



NAVY TODAY



THE FLEET

The Royal Australian Navy is centred around a modern ocean going force of more than fifty combat and support ships, together with a strong Fleet Air Arm component comprising helicopters and some fixed wing aircraft. It is well armed and trained, technically advanced and possesses a comprehensive range of capabilities.

Guided Missile Destroyers



38 PERTH
39 HOBART
41 BRISBANE

Guided Missile Frigates



01 ADELAIDE 03 SYDNEY
02 CANBERRA 04 DARWIN

Destroyer Escorts

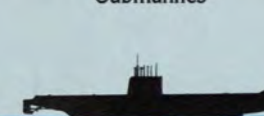


46 PARRAMATTA
48 STUART
49 DERWENT

Submarines

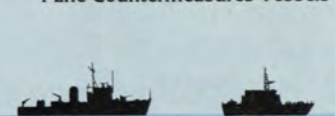


50 SWAN
53 TORRENS



57 OXLEY 70 OVENS
59 OTWAY 61 ORION
60 ONSLOW 62 OTAMA

Mine Countermeasures Vessels



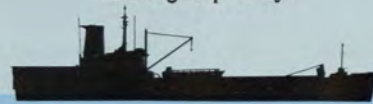
1121 CURLEW M80 RUSHCUTTER
M81 SHOALWATER

Patrol Boats



203 FREMANTLE 208 WHYALLA
204 WARRNAMBOOL 209 IPSWICH
205 TOWNSVILLE 210 CESSNOCK
206 WOLLONGONG 211 BENDIGO
207 LAUNCESTON 212 GAWLER

Landing Ship Heavy



L50 TOBRUK

Landing Craft Heavy



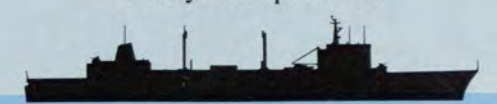
L127 BRUNEI
L128 LABUAN
L133 BETANO

Destroyer Tender



D215 STALWART

Auxiliary Oiler Replenishment



OR304 SUCCESS

Training Ship



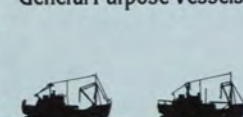
GT203 JERVIS BAY

Survey and Oceanographic Ships



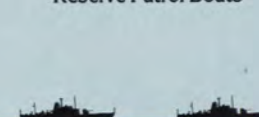
73 MORESBY 312 FLINDERS 291 COOK

General Purpose Vessels



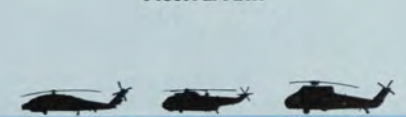
244 BANKS 247 BASS

Reserve Patrol Boats



82 ADROIT 91 AWARE
83 ADVANCE 101 BAYONET
87 ARDENT

Fleet Air Arm



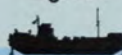
SEAHAWK SEA KING WESSEX

Support Craft Diving Tenders



1001 SEAL
1002 PORPOISE

Lighters



8001 WARRIGAL
8002 WALLABY
8003 WOMBAT
8004 WYGINA

Torpedo Recovery Vessels



01 WATTLE
02 BORONIA
03 TELOPIA

Tugs



2601 TAMMAR

Tugs



801 TUNA
802 TREVALLY
803 TAILOR

Tugs



1801 QUOKKA

Tugs



501 BRONZEWING
502 CURRAWONG
504 MOLLYMAWK



Passing out parade at HMAS CRESWELL with His Excellency the Governor-General, Sir Ninian Stephen.

THE ROYAL AUSTRALIAN NAVY

Since its formation in 1911, the Royal Australian Navy has consistently proven itself as a professional service able to meet all challenges in both peace and conflict. The Fleet has emerged from both world wars and many other confrontations with a high reputation.

The national defence interests of Australia were summarised in the 1987 Defence White Paper. The Navy has many responsibilities in relation to almost all these interests. Those of particular relevance are:

- the defence of Australian territory and society from threat of military attack.
- the protection of Australian interests in the surrounding maritime areas, our island territories, and our proximate ocean areas and focal points.
- the furtherance of a favourable strategic situation in South East Asia and the South West Pacific.

Support of these interests demands a high level of patrol, surveillance and presence activity on the part of the RAN's ships in Australian waters and throughout our region generally.

Operational effectiveness is maintained by training and exercises not only with the Australian Army and the Royal Australian Air Force but with other countries which share mutual security interests with Australia. In particular, the Navy's work with the ships of the navies of the United States and New Zealand contributes to the maintenance of strong defence links with those countries.

Assistance to the civil community, to national development and in disaster relief throughout the region constitute important ancillary activities.

The present Fleet has capabilities in most facets of naval operations, including anti-surface, anti-air and anti-submarine warfare, mine warfare, naval air operations, surveillance and fisheries protection, hydrography, oceanography and assistance for the other Services in areas such as naval gunfire support and sea transport.

A variety of projects are in train to maintain and extend the RAN's ability to meet its tasking.



These include the new submarine and the new surface combatant, both of which classes should be built in Australia. These construction programmes represent major opportunities over the next decade for the Australian shipbuilding and defence industries.

ORGANIZATION OF THE NAVY

The Chief of Naval Staff (CNS) is in command of the Royal Australian Navy and had under his charge in February 1987 more than 15,700 personnel, including some 1,300 women, in the Permanent Naval Forces with approximately 3,700 more men and women in the Naval Reserves.

Six senior officers who are Heads of Divisions in the Department of Defence (Navy) in Canberra are responsible to CNS for a variety of activities. These include the day-to-day management of the Navy, plans and operational requirements, personnel policy and management, engineering, supply, material and project management and procurement. Some senior officers are also formally "dual hatted" with additional responsibilities to the Secretary of the Department of Defence but all directorates work closely with the other Services and Defence Central in the formulation of policy.

CNS is represented in Sydney, the Navy's principal base, by two flag officers, the Fleet and Support Commanders. CNS delegates to the Fleet Commander command of assigned ships, naval aircraft, support craft and Sydney establishments acting as bases for submarines, patrol boats and minesweeping counter measures vessels in direct support of the Fleet.

The intention is to move and base up to half the Fleet in Western Australia and, in addition to the vessels based in Sydney, there are now two destroyer escorts at HMAS Stirling with a submarine due to join them there later in 1987.

The Support Commander, who also has his headquarters in Sydney, is responsible for shore establishments throughout New South Wales and the Australian Capital Territory. He also has major responsibilities in the provision of logistic support for the Fleet.

Senior officers are appointed as Naval Officers Commanding Victoria, Queensland, Northern Australia, South Australia and Tasmania and have responsibilities for the bases and seagoing units in their commands.

CNS and his senior officers can control the widespread activities of the Navy through a complex and sophisticated communications system which is able to maintain contact with Fleet units and bases anywhere in the world.

Today's Navy employs some of the most advanced equipment in the nation and, in consequence, places great emphasis on the training of personnel throughout their careers. Basic training for most sailors is provided at HMAS Cerberus at Western Port in Victoria.

Meanwhile at HMAS Nirimba, at Quaker's Hill outside Sydney, a stream of trades specialists is produced for the Navy from this training establishment. An innovation at Nirimba is the training of General Duties sailors. These men sign on for two years and spend much of their time, after brief initial training, at sea before returning to civilian life. A GD sailor may after a time decide he would like to specialize; should a vacancy exist in a particular branch, he can be transferred to the relevant training scheme and with it, to a normal engagement.

Apart from Nirimba and Cerberus, a number of specialist training establishments have been developed, each with modern equipment and instructors.

HMAS Watson at South Head in Sydney has one of the most advanced operational training centres to be found anywhere in the world.

The centre embraces three closely related units, the RAN Surface Warfare School (RANSWARS), the Submarine Warfare Systems Centre (SWSC) and the RAN Tactical School (RANTACS).

Instruction at each of these schools follows two distinct patterns, those of career courses and continuation or pre-job training.

The function of RANSWARS is to conduct warfare procedural, supervisor and operator training in Electronic Warfare, Anti-Submarine Warfare, Action Information and Navigation, as well as to direct and oversee Surface Warfare

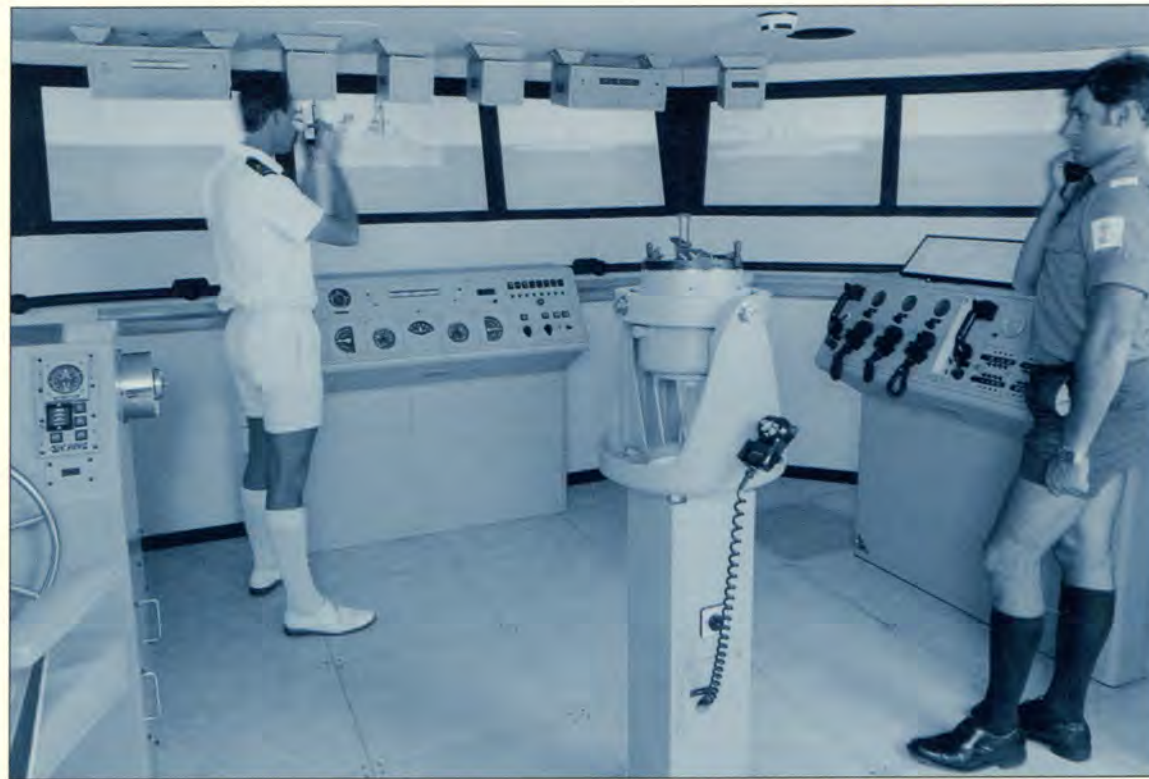


Officer training in the Gunnery and Communications specializations. Limited maintainer training is also conducted by the ASW and EW faculties.

SWSC, which has a full submarine weapons and command simulation facility, gives operational and technical support to the submarine force as well as training all ranks of the submarine arm in the techniques of modern undersea warfare.

RANTACS is responsible to the Fleet Commander for developing the RAN's maritime tactics and teaching such concepts to naval personnel and to officers of other Services and Department of Defence civilian employees.

On the other side of Sydney Harbour from HMAS Watson lies HMAS Penguin at Balmoral. Naval clearance and ships' divers training and diving research are carried out here. The base has, in addition, a modern recompression



facility and is the site of the RAN's largest hospital and the Staff College. Other training facilities at Penguin include the Damage Control School, the Seamanship School and the Hydrographic School.

Other important establishments in the Sydney area include the submarine base, HMAS Platypus and the minor war vessel base, HMAS Waterhen. Major Sydney based surface ships operate from Garden Island, which encompasses the Fleet Base and the Naval Dockyard.

South of Sydney at Nowra is the Royal Australian Naval Air Station, HMAS Albatross. This is the shore home of the Navy's Fleet Air Arm.

HMAS STIRLING, situated in Cockburn Sound south of Fremantle, is a modern and well equipped base. New facilities at Stirling include the Submarine Escape Training Tank and, in

accordance with the Government's plans for the future, Stirling is likely to expand as more ships and submarines are based in Western Australia.

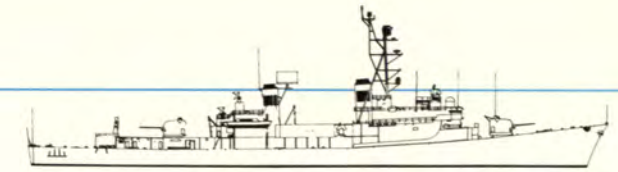
Patrol boat bases with modern repair facilities are situated at both Darwin and Cairns and bases principally concerned with Reserve training are located in Adelaide, Brisbane and Hobart.

No round-up of naval establishments is complete without mention of Williamstown Naval Dockyard in Victoria which is presently building two units of the FFG-7 class of guided missile frigates. These are intended for completion in the early 1990's.

ABOVE: Bridge simulator at HMAS Watson.

OPPOSITE: Inside the diver recompression chamber at HMAS Penguin.

GUIDED MISSILE DESTROYERS



The three guided missile destroyers — HMA Ships PERTH, HOBART and BRISBANE — are particularly versatile U.S. built ships, generally regarded as the best balanced vessels built in modern times. Their main task is air defence of the Fleet, but they also have formidable anti-submarine and surface gunnery capabilities.

The DDGs' air defence capability is vested in their Standard missile system with the launcher located near the stern, with its associated high definition radars.

Each DDG is also fitted with two Ikara missile systems. This long range, anti-submarine system is Australian-designed and developed. The missile is automatically guided to the vicinity of a hostile submarine where a torpedo is released by parachute to home on the target.

The ships are fitted with modern combat data, sonar, radar, communications and electronic systems to provide the command with comprehensive information.

All three ships saw action in Vietnamese waters in the 1960s and 1970s where they served with distinction.

The ships underwent weapons systems updates in the late 1970s which included the fitting of modern data links and computerised data systems.

Each DDG has again been earmarked for a further update which will see the RAN maintain these frontline units until the late 1990s.

PERTH, HOBART and BRISBANE are the names of former RAN cruisers.

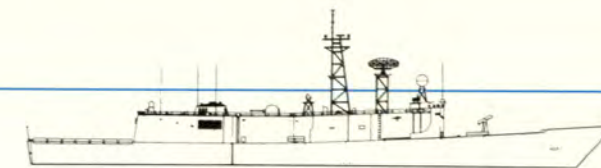
| No. | Name | Laid Down | Launched | First Commissioned |
|----------------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|
| 38 | PERTH | 21.9.62 | 26.9.63 | 17.7.65 |
| 39 | HOBART | 26.10.62 | 9.1.64 | 18.12.65 |
| 41 | BRISBANE | 15.2.65 | 5.5.66 | 16.12.67 |
| <i>Builders</i> | | Defoe Shipbuilding Co., USA | | |
| <i>Displacement</i> | | 4,720 tonnes | | |
| <i>Length</i> | | 133.2 metres | | |
| <i>Beam</i> | | 14.3 metres | | |
| <i>Armament</i> | | Two 5 inch automatic rapid fire guns, Standard anti-air missile system, two Ikara anti-submarine missile systems, two sets triple-mounted anti-submarine homing torpedoes | | |
| <i>Machinery</i> | | Two GE geared steam turbines driving two shafts | | |
| <i>Speed</i> | | More than 30 knots | | |
| <i>Ships Company</i> | | 333 | | |



RIGHT: Manning the 0.50 calibre machine gun aboard a DDG.

OPPOSITE: HMAS BRISBANE.

GUIDED MISSILE FRIGATES



Four guided missile frigates (FFGs), HMA Ships, ADELAIDE, CANBERRA, SYDNEY and DARWIN, joined the RAN between 1980 and 1984.

The FFGs are long-range escort ships with primary capabilities in the roles of interdiction, surveillance, reconnaissance, area air defence and anti-submarine warfare.

The principal weapons of the FFG are the Standard medium range anti-aircraft missile, and the Harpoon sea-skimming anti-surface missile, the latter having over-the-horizon capability. Both of these missiles are fired from the GMLS MK13 launcher carried on the forecastle.

The 76mm gun, located just forward of the funnel, has a very high rate of fire and is completely automatic.

For close-in anti-submarine work, two MK 32 triple torpedo tubes are carried, one each side amidships. For their main anti-submarine role, the FFGs are equipped with a flight deck and hangars and are capable of embarking two helicopters. The FFGs are equipped with a modern sonar system for the detection of submarines.

All ships are fitted with the Phalanx 20mm Close in Weapons System as a protection against anti-ship missiles such as the Exocet.

The FFGs are the first RAN ships to use gas turbines for main propulsion, and this, combined with a modern repair-by-replacement policy, permits a greatly reduced complement while allowing a very high availability for sea.

In recent exercises, these ships were underway from cold in less than 45 minutes, which is not possible with conventional steam-powered ships.

Two additional FFGs are being built in Williamstown, Victoria and are expected to enter service in the early 1990's.

ADELAIDE, CANBERRA and SYDNEY are the names of former RAN cruisers and an aircraft carrier (SYDNEY). DARWIN is the first of its name in the RAN.

| No. | Name | Laid Down | Launched | First Commissioned |
|----------------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|
| 01 | ADELAIDE | 29.7.77 | 21.6.78 | 15.11.80 |
| 02 | CANBERRA | 1.3.78 | 1.12.78 | 21.3.81 |
| 03 | SYDNEY | 16.1.80 | 26.9.80 | 29.1.83 |
| 04 | DARWIN | 3.7.81 | 26.3.82 | 21.7.84 |
| <i>Builders</i> | | Todd Pacific Shipyards, USA | | |
| <i>Displacement</i> | | 3,680 tonnes | | |
| <i>Length</i> | | 138 metres | | |
| <i>Beam</i> | | 13.7 metres | | |
| <i>Armament</i> | | Harpoon anti-ship and Standard anti-air missiles, Mk 92 fire control system, one 76 mm gun, one Mk 15 Phalanx CIWS, twin Mk 32 a/s triple torpedo tubes, two helicopters | | |
| <i>Machinery</i> | | Two GE LM 2,500 gas turbines, geared to one controlled pitch propeller | | |
| <i>Speed</i> | | More than 30 knots | | |
| <i>Ships Company</i> | | 186 | | |



ABOVE: The Harpoon anti-ship missile arms the FFG.
OPPOSITE: Guided missile frigates during exercises off the eastern coast.

DESTROYER ESCORTS



The Royal Australian Navy has five operational Australian-built destroyer escorts.

The newest, HMA Ships SWAN and TORRENS, have recently received major refits while the earlier River class ships, HMA Ships PARRAMATTA, STUART and DERWENT, have been extensively modernised to provide a further ten years of effective operational service.

All the ships are armed with twin 4.5 inch guns which are used with digital fire control radars and computers. The guns can be used for shore bombardment or can provide fire power against air or surface targets.

Close range air and surface defence is provided by the Seacat missile system which is controlled by a separate radar and computer. The Seacat missile system was developed in Britain and has been adopted by many of the world's navies.

A submarine threat can be met by using either the Australian-designed and built Ikara anti-submarine missile system, or the triple torpedo tubes carried on all the escorts. All ships are now fitted with the Australian designed and built Mulloka sonar equipment.

Ikara is a rocket-propelled guided missile which carries a homing torpedo toward its submarine target. The torpedo is dropped into the sea by parachute and is then acoustically homed onto the submarine target.

All ships in the squadron except DERWENT carry the names of former RAN destroyers and sloops.

The sixth ship of the class, HMAS YARRA, was decommissioned in November, 1985.

A new class of eight surface combatants (patrol frigates) are expected to enter RAN service in the 1990s to replace the River class destroyer escorts.

RIGHT: For self-defence the River class are armed with the Seacat anti-aircraft missile system.

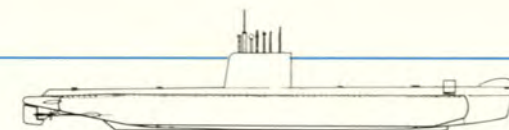
OPPOSITE: HMAS TORRENS leads two guided missile destroyers during a Fleet display in Port Phillip Bay.



| No. | Name | Laid Down | Launched | First Commissioned |
|-----|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|
| 46 | PARRAMATTA | 3.1.57 | 31.1.59 | 4.7.61 |
| 48 | STUART | 20.3.59 | 8.4.61 | 28.6.63 |
| | <i>Builders</i> | Cockatoo Island Dockyard, NSW | | |
| 49 | DERWENT | 16.6.58 | 17.4.61 | 30.4.64 |
| 50 | SWAN | 18.8.65 | 16.12.67 | 20.1.70 |
| | <i>Builders</i> | Williamstown Naval Dockyard, VIC | | |
| 53 | TORRENS | 18.8.65 | 28.9.68 | 19.1.71 |
| | <i>Builder</i> | Cockatoo Island Dockyard, NSW | | |
| | <i>Displacement</i> | 2,750 tonnes | | |
| | <i>Length</i> | 112.8 metres | | |
| | <i>Beam</i> | 12.5 metres | | |
| | <i>Armament</i> | Two 4.5 inch guns in twin turret controlled by digital fire control radar and computer. Seacat anti-aircraft missile system. Ikara anti-submarine missile system. Twin triple torpedo tubes. | | |
| | <i>Machinery</i> | Geared steam turbines developing 22,370 kw | | |
| | <i>Speed</i> | More than 30 knots | | |
| | <i>Ships Company</i> | 250 | | |



SUBMARINES



With the last Oberon class submarine entering service in 1978, and all six boats now modernised as part of the Submarine Weapon Update Programme from 1977 to 1985, the Royal Australian Navy Submarine Squadron provides the Fleet with modern offensive and reconnaissance capabilities.

The squadron is based at HMAS Platypus, North Sydney, a shore establishment specifically designed to support the submarines.

The boats are very quiet (an essential submarine attribute) and boast long endurance which is an important factor in Australia's area of interest. Each crew consists of 63 men who undergo specialist training to develop the skills

needed for this demanding service. The training is primarily self-sufficient with maintenance and support of combat system software all being conducted in Australia. The primary weapons carried by the boats are the U.S. Mk48 long range torpedoes and Harpoon anti-ship missiles. These weapons make the RAN Oberon one of the most capable conventional submarines in the world.

In 1982 the RAN established a project team to select and progress the entry into service of a new class of submarines to replace the Oberons in the 1990s. These new conventional submarines will incorporate the latest developments in submarine technology and

provide Australia with a very effective force well into the next century.

In 1985 the Minister for Defence announced the intention to homeport submarines at HMAS Stirling, near Fremantle. Development of the facilities to support the submarines in the West are progressing.

HMA Ships OXLEY and OTWAY are named for earlier Australian submarines, OVENS and ONSLOW are named for early Australian pioneers while the name ORION was selected to preserve long-established links with the Royal Navy. OTAMA is an Aboriginal word meaning 'dolphin' — the symbol of the Submarine Arm.

| No. | Name | Laid Down | Launched | First Commissioned |
|-----|--------|-----------|----------|--------------------|
| 57 | OXLEY | 2.7.64 | 24.9.65 | 27.3.67 |
| 59 | OTWAY | 29.6.65 | 29.11.66 | 22.4.68 |
| 60 | ONSLow | 26.5.67 | 3.12.68 | 22.12.69 |
| 70 | OVENS | 17.6.66 | 4.12.67 | 18.4.69 |
| 61 | ORION | 6.10.72 | 16.9.74 | 15.6.77 |
| 62 | OTAMA | 28.5.73 | 3.12.75 | 27.4.78 |

Builders Scotts' Shipbuilding Greenock, UK

Displacement 2,070 tonnes
Length 89.9 metres
Beam 8.1 metres

Armament Six bow weapon tubes capable of launching torpedoes or missiles

Machinery Two English Electric main propulsion motors, with two Admiralty standard range diesel generators

Speed Submerged speed more than 15 knots

Ships Company 63



ABOVE: Inside an Oberon class submarine, the periscope is on the far right.

LEFT: Returning home to base, HMAS Platypus, after an ocean patrol.

MINE COUNTERMEASURES VESSELS



Mine countermeasures in the RAN are conducted by the new Bay Class Inshore Minehunters now entering service and the last Ton Class minehunter, HMAS CURLEW. Two prototype Bay Class Inshore Minehunters (MHI's), HMA Ships RUSHCUTTER and SHOALWATER, have been commissioned and are now being evaluated in Australia.

The ships are glass reinforced plastic catamarans. Each is non-magnetic and sufficiently silent not to activate acoustic mines. Both ships are fitted with a high definition sonar for minehunting and mine disposal equipment.

When a mine is located a remotely operated mine disposal vehicle is deployed to identify the mine and if required places an explosive charge to destroy the mine.

Of British design and construction, HMAS CURLEW was modified in the UK before joining the Australian Fleet in 1962. She is a wooden-hulled minehunter, non-magnetic and sufficiently silent not to activate acoustic mines. Minehunting is carried out using a high definition sonar set to locate mines ahead of the ship.

When a mine is located, clearance divers go into the water to identify it and decide whether to render it safe and remove it, or to blow it up with an explosive charge which is remotely activated.



| No. | Name | Laid Down | Launched | First Commissioned (in RAN) |
|------|---------------|-------------------------|----------|-----------------------------|
| 1121 | CURLEW | Apr. 53 | 6.10.53 | 21.8.62 |
| | Builder | Montrose Shipyard, UK | | |
| | Displacement | 489 tonnes | | |
| | Length | 46.6 metres | | |
| | Beam | 8.5 metres | | |
| | Armament | One 40/60 mm Bofors gun | | |
| | Machinery | Napier diesel engines | | |
| | Speed | More than 15 knots | | |
| | Ships Company | 38 | | |

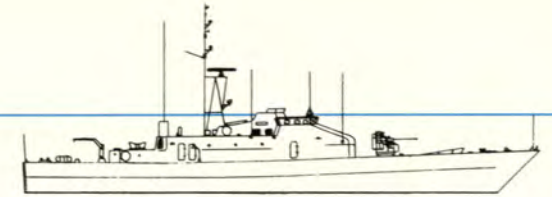
| No. | Name | Laid Down | Launched | First Commissioned |
|-----|---------------|--------------------------------------------------------------------------------------|----------|--------------------|
| M80 | RUSHCUTTER | May 84 | 3.5.86 | 1.11.86 |
| M81 | SHOALWATER | Sept. 85 | 1987 | 1987 |
| | Builders | Carrington Slipways, NSW | | |
| | Displacement | 170 tonnes | | |
| | Length | 31 metres | | |
| | Beam | 9 metres | | |
| | Armament | Two 0.5 inch machine guns, two PAP 104 remote operated mine disposal vehicles | | |
| | Machinery | Two Poyaud diesel engines driving two independent Schottel propulsion steering units | | |
| | Speed | 10 knots | | |
| | Ships Company | 13 | | |

RIGHT: The PAP 104 system, carried by HMAS RUSHCUTTER to detect and destroy mines.

OPPOSITE: HMAS RUSHCUTTER.



PATROL BOATS



In September 1977 construction began on a new class of patrol craft to supplement and in due course replace the capabilities offered by the existing Attack class boats. The new craft were built to a British design with the first constructed by Brooke Marine in England. The remaining 14 were constructed in Australia by North Queensland Engineers and Agents Ltd of Cairns, Queensland.

The first of the Fremantle class was accepted in 1979 with the last of the class entering service in early 1985.

The patrol boats are deployed to bases around Australia's coastline at Sydney, Cairns, Darwin and HMAS Stirling in Western Australia. The boats fulfil a wide variety of tasks from the tropic north to the inclement Bass Strait, patrolling for unlicensed fishing craft, oil rig surveillance and providing a response to national civil coastal surveillance and enforcement as required. In the event of war they would be tasked to control the waters close to the Australian mainland. Due to their small size the performance of the boats is limited in rough weather. The vessels are well prepared for their patrol duties as well as for any other operational requirements. Each is equipped with high definition navigation radar, high and ultra high frequency communications equipment, gyro compasses and echo sounder. In addition, they are equipped with a satellite navigation system which enables the ship's position to be determined with great accuracy.

The Fremantle class patrol boats carry the names of the Bathurst class Australian Minesweepers which served during and after the Second World War.

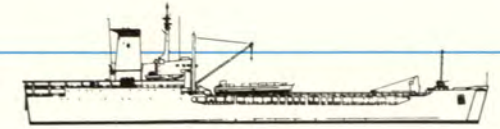
| No. | Name | Laid Down | Launched | First Commissioned |
|-----|----------------------|------------------------------------------------------------------------------------------------------------|----------|--------------------|
| 203 | FREMANTLE | 11.11.77 | 16.2.79 | 17.3.80 |
| | <i>Builder</i> | Brooke Marine Ltd, UK | | |
| 204 | WARRNAMBOOL | 30.9.78 | 25.10.80 | 14.3.81 |
| 205 | TOWNSVILLE | 5.3.79 | 16.5.81 | 18.7.81 |
| 206 | WOLLONGONG | Sept. 79 | 17.10.81 | 28.11.81 |
| 207 | LAUNCESTON | Nov. 79 | 23.1.82 | 6.3.82 |
| 208 | WHYALLA | Jun. 80 | 22.5.82 | 3.7.82 |
| 209 | IPSWICH | 20.10.80 | 23.9.82 | 13.11.82 |
| 210 | CESSNOCK | Feb. 81 | 15.1.83 | 5.3.83 |
| 211 | BENDIGO | Jul. 81 | 9.4.83 | 28.5.83 |
| 212 | GAWLER | 18.1.82 | 9.7.83 | 27.8.83 |
| 213 | GERALDTON | Mar. 82 | 22.10.83 | 10.12.83 |
| 214 | DUBBO | 9.8.82 | 21.1.84 | 10.3.84 |
| 215 | GEELONG | 15.11.82 | 14.4.84 | 2.6.84 |
| 216 | GLADSTONE | Jul. 83 | 28.7.84 | 8.9.84 |
| 217 | BUNBURY | 13.6.83 | 3.11.84 | 15.12.84 |
| | <i>Builders</i> | North Queensland Engineers and Agents Ltd, QLD | | |
| | <i>Displacement</i> | 220 tonnes | | |
| | <i>Length</i> | 42 metres | | |
| | <i>Beam</i> | 7.15 metres | | |
| | <i>Armament</i> | One general purpose 40/60 mm Bofors gun, one 81 mm mortar, two 0.5 inch cal. Browning machine guns | | |
| | <i>Machinery</i> | Two MTU 538 series 16 cylinder main propulsion engines. One Dorman 12 cylinder auxiliary propulsion engine | | |
| | <i>Speed</i> | About 30 knots | | |
| | <i>Ships Company</i> | 22 | | |



RIGHT: The bridge of HMAS DUBBO.

OPPOSITE: Two of the Fleet's Fremantle class boats on patrol.

LANDING SHIP HEAVY



| No. | Name | Laid Down | Launched | First Commissioned |
|-----|---------------|------------------------------------------------------------|----------|--------------------|
| L50 | TOBRUK | 7.2.79 | 1.3.80 | 23.4.81 |
| | Builder | Carrington Slipways, NSW | | |
| | Displacement | 5,800 tonnes | | |
| | Length | 126 metres | | |
| | Beam | 18 metres | | |
| | Armament | Two 40/60 mm Bofors guns | | |
| | Machinery | Two diesels | | |
| | Speed | 17 knots | | |
| | Ships Company | 130 | | |
| | Landing Craft | Two LCVP on davits, two LCM 8 can be carried as deck cargo | | |
| | Helicopters | In support of amphibious operations | | |
| | Troops | 350-550 | | |

The Amphibious Heavy Lift Ship HMAS TOBRUK was the first purpose-built major amphibious ship in the RAN. She was built at Carrington Slipways Pty Ltd at Tomago, near Newcastle, N.S.W.

TOBRUK's design is an update of the proven British Sir Bedivere class Logistic Landing Ship (LSL). She provides the Australian Defence Force with a heavy lift capability not available in any other Australian-owned ship.

The ship is designed to carry troops, stores

and vehicles and to put them ashore without the aid of port facilities. To achieve this, the ship is equipped with a 70 tonne capacity derrick; carries two small landing craft as ship's boats; has two landing spots for the operation of helicopters and can discharge cargoes over bow and stern ramps. TOBRUK can also carry two 60 tonne Army landing craft as deck cargo, or side-carry two self-propelled pontoons.

In an established port, TOBRUK can discharge cargo by its own heavy-lift derrick and cranes as well as over the bow and stern ramps

onto a roll-on-roll-off terminal. If no port facilities are available the ship can discharge by beaching herself, by marrying the bow ramp to beach causeway or by discharge onto pontoons, landing craft or amphibians.

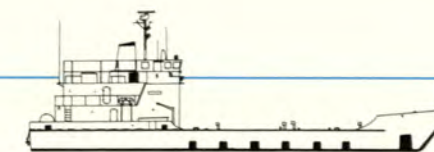
TOBRUK has the command and communications facilities to control all types of amphibious operations. She is equipped with a small hospital and accommodation for more than 500 troops. Her crew of 130 includes a small Army detachment.



ABOVE: An Army LCM 8 landing craft is lifted from HMAS TOBRUK by the ship's own heavy lift derrick.

LEFT: HMAS TOBRUK, at anchor in Jervis Bay. A RAAF Chinook lifts a Navy Wessex helicopter for transportation to the Naval Air Station.

LANDING CRAFT HEAVY



| No. | Name | Laid Down | Launched | First Commissioned |
|------|--------|-----------|----------|--------------------|
| L127 | BRUNEI | July 71 | 15.10.71 | 5.1.73 |
| L128 | LABUAN | Oct. 71 | 29.12.71 | 9.3.73 |
| L133 | BETANO | Sept. 72 | 5.12.72 | 8.2.74 |

(Laid Up)

| | | | | |
|------|------------|---------|---------|---------|
| L126 | BALIKPAPAN | May 71 | 15.8.71 | 27.9.74 |
| L129 | TARAKAN | Dec. 71 | 16.3.72 | 15.6.73 |
| L130 | WEWAK | Mar. 72 | 18.5.72 | 10.8.73 |

Builders Walkers Ltd, QLD

Displacement 316 tonnes
Length 44.5 metres
Beam 10.1 metres

Armament Two 0.5 inch machine guns

Machinery Two GE diesels

Speed More than 9 knots

Ships Company 2 officers, 11 sailors
 (or 2 officers, 13 sailors as survey ships)



ABOVE: An Army fire support vehicle drives off an LCH's bow ramp onto a beachhead.
 LEFT: HMAS BETANO, one of the RAN's six heavy landing craft.

Six LCHs form part of the RAN today.

The first ship, HMAS BRUNEI, joined the Fleet in January 1973. By the end of August 1973, four LCHs had been commissioned into the RAN — HMA Ships BRUNEI, LABUAN, TARAKAN and WEWAK. Four others — HMA Ships SALAMAUA, BUNA, BETANO and BALIKPAPAN were commissioned in the period up to mid 1974.

BALIKPAPAN the prototype LCH, was

manned by the Army until September 1974. Previously she had undergone extensive joint Navy-Army evaluation trials from 1972. BUNA and SALAMAUA were handed over to the Papua New Guinea Defence Force in November 1974.

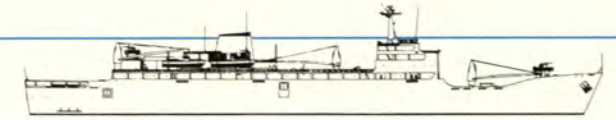
These sea-going ships, all built at Walkers Ltd Shipyards, Maryborough, Queensland, are each manned by two officers and 11 sailors. Two LCHs, HMA Ships BETANO and BRUNEI are allocated as interim survey ships, while HMAS LABUAN is assigned for naval reserve

training, to the Brisbane Port Division of the RANR. Three other vessels are held in maintained Reserve in Cairns.

As the names suggest, the ships are all named in honour of Second World War amphibious operations in which RAN ships and craft placed Australian Army units ashore or performed surveys prior to the landings.

The versatile LCHs can carry the heaviest equipment in the Army's order of battle (up to three Leopard tanks, for example).

DESTROYER TENDER



The destroyer tender HMAS STALWART is the largest naval vessel wholly designed and built in Australia.

Her primary role is to provide destroyers with repair and maintenance facilities on a mobile basis so the ships can spend the maximum time on duty in their operational areas. Her secondary role is flagship of the Royal Australian Navy.

STALWART's ability to provide mobile maintenance and repair facilities enables the destroyer force to spend the maximum time on duty in between their scheduled major dockyard refits. For this job the ship is equipped with extensive engineering, electrical, electronic, weapons, shipwright and other workshops, staffed by experts in a wide variety of trades and professions.

Of the ship's complement of 417 officers and men, more than a quarter are employed by the Fleet Intermediate Maintenance Activity (FIMA), for the maintenance and repair of Fleet units. They are available for transfer to other ships to conduct repairs whenever and wherever those repairs are needed.

When ships of the destroyer force (Guided Missile Destroyers, Guided Missile Frigates or Destroyer Escorts) come alongside HMAS STALWART, they can completely 'shut down' all of their major systems. STALWART's large fresh water and fuel tanks, salt water evaporators, main boilers, diesel generators and electrical switchboard provide these facilities. Up to four destroyers and, if necessary, other ships of the Royal Australian Navy, can be maintained by HMAS STALWART at one time.

The flight deck, at the ships stern is large enough to receive every type of helicopter in the Royal Australian Navy. Helicopters are invaluable for transporting personnel and equipment to and from other ships. The 'Wessex' helicopter normally carried aboard the ship can carry ten passengers or up to 1 ton underslung load and is fitted with a winch for rescue operations.

STALWART is a valuable ship for resupply and disaster relief missions. In recent years she has sailed on resupply voyages to Darwin, into the Pacific and South to Macquarie Island.

The first STALWART, a destroyer, served with the RAN from 1921 to 1937.

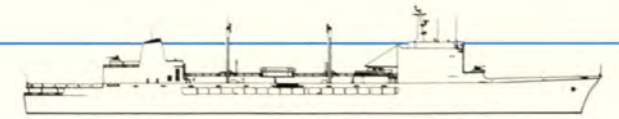
| No. | Name | Laid Down | Launched | First Commissioned |
|------|---------------|-------------------------------------------------------|----------|--------------------|
| D215 | STALWART | 23.6.64 | 7.10.66 | 9.2.68 |
| | Builder | Cockatoo Island Dockyard, NSW | | |
| | Displacement | 15,500 tonnes | | |
| | Length | 157 metres | | |
| | Beam | 20.6 metres | | |
| | Armament | Two twin 40/60 mm Bofors guns, one utility helicopter | | |
| | Machinery | Two six-cylinder diesel engines developing 10,740 kw | | |
| | Speed | More than 20 knots | | |
| | Ships Company | 417 | | |



ABOVE: Aboard HMAS STALWART, a young sailor works with one of the ship's electric drills.

OPPOSITE: HMAS STALWART, destroyer tender and flagship of the RAN.

AUXILIARY OILER REPLENISHMENT



A Fleet Underway Replenishment Ship based on the French 'Durance' Class, HMAS SUCCESS was built in Australia by Cockatoo Island Dockyard Pty Ltd at Sydney. She is the largest ship ever built in Australia for the RAN, and the largest ship ever built in the Port of Sydney.

SUCCESS was launched from Cockatoo Island slipway on 3 March 1984 by Her Excellency, Lady Stephen, wife of the Governor General. She was commissioned into the RAN on 23 April 1986.

Contemporary maritime operations demand that naval combat units be supplied with fuel, ammunition, food and stores at sea whilst underway. SUCCESS is designed for this task. She is capable of day and night replenishment to ships alongside and concurrently by her embarked Wessex helicopter to other ships in company. Four main RAS stations are fitted, two of which have dual functions and can be used to transfer either fuel or solids. RAS operations are controlled from a Cargo Control Room amidships.

During solid cargo transfer the load is supported by a traveller riding on a tensioned highline between SUCCESS and a fixed point in the receiving ship. During fuel transfers, the highline is used to support a hose which hangs from several travelling saddles and which has a quick connecting probe to mate with the fuel receiving point in the ship being fuelled. The solids transfer stations are designed to handle sizable loads of up to nearly 2 tonnes. All winches use hydraulic transmission with electrohydraulic controls. The RAS system is designed to cope with the extreme demands caused by ship motion in rough weather, and works extremely well. SUCCESS thus enables RAN Fleet units to operate with a greater degree of flexibility and independence from shore support than has previously been possible from RAN sources.

The ship's company of 205 is required to operate and maintain the propulsion, replenishment and auxiliary machinery and support systems in SUCCESS. Providing underway replenishment support to the fleet is a challenging and continuing task requiring technical proficiency and high seamanship standards.

As would be expected in a modern warship, accommodation and recreation areas are spacious and well designed. Meals are provided from one centralized galley including a bakery. The medical centre, includes an operating theatre, infirmary and dental surgery. The ship and its cargo is protected by a variety of modern fire detection and damage control equipments.

The previous HMAS SUCCESS was an 'S' Class destroyer commissioned into the RAN in 1920. She operated in Australian waters and paid off in 1930; subsequently being broken up in 1937.

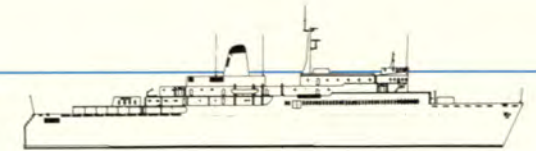
| No. | Name | Laid Down | Launched | First Commissioned |
|-------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------|
| OR304 | SUCCESS | 9.8.80 | 3.3.84 | 23.4.86 |
| | Builder | Cockatoo Island Dockyard, NSW | | |
| | Displacement | 17,933 (full load) | | |
| | Length | 157.2 metres | | |
| | Beam | 21.2 metres | | |
| | Armament | Three 40/60 mm Bofors guns, two forward, one aft, four 0.5 inch machine guns, one utility helicopter | | |
| | Machinery | Two independent propulsion systems, each consisting of a 16 PC 2-5V Pielstick non-reversing medium speed diesel engine, developing 7,640 kw at 520 RPM | | |
| | Speed | 19 knots (full load) | | |
| | Ships Company | 205 | | |



ABOVE: Replenishment at sea between HMAS SUCCESS and an FFG.

OPPOSITE: HMAS SUCCESS.

TRAINING SHIP



HMAS JERVIS BAY is the RAN's training ship. Formerly the MV Australian Trader, she was built in Australia in 1969 as a roll-on-roll-off, passenger-vehicle vessel for the Australian National Line. In 1977 she was sold to the RAN and modified to undertake the training role.

The vehicle and cargo-carrying capabilities of JERVIS BAY have been retained to provide the RAN with a useful additional logistic support capability when needed.

In her 10 year history JERVIS BAY has achieved two milestones in the RAN, being the first ship to take females to sea, initially as trainees, in October 1980 and finally in January 1985 the first female was posted to sea. Today a number of billets have been opened up to females in a wide variety of jobs ranging from Deputy Supply Officer to Electrical Sailor.

JERVIS BAY's primary role is to train male and female junior officers in basic navigation and seamanship and the ship is fitted out accordingly. Modern training facilities installed include a second bridge to accommodate navigation training and a navigation classroom, equipped with two radar displays and chart tables for up to 40 trainees.

Additionally the standard of accommodation onboard is quite a departure from that normally associated with a modern warship. Single and dual cabins, some with their own facilities provide a standard of comfort the trainees soon learn to appreciate, when they have the time to enjoy them.

Training onboard JERVIS BAY is not restricted to RAN trainees. Most training cruises usually include a number of foreign officer trainees from South East Asia and Pacific Navies.

The ship's name perpetuates her close links with the RAN College at Jervis Bay, and also commemorates the epic battle between HMS JERVIS BAY and the German pocket battleship ADMIRAL SCHEER during World War II in which the first JERVIS BAY was sunk while protecting the convoy she was escorting.

| No. | Name | Laid Down | Launched | First Commissioned |
|-------|---------------|--------------------------------------------------------|----------|--------------------|
| GT203 | JERVIS BAY | 18.8.67 | 17.2.69 | 25.8.77 |
| | Builder | Newcastle State Dockyard, NSW | | |
| | Displacement | 8,915 tonnes (full load) | | |
| | Length | 135.7 metres | | |
| | Beam | 21.5 metres | | |
| | Machinery | Two 16 PC 2V 400 Crossley Pielstick engines two shafts | | |
| | Speed | 17 knots sustained | | |
| | Ships Company | 111 plus 40 trainees | | |



ABOVE: Aboard HMAS JERVIS BAY, a female radio operator performs routine but necessary ship maintenance.
OPPOSITE: HMAS JERVIS BAY.

SURVEY AND OCEANOGRAPHIC



Surveying of Australian and Papua New Guinea waters which, combined, involve 30,000 km of coastline and cover about one-eighth of the earth's surface is the mammoth task entrusted to the RAN Hydrographic Service.

The stepped-up exploitation of Australia's vast mineral resources in recent years based on bulk-handling methods has led to the development of new ports such as Gove, Weipa, Spring Bay, Dampier and Port Hedland. The largest bulk carriers in the world now call at Australian ports and there is a continuing need

for new and more accurate surveys of shipping routes and harbour approaches.

HMA Ships MORESBY, FLINDERS, BETANO and BRUNEI are engaged full time on this work while HMAS COOK carries out oceanographic research.

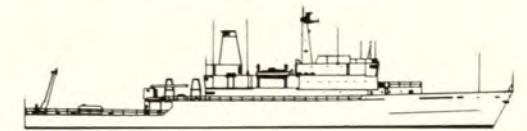
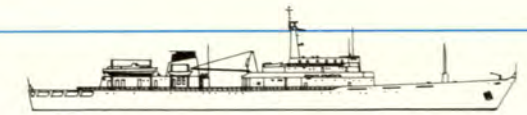
MORESBY, based in Western Australia, is a large modern survey ship. She operates her own helicopter and carries advanced electronic surveying equipment. The 765 tonne FLINDERS, which carries out surveys mainly in



the Barrier Reef area, is based at Cairns, Qld.

The two LCH's HMA Ships BETANO and BRUNEI were modified during 1985 to interim survey ships. These two vessels carry out inshore surveys in the north of Australia and are also based at Cairns, Qld.

COOK, fitted with the most advanced oceanographic and survey equipment is engaged on military and civilian oceanographic research including work for the CSIRO, universities and museums.



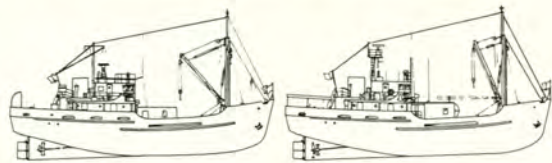
| No. | Name | Laid Down | Launched | First Commissioned |
|-----|---------------|-------------------------------|----------|--------------------|
| 73 | MORESBY | May 62 | 7.9.63 | 6.3.64 |
| | Builder | Newcastle State Dockyard, NSW | | |
| | Displacement | 2,340 tonnes | | |
| | Length | 95.7 metres | | |
| | Beam | 12.8 metres | | |
| | Machinery | Three diesel engines | | |
| | Speed | 19 knots | | |
| | Ships Company | 146 | | |

| No. | Name | Laid Down | Launched | First Commissioned |
|-----|---------------|----------------------------------|----------|--------------------|
| 312 | FLINDERS | Dec 70 | 29.7.72 | 27.4.73 |
| | Builder | Williamstown Naval Dockyard, VIC | | |
| | Displacement | 765 tonnes | | |
| | Length | 49.1 metres | | |
| | Beam | 10.1 metres | | |
| | Machinery | Two diesel engines | | |
| | Speed | 13 knots | | |
| | Ships Company | 38 | | |

| No. | Name | Laid Down | Launched | First Commissioned |
|-----|---------------|----------------------------------|----------|--------------------|
| 291 | COOK | 30.9.74 | 27.8.77 | 28.10.80 |
| | Builder | Williamstown Naval Dockyard, VIC | | |
| | Displacement | Full load, 2,550 tonnes | | |
| | Length | 96.6 metres | | |
| | Beam | 13.4 metres | | |
| | Machinery | Diesels, two shafts | | |
| | Speed | 17 knots | | |
| | Ships Company | 150 plus scientific staff | | |

TOP: HMAS MORESBY.
LEFT: HMAS FLINDERS.
OPPOSITE: HMAS COOK.

GENERAL PURPOSE VESSELS



The Royal Australian Navy has two general purpose ships, BASS and BANKS, of the Explorer class, built at Walkers Ltd shipyards, Maryborough, Queensland.

BASS was assigned to the Sydney base HMAS Waterhen in July 1982 for use as a navigation training vessel, while BANKS was assigned to Target Services Group in Jervis Bay in December 1982 for Fleet support and midshipman training.

BASS transferred to the Darwin Naval Base in October 1985, for use as a Naval Reserve Training ship for the newly formed Reserve unit.

In November 1985 BANKS transferred to Sydney to undertake the navigation duties previously performed by BASS. This involves undertaking practical navigation training on Sydney Harbour and adjacent coastal waters. With their deep draught they are good sea-keeping vessels providing relatively stable platforms.

It is perhaps fitting that GPV's BASS and BANKS have assumed navigation and training roles, tasks of which their illustrious namesakes would no doubt have approved.

| No. | Name | Launched | First Commissioned |
|---------------|-------|-----------------------------------------|--------------------|
| G244 | BANKS | 15.12.59 | 16.2.60 |
| G247 | BASS | 28.3.60 | 25.5.60 |
| Builder | | Walkers Ltd QLD | |
| Displacement | | 148 tonnes (BANKS) 180 tonnes (BASS) | |
| Length | | 30.8 metres | |
| Beam | | 6.7 metres | |
| Machinery | | Twin diesels | |
| Speed | | 9 knots | |
| Ships Company | | 10 | |

ABOVE: HMAS BASS.
OPPOSITE: HMAS AWARE.

RESERVE PATROL BOATS



Twenty Attack class patrol boats were built in Queensland shipyards for patrol and survey work in waters around Australia and Papua New Guinea.

Five of these, AITAPE, LADAVA, LAE, MADANG and SAMARAI were transferred to the Papua New Guinea Defence Force patrol boat squadron. Eight others, BARRICADE, ACUTE, ARCHER, ASSAIL, ATTACK, BARBETTE, BOMBARD and BANDOLIER have been presented to Indonesia, and HMAS ARROW was lost during Cyclone Tracy in Darwin 1974.

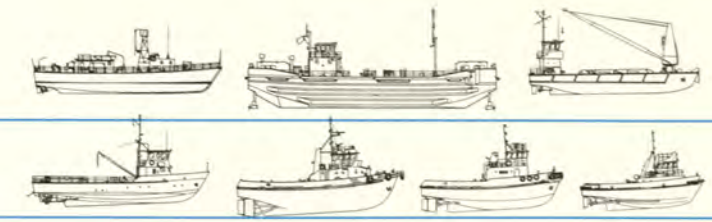
The five remaining vessels, HMA Ships ADROIT, ADVANCE, ARDENT, AWARE and BAYONET were transferred to the RAN Reserve and now operate on regular training cruises.

One boat is attached to the reserve port division in Sydney, Fremantle, Adelaide, Hobart and Melbourne. During their service with the RAN the boats were used in a variety of tasks including fishery patrol and surveying duties.

Included in the ship's equipment is high definition navigation radar, high and ultra high frequency radio transmitters and receivers, gyro and magnetic compasses and echo sounders.

| No. | Name | Laid Down | Launched | First Commissioned |
|---------------|---------|--------------------------------------------------------------------|----------|--------------------|
| 82 | ADROIT | Aug. 67 | 3.2.68 | 17.8.68 |
| Builder | | Evans Deakin Ltd, QLD | | |
| 83 | ADVANCE | Mar. 67 | 16.8.67 | 24.1.68 |
| Builder | | Walkers Ltd, QLD | | |
| 87 | ARDENT | Oct. 67 | 27.4.68 | 26.10.68 |
| 91 | AWARE | Jul. 67 | 7.10.67 | 21.6.68 |
| Builders | | Evans Deakin Ltd, QLD | | |
| 101 | BAYONET | Oct. 68 | 6.11.68 | 22.2.69 |
| Builder | | Walkers Ltd, QLD | | |
| Displacement | | 149 tonnes | | |
| Length | | 32.6 metres | | |
| Beam | | 6.1 metres | | |
| Armament | | One 40/60 mm Bofors gun, one 81 mm mortar, a variety of light arms | | |
| Machinery | | Two diesels | | |
| Speed | | 24 knots | | |
| Ships Company | | 19 | | |

SUPPORT CRAFT



TUGS

TAMMAR and QUOKKA are homeported to HMAS Stirling in Western Australia. The smaller BRONZEWING class operate on Sydney Harbour from Garden Island.

| No. | Name | In Service |
|------|------------|----------------------------------------|
| 2601 | TAMMAR | Mar. 84 |
| | Builder | Australian Shipbuilding Industries, WA |
| 1801 | QUOKKA | Dec. 83 |
| | Builder | Shoreline Engineering, VIC |
| 501 | BRONZEWING | Dec. 68 |
| 502 | CURRAWONG | 1969 |
| | Builders | Stannard Bros. NSW |
| 504 | MOLLYMAWK | 1972 |
| | Builder | Perrin Engineering, QLD |

| | TAMMAR | QUOKKA | BRONZEWING CURRAWONG MOLLYMAWK |
|----------------|---------|--------|--------------------------------------|
| Displacement | 265 | 110 | 47 tonnes |
| Length | 25.7 | 18.1 | 15.2 metres |
| Beam | 8.2 | 5.9 | 4.6 metres |
| Machinery | Diesels | | |
| Speed | 11 | 9 | 9 knots |
| Ship's Company | 6 | 6 | 3 |

ABOVE LEFT: Water fuel lighter WALLABY.
ABOVE RIGHT: TAMMAR.
LEFT: Torpedo recovery vessel TREVALLY.
OPPOSITE: Diving tender SEAL.

DIVING TENDERS

The diving tenders SEAL and PORPOISE are operated from the Mine Warfare and Patrol Boat Base, HMAS Waterhen, Waverton.

Both ships were originally built for the Royal Navy as inshore minesweepers of the Ham class.

| No. | Name | In Service |
|------|---------------|---------------------|
| 1001 | SEAL | Dec. 68 |
| 1002 | PORPOISE | Jun. 73 |
| | Builders | J. Samuel White, UK |
| | Displacement | 122 tonnes |
| | Length | 32.5 metres |
| | Beam | 6.5 metres |
| | Machinery | Two diesels |
| | Speed | 14 knots |
| | Ships Company | 7 plus divers |

LIGHTERS

Two water fuel lighters (WFLs) and three crane stores lighters (CSLs) are operated from the Garden Island Naval Dockyard in Sydney. One WFL, No. 8004 is homeported to HMAS Stirling in Western Australia and WFL 8001 is based in Jervis Bay at HMAS Creswell.

The three CSLs are used as stores lighters and tugs for other non-propelled Navy craft.

WATER FUEL LIGHTERS

| No. | Name | In Service |
|------|---------------|----------------------------------|
| 8001 | WARRIGAL | Oct. 84 |
| 8002 | WALLABY | Feb. 83 |
| 8003 | WOMBAT | Feb. 83 |
| 8004 | WYGUNA | Oct. 84 |
| | Builders | Williamstown Naval Dockyard, VIC |
| | Displacement | 1,210 tonnes |
| | Length | 38 metres |
| | Beam | 10.2 metres |
| | Machinery | Two Harbour Master units |
| | Speed | 8 knots |
| | Ships Company | 5 |

CRANE STORES LIGHTERS

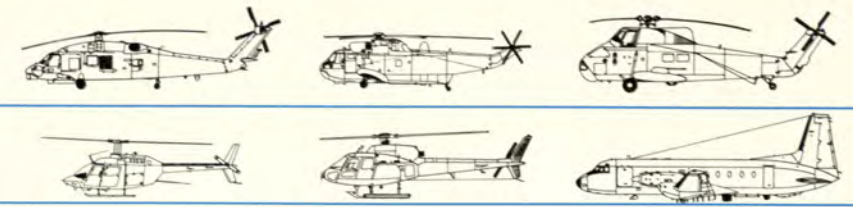
| No. | Name | In Service |
|-----|---------------|-------------------------------|
| 01 | WATTLE | Aug. 72 |
| 02 | BORONIA | Sept. 72 |
| 03 | TELOPIA | Oct. 72 |
| | Builders | Cockatoo Island Dockyard, NSW |
| | Displacement | 147 tonnes |
| | Length | 23.7 metres |
| | Beam | 9.75 metres |
| | Machinery | Two diesels |
| | Speed | 8 knots |
| | Ships Company | 4 |

TORPEDO RECOVERY VESSELS

TRV 801 operates from Jervis Bay and TRVs 802 and 803 from HMAS Waterhen in Sydney. All three vessels have been used as diving tenders and for training by the RANR.

| No. | Name | In Service |
|-----|---------------|----------------------------------|
| 801 | TUNA | Jan. 70 |
| 802 | TREVALLY | Sept. 70 |
| 803 | TAILOR | Apr. 71 |
| | Builders | Williamstown Naval Dockyard, VIC |
| | Displacement | 93 tonnes |
| | Length | 27 metres |
| | Beam | 6.4 metres |
| | Machinery | Three diesels |
| | Speed | 13 knots |
| | Ships Company | 9 |

NAVAL AVIATION



Since 1983 the Fleet Air Arm has changed from supporting carrier based aviation to a force that integrates more closely with destroyers at sea. With the advent of the FFG class ships and HMAS SUCCESS there has been a large increase in the number of helicopter capable ships in the Fleet.

The RAN has met the challenge of this transition and to complete the FFG weapon system has ordered 16 Sikorsky S70B2 Seahawk helicopters. These very sophisticated helicopters are being acquired to carry out the roles of anti-submarine warfare and anti-surface ship surveillance and targeting. Initial delivery of the Seahawk is planned for mid 1988 with entry to operational service planned for 1989. The Seahawks will effectively extend the range of ship sensors and permit long range Harpoon missile firings to be conducted over the horizon from the Navy's FFGs and DDGs.

In the interim the Fleet Air Arm is maintaining essential expertise in a wide range of aircraft in several different roles. These aircraft and roles are:

Westland Sea King Mk 50 As are employed in anti-submarine warfare, operations in support of Army and search and rescue.

Westland Wessex Mk 31Bs are used in operations in support of Army, Fleet utility tasks from HMAS SUCCESS, STALWART and TOBRUK and search and rescue.

Bell Kiowa 206Bs are employed in communications and survey support operations from HMAS MORESBY.

Aerospatiale Squirrel AS 350Bs for light utility and training at sea in the FFG 7 class ships.

Hawker Siddeley HS748 aircraft, are employed in electronic warfare training in support of all three services and are also employed as personnel and stores transport support aircraft.

Jindivik pilotless target aircraft operate from Jervis Bay airfield to provide a realistic target aircraft for Navy, Air Force and Army missile practices.



TOP: Sea King Mk 50A.

ABOVE: HS 748.

OPPOSITE: Squirrel AS 350-B.

LEFT: Wessex Mk 31B.

RIGHT: Bell 206-B.

The future of the Australian Defence Force has been determined by the policy of "self reliance" and the Navy faces a considerable challenge in the years ahead to meet its wide and increasingly complex responsibilities. The men and women of the Royal Australian Navy have accepted this challenge with enthusiasm.



HMAS ADELAIDE, March '87
Photography: LSMTH Heaney, HMAS Sydney



NAVY TODAY

Text: FPRO, Leut. Ross Gillett
Photography: Naval Photographic Unit
Front Cover: A BPH Walton
Design: Sam Monaghan
Film Separations: Colour Scanners Pty. Limited.
Printed by: Blake & Hargreaves Pty. Ltd.