dock was built. A number of shore establishments, including HMAS *Watson* and *Rushcutter*, were also commissioned to support Sydney-based naval forces. Several other establishments were commissioned in the post-war period.

In 1987 the Australian government announced the 'Two-Ocean Basing Plan' which established a permanent RAN major Fleet unit and submarine presence in Western Australia. Since then, the RAN has maintained a two-ocean Navy (Pacific and Indian) capable of responding quickly to national tasking from either seaboard.

The two fleet bases are known as Fleet Base West (HMAS *Stirling*) and Fleet Base East (HMAS *Kuttabul*). Today *Kuttabul* serves as the administrative centre for Fleet Base East, a precinct that extends beyond the borders of *Kuttabul* and includes the Garden Island dockyard and adjacent wharf facilities at nearby Woolloomooloo.

This establishment is home port for:

ADV <i>Ocean Shield</i>	HMAS <i>Choules</i>	HMAS <i>Success</i> (II)
HMAS <i>Tobruk</i> (II)	HMAS <i>Sydney</i> (IV)	HMAS <i>Newcastle</i>
HMAS <i>Stuart</i> (III)	HMAS <i>Parramatta</i> (IV)	HMAS <i>Ballarat</i> (II)
HMAS <i>Melbourne</i> (III)	HMAS <i>Darwin</i>	









PART THREE :

# Today's Fleet

## Adelaide class guided missile frigates

The RAN currently operates four Adelaide class guided missile frigates. The first two vessels of the class, HMA Ships *Adelaide* and *Canberra*, were decommissioned in 2008 and 2005 respectively, at the end of their useful life.

Based on the US Oliver Hazard Perry class design, these vessels have proven well equipped for their role as long-range escorts, hosting impressive area air defence, anti-submarine warfare, surveillance, reconnaissance and interdiction capabilities.

The recent FFG upgrade program has extended the life and capability of the four remaining operational FFGs to meet current and future warfighting requirements. The program has incorporated a new combat and fire control system with an upgraded long-range air-search radar, improved air-defence missiles, and an upgraded sonar suite that includes both a new hull-mounted sonar and integration of towed sonar into a common data picture.

Name	Pennant	Commanding Officer
HMAS <i>Darwin</i>	FFG 04	Commander B.J. Schlegel, RAN
HMAS <i>Melbourne</i> (III)	FFG 05	Commander R. Fonhof, RAN
HMAS <i>Newcastle</i>	FFG 06	Commander P. O'Grady, CSM, RAN
HMAS <i>Sydney</i> (IV)	FFG 03	Commander K.A. Brinckmann, RAN











HMAS *Darwin* (FFG-04)

HMAS *Darwin*, named for the capital city of the Northern Territory, was laid down by Todd Pacific Shipyards at Seattle, Washington, on 3 July 1981, to the Oliver Hazard Perry class Flight III design. She was launched on 26 March 1982 and commissioned into the RAN on 21 July 1984.

During her 30-year career, HMAS *Darwin* has conducted many regional and international deployments including six operational deployments to the Middle East and Indian Ocean region in support of Operations Damask, Slipper and, more recently, Manitou. Other operational deployments include Stabilise and Warden to East Timor, Operation Trek to Solomon Islands and domestic constabulary operations Relex, Relex II and Resolute. She has also participated in Exercise Rimpac in Hawaii on six separate occasions.

Other notable achievements include the rescue of around-the-world yachtswoman Isabelle Autissier on 1 January 1995 from her stricken yacht in the Southern Ocean some 1700 kilometres south of Adelaide.

HMAS *Darwin* has won the coveted Duke of Gloucester Cup as the most efficient unit in the RAN Fleet on three separate occasions: 1991, 1994 (joint winner) and 1995.

*Darwin* holds three battle honours in recognition of her operational service: East Timor 1999, Persian Gulf 2003 and Iraq 2003.

*Darwin had a very challenging year last year, progressing through a long maintenance period followed by an intensive work-up. The result in bringing the crew together into a cohesive mission-ready fighting force is worth everyone's efforts.*

— Commander Terrance Morrison, RAN, Commanding Officer HMAS *Darwin*.

Commanding Officer	Commander B.J. Schlegel, RAN	Dimensions & Displacement	Guns		
Class	Adelaide Class	Displacement		1 x OTO Melara 3 in (76 mm)/62 US Mk 75	Sonars
Type	Guided Missile Frigate (FFG)	Length		1 x 20 mm Mk 15 Vulcan Phalanx anti-missile system	Thales Spheron (TMS 4131)
Role	Undersea Warfare	Beam		6 x 12.7 mm MGs.	Petrel (TMS 5424) mine
	Over the Horizon Targeting	Draught		2 x Rafael Mini-Typhoon 12.7 mm remote-controlled guns (for selected deployments).	avoidance
	Surveillance	Performance		6 x Mk 32 (2 triple) tubes	
	Boarding Support	Speed	Torpedoes		Combat Data Systems
	Search and Rescue (SAR)	Range	Physical		ADACS, OE-2 SATCOM; Link 11, Link 16.
	Utility Operations	Complement	Countermeasures		Weapon Control Systems
Pennant	FFG 04	Crew		4 x Loral Hycor SRBOC Mk 36 or TERMA SKWS	Sperry Mk 92 Mod 12 gun and missile control
Motto	Resurgent			2 x Rafael long-range chaff rocket launchers	Radamec 2500 optronic director with TV, laser and IR imager
Home Port	Fleet Base East	Propulsion		LESCUT torpedo countermeasures	Helicopters
Builder	Todd Pacific Shipyard	Machinery			2 x Sikorsky S-70B-2 Seahawks or 1 x Seahawk and 1 x Squirrel
Laid Down	3 July 1981	Armament	Electronic	Elbit EA-2118 jammer	Awards
Launched	26 March 1982	Missiles	Countermeasures	Rafael C-Pearl	Battle Honours
Commissioned	21 July 1984			Raytheon SPS-49A(V)1	EAST TIMOR 1999
				ISC Cardion SPS-55	PERSIAN GULF 2002-03
				Lockheed SPG-60	IRAQ 2003

*I was overwhelmed with pride and appreciation for my service and the ADF. The International Fleet Review was a visually stunning performance, and I will remember the occasion, as I am sure the people of Sydney will, for many years to come.*

— Able Seaman Peter Bellas



*The harbour and its icons take on a number of wondrous colours as the Pyrotechnics and Lightshow Spectacular wows the spectators lining Sydney Harbour's foreshore during the Royal Australian Navy's International Fleet Review 2013.*

PART FOUR:

# International Fleet Review





## Tall ship entry a reminder of the golden age of sail

On Thursday 3 October a huge crowd packed every available vantage point around Sydney Harbour to witness a once-in-a-lifetime spectacle. They had gathered to watch a fleet of 16 tall ships as they slowly and majestically processed through Sydney Heads and into Darling Harbour.

The procession of ships marked the official start of the Sydney Tall Ship Festival. Many of the ships had made lengthy voyages from distant ports, the highlight of their visit — and the reason for their voyage — the opportunity to participate in the International Fleet Review two days later.

The tall ships were both international and Australian, and included civilian and military vessels of varying ages and size.

*Her Majesty's Bark Endeavour sails into Sydney Harbour with 15 Australian and international tall ships to celebrate the Royal Australian Navy's International Fleet Review.*









#### PART 4: INTERNATIONAL FLEET REVIEW

*The IFR was an unbelievable experience. Seeing the Fleet Entry from the Heritage Centre on Garden Island was awesome. All the ships looked amazing and I felt very proud to be a part of the Navy.*

— Able Seaman Melina Pacitto





## International Ceremonial Fleet Entry and Review

The highlight of the International Fleet Review was the entry of the Fleet into Sydney Harbour in the path of the original Fleet 100 years before.

Proceedings on Saturday 5 October commenced as Her Excellency, the Governor-General of Australia, Quentin Bryce, AC, CVO, boarded the reviewing ship HMAS *Leeuwin* having received the royal salute from the Royal Guard. Her arrival on board was signalled to the enthusiastic crowd by a 100-gun salute from the Garden Island saluting gun battery.

Also on board for the occasion were His Royal Highness Prince Henry of Wales and the Prime Minister of Australia, the Honourable Tony Abbott.

HMAS *Leeuwin* was then escorted into position just off Sydney Harbour Bridge by ex-HMAS *Advance*, STS *Young Endeavour* and *Lady Hopetoun*, the only surviving vessel to witness the original Fleet review 100 years ago.

The Governor-General acted as the Official Reviewing Officer for the assembled Fleet.

The review commenced with a swift-moving line of minor war vessels sailing past HMAS *Leeuwin* at 11.00 am, followed by the symbolic recreation of the original fleet's entry, led by HMAS *Sydney*.

HMAS *Leeuwin* and her consorts then sailed around Sydney Harbour, moving close to the assembled ships and drawing cheers from their crews as they passed.

A moving line of ships led by HMAS *Stuart* then passed HMAS *Leeuwin* before the reviewing ship returned to Fleet Base East.

Chief of Navy, Vice Admiral Ray Griggs, AO, CSC, RAN, commended the review, asserting that 'Our ships, submarines and aircraft were spectacular and, combined with our international guests, made the review a wonderful sight.'



*HMAS Farncomb cheer ship as HMAS Leeuwin, reviewing ship for the Royal Australian Navy's International Fleet Review, sails past. USS Chosin is in the background*







PART FIVE:  
**Our People**





## Past and Present Admirals of the Royal Australian Navy

Admiral Christopher Alexander Barrie  
 Admiral Alan Lee Beaumont  
 Admiral Sir Ragnar Musgrave Colvin  
 Admiral Sir Ernest Frederick Augustus Gaunt  
 Admiral Sir Guy Reginald Archer Gaunt  
 Admiral Michael Wyndham Hudson  
 Admiral Sir George Francis Hyde  
 Admiral John Moresby  
 Admiral Sir Victor Alfred Trumper Smith  
 Admiral Sir Anthony Monckton Synnot  
 Vice Admiral Sir Henry Mackay Burrell  
 Vice Admiral Chalmers Donald Bruce  
 Vice Admiral Sir William Clarkson  
 Vice Admiral Sir John Augustine Collins  
 Vice Admiral Sir John Gregory Crace  
 Vice Admiral Russell Harry Crane  
 Vice Admiral Sir William Rooke Creswell  
 Vice Admiral Sir Roy Russell Dowling  
 Vice Admiral John Collings Taswell Glossop  
 Vice Admiral Raymond James Griggs  
 Vice Admiral Sir Wilfred Hastings Harrington  
 Vice Admiral Peter David Jones  
 Vice Admiral Ian Knox  
 Vice Admiral David Willoughby Leach  
 Vice Admiral Ian Donald MacDougall  
 Vice Admiral Sir Alan Wedel Ramsay McNicoll  
 Vice Admiral Sir Richard Innes Peek  
 Vice Admiral Christopher Angus Ritchie  
 Vice Admiral David John Shackleton  
 Vice Admiral Russell Edward Shalders  
 Vice Admiral Sir Hugh David Stevenson  
 Vice Admiral Rodney Graham Taylor  
 Vice Admiral Matthew John Tripovich  
 Vice Admiral Sir George Tryon  
 Vice Admiral Robert Andrew Kevin Walls  
 Vice Admiral James Willis  
 Rear Admiral Brian Lee Adams  
 Rear Admiral Timothy William Barrett  
 Rear Admiral Geoffrey James Alexander Bayliss  
 Rear Admiral Humphrey Otto Becher  
 Rear Admiral George Angus Bennett  
 Rear Admiral Nigel Richard Benbow Berlyn  
 Rear Admiral Marcus Frederick Bonser  
 Rear Admiral Leighton Seymour Bracegirdle  
 Rear Admiral Peter Douglas Briggs  
 Rear Admiral Herbert James Buchanan  
 Rear Admiral Ronald Rex Calder  
 Rear Admiral David John Campbell  
 Rear Admiral Mark Campbell

Rear Admiral William James Carr  
 Rear Admiral Anthony Michael Carwardine  
 Rear Admiral Bryan James Castles  
 Rear Admiral Henry Priaulx Cayley  
 Rear Admiral Charles Carr Clark  
 Rear Admiral Peter Alistair Craigie Clarke  
 Rear Admiral Nigel Stephen Coates  
 Rear Admiral Robert Michael Coplans  
 Rear Admiral John Arthur Basil Cotsell  
 Rear Admiral Gordon John Branstone Crabb  
 Rear Admiral Ian McLean Crawford  
 Rear Admiral William Crossley  
 Rear Admiral Simon Cullen  
 Rear Admiral Claude Lionel Cumberlege  
 Rear Admiral John Davidson  
 Rear Admiral Karel De Laat  
 Rear Admiral Kenneth Allan Doolan  
 Rear Admiral William Anthony George Dovers  
 Rear Admiral William John Dovers  
 Rear Admiral Alec Broughton Doyle  
 Rear Admiral Peter Hogarth Doyle  
 Rear Admiral Allan du Toit  
 Rear Admiral John Saumerez Dumaresq  
 Rear Admiral Harold Bruce Farncomb  
 Rear Admiral Charles Farquhar-Smith  
 Rear Admiral Henry James Feakes  
 Rear Admiral Murray Bruce Forrest  
 Rear Admiral Galfrey George Ormond Gatacre  
 Rear Admiral Raydon William Gates  
 Rear Admiral Frank Levenson George  
 Rear Admiral Stephen Richard Gilmore  
 Rear Admiral Geoffrey Vernon Gladstone  
 Rear Admiral Hon. Justice Harold Hyam Glass  
 Rear Admiral James Vincent Purcell Goldrick  
 Rear Admiral William David Hamilton Graham  
 Rear Admiral Guy Richmond Griffiths  
 Rear Admiral Nicholas David Hunter Hammond  
 Rear Admiral Ronald Maxwell Hancock  
 Rear Admiral David Hugh Harries  
 Rear Admiral Charles Simon Hastings Harrington  
 Rear Admiral David Guy Holthouse  
 Rear Admiral Anthony Rockley Horton  
 Rear Admiral Owen John Hughes  
 Rear Admiral Anthony Lancaster Hunt  
 Rear Admiral Peter Harrington James  
 Rear Admiral David Lance Johnston  
 Rear Admiral Trevor Norman Jones  
 Rear Admiral Philip Graham Newman Kennedy  
 Rear Admiral Phillip Parker King





PART 5: OUR PEOPLE









PART 5: OUR PEOPLE











# Acknowledgements

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The Royal Australian Navy showed that it is more than just a world class fighting force when it staged the International Fleet Review in celebration of the centenary of the arrival of their first fleet; it also showed it could compete with the very best when it came to pageantry, pomp and ceremony.

This book rekindles the highlights of this event, which will go down in history as one of the defining moments, not only of the Royal Australian Navy, but also of the Australian nation as a whole.

‘Since Captain Cook’s arrival, no more memorable event has happened than the advent of the Australian Fleet,’ Defence Minister, Senator Edward Millen, said in October 1913. ‘As the former marked the birth of Australia, so the latter announces its coming of age.’

This book provides more than just a snapshot of the Royal Australian Navy as it is today; it gives the reader a panoramic view of its rich and illustrious history stretching back to the First Taranaki War in 1860, the Boxer Uprising in China in 1900, the First and Second World Wars and those that followed right up to the present.



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