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LCDR GOLDSWORTHY ON AN AUSTRALIAN POSTAGE STAMP FEATURING WAR HEROES

LCDR LEON VERDI GOLDSWORTHY, GC, DSC, GM, MID, RANVR FROM A 1957 OIL PAINTING BY HAROLD ABBOTT - AWM

LCDR GOLDSWORTHY MEDALS: GEORGE CROSS, DISTINGUISHED SERVICE CROSS, GEORGE MEDAL & MENTIONED IN DISPATCHES

FRONT COVER: A FORLORN HDML 1321 DAMAGED DURING HER INITIAL RECOVERY FROM A WATERY GRAVE IS SHOWN HERE ON THE BEACH IN DARWIN ON AUSTRALIA DAY 2017. FLYING THE FLAG TO HER RESCUE ARE NT MLA TONY SIEVERS (LEFT) AND NT FEDERAL MP LUKE GOSLING. LUKE IS PATRON OF "SAVE MOTOR LAUNCH 1321 INC" - PHOTO BY PHOTOFILE

NAVAL HISTORICAL REVIEW

Patron:

Vice Admiral T.W. Barrett, AO, CSC, RAN

Chief of Navy

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The Bosun's Call:

We trust our readers have had a pleasant festive season and are looking forward to an interesting New Year as political events which impact us unfold in the 'Land of the Free and the Home of the Brave'.

We lead this edition with a well-considered tribute to fifty years of service under the Australian White Ensign. The history of our ensign goes back many centuries to times, perhaps now forgotten, by a younger generation.

Late last year we received news that MV *Rushcutter,* ex-HDML *1321,* had sunk at her moorings in Darwin Harbour. This caused us to undertake considerable research into the remarkable career of this fine vessel. Australian built HDMLs which traversed Pacific waters were only 80 feet (24 meters) in length as compared with present generation Cape-class patrol vessels at 190 feet (58 meters) long. HDML *1321* was possibly one of the smallest commissioned ships in the RAN but she undoubtedly has an extensive history which needs to be told if there is to be any chance of her possible recovery.

September last we stepped slightly outside our comfort zone with an article on climate change. Not surprisingly this emotive topic produced some intense comment which is included in a rebuttal featured in this edition. The Society does not wish to become overly involved in these debates, but we acknowledge the importance of the topic to the RAN, which is not immune from the ramifications of these issues.

We have two articles on the famous N-class destroyers HMA Ships *Nepal* and *Norman*, both concerning their times in or near the Arctic Circle. There is generally little known of these episodes as both incidents were classified at the time.

Following a visit by some members of our Society to the Navy's new Simulation Systems Training Centre at Randwick

Barracks we were delighted to receive a contemporary article looking at naval training going forward in supporting new and forthcoming construction.

We conclude with a medley of fine tunes covering a wide range from the Albert Medal, to the Goldsworthy myths and Weather Signals.

We should not forget our friends across the Ditch who celebrated the 75th anniversary of the Royal New Zealand Navy with an international fleet review from 16 - 22 November 2016. There were a number of warships representing at least fourteen nations from our region. The RAN was ably represented by the submarine HMAS *Dechaineux*. After an absence of thirty years it was pleasing to note the presence of a United States Navy warship, the destroyer USS *Sampson*. Given the strong historic and cultural ties, the unfortunate absence of a Royal Naval ship was noticeable.

We look forward to more of your letters and we need more regular information from the Land of the Long White Cloud – so any Kiwis please note.

Walter Burroughs, Editor and Bosun
Doris Shearman, Assistant Editor and Bosun's mate

Fifty Years under the Australian White Ensign

By Norm Rivett

WITH THE AUSTRALIAN White Ensign approaching its fiftieth anniversary on 1 March 2017 it is appropriate to reflect on the history of the revered ensign in its various forms with some relevant background.

When King James VI of Scotland became King James I of England in 1603 he desired that both countries be represented on a national flag which his subjects could fly in their ships. The result was the first Union flag which was introduced on 12 April 1606. It was intended to be flown at the main top in all British ships and, as a concession to the Scots, either the Scottish or the English flag, those of St Andrew or St George, was to be flown in the foretop.

In 1634 the use of the Union flag was restricted by King Charles I to ships in the Royal Service and has never again been permitted to be used by merchant ships in its plain form.

The method of dividing the English fleet into squadrons is said to have originated in the reign of Queen Elizabeth I (1558-1603). The earliest surviving instructions relating to coloured flags to denote the three squadrons into which the fleet was divided, namely Red, Blue and White in that order of seniority, is dated 1617.

During the Commonwealth era (1649-1660) the 'Council of State' (1649-1653) changed the order of seniority of the squadron colours in 1653 to Red, White and Blue for unknown reasons.

In 1660, following the restoration of King Charles II and the re-establishment of the Union flag, its use was restricted to the King's ships by the Lord High Admiral, the Duke of York, later King James II of England and VII of Scotland. However in 1674 English merchant vessels were allowed to fly a Red Ensign with the St. George's Cross in the canton.

In 1702, in order to avoid confusion with the plain white field of the French ensign of Louis XIV (1643-1715), the Red Cross of St George was placed upon the fly of the White Ensign of the White Squadron which had hitherto been plain white. The plain White Ensign was retained for use in home waters until 1720.

With the Act of Union between England and Scotland under Queen Anne in 1707, the 1606 Union flag became the National flag of Britain and is sometimes referred to as Queen Anne's flag. Squadron Ensigns wore the Union Flag in the canton. Merchant ships were then permitted to fly the Red Ensign with the Union flag in the canton instead of the cross of St. George.

Colonial ship Spitfire *berthed at Cooktown c1855 flying her state ensign*

HMAS Yarra *on commissioning 10 September 1910 flying the Australian National Flag. On her delivery voyage to Australia she flew the British White Ensign*

As a result of the union of Ireland with England and Scotland in 1801, the 1606 style Union flag was redesigned to its present form and from 1 January 1801 became the national flag. Prior to the battle of Trafalgar on 21 October 1805, Lord Nelson, as Vice Admiral of the White Squadron, ordered all ships under his command, irrespective of their squadron colour, to fly the White Ensign and to fly the Union flag from a foremast stay in order to avoid confusion in battle.

On 5 August 1864 the Squadron colour system was abolished as being of no further relevance in the era of steam warships. The Red Ensign was allocated for use by the merchant navy, as it had been for a long time; the Royal Navy adopted the White Ensign, whilst the Blue Ensign was assigned to ships in government service.

Evolution of the Australian White Ensign

Before federation the Australian colonial navies flew the British Blue Ensign, defaced with the symbol of their relevant colony. When operating outside their colonial waters, these ships were often temporarily commissioned into the Royal Navy, and consequently flew the British White Ensign. After Federation in 1901, ships of the newly formed Commonwealth Naval Force used the Australian National Flag in its original format with a six pointed Commonwealth Star, which in 1908 became a seven pointed star.

With the formation of the Royal Australian Navy in 1911, RAN warships used the British White Ensign, with the Australian National Flag flown at the jack to signify their nationality. This situation served well and was used throughout two World Wars and the Korean War. However Australia's participation in the Vietnam War created an unusual situation as this was the first time the Commonwealth had not fought alongside Britain. The British Government was embarrassed that its flag was being used in a conflict in which it was not involved.

During a Naval Estimates hearing on 28 October 1965, Samuel Benson, a Victorian politician, voiced concern on the use of the British White Ensign by Australian ships on wartime deployments, and Frederick Chaney, Minister for the Navy, announced that an Australian ensign was under consideration. The Australian Naval Board later recommended the current design, which is identical to the Australian National Flag but with the reversal of the blue background and the white

HMAS Boonaroo *flying the Australian White Ensign*

Commonwealth Star and Southern Cross. This design was originally submitted by Commander (later Rear Admiral) G J H Woolrych.

Following Royal Assent creation of the Australian White Ensign was announced by Prime Minister Harold Holt on 23 December 1966. It was intended that the change-over date for the new ensign would be Monday 1 May 1967, but this was brought forward to Wednesday 1 March 1967 to correspond with the commissioning of HMAS *Boonaroo*.

MV *Boonaroo* was an Australian National Line cargo ship supporting Australian forces in Vietnam. After completion of her initial voyage, members of the Seamen's Union of Australia refused to sail on subsequent voyages to Vietnam in protest against Australia's involvement in the conflict. Accordingly the ship was commissioned into the RAN as HMAS *Boonaroo* at 21.00 on 1 March 1967, becoming the first ship to be commissioned under the new ensign, and possibly the first to conduct this ceremony in darkness. All other RAN ships and establishments had previously raised the new ensign at morning colours on the same day. *Boonaroo*'s crew was replaced by RAN personnel, with the exception of two engineers who were commissioned into the RANR.

Summary

As this story tells us while we may only be celebrating 'Fifty Years under the Australian White Ensign' there is a relevant history extending back many centuries

HDML *1321* and what she represents

By Walter Burroughs

Java is heaven, Burma is hell but you never come back alive from New Guinea – Japanese wartime saying

AN EAGLE-EYED MEMBER of our Society drew attention to this short news story appearing in his local paper, the *Northern Territory News*, dated 3 November 2016.

News that the historic Rushcutter may be left to rot on the bottom of Darwin harbour is saddening to say the least. The boat, formerly known as HDML 1321, is an integral part of not just the Territory's past but the nation's. Its history is remarkable. Built with Huon pine before the Second World War [she was built in 1943 – Ed.], it played a crucial part in Australia's battles with the Japanese.

It provided vital support for missions around New Guinea, including a mission which involved launching four folding kayaks with eight Z Special commandos into the Bismarck Sea. Documentaries have been made about the audacious mission and the HDML 1321 played a key role. Ironically, it was also involved in a recent plot by alleged 'wannabe' Australian terrorists to use it to get to Syria.

HDML 1321 *building in Hobart 1943* *RAN*

For years it worked as a harbour defence vessel in Sydney and was renamed HMAS Rushcutter before being sold to private owners.

The boat's links with the extreme sacrifice made by our army and navy deem it worthy to be held in pristine condition in a museum or the Australian War Memorial — not at the bottom of the ocean. The only thing keeping this boat from re-emerging is money. The owners need $50,000 to raise it but seem unable to pay that amount. They are asking the Port's owners, Landbridge, to fork out for the salvage mission but the Australian War Memorial should also not stand idly by and let a piece of Australian history disappear.

In its time, the boat provided valuable reconnaissance information which helped save Australian lives. It is time to return the favour to this historic old boat and pull it from its watery grave.

Motor Launches and Harbour Defence Motor Launches

With the emergence of WWII the Royal Australian Navy was desperately short of patrol craft, resulting in the introduction of the British 'Fairmile B' Motor Launches (MLs). They were designed by car manufacturer and Royal Naval Volunteer Officer, Noel Macklin, who lived in Fairmile, near Cobham in Surrey.

Twenty launches were prefabricated in the United Kingdom for assembly at the Green Point shipyard on the Parramatta River. A further fifteen vessels were built by local boat-builders Lars Halvorsen at Ryde in Sydney and Norman Wright at Bulimba in Brisbane. These craft were augmented by a further twenty-eight similar but smaller vessels known as Harbour Defence Motor Launches (HDMLs). Most were supplied from American (16) and British (3) boat-builders and shipped as deck cargo, but nine boats were constructed in Australia by various local yards.

The first of the motor launches to arrive was HDML *1074* which had previously briefly seen service with the Royal Navy. She was shipped out in MV *Port Auckland* and commissioned into the RAN on 7 October 1942 under the command of Lieutenant Norman Grieve, RANVR. HDML *1074* and her two English sisters retained their RN pennant number while serving in the RAN. Grieve joined the RAN under the Dominion Yachtsman Scheme and after initial training in England was posted to the 6th Motor Launch Flotilla serving against the enemy in the North Sea where he received a commendation for bravery. Because of his wartime experience he was brought back home to take command of the first RAN ship of this type.

In his memoir *A Merciful Journey* young Sub Lieutenant Marsden Hordern, when at Brisbane in ML *814*, provides an account of what life must have been like in these small vessels, he wrote:

One day HDML 1074 arrived from Port Moresby under the command of Lieutenant Norman Grieve, RANVR; she had seen hard service in New Guinea, had crossed the Coral Sea in bad weather, and was salt-stained, leaking badly, and everything

below deck – dirty clothes, wet oilskins and bedding – smelt of sweat and mildew. Her crew – half-naked, with flowing unkempt hair and beards – looked like a bunch of pirates. To my impressionable eye they had an enviable buccaneering aura, and from that time I cherished a vision of achieving such a swashbuckling image.

Marsden Hordern, one of the few remaining stalwarts from this era who went on to have a successful career in command of ML *1347*, says he was in awe of the older and experienced Norman Grieve, whom he later came to know quite well. MLs were small and uncomfortable, where even hardened sailors could not always avoid sea sickness. In rough weather cooking was impossible and working in the engine room almost unbearable. Despite all these hardships they were well built, and when well led, their young crews were generally a happy bunch with pride in their small ships.

The first motor launch to be constructed in Australia was HDML *1321* (she also had the distinction of being the last in RAN service) which was built largely of Huon pine by Purdon & Featherstone in Hobart. She was laid down on 24 July 1942 and commissioned on 11 November 1943 under the command of the now experienced Lieutenant Norman Grieve, RANVR. His First Lieutenant in his new command was Sub Lieutenant Ambrose E (Ernie) Palmer, RANVR.

To New Guinea

After commissioning, HDML *1321* proceeded to Williamstown, Victoria, before continuing passage via Sydney, Brisbane and Townsville to Milne Bay, New Guinea, arriving there on 1 February 1944. Here she was placed under the operational control of the Supervising Intelligence Officer North Eastern Area with orders to conduct special wireless telegraphy intelligence work and support Allied Intelligence Bureau (AIB) personnel and Australian Coastwatchers operating behind enemy lines. The vessel had been especially modified for clandestine work and her appearance was visibly different to others of her class. The most striking feature was her bridge superstructure which was extended aft, making her look more like an island trader.

Shortly after arriving in New Guinea Lieutenant Grieve was posted ashore and Palmer assumed command of *1321*. Ernie Palmer, now promoted Lieutenant, would not disappoint. The son of an 'old soldier' turned planter in the Solomon Islands, he had a wealth of local knowledge and had established himself as a trader, recruiter and diver. On first enlisting for wartime service Palmer had joined the Army and had served as a commando in small ships before transferring to the RAN. Sub Lieutenant Russel Smith joined as the First Lieutenant and his reflections provide an insight into his commanding officer and the nature of work involved:

Our captain was one of our country's unsung heroes. He was totally fearless, leading his young charges with marvellous wisdom and skill. The vessel was unique in that it had been seconded to the AIB and we were allocated the duty of servicing the famous Coastwatchers, taking in their food and equipment, bringing out their sick and so on. To do this we operated the whole time amongst the occupied islands in enemy waters. The Japanese used powerful barges and they were a constant hazard as they were armed with a 20 mm twin-barrelled pom-pom on a two-man mounting and were very accurate and dangerous. To counter the enemy menace, and with the help of our American friends, we armed our vessel in an unorthodox way. We added two automatic 37 mm cannons plus four 0.5-inch heavy machine guns to back up our 40 mm Bofors, 20 mm Oerlikon and four rapid fire .303 machine guns.

Model maker and HDML aficionado Roger Pearson has been most helpful in providing background on these vessels.

The Guns of Muschu

Throughout 1944 *1321* operated from Milne Bay and landed at isolated settlements on the Huon Peninsula between Lae and Madang. In April 1945, Z-Special Unit used *1321* in a mission, codenamed Operation COPPER. At Aitape she embarked eight operatives and their four Folboats (folding kayaks), taking them into enemy territory for a night landing on the island of Muschu near enemy-occupied Wewak. Muschu and Kairiru are adjacent islands lying off Cape Wom to the north of Wewak. Kairiru, the larger island, extends about 13 kms from east to west and 5 kms from north to south; it is mountainous with fertile volcanic soil. Its smaller sister Muschu is relatively flat, and with many swamps is less fertile.

There were reports of two 140 mm (5.5 inch) naval guns on Muschu Island which had sufficient range to compromise planned Allied landings for the invasion of Wewak. The purpose of the mission was therefore to carry out reconnaissance of enemy strength on the islands, identify gun positions and, if possible, take a prisoner for further interrogation. Muschu and Kairiru were occupied by the Japanese in January 1942. St John's Mission on Kairiru was requisitioned as naval headquarters with a nearby seaplane base, submarine and barge depot; at its peak it was occupied by 3,000 mainly naval personnel. In March 1944 the headquarters was severely damaged by American bombing. Caves, and the many tunnels which were excavated, provided shelter from bombing attacks.

Japanese forces operating out of Wewak were able to maintain supplies by using barges. This traffic was harassed by USN PT Boats, which in turn were attacked by enemy

Map of Kairiru and Muschu Islands

gun positions on Kairiru where it was believed there were at least two 75 mm gun batteries. These had been subjected to American bombing and bombardment by RAN ships, seemingly without success.

The insertion took place on the night of 11 April but it did not go according to plan. Although the eight operatives were successfully disembarked from *1321*, their boats were swept south by strong currents. Three of the Folboats capsized after being caught in a shore break, losing a radio, two Sten-guns and a paddle. In spite of this setback, the group made it ashore, setting out immersed equipment – including their remaining radios – to dry, and then resting before continuing their mission. The following morning they encountered numerous unmanned defensive positions, including several heavy machine-guns which they dismantled and tossed into the sea. They then struck inland encountering a lone enemy soldier who was successfully captured, bound and gagged.

Although the Australian's fortunes appeared to have changed for the better, the return trek to their temporary base camp proved otherwise. A wrong turn was taken and a Japanese patrol sighted. Taking cover

Informal photograph of HDML 1321 *with L/SEA A Clayton, Stoker Jack Sevenoaks, SBLT Russell Smith, AB G Aitken and Sapper Mick Dennis* *Ron Reynolds*

in the jungle the patrol passed by but their captive was able to remove his gag, calling out to his countrymen. The Z Unit were then forced to shoot their prisoner and engage the advancing enemy before breaking contact and retreating into the jungle.

After regrouping and resting for a period they made their way back to their temporary base but observed the enemy waiting in ambush. A Japanese patrol had found the lost paddle washed ashore and were alerted to the landing of Australian commandos. After an intensive search the Folboats were discovered hidden in undergrowth, and then an ambush was set for the returning commandos.

At night the unit moved to a cliff overlooking the pre-determined rendezvous point for recovery by *1321*. Without radios and their torches unusable (they were not waterproof and had been soaked on landing), they were unable to signal *1321* which frustratingly could be clearly heard cruising close inshore. In later testimony Lieutenant Palmer says they returned to the rendezvous for the next five nights searching for the commandos but with no evidence of survivors *1321* was ordered to return to base.

The Log Rafts

At daybreak the survivors decided to construct a log raft with which they hoped would be sighted by the searching *1321* or reconnaissance aircraft. That night all eight men put to sea in their crude craft. Again they were caught in steep surf and the raft broke up, with all eight men being swept back ashore. All except one lost their weapons and packs. With the situation now becoming desperate a vote was taken on the best plan of escape. Four voted to try

again but this time using individual logs, while the other four decided to go to the western end of the island, the shortest distance from the mainland, and attempt to swim the strait.

More recent computer generated calculations of the tidal drift for the period in question indicates that those on rafts may have been swept towards nearby Kairiru Island. After enlisting the help of 'Missing in Action Australia' a private expedition was organised to Kairiru in July 2010 by the late LTCOL Jim Bourke, AM, MG. From this expedition the fate of the men was determined and the location of two bodies found. The Australian Government War Casualties Unit then exhumed the remains of two men, which with the aid of forensic evidence and documentation in Government archives, identified these as Corporal Spencer Walklate and Private Ronald Eagleton. The two were alive when washed ashore where they were captured and beheaded. Their remains were finally laid to rest with full military honours at the Port Moresby (Bomana) War Cemetery on 16 June 2014. Their old comrade Mick Dennis attended this service and almost a year later, on 9 November 2015 at age 96, this grand old veteran died peacefully in his sleep.

The other two on log rafts, Lieutenants Alan Gubbay and Thomas Barnes, were believed to have drowned and their bodies later washed ashore on Kairiru Island. These were found by natives and buried. The Bourke expedition, after questioning locals, determined that the bodies had been removed by an Australian Army unit in June 1946 and were buried in the Lae War Cemetery as 'Soldiers known only to God'. They were later identified by DNA analysis and their graves marked accordingly.

The Swimmers

On 14 April the remaining four men set out on foot, returning to their equipment cache where a radio was retrieved. They then headed for higher ground to set up the radio and hopefully make contact with the HDML. When approaching bomb craters where fresh water might be found, they ran into a Japanese patrol. In an exchange of fire two Japanese and three Australians (Sergeant Malcolm Weber and Signallers Michael Hagger and John Chandler) were killed. Sapper Edgar Thomas (Mick) Dennis then escaped into the jungle. Alone, he continued on to Cape Samein killing another enemy soldier and destroying a heavy machine-gun on the way. After dusk on 17 April Dennis, who was a champion swimmer and wrestler (his sister Clare Dennis was an Olympic gold medallist swimmer), put to sea on a self-made improvised surf board and drifted and swam for about ten hours to the mainland, some 5 km distant, landing in darkness at about 0400 the following morning. He was recovered by a patrol on the banks of the Hawain River on the afternoon of 20 April, nearly ten days after the initial insertion. In recognition of his actions, Dennis was later awarded the Military Medal for bravery in the field.

With news of Dennis's survival two other MLs, *804* and *427,* were immediately dispatched to search for any other survivors who may have escaped from Muschu, but this proved fruitless.

Sapper Mick Dennis wrote of his experiences in a diary which eventually passed to his nephew, Don Dennis, a retired Australian Army officer who had served in Vietnam. From this and interviews with his uncle, Don Dennis wrote of these events in *The Guns of Muschu,* published in 2006. Don Dennis has been most helpful in vetting much of the material used in this article.

The Naval Unit that Vanished in the Jungle

In January 1942 a young Japanese doctor who had just graduated was enlisted into the Imperial Japanese Navy as a Surgeon Sub-Lieutenant. His name was Tetsuo Watanabe

Rear Admiral Sato boards ML 805
AWM

and luckily for posterity he also maintained a diary, and even more remarkably, because of his wartime experiences, this document survived. Many years later in 1982 this small volume was published in Japanese and, in 1995, was translated into English as *The Naval Unit that Vanished in the Jungle*. From this we are to gain a first-hand account of the Muschu venture, seen through Japanese eyes.
Watanabe was the last naval doctor to be posted to New Guinea, arriving from Rabaul by submarine *I-181* in December 1943 at the Japanese base of Sio, strategically placed on the Huon Peninsula about half-way between Lae and Madang. He had been posted to the 82nd Naval Garrison which had landed in this area with 7,000 men in June 1942. His introduction was to a meeting of the headquarters group which was held in a cave. As the garrison was in danger of being cut off without the possibility of future supplies, he was told of the planned withdrawal from the area and, as they could not take sick or weak troops, his job was to select those fit enough for the trek northwards. On 23 December those of the 82nd Naval Garrison classified as fit were underway, traversing the inhospitable terrain of terrain of mountains, ravines, rain forests and swamps.

This was part of an overall push by the 18th Imperial Japanese Army to relocate to better positions further northward in New Guinea. Many died from starvation, disease and insanity, killing themselves or asking to be killed. They had to divide into small platoons to reduce the risk of further losses from constant air attacks. Exhausted, with depleted numbers, the survivors reached the relative safety of Madang on 18 February 1944, where they had their first decent meal in over two months. After recuperation the force was again on the move before Madang fell to the Allies in April and in early May they reached their next and final stronghold of Wewak[1].

We were surprised to see a nice road made by the Army's Road Construction Unit. But Wewak airfield on the left hand side was a frightful spectacle. It was totally destroyed by bombardment. Similarly countless remains of our ships were lying in the harbour. The night march of 30 kms was not so tiring, as it was cool and the road was good. We slept in native huts at Cape Wom.

When they had started off from Sio some four months earlier the Unit to which Tetsuo Watanabe was attached comprised 200 men. When they reached the end of their march at Cape Wom this was down to just three survivors – Lieutenant Kakiuchi, Petty Officer Wada and Dr Watanabe. The remainder, with thousands of others, had just vanished into the jungle. From Cape Wom they were transferred to a naval base on Kairiru Island lying a few miles offshore.

By this time Watanabe had developed severe malaria, jaundice and hepatitis and must have had some retinal detachment or haemorrhage in the right eye, as he lost sight in that eye. Watanabe was as well cared for

by fellow surgeons as the circumstances permitted and gradually began to show signs of recovery. The Chief Surgeon at Kairiru requested Dr Watanabe's return to Japan on the last submarine to call at the island on 27 May 1944, but this request was refused. Eventually, and now with one eye, Watanabe returned to his duties and again began treating patients.

In September 1944 the unit was moved and consolidated on the nearby Muschu Island. From here they could see American and Australian troops relaxing on the beach across the water on the mainland near Cape Wom. Although the Japanese on the islands were constantly bombed, their camouflaged and fortified camps were not located and no men were lost in these raids. With ever decreasing food supplies their greatest fear was dying of starvation.

There was only one case of direct contact between the opposing forces when eight Australians from Z Force landed on Muschu Island on 11 April 1945. In that operation (according to Japanese records) three Australians and three Japanese were killed and four other Australians drowned. Dr Watanabe treated the wounds of two injured Japanese soldiers who were shot during this incident, one of whom died and the other survived.

After news on 15 August 1945 that the Japanese Emperor had ordered the surrender of his forces and that the war was over, intelligence was received suggesting the garrison on Kairiru and Muschu Islands might be induced to surrender. Accordingly two RAN ships, MLs *805* and *809* circled these islands flying white flags from their mastheads and using a captured Japanese prisoner to broadcast surrender messages. This continued without results, and then suddenly on 17 August 1945, a small group of Japanese ventured onto a beach carrying a white flag. ML *805* lowered a boat with an Australian Army Intelligence Officer and an interpreter and a meeting was held on the beach. This was the first formal contact made during the war between Allied and Japanese forces in the South-West Pacific. As a result the Japanese garrison, comprising the 27th Naval Base Force, which was in radio contact with the overall commander of their forces on mainland New Guinea, Lieutenant General Adachi, was given permission to conclude a surrender agreement. On 10 September 1945 ML *805,* with Major General Horace Robertson, Commander of the Australian 6th Division, embarked, proceeded to Kairiru Island where Rear Admiral Sato Shiro boarded and formally surrendered the approximately 800 mainly naval forces under his command on Muschu and Kairiru Islands.

Lieutenant General Hatazo Adachi later surrendered himself to the Australian command. He was flown to Wewak on 13 September 1945 where a formal surrender ceremony was conducted at Cape Wom after which he handed his sword to Major General Robertson. The surrender document was signed using the wardroom table taken from ML *805* which had been used for a similar purpose three days earlier. This historic table is now in the Australian War Memorial. Some fighting continued, as it took another two weeks for news to finally filter through to Japanese forces hiding in jungle retreats. MLs *805* and *809* were despatched to the Sepik River to advise natives and Japanese of the surrender. They proceeded on a remarkable feat of navigation, steaming 212 miles upstream encountering many Japanese living on friendly terms with villagers; many of the soldiers were sick and no resistance was offered.

After the surrender Muschu Island was used to detain Japanese POWs from the entire Wewak area. Many were sick and weak from disease. Of the estimated 11,000 to 12,000 prisoners held on the island less

HMAS Rushcutter (HDML 1321) in Clarence River near Grafton, 1965 RAN

than 10,000 survived to return to Japan, but all survivors were repatriated by March 1946. In the Australian official war history it is estimated that more than 1,000 Japanese prisoners died during the march to, or on, Muschu Island because of malnutrition. This was not helped by a lack of food and medical supplies then available to both Australians and Japanese.

Marsden Hordern, then in command of ML *1347,* visited Muschu Island a number of times when it was used as a prison camp as his ship was involved in ferrying POWs from the Sepik region to Muschu. He notes the Japanese had built a temporary hospital, a long thatched palm structure, with open sides built of local wood. Conditions in the hospital were horrific with many dead and dying, and burial parties constantly at work.

On 26 November 1945 the cruiser HMAS *Shropshire* was embarking Australian troops from Wewak for their return home. By coincidence on the same day, ML *1347* had the unusual task of leading the former Japanese cruiser *Kashima* to an anchorage off Muschu where she embarked 1,100 prisoners for return home. She made another voyage to Muschu on 8 January 1946, embarking an unspecified number of prisoners for a similar return to Japan.

Kashima, which had been a flagship involved in the capture of New Guinea, was one of the few major Japanese naval ships afloat at the end of the war; with her armament removed she was converted into a transport and over the course of a year repatriated about 6,000 Japanese troops from around the Pacific to their homeland.

In 1969 a Japanese mission visited Kairiru Island and with the assistance of local people located and exhumed a large number of the remains of Japanese servicemen who had died here during and post WWII. The remains were cremated in accordance with Shinto faith ritual and the ashes returned to Japan. A small memorial was also built on the island.

A Canadian, Robert (Bob) Henderson, who lived in the Wewak area for three years, wrote of his interest in an article titled *Beautiful Muschu Island – Japanese Hell.* From stories told by locals he says Japanese POWs were left on the island with virtually no provisions; many perished before the survivors were repatriated some months later. He also notes that a landslide in 1976 revealed a cave where the remains of more Japanese were discovered. These remains were later cremated by Japanese authorities and the ashes returned to their homeland.

What next for HDML *1321*

HDML *1321* continued to serve in New Guinea throughout the remainder of 1945, punctuated by brief visits to Townsville and Brisbane. She was next lent to the Northern Territory Administration until 1951. Upon return to Sydney she was attached to the

naval base HMAS *Rushcutter*, reclassified as a Seaward Defence Motor Launch (SDML *1321*), used for RANR and Naval Cadet training. In common with other attached vessel in 1953 she assumed the name of her parent establishment, confusingly also becoming HMAS *Rushcutter*. She decommissioned in 1970 and in August 1971 was sold for $14,200 to private owners who converted her into a cruise launch named MV *Rushcutter*.

In 2006 *Rushcutter* was purchased by the eccentric mother and daughter team of devoted maritime enthusiasts, Wendy and Tracey Geddes. They took her to Nhulunbuy, NT where she was painstakingly refurbished over three years at a cost of about $150,000 as a cruise and dive craft. In her new role she was based at Darwin.

A survey of the 73 year old vessel was carried out in early 2016 revealing the hull to be in excellent condition and the original two American-made six cylinder Buda-Lanova (later generations know these as Allis-Chalmers) diesel engines still functioning, although one was slightly down on power due to wear of the original cylinder liners.

Thinking of retirement, in 2016 the Geddes put their baby up for sale. In April a small group of prospective buyers travelled to Darwin to inspect the boat. Apparently these were ISIS sympathisers who were trying to find a suitable vessel to travel to the Middle East. As the Federal Police got wind of this the sale fell through.

Finally came the tragic accidental sinking of *Rushcutter* at her moorings in Darwin's small boat anchorage on 19 October 2016. She was subsequently raised a month later on 20 November. Now needing much more love and attention which her owners cannot afford, her fate is uncertain. Would not this historic vessel, the last of her type in Australia, make an important contribution to a maritime museum?

In a Parliamentary speech on 22 November 2016, Luke Gosling, the Federal Member for Solomon (Darwin metropolitan area) addressed the need for the restoration of this important historic vessel. He thanked the Darwin Port Authority and Bhagwan Marine for helping refloat *Rushcutter* and for the assistance of the Paspaley Pearl Group in providing hard-standing for potential restoration. He also thanked local volunteers including Ambrose Palmer, son of her former captain.

Our latest information (February 2017) is that the Geddes family have generously sold HDML *1321* to a Darwin based committee 'Save Motor Launch 1321 Inc.' for the princely sum of $2. It should have been $1 but no one could produce a coin of this denomination at the time of the transaction. The committee, chaired by Vikki McLeod, who is an Army reservist engineer and on the board of the Darwin Military Museum (DMM), aims to carry out the difficult task of recovering and restoring the ship to her wartime condition and then putting her on display at the DMM.

Notes:

1. There are difficulties in estimating the total number of Japanese forces fighting on the mainland of New Guinea over the period of the conflict. After the war Major General Kane Yoshiwara, General Adachi's chief-of-staff, gave the maximum strength of the 18th IJA as 105,000, which had shrunk to 54,000 by March 1944. Many more perished during the final retreat towards Wewak, leaving about 13,000 at the time when General Adachi surrendered his forces. General Adachi, an honourable man who accepted responsibility, before taking his own life, wrote: 'During the past three years operations more than 100,000 youthful and promising officers and men were lost and most died of malnutrition'.

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The Albert Medal

By John Ellis

QUEEN VICTORIA INSTITUTED the Albert Medal in 1866 to recognise those civilians who had attempted to prevent the loss of life at sea. A year later the warrant was amended to create two levels of the award, with the very Victorian wording:

Whereas We, taking into Our Royal consideration that great loss of life is sustained by reason of shipwrecks and other perils of the sea; and taking also into consideration the many daring and heroic actions performed by mariners and others to prevent such loss and to save the lives of those who are in danger of perishing by reason of wrecks and perils of the sea; and taking also into consideration the expediency of distinguishing such efforts by some mark of Our Royal favour ….

Several clauses followed describing the two medals and ribbons. The Albert Medal of the First Class was of oval form, made of gold and bronze, and suspended by a dark blue and white striped ribbon 35 mm wide. The V and A monogram, interlaced with an anchor, is on a dark blue enamelled background surrounded with a garter inscribed 'For Gallantry in Saving Life at Sea'. The Albert Medal of the Second Class was in bronze with a ribbon 16 mm wide. Ten years later the warrant was amended to create the Albert Medal in two classes for saving life on land. The ribbons were crimson and white, the monogram was without the anchor on a crimson

background and the wording was for 'saving life on land'. Those serving in the Royal Navy and Royal Marines became eligible for the award in 1891, and in 1904, ribbons for all medals became 35 mm wide. In 1917 the medals were restyled the Albert Medal in Gold and the Albert Medal. The standard of gallantry qualifying for an award has alwaysbeen very high, and it seems that the criterion adopted has been that the recipient's risk of death had to be greater than his chances of survival and, in the case of the gold medal, the risk had to be altogether exceptional.

The institution of the George Cross and the George Medal in 1940 added two further awards to those already available, making it difficult to decide which was the most appropriate. In 1949 the King gave approval that awards of the gold medal should cease in favour of the George Cross and that in future the medal in bronze should only be awarded posthumously. In 1971 the award of the medal ceased and all living recipients were permitted to exchange their medals for the George Cross. The Albert Medal was a very rare award. In 105 years only 69 medals in gold and 491 medals in bronze were awarded. Of these, three medals in gold and five in bronze went to Australians.

Two posthumous awards were made following the *Voyager* tragedy in 1964. One was awarded to Electrical Mechanic W.J. Condon and the other to Midshipman K.F. Marien. William Condon's citation was:

In recognition of his outstanding gallantry and devotion to duty in saving life at sea when HMAS Voyager *was sunk after collision, in remaining at his post to the end in the sinking ship, holding an emergency lantern to show others the path to the escape scuttle and losing his life thereby.*

Kerry Marien's citation was: *In recognition of his gallantry in attempting to save life at sea when HMAS* Voyager *was sunk after collision. In leaving the safety of a life raft to attempt a rescue, he thereby lost his life.*

In 2006 LCDR Peter Churchill, RN, retired to Blackheath where he found an aluminium plate amongst his memorabilia of his life of 85 years. He forwarded the plate to the Naval Officers' Club with a note:

I came across this in my souvenirs – long ago it was given to me by a chap who now suffers from Alzheimers. So we may not get very much help from him. It would be nice if you could trace the Mid's parents – if they are still about. It is a long time ago now. I always remember the date, 10 Feb – it was my mother's birthday.

Brian Seton, whom he had come to know well through the Probus Club of Double Bay, had given Peter the plate. Brian had been a senior partner with a leading firm of Sydney solicitors. The plate had the following inscription:

ALBERT MEDAL

This Medal was presented to the Royal Australian
Naval College in 1965 by the parents of the late Midshipman
K F MARIEN, RAN, who, in receiving this medal posthumously
in 1964, became the first Midshipman of the Royal Australian
Navy ever to receive an award in peace time.
The citation inscribed on the reverse of this Albert Medal reads:

Awarded by the Queen (Posthumously) to the late
Midshipman Kerry Francis Marien, Royal Australian
Navy, in recognition of his gallantry in attempting to
save life when H.M.A.S. VOYAGER *was sunk on 10th*
February, 1964.

Albert Medal awarded to MIDN Kerry Marien, RAN HMAS Creswell

I was able to make contact with Mrs Yvonne Marien, now widowed and living in retirement in Kiama. When I visited her in April 2006, her son, Michael, was visiting from Wagga Wagga and they were intrigued with the plate that seemed as though it had been made to accompany the medal. Years ago Mrs Marien worked with a Sydney legal firm and recalled the name of Mr Seton, although she could not see how he might have come by the plate.

On a visit to HMAS *Creswell* in June 2006 I met SBLT Jim McDonald, the curator of the historical collection and he allowed me to photograph Midshipman Marien's Albert Medal. It is in a glass topped wooden display case above a polished aluminium plate engraved with the very same wording as that forwarded by Peter Churchill. The case is prominently displayed with brass plates commemorating the loss of the lives of Midshipmen Cunningham and Larkins. Both were in the first entry into RAN College in 1913. Ernest Cunningham was drowned in 1918 when the submarine in which he was serving was rammed, and Frank Larkins was lost overboard from HMS *J2* in 1919. Commemorative medals struck by the Australia and New Zealand Medal Society recording the *Voyager* tragedy complete the display.

It would seem that two plates were made to explain the Albert Medal. At this distance it is unlikely that the story of the second plate will surface. Yvonne Marien has it displayed on a small stand on an occasional table.

The Queen made another ten awards for gallantry to members of *Voyager*'s company:

- The George Cross to CPO J. Rogers. 'Buck' Rogers, the Coxswain, was awarded the DSM in 1944 for courage and skill in MTB 698 in several actions in the Dover Straits. His GC was awarded posthumously and his group of medals is on display in the Hall of Valour in the Australian War Memorial.
- The George Medal to PO D. Moore. 'Pony' Moore was awarded the BEM for a deep dive in Lake Eucumbene in 1961.
- The British Empire Medal to PO G.P. Worth, LS R.E. Rich, LSBA J.R. Wilson, LEM B.V. Longbotham and AB E.N. Robson
- The Queen's Commendation for Brave Conduct to POM(E) E.J. McDermott, LM(E) H.F. Gilvarry and EA2 A. Page. Harry Gilvarry and I served in HMAS *Perth* during her first two deployments to Vietnam.

Climate Change and 'future wars between nation states' A Rebuttal

By David F. Flakelar

David Flakelar is a retired naval reservist who served as a Weapons Electrical Officer and later in naval intelligence. In industry he worked an electrical engineer, and more latterly as an industrial engineer.
(Note: Quotes from the original article in bold italics.)

THE NAVAL HISTORICAL SOCIETY is to be congratulated for publishing John W. Wells's piece *Climate Change and 'future wars between nation states'* (September 2016 edition). Science is showing that climate change is having profound consequences for our planet and any argument to the contrary needs to be carefully and clinically examined. This can only be done by referring to the peer reviewed science. By so doing the reader can be assured the material is based on evidence rather than personal opinion.

Wells's dangerous article is typical of those published by the climate change denial community. His views are unattributed, are not based on current peer-reviewed science, abound in misrepresentation and unwarranted doubt and magnify minority views.[1]

Who Should You Believe?

There is ample, well documented evidence to show our environment is changing. Atmospheric and surface level temperatures are rising as is sea level. Oceans are becoming more acidic as excessive CO_2 at surface sea level is absorbed. There is observable glacial retreat and sheet ice at the poles and on Greenland is disappearing. These are matters of fact – not matters of opinion. And these changes can only be explained by science. The reason for these changes, their impact and how we should mitigate them is studied by climate scientists. Climate science is a comparatively new field of study so that those conducting the research are also relatively young, usually with a PhD in a climate science related field. They are actively engaged in teaching, supervising and conducting research. They conduct their work at universities, and agencies such as CSIRO, Bureau of Meteorology in Australia, NASA and National Oceanographic and Atmosphere Administration (NOAA) in USA and the Met Office in the UK. Some will also contribute to authoritative scientific sites (blogs). Probably the best and most reliable of these are Realclimate[2] and Skeptical Science.[3]

As in any academic discipline, research has no standing in the scientific community until it has been the subject of rigorous review by subject experts to determine its suitability for publication and acceptance. Scientists are inherently sceptical of each others' work. So, if it survives this scrutiny, it is published in a prestigious scientific journal. The value of a scientist's contribution to the body of scientific knowledge can be gauged by the number of times their work is cited by their peers and other academics. They are the climate scientists that make up the 97% of the climate change consensus.[4,5,6,7] On a voluntary basis, thousands of them from all over the world contribute to the work of IPCC as authors, contributors and reviewers of IPCC reports. They are the 'credible' (Wells's word) climate scientists.[8]

The names of a few 'credible' climate scientists are provided by the author and these include Professor Bob Carter (dec.), Dr Ian Plimer, William Kininmonth and Patrick Moore.

A number of rebuttals of the work of these 'credible' scientists can be found at these references.[9,10,11,12,13,14]

Of Dr Plimer's book, Professor David Karoly, Professor of Earth Sciences at Melbourne University has said[15,16]
Given the errors, the non-science, and the nonsense in this book, it should be classified as science fiction in any library that wastes its funds in buying it.

Patrick Moore is also cited as a 'credible' scientist because he co-founded Greenpeace but, according to Greenpeace, Patrick Moore did not form that organisation. He was President of Greenpeace Foundation in Canada but left in 1986 after differences in policy could not be resolved. On their website, Greenpeace[17] has said:

Patrick Moore often misrepresents himself in the media as an environmental 'expert' or even an 'environmentalist' while offering anti-environmental opinions on a wide range of issues and taking a distinctly anti-environmental stance. He also exploits long-gone ties with Greenpeace to sell himself as a speaker and pro-corporate spokesperson, usually taking positions that Greenpeace opposes.

Key IPCC Findings

The peak UN body that provides the forum for the synthesis and publication of climate scientist's findings is the International Panel on Climate Change (IPCC). The IPCCs Fifth Assessment Report, Summary for Policy Makers contained the following four key findings[18] (as reported by NASA):

1. There is 95 percent certainty that human activities are responsible for global warming
2. Carbon dioxide is at an 'unprecedented' level not seen for the last 800,000 years
3. Sea level is set to continue to rise at a faster rate than over the past 40 years
4. Over the past two decades, the Greenland and Antarctic ice sheets have been melting and glaciers have retreated in most parts of the world.

The IPCC report was the work of 209 lead authors and 50 review editors from 39 countries, and over 600 contributing authors from 32 countries.

For anyone attempting to decide who to believe, probably the most convincing evidence is to be found on this NASA site under the heading 'What is Climate Change?' Scroll down to Evidence, Causes, Effects and Solutions. If you read nothing else, read this! http://climate.nasa.gov/

In the detailed examination of Wells's paper that follows, the author's headings, words, phrases and sentences are shown in bold type and double quote marks. Space has not permitted all of Wells's contentious assertions to be commented on.

What's It All About

Predictions of Armageddon: Given that Armageddon refers to the end times these predictions are not found in the scientific literature. However scientists agree that if greenhouse gases continue to be emitted and global temperature rise, the world will be a very unpleasant place to live. The full impact of global warming on planet earth will be dependent on the extent and timing of emissions reduction.

Future wars between Nation States: A report released by the US Department of Defense[19] concludes climate change is a security risk because of its impact on water resources, sea level rise and food security, living conditions etc. on vulnerable nations. It says: *The Defense Department already is observing the impacts of climate change in shocks and stressors to vulnerable nations and communities, including in the United States, the Arctic, the Middle East, Africa, Asia and South America.*

A report from the Australian Climate Council titled Be Prepared: Climate Change, Security and Australia's Defence Force[20] concludes: *Climate change poses significant risks for human and societal well-being. It acts as a threat multiplier with potentially devastating security implications by heightening social and political*

tensions and increasing the risk of conflict and violence.

However the report conclusion continues: *In Australia, comparatively little action is being taken to ensure that the Australian Defence Force is prepared for climate change and its security implications.*

One of the authors of the report was Admiral Chris Barrie (Ret.), a former Chief of the Australian Defence Force.

These views have been echoed by both the UK and US Governments in separate reports.

The Observer[21] cites a classified Pentagon document when it predicts: … *abrupt climate change could bring the planet to the edge of anarchy as countries develop a nuclear threat to defend and secure dwindling food, water and energy supplies. The threat to global stability vastly eclipses that of terrorism, say the few experts privy to its contents.*

Pacific islands being swamped by rising sea levels. *From* Environmental Research Letters[22] *··· Using time series aerial and satellite imagery from 1947 to 2014 of 33 islands, along with historical insight from local knowledge, we have identified five vegetated reef islands that have vanished over this time period and a further six islands experiencing severe shoreline recession.*

… the emotive narrative and alarmist language used by those pushing their respective agendas … There is certainly plenty of this language to be found in denier blogs but there is no place for it in scientific discourse. The journal editing process should ensure the language is unambiguous, unemotional and detached. Science need not be 'pushed'. It speaks for itself.

Young men and women .... in the Defence Forces .... appear to have been placed on notice … Our young men and women in the ADF will continue to serve their country in the national interest, as they always have.

The author attempts to counter the validity of climate change science by stating: ***Because there has always been climate change on planet earth …*** This is certainly true. Climate scientists readily acknowledge that in the past the climate has changed but there has been an identifiable cause. Currently it is the rate of temperature rise that is most disturbing. A good explanation may be found at Skeptical Science.[23]

Resist the urge to follow the herd by accusing CO_2 or more particularly, man-made CO_2 as being the culprit The current level of CO_2 in the atmosphere is around 404 ppm (CO_2 parts per million by volume). This represents about a 40% increase since before pre-industrial times when it was about 280 ppm. When other greenhouse gases are included it is now about 470 ppm carbon dioxide equivalent (CO_2e). According to Tripati and Roberts[24], the last time CO_2 levels were as high as they are today, humans did not exist. According to Skeptical Science[25,26] *There are many lines of evidence which clearly show that the atmospheric CO_2 increase is caused by humans. The clearest of these is simple accounting - humans are emitting CO_2 at a rate twice as fast as the atmospheric increase (natural sinks are absorbing the other half). There is no question whatsoever that the CO_2 increase is human-caused. This is settled science.*

… CO_2 has been linked unfairly to global warming by those supporting and deriving benefit from the climate change industry … As an 'industry', climate change has spawned the growth of the renewables industry and that is no bad thing. Equally much of the opposition to the science of global warming is coming from the fossil fuel industry[27] - for they have most to lose.

Informed Judgement. The author asserts that pivotal to 'informed judgement' (presumably on matters such as climate change?) is academic freedom and the need for that material to be the subject of the peer-review process. No-one could challenge that assertion: it's Science 101. But by claiming the need for 'informed judgement' is to suggest that climate change is a matter of judgement or opinion. In

matters of science, personal opinion is irrelevant.

University of East Anglia/Climate Research Unit (CRU) or 'Climategate'. Presumably to highlight where these fundamentals of peer review and academic freedom have been violated the author cites the so called 'Climategate' controversy in which in 2009, the server of the CRU was illegally hacked and a large number of emails stolen and published. A few suggestive quotes from these emails were seized upon by many claiming 'conspiracy, collusion in manipulating data, destruction of embarrassing information and organised resistance to disclosure'. It was claimed that global warming was a conspiracy and the name 'Climategate' took hold.

Subsequently, four independent enquiries were instigated to investigate the conduct of the scientists involved, particularly the head of the CRU, Professor Phil Jones. The studies were conducted by Pennsylvania State University, University of East Anglia's Scientific Assessment Panel, a House of Commons Science and Technology Committee, and the Royal Society. In summarising the findings of the four committees Skeptical Science[28] said: *Though some of the CRU emails can sound damning when quoted out of context, several inquiries have cleared the scientists. The Independent Climate Change Email Review put the emails into context by investigating the main allegations. It found the scientist's rigour and honesty are not in doubt, and their behaviour did not prejudice the IPCC's conclusions, though they did fail to display the proper degree of openness. The CRU emails do not negate the mountain of evidence for Anthropogenic Global Warming (AGW). All four enquiries exonerated the scientists involved.*[29]

According to Wells: … ***the saga provided fascinating insight to the strategy employed by some to link CO_2 to climate change, but more particularly global warming: It was reported that Climategate emails revealed 'an orchestrated vilification of 'sceptic' scientists; deliberate attempts to exclude the publishing of their work including organising the dismissal of editors who allowed such publications; and insights on how data had been manipulated to prove a warming effect to coincide with industrialisation, while preventing raw data being made available for peer review.***

This is an unattributed part quote by Wells from *Climate Science: The Facts* (p. 10), a book published in Australia by the Institute of Public Affairs (IPA), edited by Alan Moran. The IPA is a right wing think tank which overtly denies the science of climate change. The IPA say contributors to the book include Andrew Bolt, Ian Plimer, Nigel Lawson (Nigella's dad), William Kininmonth, Christopher Monckton and Joanne Nova and many others, all well-known climate change deniers.

… whilst preventing raw data being made available for peer review … According to the University of East Anglia,[30] over 95% of the CRU climate data set had been available to the public for several years before July 2009.

Credible scientists have recorded that the late 20th century warming has not been a period of steady warming … A graph of this NASA global temperature data set can be seen at http://www.giss.nasa.gov/research/news/20100121/. (Looks pretty steady to me!)

If you pick the start and end dates, as the deniers are inclined to do, it is very easy to show that, on several occasions, global warming has stalled or fallen. The overall trend shows the full picture. See also Skeptical Science.[31]

Given this disparity between actual climate and predictions made by inaccurate modelling … This inaccuracy of climate modelling is rejected by the climate scientists at Real Climate[32] and elsewhere.

According to NOAA[33] … *there is considerable confidence that climate models provide credible quantitative estimates of future climate change, particularly at continental scales and above. This confidence comes from the foundation of the models in accepted physical principles and from their ability to reproduce observed features of current climate and past climate changes. Confidence in model estimates is higher for some climate variables (e.g., temperature) than for others (e.g., precipitation). Over several decades of development, models have consistently provided a robust and unambiguous picture of significant climate warming in response to increasing greenhouse gases.*

… because nations are now accepting 'consensus climate science' Of course nations are accepting the consensus in science. At the Paris climate change summit (COP21) in late 2015, all nations, rich and poor, pledged to act on climate change, with the stated aim of restricting global warming to 'well below 2°C above pre-industrial levels' and to strive to limit it to 1.5°C. The commitment was reached by the 195 countries that attended and this reflects the consensus of climate scientists.[34,35,36,37]

CO_2 is not a pollutant. It remains a clean, colourless and odourless gas which is vital for the health of our planet and indeed necessary for our very existence on earth. The US EPA doesn't say carbon dioxide is by itself a pollutant -- it is, after all, a gas that humans exhale and plants inhale. Rather, it is the increasing concentrations of the gas that concern the agency.

… why was there climate change prior to the industrialisation of the earth? There was. Scientists have identified when the changes took place and why.[38] They were due to changes in the earth's axis (perturbations), sun activity or CO_2 emissions – particularly from volcanoes.

Therefore I say to our readers, do not be afraid to have an alternative view, even if it means a difficult path to follow. But realise you are rejecting an accepted body of science. You are swimming against the tide!

Our foreign aid programs should continue to include assistance for our Pacific neighbours to mitigate the effects of climate change in terms of warnings, construction standards and rising sea levels. Also I believe the stresses from climate change can be managed and mitigation strategies affected. [My underlining]. Oops. It seems the author has acknowledged the reality of climate change and at least one of its impacts?

Future wars between Nation States. This phrase has been used three times in the paper. It is shown in italics but is not attributed. As a result of the impacts of climate change, it is very likely there will be tension and possibly conflict between nations. Impacts such as extreme weather events (hurricanes, droughts, floods, bushfires etc.), rising sea levels, desertification, food and water shortages and species depletion (fish stocks). A range of serious impacts has been identified by NASA[39] and IPCC.[40]

There is sound empirical evidence that planet earth is warming and this is as a result of CO_2 released, principally from the burning fossil fuels and land clearance. The atmospheric, land and sea temperature increase, though seemingly small, is sufficient to have serious knock-on effects causing melting ice sheets at the poles and Greenland, sea level rise (from thermal expansion and ice water melt), glacial retreat, ocean acidification, and the increasing magnitude and frequency of extreme weather events.[41]

Hopefully my rebuttal of John W. Wells's paper has encouraged readers to re-examine their views on this matter - a matter that threatens the future health and wellbeing of many millions of people throughout the world.

Arguably the most august scientific body in the world is the Royal Society. One of its

most prestigious past presidents, Lord Rees, when commenting on climate change, said: *Those who promote fringe scientific views but ignore the weight of evidence are playing a dangerous game. They run the risk of diverting attention from what we can do to ensure the world's population has the best possible future.*

The eminent primatologist Dr Jane Goodall recently said on ABCs Catalyst:[42] *We haven't inherited this planet from our parents, we borrowed it from our children. We've been stealing from our children. We're still stealing their future. Denying climate change is stealing the future from our children just to make money now.*

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HMAS *Norman* - far from Home

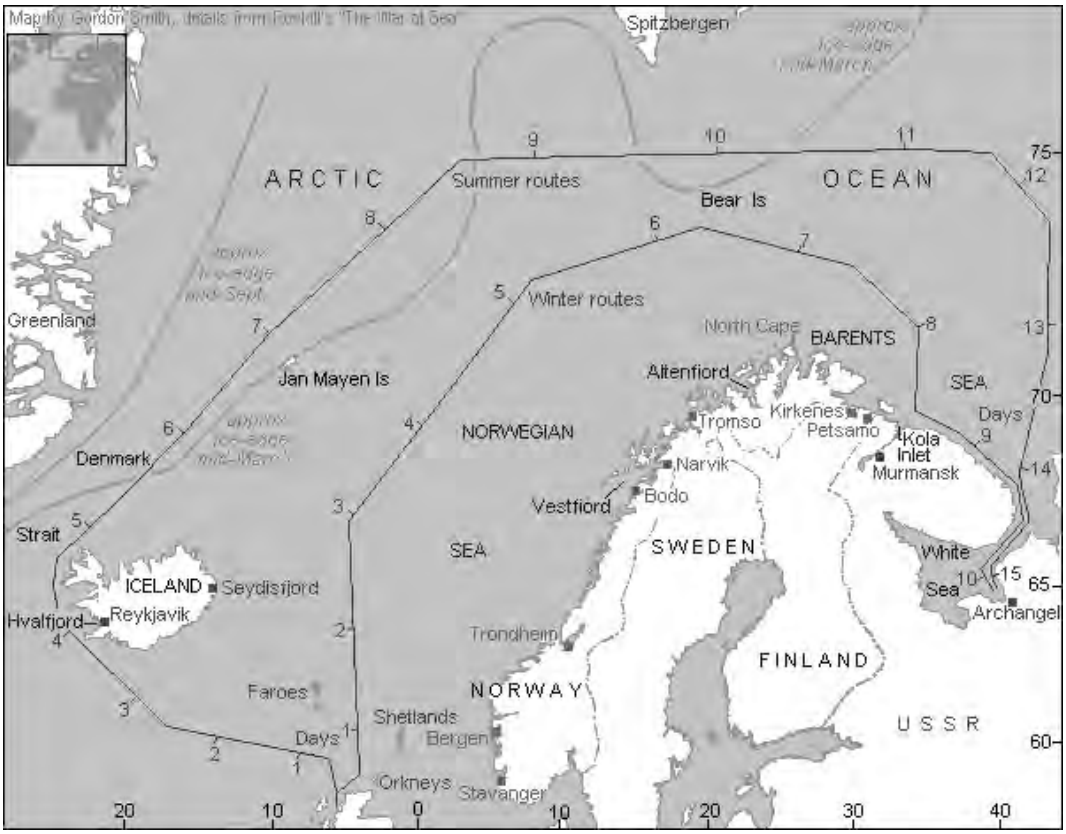
By Peter Nunan

THE N-CLASS DESTROYERS operated in many parts of the globe but HMAS *Norman* was the only one of her ilk to have made an operational voyage to Russia. In October 1941, she proceeded from northern Scotland to Iceland, past Bear Island and Murmansk to the White Sea port of Archangel. Over the next three years, convoys using this route to Murmansk became the focus of public attention in the terms of men, ships and material lost to German enemy action in horrendous weather conditions. *Norman's* icy passage remains possibly the most memorable of her wartime activities.

A new Australian destroyer, six British trade unionists, and Winston Churchill combined to produce a notable voyage in October 1941. On 2 September that year in Edinburgh, the British Trade Union Congress set up an Anglo-Soviet Trade Union Council. Two weeks later, in Southampton, Commander Henry Burrell, RAN[1] commissioned HMAS *Norman;* his navigating officer was Lieutenant Graham Wright, RAN[2]. Three weeks later, on 8 October, Churchill, eager to promote Russian links, had *Norman* and six unionists on their way to Russia.

The delegation's leader, Sir Walter Citrine[3], Commander Burrell and Lieutenant Wright all recorded the voyage in later publications. *Norman*'s Report of Proceedings fills in details. Burrell's *Mermaids do Exist* published in 1986, two years before his death, gives one perspective, and Citrine's autobiography, published in two volumes in 1964 and 1967, provides another. In 2014 Wright also produced his autobiography, the aptly named *Putting it Wright*, in which he provides a slightly different version to that of his commanding officer. We also benefit from a previous article in this magazine, *One of our Destroyer's Journeys to Russia* by George Ramsay, published in December 1988.

Norman's captain's evening meal, on 6 October at Scapa Flow during work up, was interrupted by a summons from his superior. Rear Admiral Hamilton ordered him to Seydisfjord, Iceland to embark Citrine's party from the disabled HMS *Antelope*. The delegation had previously embarked in the destroyer *Antelope* but she developed engine problems caused by water freezing in her condensers. The admiral asked if Burrell had the necessary charts. He confessed ignorance, but said he would pinch *Antelope*'s set if necessary. Then he respectfully



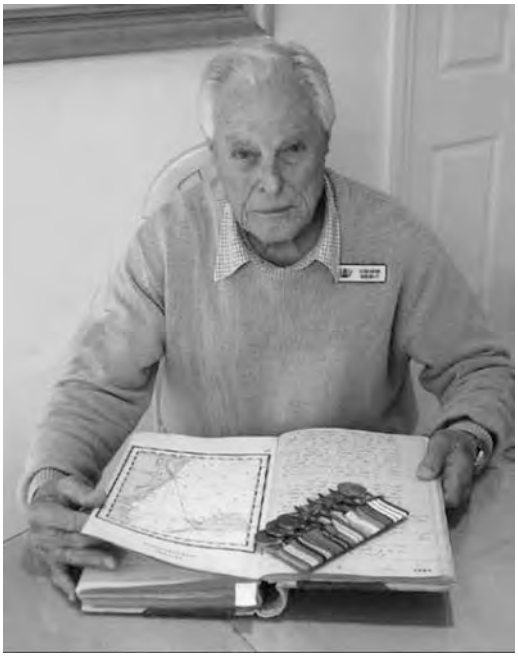
Convoy routes to northern Russia *From Roskill's* The War at Sea

reminded the Admiral that his new ship, still working up, could in no way be considered battleworthy. This was blandly met with, ' … he knew the position, and I was to let him know at what time I wanted the boom gate opened …'

Driving hard through the night, morning fog, and a bright afternoon *Norman* averaged 31 knots to reach *Antelope* and transfer the passengers. Sailing at 0800 on 8 October, Burrell steered well clear of German-occupied Norway, and, maintaining best speed of 18.5 knots in rough, very cold weather, they reached Archangel at 1500 on 12 October. On passage, to improve his ship's readiness, he carried out gunnery practice, and kept the forward gun mount constantly manned. A steam hose, rigged to prevent freezing of the ready use ammunition housing, itself froze.

Wright's Observations

At this stage Graham Wright was a newly promoted 22 year old Lieutenant and had yet to complete a course of specialisation. He was, however, given the highly responsible job of navigation officer. He relates that as the crow flies the distance between Seydisfjord and Archangel is some 1370 nautical miles but, making a passage clear of enemy aircraft and submarine activity, meant going mostly inside the Arctic Circle north of Bear Island as far as 75 degrees north latitude and increasing the distance to some 2470 nautical miles.



Graham Wright receives his Arctic Star in 2013
Navy News

With only the benefit of primitive anti-aircraft radar and, with the prior agreement of Russian authorities, that a lighthouse would be operational for five minutes only on the hour, they made landfall during a snowstorm off the Kola Inlet. After circumnavigating a minefield, they arrived at the mouth of the North Dvina River to take a pilot who spoke no English, beyond port and starboard. They later learned that the minefield they so carefully avoided didn't really exist.

Owing to the high speed of advance the voyage was extremely uncomfortable, especially for non-seafarers such as the Trade Union Delegation. To escape the vibration of the Captain's Day Cabin, Sir Walter found some relief in the Chart House below the Bridge, which was heated, and he could converse with the Navigator on progress. Quite a rapport was established between the young Australian and the experienced older man who spoke freely of his mission to gain first-hand information from Stalin as to whether the Russians could hold out against the German offensive before Britain poured aid into northern Russia, which might then fall into enemy hands. If not, an alternative strategy was planned to be implemented before Christmas, whereby the British Trade Unions were to be called out supporting appeasement with Germany.

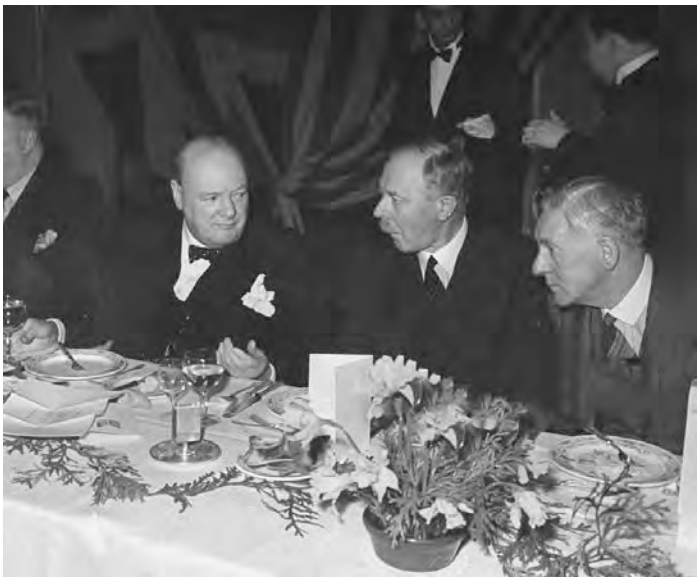
Ramsay's Observations

George Ramsay was a 20 year old Perth born junior sailor who had served in HMAS *Sydney* and who, together with about 120 of his colleagues, was transferred to form the nucleus of the crew of the new ship *Norman*. They were the lucky ones who escaped the *Sydney/Kormoran* engagement. Extracts from young George's recollections help fill some important gaps.

Into the Barents Sea and passing north of Bear Island, then turning southward past Murmansk, and into the White Sea. On Sunday 12 October, we were met by a pilot and two officials in a very smart motor launch, skippered by a tall attractive lady in a white uniform, who then guided us into the Dvina River proceeding along the tree lined and snow covered shores to berth in Archangel. From our berth, all seemed to be wood – ice – snow, and the settlement reminded me of an old time American army outpost.

This berth was in a bay with a small settlement on the opposite side from the city of Archangel which could only be reached by boat.

A band of very sizeable armed women sentries, probably appearing so under a lot of protective clothing, patrolled the dock area but the local traders eluded them. As we had no Russian money someone soon found out that a bar of chocolate or a packet of cigarettes could barter all that was on offer, which wasn't much due to local rationing. What we needed was warmer clothing and I managed to acquire a fur hat. It was also so cold that we did not venture ashore much. There was a small canteen-bar but the



Sir Walter Citrine (at right) with Churchill - Google Images

local beer was awful to drink, and more devastating in results. For recreation someone from the two RN destroyers we found up here Escapade *and* Impulsive *produced a football, and it was hilarious playing in the deep snow.*

The ships were later joined by the cruiser HMS *Suffolk* which berthed further downstream.

Citrine's Observations

At Archangel, as Sir Walter and his team disembarked ' … it was quite clear that he hoped for a bigger ship for his return.' Burrell was not wrong as the 54 year old Citrine had an uncomfortable voyage. The following excerpt taken from Sir Walter Citrine's observations provides a useful insight into conditions in one of HMA Ships when working far from home:

At daybreak the following morning, Norman *put to sea, and when I awakened the heaving of the ship showed that we were already some distance from land. The Commander had very considerately allowed me to use his day cabin on the lower deck … Every ship has its own peculiar motion and* Norman *most certainly had hers.*

I went up to the bathroom on the deck above and bathed and shaved as expeditiously as I could because of unpleasant and unmistakable symptoms. I had to return to bed but the pitching and rolling of the ship was so violent, and I felt so thoroughly dejected, that I couldn't even read. I lay listening to the interminable whirl of the propellers and the swishing of the water near my head. There was only three-eighths of an inch thickness of plating between the sea and us, and one could hear many sounds that would never be noticed in a larger and heavier ship.

The atmosphere was decidedly colder than it had been the previous day and I was literally buried in blankets. Naturally I ate nothing, and the succeeding night could scarcely sleep, and lay listening to the howling of the wind and the battering of the sea against the hull.

[Next day] I staggered up on deck … to find a fresh wind blowing and a heavy swell running, so that I had to walk warily and to hang on to the lifelines which ran lengthwise at shoulder height above the deck.

The crew were Australians and they were a husky and friendly lot. They were clustered about the gun stations and near the funnel trying to escape the biting wind. Everyone wore his balaclava helmet and was muffled up in all the warm clothing he could muster … The weather really was cold and I was told by one of the engineers that the men in the stokehole were wearing heavy coats to keep them warm. It appears that the forced draught was rather strong and the frigid air rushes down on the stokers … The following day, when I went on deck, I was greeted with a swirl of sleet, the decks being wet and not at all easy for landlubbers to traverse … We were now very far to the north, and I thought this was probably the coldest weather we would encounter. We had only six degrees of frost, but, on going to the forecastle, I saw ice encasing the guns, stays, deck and rail … Despite the bad weather it was a

pleasure to go on deck, not only for the exhilarating air, but to chat with the crew … They were a keen, alert lot of fellows. At the moment their principal concern was whether they would get any leave in Archangel and how much. What was Archangel like? How much did vodka cost? Were there any dancehalls there? How much was the rouble worth? Did the Russians like night life? Was the vodka very strong? These, and a host of other questions, showed how eagerly the crew were looking forward to having a fling ashore … One grievance these young fellows had was about rum. It appears that there is no rum allowance in the Australian Navy as there is in the British, and on cold runs like this, the crew considered this was a hardship. Certainly they were going through it. Used to the beautiful, mild climate of Australia, these frigid zones put a strain on them. I looked up at the fellow in the crow's nest and thought he must nearly be frozen. Fortunately these men only have very short spells of duty of about an hour each on lookout.

The engineers weren't without their troubles either [with fractured water and hydraulic pipes]. But they took it very philosophically, as they said such defects always showed themselves in a new ship …

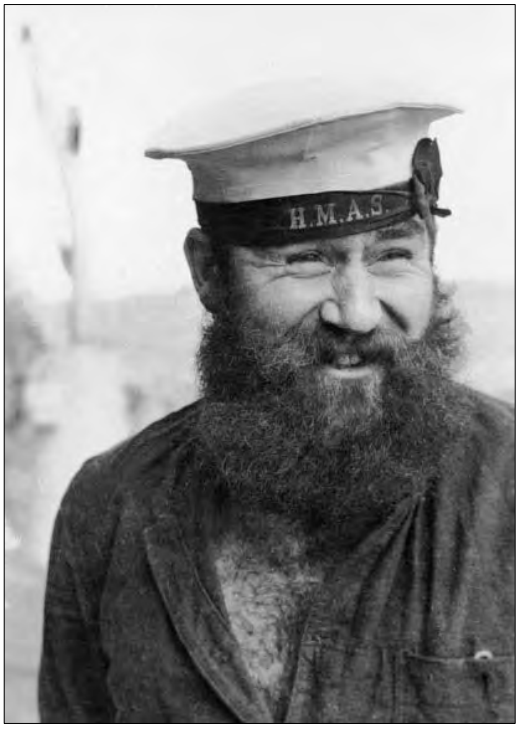
The wind, which was now abeam, caused Norman *to roll a good deal, so much so that one of the officers was thrown the whole length of the wardroom. … That night the weather became worse, and I went to bed early, listening to the sudden angry swirling of the water, the tremor of the ship, and the banging of the sea on her sides … The cold at night was intense, and although I had an electric radiator turned on and an extra blanket on the bed, I had to put my heavy coat on top of these to keep myself warm. I turned in wearing my underclothes and socks, over which I pulled my pyjamas.*

The succeeding day the gun turrets, decks and almost every bit of metal were covered in ice. One of the crew told me he had almost passed out with the cold during his four-hour watch. I lay awake until approximately five o'clock, when, suddenly, the bedding shot off the mattress and I was hurled right across the cabin … I knew that we had to expect an unpleasant passage in a destroyer, but I never imagined it could be so bad …

That morning] for a time I stood [on deck] … talking to the men on watch. We had a following wind, whereas the previous night it had been on the beam practically the whole time. It was a sight to inspire confidence to see how the little vessel soared up just as mountainous waves appeared ready to burst over her. There was a really heavy swell, some of the waves rising, I should say, more than fifty feet above the deck. Yet somehow they seldom succeeded in curling over the poop. Forward it was a different matter. Great wave after great wave came over the weather side and swept along the decks. One had to be wide awake to avoid trouble. But the cold didn't freeze the spirits of the crew who were as friendly and optimistic as ever.

On Sunday, 12th October, while we were at

HMAS Norman *off Scotland* *HMAS* Cerberus *Museum*



Able Seaman from HMAS Norman *with his beard grown while serving in northern waters*

AWM

breakfast, the alarm bells began to ring … An aeroplane had been sighted … It was very inspiriting to observe the alertness of the crew as they speedily and calmly manned their posts … The aeroplane … turned aside [so] we never knew for certain whether it was a German or a Soviet machine.

Soon after … we took a Soviet pilot on board, accompanied by two officers, one of whom was an interpreter … They were full of admiration for Norman*, calling her a beautiful ship, which in truth she was despite the unpleasant time she had given us.*

The destroyer rounded the turn and passed down the delta of the River Dvina, steaming briskly along. At the truck of the mast a figure of an Australian kangaroo had been fixed with a pennant streaming from it and the White Ensign floating below …

Further down the river we drew near the quay and fastened up alongside in the rapidly diminishing light. Very soon an English naval captain came on board, accompanied by a delegation of trade unionists … They greeted us warmly, and regretfully we left our good host, Commander Burrell and the officers and crew of Norman.

Citrine's party was flown from Archangel to Moscow hedge-hopping all the way to avoid enemy aircraft. At this time, German troops were within 20 miles of the Russian capital. On arrival they discovered Stalin had remained but many of his senior political advisers, who they had hoped to see, had decamped to Kuybyshev some 500 miles further east. The mission was however regarded as a success, leading to increased aid being shipped to northern Russia and a subsequent return mission of senior Soviet officials to Britain.

Burrell's Leadership

After two days at a rudimentary jetty Commander Burrell decided that as the Russian trip had interrupted their work-up, training should continue. Perhaps also feeling his crew would be better off at sea, rather than ashore in the arms of the local 'angels'. With the agreement of the resident Senior British Naval Officer *Norman* sailed on an anti-submarine patrol for two days in some of the coldest weather in the world, inside the Arctic Circle to the Barents Sea. Burrell's style of leadership, if not exactly appreciated by his crew, was to later take him to command the Australian Fleet and then achieve the greatest accolade as Chief of Naval Staff.

Shortly after return to Archangel, at 1530 on 16 October, *Norman* was ordered by *Suffolk* to proceed to Seydisfjord. Off Bear Island came the order, again from *Suffolk,* to return and from the 19th to the 21st the destroyer was again alongside. Another anti-submarine patrol and an assessment of a possible convoy anchorage as the river began to freeze filled part of the wait for the unionists.

'A thoroughly depressing town' was Burrell's assessment of Archangel. On his

only run ashore the captain and his chief engineer passed rifle carrying women sentries before traversing wooden roads. They saw no men, and 'the women, … shrouded in black, all seemed very old.' An order in a cafe for fried eggs produced two frying pans each containing four small eggs.

Homeward Bound

Citrine's party rejoined *Norman* on 27 October. He describes the return voyage:

After about two hours steaming we dropped anchor and lay to until orders were received for us to proceed on our way.

The following day opened with a bright sun in bitterly cold weather. On going on deck I found that the ice was at least three inches thick and big chunks of it, broken off as we passed through, were forming up some distance behind us. No doubt it would soon freeze over into a solid mass …

This cold of the return leg initially matched that of the voyage to Archangel. Thankfully the seas were kinder. On the bridge a suspicious sighting turned out to be a log. Citrine continues:

I descended to the comparative warmth of the main deck, joining the select party who were warming their hands on the funnel. I was curious to ascertain what the crew thought of Archangel. They held that the roubles were far too expensive and they grumbled that a bottle of Madeira wine had cost them 35 roubles, with the rate of exchange at 48 roubles to the pound. They had resorted to trading cigarettes and chocolate. A bar of chocolate brought 10 roubles, and English cigarettes were much sought after.

The intense cold persisted until the day before arrival. Gunnery practice with a smoke float as target Citrine judged as 'pretty good.'

We put in at Iceland where the caterers for the various ship's messes went out hunting for food. I saw them delving into the shops for fish, onions, bread and biscuits … The following day we left Iceland, travelling at high speed … An open boat was investigated and found to be a fisherman; a wisp of smoke on the horizon was monitored until it disappeared.

Arrived off a place somewhere in Scotland, a lighter put off to us and we passed down the ship's side while the whole ship's company lined up to give us three cheers which we heartily returned. We left Norman *with a real sense of gratitude to the good fellows who had brought us home in security on a voyage full of interest, despite the rigorous weather.*

Burrell's account adds further details. At 0700 on 27 October, *Norman* sailed for Seydisfjord. Arriving there on the last day of the month, *Norman* took on bread and mutton from the Army before sailing at 6.41 a.m. on 1 November. The party disembarked next day at 9 a.m. at Scrabster, Scotland.

Summary

This northern voyage was unique to the RAN in WWII. It made its crew some of the few Australians eligible for the Arctic Star, the last campaign medal of the war. *Norman*'s navigator, Graham Wright, was 93 when he received his in 2013, at the same time ex-Able Seaman George Ramsay, then 91, also received his medal. The captain, who died in 1988, did not live to receive his Arctic Star. The Russians did not forget their past comrades and eventually issued a splendid Russian Convoy Medal, with its striking ribbon, to all Allied sailors involved which included those of the RAN. Commander Burrell also received a black lacquer cigarette box Sir Walter gave him on disembarking. He was grateful, but in 1986 ended his account of the voyage with:

I have yet to learn if the conference in Russia achieved anything, and I still doubt the wisdom of sending out into enemy waters a ship whose only fighting attribute was high speed in retreat.

Naval and merchant ships suffered grievous losses during these Russian convoys with their precious cargoes being delivered at tremendous cost. The heroism, determination and seamanship displayed by

all who took part deserved the mark of respect they made in maritime history.

Notes:

1. Henry Mackay Burrell (1904-1988) was a highly successful Australian naval officer who graduated from the RANC in 1921 and served in a number of RN and RAN ships during the inter-war period, including as navigating officer of the cruiser HMS *Devonshire*, during her tour of duty in the Spanish Civil War. Early in WWII he was given command of the new N-class destroyer HMAS *Norman* and in her took a British delegation to Archangel. A variety of other commands followed with promotion in 1959 to Vice Admiral as Chief of Naval Staff when he received a knighthood. He retired from the RAN in 1962.
2. Graham Wright also wrote of his experiences in his autobiography *Putting it Wright,* published in 2014 when he was 94 years of age. He was greatly assisted in this work by his much younger wife, Marie. Graham Wright excelled academically and was good at sport, he became Chief Cadet Captain and King's Medallist at the Royal Australian Naval College, all attributes likely to assure a highly successful naval career. His self-confidence sometimes placed him at odds with more experienced officers and his fractious relationship with Henry Burrell impacted upon his subsequent naval career. In 1962 he retired from the RAN and after a couple of false starts pursued an accomplished public service career within the Department of Defence.
3. Walter Citrine (1887-1983) came from humble origins, his father was a seafarer from Liverpool, but he quickly rose through the ranks of the Trade Union movement. He was General Secretary of the British Trades Union Congress from 1926 to 1946 and from 1939 was also President of the influential International Federation of Trade Unions and, from 1931 a director of the mass circulation *Daily Herald* socialist newspaper. Citrine was favoured by Winston Churchill because of his anti-Nazi views. He had made visits to the Soviet Union in 1925 and again in 1935 and, with Government support, visited Finland in 1940 when Britain was providing aid at the height of her war against the Soviet Union. His 1941 visit to the Soviet Union was part of Churchill's diplomatic efforts to bring Russians into an alliance against Germany before establishing Arctic convoys providing them with war materials. Walter Citrine was knighted in 1935 and received a peerage in 1947.

Navy Training Today

By Captain Mal Ralston, RAN

In 1903, the Commonwealth Naval Board was constituted under the Defence Act. One of its first responsibilities was to commence home-based naval training of young Australian sailors.

IN 1911, THE COMMONWEALTH Naval Force became the Royal Australian Navy (RAN) and the Naval Board made the decision that junior officers would be educated and trained in a purpose-built Royal Australian Naval College rather than sent to the United Kingdom. At the time, this was a controversial decision but was undoubtedly the right one for the nation and the Navy. Since 1913, the RAN has been training both its officers and sailors to maintain and operate its ships and provide the capability required to meet the Navy's Mission: To fight and win at sea.

COMTRAIN, CDRE Michael Rothwell, RAN, during Sea Training Exercises RAN

Given that the RAN was closely aligned to the Royal Navy (RN) and that its ships and their equipment were also of British origin, it is not surprising that, for the first half of its existence, much of the training was either delivered by or based in the RN. This started to change as the RAN began to grow in self-sufficiency and as non-British designed ships were purchased or built at home. The modern RAN Training System has evolved to a point where it is now intrinsically linked to wider Defence and National Training Systems and can be considered world class in its ability to train the men and women of Australia who volunteer to serve their nation.

A Systems Approach

To understand how Navy training evolved, it is helpful to look at significant events in years gone by that contributed to its evolution. Apart from the obvious challenges that occur as a result of major conflicts it was the significant technological development in the late 1960s and early 1970s that saw the formalisation and introduction of the RAN Training System. This systematic and structured approach to training was needed to ensure that sailors and officers were provided with the training necessary to operate and maintain new technologically advanced ships, aircraft and systems that were being introduced into service.

By the 1990s substantial reform was taking place nationally in the area of Vocational Education and Training with the implementation of Australia's National Training System. Given that the Navy's training system was closely aligned to the concepts of the national system it was well placed to be a significant contributor and early adopter of the new scheme. This meant that the RAN was now part of a much larger system that brought with it significant benefits, such as nationally recognised qualifications that were transferable across industry and national standards for training and assessment.

By the mid-2000s, the National Training System was considered an integral part of the way Navy developed and delivered training, however there remained duplication of effort across Defence in the area of training design, development and delivery. The introduction of the Defence Training Model (DTM) in the later part of the 2000s delivered a single model to be used by all three services and the wider Defence organisation. Its introduction provided a common training language that was able to be used across Defence and within the commercial organisations that support Defence.

Whilst the DTM served the ADF well, its application to the wider Defence Organisation had its limitations. As a result, an evolution and an update of the DTM

were necessary and resulted in the Systems Approach to Defence Learning (SADL), developed by the Defence Learning Branch (DLB). The SADL uses the ADDIE approach with Analyse, Design, Develop, Implement and Evaluate phases, processes and products.

Although there have been many changes to the RAN Training System since its introduction in the early 1970s, the systems approach to training development and delivery has remained fundamentally unchanged. It continues to be the methodology used by the Navy to train and assess its sailors and officers for their roles now and, in all likelihood, well into the future.

Navy Training Today

In the 1970s through to the late 1990s training was the purview of a single Navy Training Command. With the establishment of Force Element Groups in 1999, the Navy training organisation also restructured and introduced individual lead authorities along with Navy's functional lines of maritime warfare, logistics, initial training leadership and management, aviation, and submarines. The lead authorities later became the Training Authorities (TA), maintaining the link to those functional lines. The TAs' role has remained relatively unchanged since their introduction and they continue to be responsible for the development, delivery and quality of individual training within their area of expertise.

The establishment of Headquarters Joint Operations Command (HQJOC) in 2004 resulted in the majority of Australian Defence Force (ADF) operations being controlled by a joint operations staff at HQJOC. This enabled Navy to shift its focus to 'Raise, Train and Sustain' in support of the new Joint Operations Command organisation. This focus, and the introduction of New Generation Navy (NGN), resulted in major changes to the Navy organisation and the establishment of two new commands - Navy Strategic Command and Fleet Command. Importantly, this restructure led to Navy's training organisation becoming a Force Element of Fleet Command - Training Force. This was a first for Navy and established a through-life, or 'cradle to grave', approach to training.

New Generation Navy and Fleet Operating Concept

The introduction of NGN marked a fundamental change to the way Navy does business; to better serve the needs of personnel so they could grow and sustain the Navy of the future. This was a large cultural shift, and still extant today, with the training of Navy personnel - collectively and individually - being a cornerstone of current and future capability. A fundamental subset of NGN was the Fleet Operating Concept (FOC). The FOC set about reviewing, planning and conducting the fleet's activities in order to maximise training opportunities and achieve directed levels of preparedness in an enduring and cost conscious manner.

The FOC fortified the link between individual and team - or collective - training. This enabled the fleet to program assets, whether ashore or at sea, in order to maximise their effective and efficient use for training. Under the auspices of the FOC, fleet exercises were formally recognised as collective training for individual units and for the fleet overall. Individual training that required formal at-sea training was no longer squeezed in as an afterthought, but was planned for and programmed with all other strategic and national priorities. The FOC provided the means for organising and operating the fleet to maximise training opportunities, and it held the Fleet Forward principles - People, Platforms, Procedures and Passion - that provided guidance to

maximise training benefits. These four principles were the fundamental building blocks to ensure that platforms were maintained to the highest level, tactics were highly effective and tailored for the situation, and personnel were well trained, experienced and motivated. Furthermore, it recognised that to succeed, Navy people must be passionate about what they do.

Plan Pelorus and Navy Training Force Plan 2018

In April 2015, the RAN saw the launch of the Chief of Navy's Plan Pelorus—Navy Strategy 2018. At the strategic level, Navy's journey to 2018 will be executed and underpinned via the Navy Campaign Plan, with four objectives—Warfighting, Capability, Workforce and Reputation and Reform. Navy training is a key enabler in the achievement of these four objectives. Under the leadership of Commodore Training (COMTRAIN), today's Training Force is responsible for the delivery of all individual training and unit-level collective training. Training Force provides a motivating learning environment that is innovative and trains personnel to be skilled, competent and professional to deliver Navy's warfighting effects. To do this, the Navy Training Force Plan 2018 and accompanying Battle Plan were developed to provide direction.

The Navy Training Force Plan 2018 focuses on the training areas of: Delivery, Professional Development, Pipeline Efficiency and Governance as well as identifying the Training Force contribution to each of the Plan Pelorus objectives. Training Delivery encourages exploitation of existing training methodologies alongside the exploration of new and innovative technology. Professional Development enables all Training Force staff to be provided with opportunities to experience and discover new training and learning techniques to improve the learning experiences of our trainees. Training Pipeline Efficiency optimises training throughput via planning, resource management and continuous review. Lastly, Training Governance manages the transition to SADL. This transition ensures governance requirements can be audited and assessed as well as enabling a common understanding of the business and the standards to be maintained. These key areas support Training Force's overall Mission to 'Train to fight and win at sea'.

The Future

Training the future Navy is always a challenge. With the introduction of sophisticated and technically advanced platforms and systems over the next decade, Navy must continue to focus on contemporary training methodologies and seek innovative ways to meet the ever increasing training demands that come with new capability. The Guided Missile Destroyer, known as DDG, will see the introduction of the next generation of war fighting systems, and the two Landing Helicopter Dock (LHDs) or Amphibious Assault Ships bring with them new propulsion systems and an amphibious capability that the Navy has not seen in its history.

One element of Navy's preparations to meet this challenge is through the increased use of simulation and emulation. Simulation systems are providing new ways for Navy personnel to learn and practise their core tasks safely and cost effectively. Using the same technology that has enabled players to move through virtual worlds in a multitude of complex and imaginative games, 3D graphical models of ships are being built that allow personnel to move around the vessel in a virtual environment. Through innovative training methods, Navy is enabling personnel to assimilate into their new ships by learning where they will be

sleeping, eating and working, learning vital escape routes and becoming aware of emergency equipment locations, all before physically joining the ship.

Into the future, existing simulators will be linked, enabling interaction across Australia and the world in a synthetic environment. Using new technology, advanced international exercises will be conducted without the cost of putting aircraft in the sky and ships to sea. Furthermore, extremely complex scenarios and evolutions will be conducted with almost no risk to personnel and equipment. Technology is providing the opportunity to enhance skills, extend the lifespan of ships, submarines and aircraft, and keep Navy people safe.

Social technologies, smart phone 'apps' and other emerging technologies are also being explored as opportunities to provide access to a wide range of information in a convenient, secure, real-time and user-friendly environment. These technologies have further potential to keep the Navy of the future in touch with families, friends, and their Navy colleagues across the country and whilst deployed.

Today's Navy is as dedicated to meeting its obligations to the Australian Government and the people it serves as it has been throughout a turbulent century of World Wars, Cold War, maritime patrols and interdiction operations. Despite the danger inherent, resilience and a 'can-do' attitude have been the hallmarks of Navy people; in large part due to the education and training instilled into each new recruit through their career development. Knowledge, skills and dedication are handed on in trust from one generation to the next. Training has evolved to meet the intellectual and technological demands of the day, and Navy continues to innovate and adopt best practice training systems and techniques to train its people and achieve the mission. New Generation Navy, the Fleet Operating Concept, Plan Pelorus and the Navy Training Force Plan 2018 as well as embracing technology have engendered a cultural shift in the importance of training. Training, be it collective or individual, is the foundation of capability and through it Navy is able to meet its obligations effectively and efficiently and, when called upon, is able to fight and win at sea.

HMAS *Nepal* and Operation ES – June and July 1942[1]

The Society received the following letter which explains this unusual circumstance.

A RECENT APPLICATION to the Defence Honours and Awards Tribunal has cast light on a hitherto unknown operation undertaken by the destroyer HMAS *Nepal* in the Norwegian Sea in June and July 1942. *Nepal* formed part of the escort for a convoy which was intended to act as a decoy for German forces and thus provide a diversion for the key PQ 17 convoy to Russia. This effort had the code name of 'Operation ES'.

No record of *Nepal*'s actions appears to exist in any Australian archive or published source. Both the official history of the RAN in World War II and the more recent volume by the Naval Historical Society on the history of the five N class destroyers in RAN service from 1941 to 1945 describe *Nepal* as having conducted only a work-up at Scapa Flow before deploying to the Indian Ocean. UK records, however, confirm not

HMAS Nepal *when serving with the Royal Navy*

only the details of the operation but *Nepal*'s involvement.

'The Tribunal is of the view that the service of *Nepal* and her crew should be recorded and publicised. I am therefore enclosing for you a summary of the Tribunal's research and findings which I hope you will include in your archives and, if possible, publish. I am sure that making this significant episode more widely known to the Australian public would be a source of great satisfaction to the surviving personnel from HMAS *Nepal*, as well as to the families of the entire crew. While Convoy PQ 17 met with disaster for other reasons, it is clear that 'Operation ES' was a deliberate effort to draw aircraft, U-boats and even surface raiders away from the main convoy and one conducted at some risk to the ships involved.'

Nepal was the fifth and last of five N class destroyers to be commissioned into the Royal Australian Navy. She was built by Thorneycroft at the company's Woolston shipyard. Laid down in September 1939, she was originally to be named *Norseman* and was intended for transfer to the Royal Netherlands Navy. On 18 December 1940, the hull was badly damaged on the slipway in an air raid, delaying the launch of the ship until 4 December 1941 and forcing a change in the Admiralty's intended distribution of the eight N class to Allied navies. She was reallocated for manning by the RAN, renamed *Nepal* (to honour the contribution of that country's Gurkha regiments to the war effort) in January 1942 and commissioned into the RAN on 11 May 1942.

Nepal completed her builder's trials and initial rectification before sailing to Plymouth. She left there on the evening of

29 May 1942 and arrived at Scapa Flow to begin her work up for operational service on 31 May. Such a workup generally involved basic exercises and weapon firings to bring the crew to the required level of efficiency and identify any remaining material defects. It was, however, the practice to use destroyers which were working up to meet operational requirements for the Home Fleet, particularly those arising in the locality of Scapa Flow. On this basis, *Nepal* undertook an anti-submarine patrol with two British destroyers on 14 June in the vicinity of 60 degrees 40 minutes North and 5 degrees West. She returned to Scapa Flow on the evening of 15 June 1942 and otherwise appears to have worked in the local exercise areas when not anchored in the Flow.

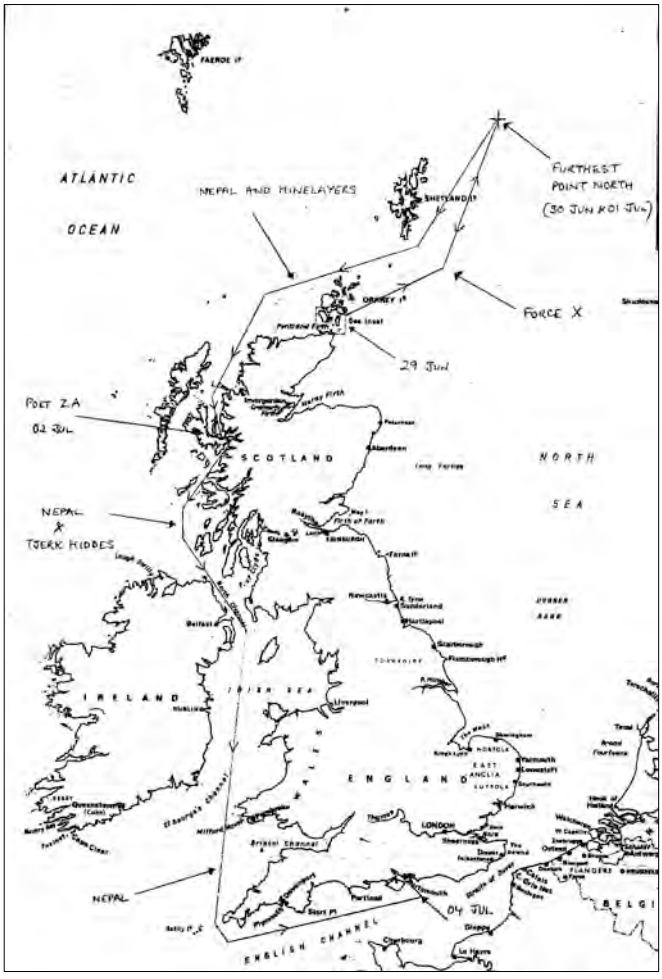
Nepal and her sister, the Dutch destroyer *Tjerk Hiddes*, completed the required weapon practices by the end of June. At this point, both ships were due to return south to complete their final defect rectification and equipment fit before deploying to join the Eastern Fleet.

A critical convoy, PQ 17, was due to sail from Iceland to Russia on 27 June 1942. This was a large and heavily escorted convoy carrying vital supplies for Russia and its despatch and arrival were considered to have great political as well as operational significance. In high summer, however, and with powerful German air, submarine and surface forces, including the battleship *Tirpitz*, arrayed against the convoy, it was viewed as being extremely vulnerable. In an attempt to confuse the Germans and force them to divert some of their units away from PQ 17, Operation ES was set in train. This was a decoy convoy which was intended to proceed north-east into the Norwegian Sea from the main British naval base at Scapa Flow in order to attract attention from German reconnaissance units and lure the enemy into allocating forces to attack it.

Nepal and *Tjerk Hiddes* were allocated to the escort of the decoy convoy. While such allocation was within the authority of the Commander-in-Chief of the Home Fleet and the Rear Admiral (Destroyers) Home Fleet, it is possible that the ship's commanding officers volunteered for the sortie in order to give their crews some operational experience before the long passage to the Indian Ocean. This is consistent with the testimony of crew members concerning the address to them by the captain, Commander F B Morris, RAN.

The decoy convoy, designated Force X, consisted of a naval minelayer and five merchant ships converted to minelayers, together with four colliers, with an escort of two anti-aircraft cruisers, six destroyers and four anti-submarine trawlers. It should be noted that the anti-aircraft cruisers *Sirius* and *Curacoa* had also been working up before their assignment to Operation ES. Under the command of the Rear Admiral (Minelayers), Rear Admiral T B Drew, OBE[2], the force sailed from Scapa Flow at 0400 on 29 June 1942.

The maximum sustained speed of the convoy was no more than 10 knots, given the presence of the colliers, and was more likely that of a normal 'slow' convoy, which was 8 knots. According to the British Admiralty's originally classified *Naval Staff History*, *Arctic Convoys 1941-45*, Force X proceeded to a position 61 degrees 30 minutes North and 001 degree East before reversing course some time on 30 June without being sighted by the enemy. This position is approximately 180 nautical miles from Scapa Flow and is consistent with the convoy maintaining a speed of advance of 8 knots after sailing. Force X did not immediately return to base, but at some time on 30 June reversed course and again



HMAS Nepal *passage track 29 June – 04 July 1942*

proceeded to 61 degrees 30 minutes North and 1 degree East. After reaching this point once more on 01 July, the force then turned back to Scapa Flow.

The operational concept for Operation ES seems to have been focused on diverting the German air and surface threats. Analysis of the Speed-Time-Distance elements suggests that there was little risk of the convoy becoming embroiled with German surface ships, notably *Tirpitz*, since it did not remain long enough in the Norwegian Sea for any queuing by reconnaissance forces to take effect. *Tirpitz* could not have sailed and moved far enough west to intercept the the convoy before the latter was too close to British coasts. However, there was a serious risk of significant air attack and this was probably the reason why two anti-aircraft cruisers were part of the convoy's close escort.

Later on 1 July Force X divided in two. The minelayers, accompanied by *Sirius*, *Nepal*, *Tjerk Hiddes* and two other destroyers headed for the minelayer base (Port ZA) at the Kyle of Lochalsh on the Scottish West Coast, while the colliers and the remaining escort proceeded to Scapa Flow. Both convoys arrived at their intended destinations on 02 July. The minelayers all had maximum speeds of at least 16 knots and it is therefore likely that they proceeded as a 'fast' convoy with a speed of advance of up to 15 knots (but probably 12 or 13 with zig-zags). This is consistent with the distance between Force X's final point in the Norwegian Sea and the Kyle of Lochalsh (approx. 330 n.m.), as well as that to Scapa Flow (180 n.m) for the slower ships.

Nepal appears to have been detached from the minelayers at the Kyle of Lochalsh on their arrival there and proceeded independently through the Irish Sea and into the English Channel to Portsmouth; it is likely that she remained in company with the similarly detached *Tjerk Hiddes* until the latter went into Liverpool for her own final shipyard work. *Nepal* made for Portsmouth and berthed at her builder's yard which is

nearer Southampton on 04 July after a 700 n.m passage from the Kyle of Lochalsh. She there underwent her final defect work and equipment fit before sailing for Greenock on 13 July 1942. She then departed UK waters for the Indian Ocean.

Convoy PQ 17 was to suffer terrible losses after a mistaken assessment that *Tirpitz* was on the point of attacking the convoy brought an Admiralty order for the ships to scatter. Isolated and undefended, most of the merchant ships were picked off by aircraft or U-boats. The fate of the convoy remains a controversial topic to this day. Nevertheless, Operation ES was clearly a significant attempt to confuse the Germans, disperse their efforts and reduce the pressure on the main convoy. It is clear that this episode of *Nepal*'s operational life has never been directly known to Australian authorities or historians. It is not mentioned in the official history of the RAN, or in the Naval Historical Society's history of the RAN's N Class destroyers. Operation ES did not succeed in its purpose, but was an attempt worthy of recognition, as is the part played by *Nepal* and her crew.

Notes:

1. The reports of proceedings (ROPs) for HMAS *Nepal* do not exist in the Australian or British archives for 1942 and therefore reconstruction of the ship's movements has had to be done through alternative primary and secondary sources. Advice from the British Naval Historical Branch is that individual ship ROPs were not written by units in British home waters at this particular period and that any operation report would have been compiled by the force commander. Although a search of the British archives was conducted, including the files related to PQ 17, no report from Operation ES was found. Sources which do cast light on the operation include the Home Fleet and Home Fleet Destroyer Command War Diaries from the British National Archives (TNA ADM 199/427) which have been transcribed and are available online at www.naval-history.net, as well as the Rear Admiral (Minelayers) War Diary which is not available online, but was accessed at the British National Archives at Kew (TNA ADM 199/421).
   Another important source is *Arctic Convoys 1941-1945: Battle Summary No. 22, Naval Staff History Second World War* issued as a Confidential Book (CB 3305(4)) in December 1954 by the Historical Section of the British Admiralty. Page 55 describes Operation ES and pp 53-71 PQ 17 and its other associated activities.
2. On reaching age 55 Rear Admiral Drew was transferred to the Retired List. Seeking continued service he took a step down and was lent to the RAN as a Captain on 01 April 1943 as Commanding Officer HMAS *Cerberus*, a few months later on 26 June he was promoted as Commodore Superintendent of Training and in command of *Cerberus*. He was promoted Vice Admiral Royal Navy (in retirement on 21 July 1943) and was appointed a Commander of the Bath (CB) in the 1944 Imperial New Year's Honours List. Commodore and Mrs Drew returned to England aboard SS *Rimutaka* in November 1945 and his appointment to the RAN terminated on 13 March 1946 when he reverted to his Royal Naval rank of Vice Admiral.

Unpicking the Goldsworthy Myths

By Hector Donohue

WHEN LIEUTENANT COMMANDER Leon Goldsworthy GC, DSC, GM, MID died in 1994, the *New York Times* published an obituary which included the following:

Lieut. Comdr. Leon Goldsworthy, a specialist in the disposal of enemy explosive devices from Australia who helped the American Navy during the invasion of the Philippines in World War II, died on Aug. 7 in South Perth, Australia. He was 85. Commander Goldsworthy was Australia's most highly decorated naval officer in that war ... Later that year, he was lent to the American Navy for the invasion of the Japanese-occupied Philippines and applied his skills to Japanese mines and booby-traps.

In researching a recent book I co-authored with Jake Linton, *United and Undaunted – the First 100 Years*, I came across Goldsworthy's personal papers held by the Australian War Memorial and realised that there are a number of popular misconceptions published in contemporary accounts of his wartime exploits. In this article I provide the facts behind the myths of Goldsworthy's wartime career. These corrections are not in any way intended to be critical of the incredible achievements of Leon Goldsworthy.

***On qualifying in 1941 he joined the Rendering Mine Safe Section, HMS* Vernon.**

In fact after qualifying in Rendering Mines Safe in August 1941, he joined the Admiralty Mine Disposal Section based in London. This became known as the Land Incident Section and dealt with German mines dropped as bombs. During his time there he rendered safe 19 mines and qualified as a diver. As the German blitz on English cities began to decline, he transferred to the Enemy Mining Section at HMS *Vernon* in Portsmouth in January 1943.

Before the Allied invasion of France, Goldsworthy was involved in the selection and training of men for port clearance.

In mid-1943 Admiralty, now aware of the German mining of harbours in North Africa, conceived the idea of using teams of divers for harbour clearance. To support this concept, a diving suit with independent gas supply, suitable for mine disposal, was needed. At the request of Admiralty's Mine Sweeping Division, Mould began work with Professor J.B.S. Haldane at the Siebe Gorman works to develop the Vernon Mine Recovery Suit. Goldsworthy supported Mould and together they also devised suitable underwater search techniques.

Mould went on to form and train Port Clearance Parties or P Parties for harbour clearance in Europe. Goldsworthy volunteered to assist but remained in *Vernon* for underwater mine disposal, using the suit he helped develop. He worked closely with *Vernon*'s Mine Recovery Flotilla, a group of auxiliary vessels fitted for mine location and recovery. They were refitted and upgraded and became known as 'Goldy's Sea Horses'. These vessels were the first minehunters, using a number of echo sounders and bottom sweeps to find mines underwater.

During this period he was awarded the George Medal (April 1944), Mentioned in Dispatches (August 1944) and the George Cross (September 1944). Whilst at *Vernon*, he rendered safe or recovered seven ground mines and a number of moored mines and armed conical floats.

He later described one occasion when he dealt with moored mines: *After a quick familiarisation run off Hayling Island with only a WRNS driver to watch my work, I rendered safe a dozen German moored mines which came ashore in a wild gale.*

Clearing mines from Cherbourg Harbour and operating under shellfire

Two weeks after the Allied invasion of France, Goldsworthy, based in *Esmeralda* from the Mine Recovery Flotilla, joined the P Parties to undertake mine disposal, underwater demolition and other diving tasks off the Normandy coast. Whilst off Cherbourg the Flotilla found, as Goldsworthy described it, 'another of Hitler's Victory Weapons - the fearsome Katey Mine'. It was a weapon so simple in appearance - a metal rod tripod supporting a single 'hertz horn' mounted over a concrete block containing ten kilos of explosive. A snag line pulled a lever which broke the horn's acid vial. Goldsworthy was given the task of picking apart the sinister contraption's secrets. To approach the mine it was necessary to swim through a hundred yards of giant weed. The water was intensely cold and the rumbles of distant underwater explosions did not add to comfort. Despite fears of diabolical booby traps, the mine was rendered safe.

Goldsworthy also rendered safe three ground mines on the British assault area beaches. He was awarded the Distinguished Service Cross in January 1945 'for gallantry and distinguished services in the work of mine-clearance in the face of the enemy'. As the P Parties followed the advance into Europe, Goldsworthy remained with the Flotilla, where he dealt with a further four ground mines in the waters around the English coast.

His personal notes from this period make interesting reading and he obviously did more than documented above. The unedited notes read:

1 May 1944 Preparation for Normandy
P Party trials
BAA Sword
Examination of Gooseberry ships
Eastern guard dense shelling, smoke, LEG, obstacles, strop sweeping, Albatross, 2 type G (metal box) XMBs, 2 man torpedoes, mines lost to sweepers, 'Dive or else',
Call to Cherbourg, northwest tunnels, MEIU 3, Barber and Timey (railway station), barge? Type M, K, G at, SOAU Oyster.

In 1953, the four Australian RMS George Cross winners (Syme, Gould, Goldsworthy and Gosse) went to the UK to attend the Queen's Coronation celebrations. A dinner was held at V*ernon* on 19 May 1953 to honour them and the head of the Mine Disposal Section during the war, Commander J G D Ouvry, RN, in his speech noted in relation to Goldsworthy ... *This culminated in Seine Bay following D day when he patrolled the bottom of the sea with disturbances always threatening from exploding shells, bombs, depth charges or mines which might at any time prove fatal. He thoroughly deserved every honour that came to him. His was a restless life.*

The Vernon Mine Recovery Suit

AWM

Cherbourg, August 1944. Two of 'Goldy's Sea Horses', Fisher Boy *and* Esmeralda *AWM*

Defusing Japanese mines in the Philippines and in Borneo ... did outstanding work at both Corregidor and Borneo ... training Americans in mine clearance'

In September 1944 both Goldsworthy and another Australian, Jack Cliff RANVR, were promoted to Acting Lieutenant Commander. In October 1944, the Admiralty sent them as British Naval liaison and intelligence officers to the Pacific. They were attached to the US Navy's Mobile Explosive Investigation Unit No 1 (MEIU No 1), initially in Brisbane and subsequently, the Philippines and New Guinea area. Their task was to obtain intelligence on US search, recovery and disposal techniques and to forward samples of enemy ordnance material, particularly mines and torpedoes, to the UK.

They travelled initially to the mainland US for briefings and in his notes on the trip Goldsworthy wrote: *September 1944 Appointed to US MEIU No 1 via the States. Washington, food, lectures, trials at Fort Pierce, Mission Oriented Training, Element 'R'.* No doubt the mention of food related to what was available in the US compared to war torn Britain.

Following leave over Christmas in Australia, Goldsworthy and Cliff reported to MEIU 1 temporary headquarters in Brisbane mid-February 1945. Whilst awaiting air transport they were given instruction in identifying bombs and mines and reading Japanese characters likely to be found as markings on ordnance. At the end of March, they flew to Seventh Fleet Headquarters at Tolosa, Leyte and during the following month travelled individually to the New Guinea area. Goldsworthy arranged for captured Japanese ordnance to be loaded in HMS *Illustrious* for transport to UK. In May they joined the MEIU 1 mine recovery vessel in Guimaras Strait before proceeding to the Unit's headquarters in Manila. Goldsworthy again arranged for captured Japanese ordnance to be loaded onboard MV *Clan Chattan* in June for transport to UK. Cliff remained with MEIU 1 until the end of the year but Goldsworthy was recalled to the UK in July.

Goldsworthy was initially appointed to train P Parties for the East Indies Station but when the decision was made that they

Woolwich Arsenal, September 1942. Lieutenant Goldsworthy had rendered safe a German Type C magnetic ground mine and the Land Incident Section are preparing to recover the mine from the banks of the Thames River. Goldsworthy is second from the left. *AWM*

were not needed, he helped close them down. In October he was appointed to the British Naval Technical Mission which went to Japan in December. He assisted in the compilation of a report on Japanese underwater weapons. He returned to Australia in HMS *Formidable* arriving Sydney in April 1946 and was demobilised in May.

He rendered safe 300 mines.

The actual number would have been much less. As outlined above, by his account in his private papers, Goldsworthy rendered safe 33 ground mines, the K mine off Cherbourg, together with a large number of moored mines and armed conical floats.

A letter sent to all RMS operators by the then Third Sea Lord and Controller of the Navy (Vice Admiral Sir Frederick Wake-Walker) dated 28 November 1944, outlines the total number of mines dealt with on land.(From January 1943 Goldsworthy also dealt with 14 ground mines underwater.) In the letter Wake-Walker noted:

The Land Incident Section formed in September 1940 has now been operating for over four years on the most exacting and dangerous duty of rendering safe and disposing of enemy mines dropped in large quantities on London and many large cities throughout the country.

I am informed the section has, up to date, dealt with 876 enemy mines of which over 75% have been rendered safe … During the course of operations, a percentage of mines detonated while under treatment and these caused the death of eight officers and men; that the number is not greater reflects great credit on the coolness and skill displayed by all on many occasions …

In Conclusion

When he volunteered for mine disposal, Goldsworthy had some initial advantage as a result of his studies in engineering at the Adelaide School of Mines and Adelaide University with an emphasis in electricity and physics, which gave him a valuable basic insight into the intricacies of German mines and booby traps. He described how he became involved in mine disposal: *I was reading a notice board one day which included the small request 'Aussies get into the mining business', and I volunteered for a brief mine disarmament course, hardly realising what was ahead.* He quickly proved himself a skilled mine disposal officer who was able to use his pre-war engineering training to good effect. His officers' certificate (or flimsy) on leaving *Vernon* read:

To my entire satisfaction. A most capable and zealous officer, conspicuous for his extreme gallantry on dealing with enemy mines.

Sgd W V Grace, Captain, HMS V*ernon,* 24 October 1944.

By his example and courage 'Goldy' (as he was affectionately known to those who knew him) was a great inspiration to his team of divers on the many dangerous assignments he undertook. For a man initially rejected as being physically unfit for the Navy, he finished the war as the navy's most highly decorated officer and the acknowledged underwater mine disposal expert in Europe. He is one of only eight people to have been awarded both the George Cross and the George Medal.

Weather Signals

By Leyland Wilkinson

In 1790, in the early years of settlement, a signal station was established at South Head to provide information on ship arrivals and other important information such as storm warnings to ships in harbour. This was later supplemented by another signal station on Flagstaff Hill, now known as Observatory Hill. A naval signal station was established at Garden Island in 1902. The first mast was rudimentary and was soon replaced by another; again this was found inadequate and a third mast, rising an imposing 236 feet (71.93 m) in height, was erected in 1912. In 1945 the height was reduced to 117 feet (35.66 m) and finally it was dismantled in 1978. Some years later and after restoration the remains of this oregon (Douglas fir) mast was re-erected outside the Australian National Maritime Museum, where it stands today, but at a much reduced height of 68 feet (20.73 m).

I recently came across a guide to weather signals at Sydney which was produced by the NSW Section of the Ex-Naval Men's Association and could be purchased for 3d (3 pence). At one time copies of these signals were attached to noticeboards on most buildings at Garden Island Dockyard. The *Sydney Morning Herald* of Wednesday 7 October 1931 refers to changes to weather signals at Garden Island as follows:

From today weather and storm warning signals will be exhibited on the flagstaff at Garden Island naval establishment, in addition to being displayed at the Weather Bureau (Flagstaff Hill). Flags will be flown by day and lights will be shown at night.

The system has been inaugurated by special arrangement between the meteorological branch of the Department of Home Affairs and the naval authorities. It is considered that the prominent position of the flagstaff will make the signals of great

value to shipping and yachtsmen. The warnings will also be readily visible to residents of harbour suburbs and to passengers by ferry steamers. They will embrace all the combinations of flags now in use at the Weather Bureau, with the addition of the cone-shaped signal well known to shipping as the warning of the approach of a gale. Night signals will be used to give warning of the approach of any severe storm, and will take the form of a triangle of three red lights. The practice of displaying a red light in the tower of the General Post Office to indicate the approach of a 'southerly buster' and that of broadcasting special wind and storm warnings, will be continued.

THE SIGNALS

Under the Weather Bureau system a plain white flag indicates fair weather; a blue flag rain, white above blue (one flag) local rain, black square on white field, cool change; red square on white field heat wave; white and white flag below blue, rain to follow; white and blue flag above white flag, improving weather; black pennant above white flag, fair weather, warmer; black pennant below white flag, fair, colder; black pennant above blue flag, rain warmer; black pennant below blue flag, rain colder; black pennant above white and blue flag, local rain, warmer; black pennant below white and blue flag, local rain, colder.

Wind warnings are: White pennant above red flag with black square in centre, north-westerly winds; white pennant below red flag with black square in centre, south-westerly winds; red pennant above red flag with black square in centre, north-easterly winds; red pennant below red flag with black square in centre, south-easterly winds; two red flags with black squares in centres, very severe gales.

Anyone confused – please see inside back cover of this magazine for a coloured plan.

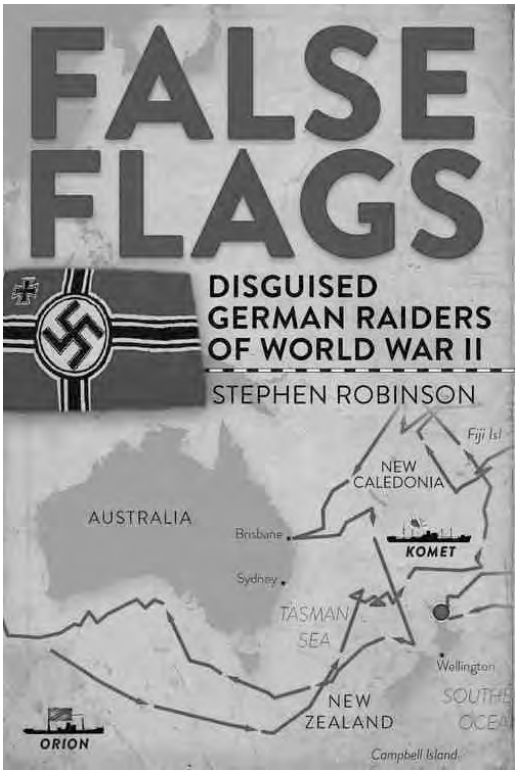
Book Reviews

False Flags – Disguised German Raiders of World War II by Stephen Robinson. Publishers Exisle, Wollombi, NSW, August 2016. Hardcover, 359 pages with many b&w photographs and good quality maps. RRP $28.00.

There is a plentiful supply of publications on German Raiders of both WWI and WWII covering the exploits of individual ships and their cohort. So when we have suffered exhaustion from *Sydney/Kormoran* stories why do we need another? Stephen Robinson is a gifted historical writer with good credentials, having served as a policy officer in the Department of Defence, as an officer in the Australian Army Reserve and as an instructor at the Royal Military College. He has undertaken extensive archival research of German and Allied records and uncovered some previously unpublished information in compiling this volume.

False Flags provides a well presented and absorbing look at a fascinating small number of ubiquitous cargo ships that were cleverly converted into potent auxiliary cruisers, while maintaining their disguise as innocent merchantmen. While there was a total of nine German Raiders the author mainly concentrates on the four that patrolled waters close to the Australian seaboard and caused havoc during the early days of WWII.

We explore how these ships were chosen and converted to their new roles, how they were manned, and especially the characteristics of the men who were to command them. They were indeed a special breed, chosen for their ability and initiative that could mould and train their crews to exceptionally high standards with very limited support. However these ships could not remain on patrol indefinitely without replenishment of fuel, food and munitions. This involved having another group of fast



supply tankers to rendezvous with the Raiders.

Both Raiders and their supply ships had the difficult task of breaking out from Germany or occupied France through blockaded choke points into clear waters. None of this would be possible without assistance, direct or indirect, provided by friendly powers. The epic passage of *Komet* from the North Sea across the top of Siberia and then via the Bering Sea into the Pacific could not have been undertaken without the assistance of Russian icebreakers and pilotage – at this time Russia was allied to Germany.

We look at the extensive minefields laid in Australian and New Zealand waters by *Orion* and *Pinguin*. An unknown story to this reviewer concerns the ships *Orion, Komet* and *Kulmerland* briefly operating as a squadron in the Western Pacific and hampered by an excessive number of prisoners. When off the PNG island of Emirau some 70 miles north of New Ireland they off-loaded more than 500 prisoners under the care of two white planters who were left a serviceable boat which they could eventually use to find assistance.

There has of course to be mention of the unexpected meeting between *Kormoran* and *Sydney*. As Raiders sought to say clear of Allied warships the author postulates that *Kormoran* might have done more to evade *Sydney* if she had made better use of her seaplane for reconnaissance.

In summary this book will not disappoint those interested in naval history as it provides a comprehensive account of an important aspect of naval warfare. It is full of interesting facts, is well researched and has a good index.

Reviewed by Arcturus

Flagship: The Cruiser HMAS *Australia* II and the Pacific War on Japan by Mike Carlton. Penguin Random House, Sydney, August 2016. Hardcover, 642 pages with illustrations and many b&w photographs. RRP $50.00 – discounts available.

Some naval history books traverse well-worn tracks where many authors have been before and contribute little that is new or engaging. Mike Carlton's new book *Flagship* is not such a book. On the contrary, this book has been missing from the literature. It is a timely book that will fill the general void in the public's understanding of the Royal Australian Navy's war at sea 1939 – 1945 and the Pacific campaign in particular.

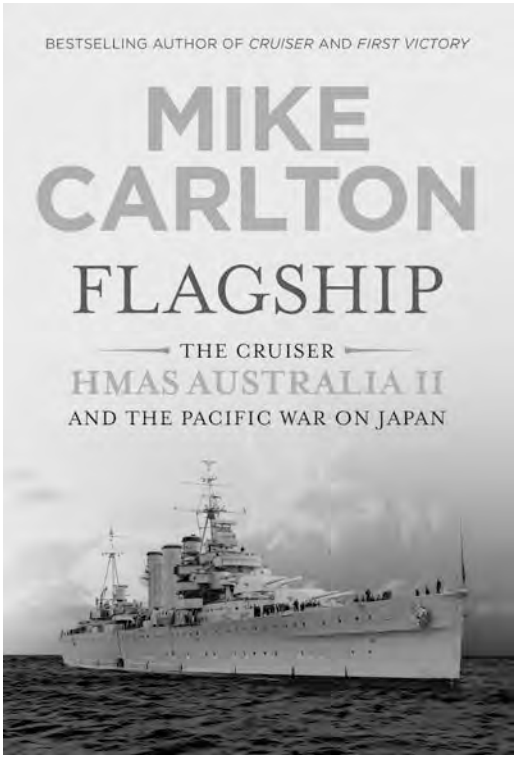
We are approaching the 75th anniversary of the Battle of the Coral Sea, where the Japanese advance was first halted. The story told in *Flagship* of how Admiral Jack Crace, originally from Gungahlin near Canberra, took his RAN/USN squadron and blocked the Jomard passage to the Japanese should be better known and its significance more

widely understood. Crace and his men, RAN and USN, despite being under air attack fought and survived and in doing so deterred the Japanese High Command from attempting to carry out their plan for a seaborne invasion of virtually defenceless Port Moresby.

Flagship covers the tragic night battle at Savo Island off Guadalcanal, the bombardment of New Guinea beaches as the allies went north and the vast sea battles off the Philippines at Leyte Gulf, Surigao Strait and Lingayen Gulf, when the Japanese surface fleet ceased to exist as a fighting fleet. These events are infrequently recalled and not formally taught to a rising generation. The few Australians with whom the names of these sea battles may resonate have little or no understanding that cruisers and destroyers of the RAN fought with the USN, and later the powerful British Pacific Fleet, right through the Pacific campaign from 1942 - 1945.

During those years RAN and USN ships sustained the allied armies fighting in jungles. They poured naval gunfire down on Japanese coastal strongpoints and softened up resistance, saving thousands of allied soldiers and marines from virtually certain death as they disembarked from landing craft. *Flagship* brings these engagements vividly back to attention. The RAN paid a very high price in fine ships and young lives for being in the thick of the fight so often and for so long. The repeated and often fatal kamikaze attacks which *Australia*'s crew endured in late 1944 and early 1945, while continuing to do their duty, should be the stuff of national inspiration. It is not.

Why is there such a blind spot in the general knowledge of the RAN's role in the Pacific? What accounts for this national amnesia? It may owe much to the lack, until now, of one good book which is available and easily read by any who wish to learn what happened to Australian sailors at war in the Pacific. Australia's naval history in



World War II is a significant part of the nation's story and deserves to be formally taught to each generation. *Flagship* is the book every school could use for this purpose.

Flagship reaches into the cruisers' mess decks and gunrooms and tells through their letters and diaries the stories of the young men who lived there, often for years, while their ship carried them into danger and back out again. Here are the lives of those who lived and returned to Australia, and those who were killed in action and buried at sea by their grieving shipmates, usually the same day. *Flagship* also deals with the role that the American High Command in Australia and the Australian Naval Board played in the decisions about where and when the RAN went into action. Key allied commanders and their political masters made choices which determined the outcome of the Australian contribution to the war in the Pacific.

The manifest failures that led to disaster at the night battle of Savo Island and the loss of HMAS *Canberra* are not glossed over and the sad truth that it was a badly aimed, hastily fired, American torpedo which first crippled the Australian cruiser is not shied away from. This fact has been widely accepted and documented since 1994 when it was fully explained by those RAN officers who were there and much later in life gained access to the USN's archives. It is right that this sad truth should be re-stated with supporting evidence. But also here is the epic account of *Canberra*'s surviving crew who recovered from the loss of their captain, their shipmates and ship and went to war again in *Shropshire,* an RN cruiser freely given by Winston Churchill to the RAN. Her guns' crews avenged their eighty four dead *Canberra* shipmates when they attacked the Japanese battle line at Surigao Strait and earned the high praise of the Americans for the speed and accuracy of their 8 inch salvos. That is a great Australian example of 'never say die' and *Flagship* tells that story, and many others, with the generosity, accuracy and the compassion which the men who lived these quietly heroic lives richly deserve.

The generation of RAN sailors who went to war in the Pacific in *Australia*, *Canberra* and *Shropshire* are very nearly all gone now. The author interviewed the few who are left and recorded their memories. These last sailors standing were very young when they went to war but their insights and memories bring freshness to the battle scenes described. The author also read the unpublished accounts, held in private family archives, of those who wrote what they remembered of the times they survived. More work on the RAN in the Pacific war awaits those historians who wish to explore further into the archives and diaries.

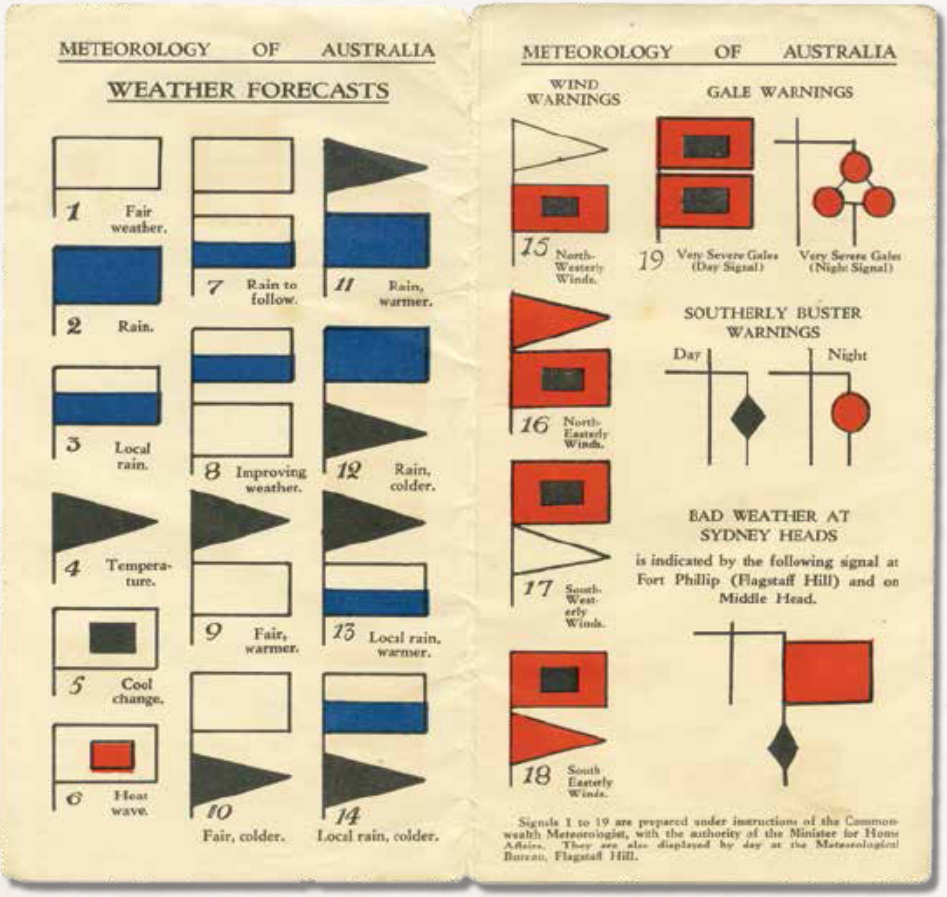
This well illustrated, very substantial new book with 560 pages of text does justice to those men who are still with us, to those who were killed by kamikaze attacks at their action station in *Australia*, to those men who came home from war and lived their lives among us. It pays tribute to those eighty four sailors and officers who still lie in Iron Bottom Sound, off Savo Island, with their lost cruiser, *Canberra.*

Reviewed by Desmond Woods

Letters to the Editor

During this holiday period there has only been a trickle of correspondence. However some lengthy letters have been received which were turned into stand-alone articles. The first was David Flakelar's rebuttal of a previous article on climate change. Secondly there was an interesting letter from the Defence Honours and Awards Tribunal concerning those who served in HMAS *Nepal* while she conducted hitherto unreported operations in the North Sea some 75 years ago.

A letter was also received from Captain Carlos Schauidt, commanding officer of the Chilean Training Ship *Esmeralda* which graced our shores in early November, before returning homeward via New Zealand where she represented her country in the RNZN's 75th anniversary international fleet review. As the September 2016 edition of our magazine contained an article entitled *Centenary of Shackleton's Antarctic Rescue by the Chilean Navy* written by Dr Carlos Tromben-Corbalan (a retired Chilean naval officer) we presented a number of copies to the ship. Captain Schauidt thanked us for the magazines which he said were of great interest and they have been distributed throughout his ship.



WEATHER SIGNALS USED AT GARDEN ISLAND SIGNAL STATION FROM 1931

TOBRUK AND HER MENTOR TAKE THEIR FINAL BOWS: WITHOUT FANFARE ON 07 DECEMBER 2016 EX HMAS TOBRUK LEAVES SYDNEY HARBOUR FOR THE LAST TIME UNDER TOW OF THE POLARIS TUGS MOLLY GRACE (AHEAD) AND RHUMB MATILDA (ASTERN) WITH DEFENCE MARTIME SERVICES VESSEL SEAHORSE QUOLL STANDING BY. AFTER MORE THAN 34 YEARS OF SERVICE ON 27 DECEMBER TOBRUK BERTHED IN THE BURNETT RIVER WHILE ARRANGEMENTS ARE BEING MADE TO SCUTTLE HER OFF BUNDABERG AS A DIVE WRECK. - PHOTO BY SHIPSPOTTING

CMDR PETER SHEVLIN, AM, RAN, RTD, WHO AGED 93 DIED ON 12 DECEMBER 2016. PETER WAS A CHAMPION OF THE LPH PROJECT AND WAS LARGELY RESPONSIBLE FOR THE BUILDING OF TOBRUK. - PHOTO BY SHEVLIN FAMILY