ROYAL AUSTRALIAN
NAVY BAND
ONE OF AUSTRALIA’S PREMIER MILITARY ENSEMBLES

A Naval Salute

Celebrating the Royal Australian Navy Centenary 1911 - 2011

commencing 7.30 pm on Sunday 10 July 2011 at the City Recital Hall, Angel Place, Sydney
THE SYDNEY DETACHMENT ON PARADE FOR DIVISIONS AT HMAS ALBATROSS IN 2007

NAVY FREEDOM OF ENTRY PARADE THROUGH SYDNEY IN MARCH 2009
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‘A SALUTE FROM DOWN UNDER’ PRESENTED DURING THE BRUNEI INTERNATIONAL TATTOO 2011
In our centenary year, it gives me great pleasure to welcome you to this Flagship Recital by the Royal Australian Navy Band.

This year we mark the one hundredth anniversary of the grant of our title, the ‘Royal Australian Navy,’ by King George V, who also declared that our vessels should be known as ‘His Majesty’s Australian Ships.’ It was an historic moment for our Naval forces, which came into being only ten years earlier at Federation, and one we celebrate with pride.

Our anniversary is an important opportunity for us, and for the Australian people we serve, to reflect on the commitment and sacrifice of all those who have served in Australia’s Navy and helped make it what it is. Their legacy is a proud history that has been written through more than a century of war and peace around the world, from the earliest days of the First World War and the epic sea duel between HMAS Sydney I and SMS Emden; the Second World War, where ships like HMA Ships Armidale, Perth, Yarra and the Scrap Iron Flotilla were immortalised; and conflicts in Korea, South East Asia, East Timor and the Persian Gulf. In recalling these stories, we remember and honour the thousands who have given their lives, and their families.

As we face the challenges of both today and tomorrow, it is the courage and values of our forebears and the trust placed in us by our community which will sustain us. The words of the Australian Prime Minister, Joseph Cook, in 1913 still ring true after nearly a century: “The Australian Fleet is not merely the embodiment of force. It is the expression of Australia’s resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage it has received, and which it holds and cherishes as an inviolable trust.”

R.J. GRIGGS, AM, CSC
Vice Admiral, Royal Australian Navy
Chief of Navy
The Royal Australian Navy Band plays a crucial role in keeping Navy’s image in the public consciousness, and maintains one of Navy’s most consistent and significant public engagement profiles.

Its musicians promote awareness in the wider community of Navy’s contribution to the nation and reflect the quality and values of Navy’s people.

An important legacy passed to the current generation of Navy’s musicians is the proud record of service by its former members. During the Great War, musicians served in HMAS Australia and throughout World War II, Navy’s musicians served with distinction in HMA Ships Australia, Canberra, Perth and Sydney. Navy’s musicians also served during the Korean War, the Malaysian Emergency and the Vietnam War.

Navy’s current generation of musicians have continued to build on that record of service with deployments to Iraq and Afghanistan, and they also support Navy’s international engagement profile whilst maintaining an impressive commitment schedule across Australia. These performances throughout Australia and the four corners of the world have created the proud traditions upheld by Navy’s current generation of musicians, and have established the Royal Australian Navy Band as ‘one of Australia’s premier military ensembles’.

A Naval Salute will promote core messages about the history, current activities and people, and future direction of the Royal Australian Navy. The concert will feature key elements of Navy’s ceremonial repertoire including Colours, Beat to Quarters, Man Ship, Cheer Ship, and Ceremonial Sunset. The concert will include music that has been especially composed to mark this important milestone. During the concert we will salute our veterans, honour Indigenous service to the Royal Australian Navy, and tell the story of Navy’s service to the community.

We are honoured to have the opportunity to present this concert celebrating the Centenary of the Royal Australian Navy, and I am indeed very fortunate to sit at the helm of this fine ensemble of talented musicians and musical ambassadors. I hope that you will be inspired by their performance as you embark on this musical voyage.

Welcome aboard.

P.C. ANDERSON, OAM
Commander, Royal Australian Navy
Director of Music
MUSIC PROGRAMME
A Naval Salute

PROCESSION AND SALUTE

LIEUTENANT ANDREW STOKES RAN
Serving Australia With Pride

TRADITIONAL
Vice Regal Salute

COLOURS

COMMANDER PHILLIP ANDERSON, OAM, RAN
With Courage and Honour

FIRST WATCH

LIEUTENANT MATTHEW KLOHS, RAN
Ships Without a Name

LEADING SEAMAN MARTYN HANCOCK
Jack Tar!

Soloists on .303 Rifles:
Warrant Officer Dale Granger (Bugle), Leading Seaman Cameron McAllister,
Able Seaman Dave Coit, Able Seaman Anthony Frantz, Able Seaman Dayne Grindley and Able Seaman Andrew Hansch

LIEUTENANT CASSANDRA MOHAPP, RAN
Belle’s Broadcast

Soloists:
Leading Seaman Tracy Kennedy, Able Seaman Damian Dowd and Able Seaman Bryony Dwyer

LEADING SEAMAN MARTYN HANCOCK
The Scrap Iron Flotilla

Ceremonial Drill Team:
Petty Officer Chris Palamountain, Petty Officer Gordon Orr, Able Seaman Martin Duck,
Able Seaman James Roach, Able Seaman Peter Taylor, Able Seaman Greg Turner and Able Seaman Ellen Zyla

NAVY – A CELEBRATED, PROUD AND CARING FAMILY
The Naval Association of Australia, the Navy League of Australia, the Returned Services League of Australia,
the Department of Veterans’ Affairs and the Sir David Martin Foundation

GRAHAM LLOYD
Circumnavigation

Commissioned by the Director of Music to celebrate the 110th Anniversary of Australian Naval Service
and the 100th Anniversary of the Royal Australian Navy

STAND EASY
## SECOND WATCH

ADDRESS BY VICE ADMIRAL RAY GRIGGS, AM, CSC, RAN  
Chief of Navy

VIDEO PRESENTATION  
Navy's People

## MAN SHIP AND CHEER SHIP

**HMAS KANIMBLA**  
Boarding Party Close Up

**LIEUTENANT STEVEN STANKE, RAN**  
A Momentous Occasion

**DR WILLIAM BOYCE**  
Heart of Oak

## BEAT TO QUARTERS AND PRESENTATION OF INDIGENOUS ARTWORK

**LEADING SEAMAN PAUL PARNELL**  
Beat to Quarters

**WOODLEY AND NEWTON**  
*I Am Australian* (arranged by Commander Phillip Anderson)

Soloists:  
Leading Seaman Tracy Kennedy, Able Seaman Damian Dowd and Able Seaman Bryony Dwyer

## CEREMONIAL SUNSET

**JOHN ELLERTON AND CLEMENT SCHOLEFIELD**  
The Day Thou Gavest Lord Is Ended

**ARTHUR GREEN**  
Sunset

**JACKIE TRENT AND TONY HATCH**  
*My Country* (arranged by Lieutenant Andrew Stokes)

Soloists:  
Leading Seaman Tracy Kennedy, Able Seaman Damian Dowd and Able Seaman Bryony Dwyer

**PETER DODDS MCCORMICK**  
*Advance Australia Fair* (arranged by Commander Phillip Anderson)

**MARIE COWAN**  
Waltzing Matilda (arranged by Leading Seaman Martyn Hancock and Graham Lloyd)

**HENRY RUSSELL AND SIGISMUND NEUKOMM**  
A Life on the Ocean Wave
A Naval Salute: Celebrating the Centenary of the Royal Australian Navy 1911-2011

**SERVING AUSTRALIA WITH PRIDE**  
*Composed by Lieutenant Andrew Stokes, RAN*

Serving Australia With Pride was composed at the request of the Director of Music especially for the 100th Anniversary celebrations and for the procession of the distinguished guests.

**COLOURS**

Semaphore Party provided by Training Ship Sirius and the Flag Orderlies and Ceremonial Guard provided by the Royal Australian Navy Band

A ship’s Colours comprise the national flag and naval ensign. The term also signifies the naval ceremony of the daily hoisting and lowering of the Colours. In the Royal Australian Navy, the Colours for ships alongside and naval establishments are always hoisted at eight o’clock in the morning and are lowered at sunset. Ships at sea fly the ensign twenty four hours a day.

**WITH COURAGE AND HONOUR**  
*Composed by Commander Phillip Anderson, OAM, RAN*

The Battle of the Coral Sea was an important turning point in the war in the Pacific because, for the first time, the Allies had stopped the Japanese advance. Many Australian’s still refer to it as the battle that saved Australia. The quick march, With Courage and Honour, was composed to commemorate the 50th Anniversary of the Battle of the Coral Sea. Various bugle calls are used throughout this march including General Salute and The Alert. The march was first performed at the Cenotaph, Sydney, on 8 May 1992 in the presence of veterans from the Battle of the Coral Sea.

**SHIPS WITHOUT A NAME**  
*Composed by Lieutenant Matthew Klohs, RAN*

Ships Without a Name was commissioned by the Director of Music and is a tribute to Australia’s World War I submarines AE1 and AE2. The work is in two movements and is descriptive in style. The story of the two submarines is a fascinating account of Australia’s naval heritage, and a tale of bravery, mystery, comraderie, loss of life and incredible survival. AE1, known as “The ship with no name”, disappeared without trace off the coast of New Guinea (now Papua New Guinea) in 1915 and all crew were lost—the wreck has not been found to this day. Describing this great mystery and tragic loss of life, the opening movement—Ship With No Name—is quite staid and reflective, with motifs heard from “Eternal Father, Strong to Save” and “Moreton Bay”: the former being inherently Naval to any listener, and the latter being a familiar Australian folk song.

The second movement—Stoker’s Submarine—is majestic and at times full of tension, and takes the listener on a journey through the entrance to the Dardanelles, the terrifying minefield, and ultimately the loss of the submarine. Her Commanding Officer and crew, having survived against all odds, were taken as Prisoners of War by the Turks. Some three years later, all but three of the men were returned safely to Australia. This amazing feat of leadership and survival is summed up by the glorious penultimate section of the work. The conclusion is a reflection of the loss of some of our greatest maritime pioneers, whose little known story deserves a higher place in the hearts and minds of the Australian people.
A Naval Salute: Celebrating the Centenary of the Royal Australian Navy 1911-2011

MUSIC PROGRAMME

A Naval Salute

JACK TAR!

Composed by Leading Seaman Martyn Hancock
Warrant Officer Dale Granger (Bugle), Leading Seaman Cameron McAllister,
Able Seaman Dave Coit, Able Seaman Anthony Frantz, Able Seaman Dayne Grindley and Able Seaman Andrew Hansch

Named after the slang term for a sailor that dates back to the 18th century, Jack Tar is a humorous piece of music written to display the talents of those who can manage to produce some kind of notes from a vintage Lee Enfield .303 rifle! Throughout the work a variety of old and traditional nautical influences can be heard including the march Heart of Oak, the sea shanties Sailor’s Hornpipe and What Shall We Do with a Drunken Sailor, as well as various bugle calls such as Alert, Divisions and Cheltenham. In addition, even a Boatswain Call and a Cat o’ Nine Tails whip have been included in the composition. The piece culminates with a rousing finale where the rifles battle it out against each other in a cadenza based on bugle calls and even a hint of Ride of the Valkyries before a final tutti statement of Sailor’s Hornpipe is reiterated by the band, and of course to finish off with, a gunshot!

BELLE’S BROADCAST

Arranged by Lieutenant Cassandra Mohapp, RAN
Leading Seaman Tracy Kennedy, Able Seaman Damien Dowd and Able Seaman Bryony Dwyer

On 28 April 1941, 14 women from the Women’s Emergency Signalling Corps enlisted into the Women’s Royal Australian Naval Service. They were based at HMAS Harman—the communications nerve-centre for the Royal Australian Navy during World War II. Belle’s Broadcast is a tribute to those original members of the Women’s Royal Australian Naval Service. The music commences with eight bells and uses a number of Morse Code messages including Clear Lower Deck, SOS and Sydney is Lost. The arrangement contains a moving version of the Naval Hymn as well as songs made famous by Vera Lynn, including Wish Me Luck as You Wave Me Goodbye and White Cliffs of Dover which became anthems of hope and of peace. The WRANS were desperate for the war to end but knew that this would also end their service. We’ll Meet Again represents the sisterhood of the WRANS that still exists today.

THE SCRAP IRON FLOTILLA

Composed by Leading Seaman Martyn Hancock
Petty Officer Chris Palamountain, Petty Officer Gordon Orr, Able Seaman Martin Duck,
Able Seaman James Roach, Able Seaman Peter Taylor, Able Seaman Greg Turner and Able Seaman Ellen Zyla

The quick march The Scrap Iron Flotilla was composed at the request of the Director of Music to pay tribute to the five Australian destroyers that served in the Mediterranean during World War II: HMA Ships Stuart, Voyager, Vampire, Vendetta, and Waterhen. Built at the end of the First World War, these already old and outdated ships soon earned their name after being ridiculed by the NAZI Propaganda Minister Goebbels as a “consignment of junk” and “Australia’s Scrap Iron Flotilla”. However, the ships had been built extremely well due to the expertise of those working on the Clyde at that time. In addition, the crews that manned the ships were renowned for their cheerfulness, courage, optimism and pride. The ships and their crews fought for two years and proved to be highly successful, earning them very distinguished battle honours. Coincidentally, the composer (Leading Seaman Martyn Hancock) has a strong family history from Greenock, on the banks of the river Clyde in Scotland. His great-grandfather and several other relatives were shipbuilders at the Clyde Shipyards during the time that the ships of the Scrap Iron Flotilla were built. During the trio section ‘Pipe the Side’ is played on a Boatswain Call as a salute to the sailors who sailed in those remarkable ships, and an anvil (representing scrap iron) can be heard as an acknowledgment to the ship builders. The final phrase of the music is juxtaposed with references to the march Royal Australian Navy and the Naval Hymn, Eternal Father, Strong to Save.
CIRCUMNAVIGATION

Composed by Graham Lloyd

Circumnavigation was commissioned by the Director of Music to celebrate the 110th Anniversary of Australian Naval Service and 100th Anniversary of the Royal Australian Navy. The work is based on the psalm 'They that go down to the sea in ships', and the choir sings this psalm throughout the work:

They that go down to the sea in ships, that do business in great waters;
These see the works of the Lord, and his wonders in the deep.
For he commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.
They mount up to the heaven, they go down a-gain to the depths: their soul is melted because of trouble.
They reel to and fro, and stagger like a drunk-en man, and are at their wit's end.
Then they cry unto the Lord in their trouble, and he bringeth them out of their distresses.
He maketh the storm a-calm, so that the waves thereof are still.
Then are they glad because they be quiet; so he bringeth them unto their de-sired haven.

The work is in the form of a palindrome with the first section reflecting the vessel moored in the early morning prior to sailing. Soon, the lines are cast off and the vessel proceeds slowly from the safety of harbour and out to sea. The music then takes the listener on a journey through the majesty of the deep and into the full fury of a stormy sea. In the eye of the storm, the music takes on an eerie harmonization of the Naval Hymn, Eternal Father, Strong to Save. The harmonisation is based on the dominant chord and its substitute dominant–making one the sky and the other the sea, and the melody sits between the sea and the sky. The vessel then enters the other side of the storm, which finally abates with the vessel again in full sail prior to entering harbour.

MAN SHIP AND CHEER SHIP

Man Ship and Cheer Ship are marks of respect usually given in honour of a person or of another ship. In the days of sail, the yards and shrouds were manned as well as the decks: only decks are manned in modern times. Man Ship was intended to show friendly intent where all hands would appear on deck or aloft to demonstrate that the guns were not manned and no small arms were carried. This evening, the Royal Australian Navy Band will Man Ship to A Momentous Occasion to celebrate the first Australian Fleet’s arrival in Sydney Harbour on 4 October 1913. This will be followed by Heart of Oak to welcome the naval veterans onto the Quarterdeck and to acknowledge their service to the nation.
Beat to Quarters stems from the 17th century when a drum roll was played to signify a ‘call to arms’ when an enemy warship was sighted.

This evening, the drummers are wearing slings adorned with Indigenous artwork, commissioned by the Director of Music, to honour Indigenous involvement and service in the Royal Australian Navy. This artwork, titled ‘The Salute’ was created by Aboriginal artist Darren Moffitt.

On the surface this painting depicts a dugong surrounded by other sea creatures in blue coastal waters. A coastline of earthy tones frames the sea creatures and is strewn with an array of traditional Aboriginal stencil paintings of hands and weapons, silhouette paintings of a kangaroo and hunter, rock wall paintings of tall ships and a set of footprints that follow the coastline. The painting has a story and without this the true meaning of the artwork is not easy to understand or fully appreciate. The story describing this painting is about traditions, history and warriors.

The central feature in this painting is a dugong. The dugong has very strong cultural links to both Aboriginal and Torres Strait Islander peoples and like the Navy, it is inherently connected with the sea. The dugong appears to be caressing a starfish in this painting; the true meaning of this gesture is embedded within this story. Surrounding the Dugong in the blue coastal waters are other sea creatures that also have special meaning. Five dark blue starfish form the Southern Cross constellation around the dugong and this is significant because the Southern Cross represents Australia and the stars on the Australian White Ensign. In this artwork it also symbolises ‘country’. For Aboriginal and Torres Strait Islander peoples ‘country’ is extremely important and ‘protecting country’ has always been a fundamental part of Indigenous culture - ‘Protecting Country’ is why the Royal Australian Navy exists.

The dugong is surrounded by five smaller sea animals, each representing Navy’s values with two of each type to symbolise both Aboriginal and Torres Strait Islander peoples: the Stingray for Honour, Fish for Honesty, Shark for Courage, Crab for Integrity and Turtle for Loyalty. Although these animals are from the same sea, they are very diverse in nature, reflecting and acknowledging the rich diversity of Australia’s Indigenous culture. The coastline frames the sea animals in earthy tones and is covered with stencil paintings and rock wall paintings that represent the past: tall ships for the Royal Navy, and Bungaree whose footprints tell of his circumnavigation of Australia. Bungaree was a well known character in the Sydney area and in 1802 / 1803 he accompanied Captain Mathew Flinders on the HMS Investigator during a Royal Navy survey mission around the Australian coastline. This significant event is arguably one of the earliest examples of Indigenous service to the Navy – even though the vessel was Royal Navy and Bungaree was not a serving member, this event represents a distant link to Indigenous involvement and service to the Royal Australian Navy. The hand stencil paintings in this artwork represent and acknowledge ‘ancestors’ and the weapons are symbolic of past warriors. The boomerang, nulla nulla and stone axe are also used in Royal Australian Navy ship crests to represent Australia—this honours Australia’s Indigenous heritage and distinguishes Australian warships from British.
The stark kangaroo and Aboriginal hunter represents HMAS Parramatta, the first commissioned ship of the Royal Australian Navy and first of many to bear Indigenous names. HMAS Parramatta (I) was a River Class Torpedo Boat Destroyer and from 1916 to 1928, the ship’s badge featured a stark kangaroo, which was then changed to an Aboriginal with spear in hand, standing in shallow water, with an impaled and entwined eel on the end of the spear. This was to link the ship’s badge design with its name; the translation of “Parramatta” is “where eels lay down”. In 1961, a motto for the ship’s badge “Strike Deep” was adopted; this linked the badge design with the ship’s naval role.

This artwork highlights a long tradition of Indigenous involvement and service in the Royal Australian Navy by uniformed members and civilians. It explores the origins of this tradition with a link to Bungaree’s experience and the notion of warrior instincts and ‘protecting country’ that is embedded deep within Australia’s Indigenous culture. The artwork also demonstrates how the Royal Australian Navy continues to honour Australia’s Indigenous heritage through the use of Indigenous names for its warships and cultural materials that feature on official Navy badges. This artwork also draws a correlation between the Navy’s values and Indigenous service. The Royal Australian Navy is justifiably proud of its links with Aboriginal and Torres Strait Islander peoples and this artwork is a Salute, dedicated to Indigenous men and women who have served this Nation in the past and to those who continue to serve today in the Royal Australian Navy.

On completion of Beat to Quarters the Royal Australian Navy Band, Royal Australian Navy Veterans, and Staff and Cadets from Training Ship Sirius will Cheer Ship. This will be followed by the popular tune I Am Australian, which is a tune regularly featured at farewell and welcome home ceremonies for ships departing to and returning from major deployments.

**CEREMONIAL SUNSET**

Ceremonial Sunset is traditionally conducted by Navies throughout the world to salute the lowering of the Ensign at the close of the day. It was also the custom for Captains of Men of War to prove their gun powder was dry and ready for the next encounter. They did this by firing an evening gun and having their Marine Detachment fire a fusillade of rifles.

Ceremonial Sunset will commence with the evening hymn, The Day Thou Gavest Lord Is Ended. There will be a volley fire during the rendering of this hymn to signify the knell of parting day. At Sunset, the buglers will sound The Alert, the Ceremonial Guard will Present Arms and the bugle call Sunset will be played as the Australia White Ensign is lowered. My Country, which is based on the poem by Dorothea Mackellar, will be played as the Flag Orderlies fold the Ensign and this will be followed by the Australian National Anthem, Advance Australia Fair.

The ceremony will conclude with Australia’s national song, Waltzing Matilda.
As inhabitants of the world’s largest island, Australians have always enjoyed a close personal relationship with the sea. For thousands of years the indigenous population exploited the resources of the continent’s vast coastal fringe, and in the wake of the first European settlement in 1788 the sea became central to exploration, trade and security.

By the 1850s separate British colonies had been established in New South Wales, Queensland, Victoria, South Australia, Tasmania and Western Australia. All relied on the Royal Navy’s global supremacy for protection, and the stationing of a small British Squadron in Sydney offered some measure of visible presence. Yet, the discovery of gold and Australia’s growing agricultural wealth, increasingly raised questions about the adequacy of the security provided, particularly with the Squadron frequently absent on patrol in the South Pacific. As the possibility of war with Russia waxed and waned, New South Wales and Victoria went so far as to acquire the beginnings of their own local naval defence.

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

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

On 1 March 1901 the existing colonial navies and everyone employed in their connection were transferred to the new Federal Government and christened the Commonwealth Naval Forces (CNF). This collection of tired and dilapidated vessels could not be regarded as a cohesive and functional navy, but the foundations were in place and the CNF found its voice with the appointment in 1904 of Captain William Creswell as Director of Naval Forces.
By 1909, Creswell's persistent lobbying had led to the government ordering three modern 700-ton, torpedo boat destroyers from the United Kingdom, the first new ships acquired for the Australian Navy. But even this advance was soon outdone by more momentous events. At the 1909 Imperial Conference in London, the British First Sea Lord, Admiral Sir John Fisher, warned of a coming war and declared that a navy composed only of small craft, such as Australia was developing, could never be efficient. Fisher proposed that Australia should instead acquire a self-contained Fleet Unit, a balanced force centred on a battlecruiser, which would be capable of either independent action or combined operations with imperial fleets.

The scheme found wide approval in Australia and progress followed rapidly. Within two years appropriate legislation had been passed, funds had been allocated and orders for the additional ships placed with British and local shipyards. In July 1910 King George V formally recognised the CNF's increased status when he granted it the title 'Royal Australian Navy' (RAN). On 4 October 1913 the new Australian flagship, the battle-cruiser HMAS Australia, led the remainder of the Fleet Unit into Sydney Harbour. The entry evoked a nationalistic fervour never before experienced, and hundreds of thousands of citizens flocked to witness what many regarded as the most important event in European Australia's history.

In July 1914 the permanent strength of Australia's new navy stood at 3800 personnel and 16 commissioned ships. The majority of the fleet was at sea in Queensland waters when they received news of the growing crisis in Europe. The ships returned to Sydney to take on coal and stores and by 5 August, when the British Empire declared war on Germany, were already proceeding to take up their war stations. Australia willingly placed its fleet under British Admiralty control for the duration of the war, and thus for the next four years RAN ships and men found themselves serving all around the globe. Initial operations focused on the Pacific and Indian Oceans and, in addition to seizing German possessions, Australian ships provided escort to troop convoys departing for the Middle East and Europe. In protecting the first of these convoys the light cruiser Sydney won the RAN's first single ship battle honour, destroying the famous German raider Emden in an engagement off the Cocos Islands in November 1914.

Equally important in terms of establishing the RAN's fighting traditions, at Gallipoli in April 1915 the submarine AE2 became the first Allied vessel to penetrate the strongly defended Dardanelles and enter the Sea of Marmara. Elsewhere, RAN cruisers and destroyers variously assisted with the blockade of German East Africa, patrolled Far Eastern waters, performed anti-submarine operations focused on the Pacific and Indian Oceans and, in addition to seizing German possessions, Australian ships provided escort to troop convoys departing for the Middle East and Europe. In protecting the first of these convoys the light cruiser Sydney won the RAN's first single ship battle honour, destroying the famous German raider Emden in an engagement off the Cocos Islands in November 1914.

For an untried navy, the RAN had performed beyond expectations, but with war's end it immediately faced the triple challenges of political disinterest, economic constraints and international disarmament. In short order, the first flagship, Australia, fell victim to the Washington conference and was scuttled off Sydney, and the fleet was relegated to squadron status. By 1930 the RAN had just three ships in commission and not until 1934 did the worsening global situation result in the beginnings of a serious re-equipment plan. When, in September 1939, war again broke out, the RAN possessed two heavy cruisers, four light cruisers, five destroyers and three sloops. Its personnel strength stood at just 5440 permanent officers and men. It did, however, possess excellent shore facilities coupled with an administrative organisation capable of orderly and rapid expansion. By 1945 the RAN boasted 337 ships, of all types, and almost 40,000 personnel, including the very capable Women's Royal Australian Naval Service (WRANS).

World War II saw the RAN serving continuously alongside the navies of Australia's allies and participating in many hard-fought actions against Axis forces. In the Mediterranean, the men of the 'Scrap Iron Flotilla' took part in the evacuations of Greece and Crete, kept besieged Tobruk supplied, and won fame for maintaining the efficiency of their old destroyers in the most arduous wartime conditions. In the Atlantic, Australian trained sailors served in British ships and played an active role in the long fight against German U-boats. In the Pacific, RAN ships faced the initial Japanese onslaught, took part in the long struggle to regain conquered territory and were present at Tokyo Bay for the final surrender. By war's end the RAN had cemented its proud reputation as a fighting force, but the cost had been high. In the RAN's worst every tragedy, the cruiser Sydney (II) was lost with all hands in November 1941, following an encounter with the disguised German raider Kormoran. In all, three cruisers, four destroyers and several smaller vessels were sunk during the war.
The RAN’s post-1945 contraction was less traumatic than in the aftermath of World War I, and war related work, such as occupation duties and minesweeping, continued for several years following the cessation of hostilities. The maritime lessons of the recent Pacific war were not forgotten, and in 1947 the Australian government approved the creation of a Fleet Air Arm and the acquisition of two surplus light fleet aircraft carriers from Britain. The choice offered additional flexibility in regional operations, and a means by which Australia could contribute to collective defence, while still maintaining a credible independent naval capability. The arrival, in 1949, of the first of these carriers, Sydney (III), gave the RAN significant international status and the Australian Squadron was again re-titled the Australian Fleet. Combined with the replacement of war weary destroyers and frigates, and a developing Cold War association with the US Navy, it seemed clear that Australia had embarked on a far broader naval vision.

In June 1950, the Korean War began and RAN ships based in Japan were soon on station off Korea at the disposal of the United Nations. There they formed part of a larger Commonwealth task force conducting escort duties and patrol work in the Yellow Sea. The RAN’s contribution was not insignificant, and at one point it had some two thousand personnel, or almost 20 per cent of its effective strength, committed to combat operations. Over the three years of war, more than 4500 men and nine ships served in the operational area, most notably the carrier Sydney and her air group. The RAN was one of only three nations to contribute a naval aviation capability and Sydney soon gained a reputation as a versatile and efficient component of United Nations air power. Fortunately the Korean War did not escalate into the global conflict some feared, but it provided the RAN with extensive tactical and logistic experience in operations as part of a broader maritime coalition, and offered a foretaste of future operations as a junior partner in the Western alliance. More importantly, in terms of formal security arrangements in the region, Australia had by now joined with New Zealand and the United States in the ANZUS treaty and with New Zealand and Malaya under the ANZAM arrangements. The latter gave formal expression to Australia’s commitment to a policy of ‘forward defence’ through a military contribution to general security and stability.

Britain still remained a major player in the region and in the mid 1950s Australia resolved to make a stronger commitment to the defence of Malaya and Singapore under the auspices of the Far East Strategic Reserve. The RAN’s contribution to the included the ongoing presence of two destroyers or frigates, an aircraft carrier on an annual visit and additional ships if an emergency arose. Some of these attachments were for short periods involving participation in exercises as part of the South East Asia Treaty Organisation. More usually, however, an attachment lasted between six and nine months. The Strategic Reserve required an on-going regional presence until 1971, and was then supplanted by the Five Power Defence Arrangements (Britain, Malaysia, Singapore, Australia and New Zealand) which remain in effect.
Two RAN frigates were in Malaysian waters when the Indonesian policy of ‘Confrontation’ began in 1963. Believing that the new Federation of Malaysia development posed a threat to its regional hegemony, Indonesia decided to demonstrate its opposition through armed infiltration and sabotage. Although infiltration attempts were generally sporadic, the level of effort required to stop them stretched the security forces considerably. As tension mounted, Australia increased its naval presence by sending additional destroyers, frigates and minesweepers. These vessels variously maintained patrols in the Malacca Strait, off Singapore and in the Tawau area of North Borneo, as well as participating in exercises with the navies of other Commonwealth nations. Sydney (III), which had by now been converted to a fast troop transport, also became involved in the carriage of troops and equipment to North Borneo. Confrontation ended on 13 August 1966 with the conclusion of a formal agreement between Indonesia and Malaysia.

In the meantime the RAN had been undergoing a significant re-equipment program with the introduction of new ships, submarines, jet aircraft and guided-weapon systems. Modern American-designed warships were added to the order of battle for the first time when three Charles F Adams class guided missile destroyers (DDGs) were ordered from the United States in the early 1960s. The first of these, HMAS Perth entered service in 1965, and the new technologies, training and logistics systems introduced, marked the beginning of a wholesale change in the way the RAN thought about its future. By 1967, when the RAN introduced its own distinctive white ensign, there could be no doubt that it had largely turned away from its British roots, and adopted a far more self-reliant posture.

In the most visible example of the RAN’s operations outside the Royal Navy’s sphere of influence, between 1965 and 1972 various elements undertook continuous operational service in Vietnam. Although not a markedly naval conflict, a total of some 13,500 members saw active service. The RAN’s diverse contribution included all three of the new DDGs, Fleet Air Arm personnel attached to a US Army assault helicopter company and the Royal Australian Air Force’s No. 9 Squadron, a Clearance Diving Team, and a logistic support force consisting of transport and escort ships. The operational competence displayed in Vietnam won the RAN a reputation as a highly professional organisation. At home, however, the Australian Defence Force (ADF) was entering a period of great change, which included the establishment of an integrated Department of Defence and a move by the government to reduce overseas military involvement. Nevertheless, the RAN’s utility was soon again on display when Cyclone Tracy leveled the Northern Territory’s capital city, Darwin, on Christmas Eve 1974. With no functioning infrastructure, the citizens of Darwin were isolated and in need of urgent assistance. The RAN fleet was rapidly recalled from leave and quickly deployed. It arrived in Darwin Harbour within days and was soon providing essential services and the manpower needed to begin clean up operations.

By the early 1980s the RAN had decommissioned its remaining aircraft carrier, Melbourne, and retired its fixed-wing aircraft capability. Concentrating on updating the RAN’s ageing destroyer force, the government ordered six Oliver Hazard Perry class guided missile frigates to replace the last remaining British-designed ships. The new frigates were delivered progressively during the 1980s and early 1990s, with the last two being built in Australian shipyards. Australian industry also accepted the challenge of building six new Collins class submarines, the first time such vessels had been constructed locally. In addition to the continuing protection of Australia’s huge maritime resource zones, operations during the 1980s included deployments to the North West Indian Ocean following the Soviet Union’s invasion of Afghanistan. In a sign of things to come, instability in the South Pacific also attracted attention, and in May 1987 the ADF sent a joint force to Fiji following a military coup. The task group remained poised offshore for two weeks as part of a contingency plan to evacuate Australian nationals. The 1980s also saw restrictions on sea service for female members begin to be lifted, and women have since served on operations around the world, with an increasing number of female officers holding seagoing commands in both major and minor fleet units.

In August 1990, the RAN began one of its longest and most complex ongoing operational tasks when it deployed three warships to the Middle East in the wake of Iraq’s invasion of Kuwait. By 2009 this commitment had involved two conventional wars, thousands of personnel and a large proportion of the navy’s major fleet units. Despite an initial degree of uncertainty over employment, the first task group slotted easily into the multi-national force enforcing economic sanctions.
RAN warships thereafter began a series of regular rotations, providing escort and logistics support during the subsequent combat operations to remove Iraqi forces from Kuwait, and then maintaining a presence with the Maritime Interception Force as it sought to ensure Iraq's continued compliance with United Nations Security Council resolutions.

The 1990-91 Gulf War again demonstrated the RAN's operational competence on an international stage, but its end did not herald any reduction in the operational tempo. At home, surveillance and border protection tasks placed increasing demands on the fleet, while further afield ships and personnel participated in peacekeeping or peacemaking operations in Cambodia, Somalia, Rwanda, Bougainville, Bosnia & Herzegovina and East Timor. The last of these operations began in September 1999 and, although an international effort, witnessed the largest overseas commitment of Australian forces since the Vietnam War. The RAN commanded the naval component, which eventually included contingents from ten nations. The combined naval forces played a vital enabling role throughout the operation, ensuring that the various ground force elements could operate in a secure environment, were provided with in-theatre mobility, and offered continuing sustainment.

Operations in East Timor highlighted the ADF's shortage of lift and lack of a capable afloat command platform. Although two former US Navy Newport class amphibious ships, Manoora and Kanimbla, had been purchased in 1994, both required lengthy refits and did not become fully operational until 2000. Nevertheless, with an enhanced command and control capability, and facilities to accommodate a deployable task group commander and support staff, they have proved invaluable in subsequent operations. Kanimbla, for example, deployed to the Middle East in late-2001 as part of a strengthening of the Australian naval presence in the aftermath of the terrorist attacks on the United States. With US Navy forces also needing to perform new tasks related to operations in Afghanistan, command of the Maritime Interception Force passed routinely to the Australian naval task group commander. It was a unique combined operational responsibility, and the successful results achieved did much to ensure that the illegal trade out of Iraq remained unprofitable.

By early 2003 the Australian presence in the northern Gulf stood at three ships, and beginning on 18 March the task group took an active part in the combat operations which removed the Hussein regime from power in Iraq. The Australian commander had under his tactical command ships from the US Navy, US Coast Guard, Royal Navy and Poland. Their primary task was to reopen the Iraqi port of Umm Qasr to allow the entry of humanitarian aid, and that this was achieved within ten days was testament to the quality of the pre-war planning and the professionalism of the forces involved.

Upon completion of hostilities, Australia's warships transitioned seamlessly to assisting multinational force efforts to develop a secure and stable environment in post-war Iraq. Still heavily involved in interception operations, RAN boarding parties kept a close watch on all maritime traffic entering and leaving the country. The most important task, however, was to provide continuous protection for the infrastructure vital to Iraq's economic recovery, and in particular the two offshore oil terminals. The threat to these assets was starkly demonstrated in April 2004 when insurgents carried out a well-organised but ultimately unsuccessful attack using small suicide boats. The Australian frigate Stuart, the on-scene maritime commander, reacted swiftly to contain the situation and counter further attacks. Since then, Iraqi naval forces have steadily gained in experience, and responsibility for security of the oil terminals was handed over in 2009. The deployed Australian frigate continues to assist with the maintenance of security and stability in the waters of the Middle East, but has now extended its operations into the Arabian Sea and the Gulf of Aden.

Meanwhile, the RAN continues to support regular ADF deployments in the South Pacific and elsewhere. In just the last few years, instability or natural disaster has required an Australian military presence in the Solomons, Fiji, New Guinea, Indonesia and East Timor. Given its size and resources, Australia is expected to take a leadership role in the South Pacific, and it will continue to have particular responsibility to assist its neighbours in dealing with humanitarian and disaster relief needs and to support their stability and security. With local infrastructure ashore often damaged or non-existent deployments of this nature will invariably have a strong maritime dimension.

On 2 May 2009 the Minister for Defence released a White Paper which detailed a significant enhancement of Australia's maritime capabilities over the next twenty years. Key capability decisions included the acquisition of twelve new submarines, three destroyers equipped with the SM6 long-range anti-aircraft missile, eight anti-submarine frigates, two large amphibious ships, a strategic sealift ship, twenty offshore combatant vessels, six ocean-going landing craft, replacement of the existing underway replenishment ship and twenty-four new naval combat helicopters. As Australia approaches the centenary of its first acquisition of an ocean-going navy, the Defence White Paper confirms that it will continue to possess a navy capable of effectively protecting its maritime interests.
A Naval Salute: Celebrating the Centenary of the Royal Australian Navy 1911-2011

Music is the universal language of mankind.1

Henry Wadsworth Longfellow

The Royal Australian Navy Band plays a crucial role in keeping Navy’s image in the public consciousness, and maintains one of Navy’s most consistent and significant public engagement profiles. Its musicians promote awareness in the wider community of Navy’s critical contribution to the nation and reflect the quality and values of Navy’s people.2

Through ship borne deployments of small elements of musicians, the band provides personnel who are cross-trained in a range of mariner and non-category specific skills—this enables its musicians to make a very meaningful contribution to the capability of the ships that they join, as well as enhancing the Fleet’s engagement profile ashore.

Navy’s musicians have demonstrated a strong and proud record of service. Prior to and immediately after Federation, music was provided in the various state Navies by volunteer musicians from within the structure of each group.

Whilst records are scarce, there are indications that in 1879 the Fremantle Naval Volunteers (sometimes referred to as the Fremantle Naval Brigade or Naval Artillery Volunteers) formed a fife and drum band.3 In 1893, the New South Wales Naval Brigade Band comprised 22 personnel. Another of the very early naval bands was the Band of the Victorian Naval Brigade. This band deployed to China as part of the naval contingent that assisted in quelling the Boxer uprising,4 and was present (as a band of the Commonwealth Naval Force) at the arrival in 1908 of the US Navy’s ‘Great White Fleet’ in Port Phillip Bay.

Some months prior to the commissioning of HMAS Australia in Portsmouth on 21 June 1913, six musicians (recruited in Melbourne) were sent to England to join up with a number of ex-Royal Marine and British Army bandsmen. These musicians, who formed the first official band of full-time musicians established under the title

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2 R.W. Gates (MCAUST), signal to the RAN Band, 1 July 2003.
3 www.firstaif.info/west-aust/page/05-fremantle.htm
‘Royal Australian Navy’, were kitted up in the Royal Marine uniform of the period and arrived in Sydney aboard HMAS Australia on 4 October 1913. On 5 August 1914, after war was declared, Australia sailed with orders to seek out the German Pacific Fleet—Navy’s musicians, who were embarked in Australia during this deployment and throughout the Great War, were utilised as medical attendants.

A second band was formed in 1927 for Flinders Naval Depot (now HMAS Cerberus). This band consisted of permanent musicians assisted by volunteers from all branches within the depot. By the late 1930’s, in addition to bands in shore establishments, there was a rapid expansion in musician recruitment with a total of five bands at sea serving in the cruisers Australia, Canberra, Hobart, Perth and Sydney.

During WWII, musicians served with distinction in HMA Ships in all theatres of war. To supplement their musical duties, they worked as gun crews, shell bearers in magazines, in transmitting stations, as first aid parties and as lookouts through day and night watches. Fatalities occurred; and given the fact that cruisers were prime enemy targets, musicians were among those unfortunate sailors who lost their lives in HMA Ships Perth, Australia, Penguin, Canberra and Sydney. A particular point of reflection can be noted in Kathryn Spurling’s Cruel Conflict:

Few men attended more burials than Ordinary Seaman Elmo Gee. Playing these days was restricted to the haunting melancholy lament ‘The Last Post’. Gee would play that 1500 times—one day he played it 33 times.6

In the midst of that ceremony, four more enemy aircraft swooped low towards the ship and released a brace of bombs off to port, happily with no damage.9

Musicians also saw action aboard the carrier HMAS Sydney in Korean waters in 1953, and 172 musicians served aboard HMA Ships Sydney and Melbourne during the Vietnam War—these two bands performed separate concert tours of South Vietnam in 1970. By 1973, the only band remaining afloat was serving aboard HMAS Melbourne, and this band transferred to HMAS Stalwart on the decommissioning of the ageing carrier in 1982.

Ordinary Seaman Gee was one of Perth’s buglers. As a prisoner of War, he laboured on the infamous Burma-Siam Railway. Able Seaman Jim Nelson, HMAS Perth’s first bugler,7 recalls at the burial at sea service for 13 of his ship mates after enemy attack in the Mediterranean:

As the bodies were committed to the sea, I had to sound the Last Post and Reveille. When the Chaplain nodded to me to sound off I was overcome with emotion, my lips went dry and for a moment I could not raise a note. I closed my eyes and by mind transportation took myself away from the ship and played as if I were back in harbour at a routine Sunset. I played as I had never played before. Every feeling in my body went through that instrument. I made the strident bugle tones as mellow and sweet as I could and lost myself in the production. I am only nineteen years old! What is expected of me? How much more can I give?8

Without a carrier, the ability of musicians to serve at sea was very limited for a short while after 1982. Although Navy’s larger ships possessed some spare capacity when not conducting operations, the majority of the Fleet consisted of ships of frigate size and smaller, with little excess accommodation above the requirements of their crews. Nonetheless, after a brief absence, the band successfully reconfigured itself to take account of the changed environment and re-established its links with the Fleet by regularly embarking small musical ensembles. Now, as in the previous decades of naval service, musicians assist in establishing strong morale within the ship in which they are embarked, and also make a valuable contribution to promoting Navy’s interests ashore and afloat.

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5 The band changed from Royal Marine uniform to RAN uniform in 1960.
8 ibid, pp 294-5.
9 ibid, p 268.
During sea deployments, Navy’s musical seafarers are employed in a variety of roles including for general duties in cafe and laundry parties and in the galley, on watch in the bridge, on the helm, and as members of ship force protection teams. During Gulf War II, as part of OPERATION SLIPPER and OPERATION FALCONER, the musicians worked as members of a Flight Deck Team whilst embarked in HMAS Kanimbla.

In 2003, the Commanding Officer HMAS Arunta reported that his detachment of musicians ‘significantly contributed to the Task Group achieving its goals of representing Australia to the nations of South East Asia’. He added further that ‘in a Navy of pressing operational imperatives the detachment has proved a powerful weapon in winning the hearts and minds of the people in which they have been in contact’. His report is reflective of many other reports attesting to the value of embarking a detachment of musicians. During HMAS Anzac’s visit to South Africa, one of the band’s musicians sang the Australian National Anthem at the Rugby Union match in Cape Town between the Wallabies and the Springboks. This performance was broadcast around the world and significantly raised the band’s profile.

The deployment of 17 musicians to the Middle East Area of Operations (MEAO) during Christmas 2003 and the New Year 2004 demonstrated to Australian and coalition forces the calibre of Navy’s musicians as well as the band’s impressive musical capability—this was the first deployment to the MEAO by an Australian Defence Force Band. For Anzac Day 2004, the band deployed 15 musicians to Anzac Cove and one of its buglers also performed at the Dawn Service in Baghdad. The band’s role in supporting Australia’s Regional Assistance Mission to the Solomon Islands in 2005 and its redeployment to the MEAO for Christmas 2005 further strengthened its record of contribution to operational service.

The 2005 deployment to the Solomon Islands was sponsored by the Forces Advisory Council for Entertainment (FACE) and was a resounding success. The highlight of the deployment was a concert in Honiara in front of more than 20,000 people. The band contingent comprised musicians from the Melbourne and Sydney detachments who presented a high energy program performed entirely from memory.

The success of the band’s second deployment to the MEAO during Christmas 2005 and the New Year 2006, also sponsored by FACE, should not be understated. The 19 strong contingent comprising members from the Sydney and Melbourne detachments along with Navy musicians from the Defence Force School of Music and the Directorate of Music. The contingent completed 25 performances over a 16 day period in eight separate locations moving more than three and a half tonnes of equipment for each performance—this was in addition to four days of in theatre military training. There were twelve major concerts (where civilian artists joined the band) with performance times ranging from one and a half hours to three hours. The entire program was performed from memory with a high level of choreography. An additional three and a half hours were required for the set up and pack down. Once again, Navy’s musicians made a truly magnificent contribution in support of Australian and Coalition Forces during an important holiday season. The band returned to the Solomon Islands in 2007 for a second tour and to the MEAO in 2008 for its third tour; this time travelling within Afghanistan as well as throughout Iraq. Additionally, small technical teams deployed to East Timor and to the MEAO in 2008, 2009 and 2010, and the Solomon Islands in 2008, 2009 and 2010.

Of the 106 members of its permanent component, the band has 45 musicians entitled to wear the Australian Active Service Medal—12 of whom also wear the Iraq campaign medal. Furthermore, a high percentage of its people have served at sea and the band continues to provide a very impressive level of output for Navy at home and abroad. In Australia each year, the band completes more than 500 missions with audience numbers in the many hundreds of thousands. Importantly, the band is able to keep Navy’s image alive in communities far removed from any naval presence. Tasks range from supporting local community groups and ex-Service associations to supporting ceremonial, public relations and social activities for the wider naval family. The Commander Australian Navy Systems Command, Rear Admiral Steve Gilmore, wrote in acknowledgment of the band’s role in the Thanksgiving Service for HMAS Sydney II held at St Andrew’s Cathedral, Sydney, ‘the RAN Band was (as usual) a first class

10 Commanding Officer, HMAS Arunta, message dated 4 November 2003, para. 1
11 ibid., para. 4.
ASHORE AND AFLOAT

Article by Commander Phillip Anderson, OAM, RAN

centrepiece to the service and again showed that it is second to none."12

Rear Admiral Raydon Gates, a previous Fleet Commander, commented that the presence of the band at Departure and Welcome Home Ceremonies for ships deploying to and returning from operations adds ‘immeasurably to the importance of those occasions for our people and their loved ones.”13 It is interesting to note that in 1900, on the eve of Federation, the bluejacket New South Wales Naval Brigade Band farewelled Australia’s Naval Expedition to the Boxer uprising. The expedition comprised members of the New South Wales, Victorian and South Australian colonial naval forces, and sailed from Cowper Wharf at Woolloomooloo.14 Today’s Navy Band continues the tradition established by the bluejacket band; however, instead of playing ‘Sons of the Brave’, as was the case in 1900,15 today’s musicians perform the popular tunes ‘I Am Australian’, ‘My Country’ and Australia’s national song, ‘Waltzing Matilda’.

The Royal Australian Navy Band has performed on the shores of Gallipoli and in the bunkers of Vietnam, throughout Iraq, Afghanistan and the Middle East, at the Royal Tournament in England, in Disneyland, at the Popes summer palace (Castel Gandolfo), in the “Big Egg” Stadium in Japan, and in many other countries throughout the world. It supports Navy’s regional engagement profile overseas whilst continuing to maintain a strong commitment schedule across Australia. These performances, throughout Australia and the four corners of the world have created the proud traditions upheld by Navy’s current generation of musicians, and have established the Royal Australian Navy Band as ‘one of Australia’s premier military ensembles’. 

NAVY BUGLER AT THE 2004 DAWN SERVICE IN BAGHDAD IRAQ

12 S.R. Gilmore, CANSC, email to the executive 27 April 2008.
13 R.W. Gates, loc.cit., para. 3.
14 B. Nicholls, op.cit., p. xi.
15 ibid.

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<th>RAN BAND SEA DEPLOYMENTS &amp; MAJOR DEPLOYMENTS 2002 - 2011</th>
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The Royal Australian Navy Band’s history can be linked to the various bands of the colonial naval forces, which were in existence prior to Federation. Throughout its history, the band has performed for thousands of audiences within Australia and around the world. Today, the band continues a proud tradition of providing musical, ceremonial and public relations support for the Royal Australian Navy.

Our Director

Commander Anderson is a Fellow at Trinity College London, a Graduate of the Royal Australian Navy Staff College, and a Graduate of the Queensland University of Technology as a Master in Business Administration. He is an accomplished conductor, composer, and one of Australia’s foremost leaders in wind band music. His outstanding record in military music and service to the Royal Australian Navy was recognised in the 2004 Queen’s Birthday Honours by being awarded the Medal of the Order of Australia. Commander Anderson has deployed on four occasions to the Middle East Area of Operations and proudly wears the Australian Active Service Medal and Iraq Campaign Medal. He has composed numerous ceremonial works including the marches: The Grey Gladiator (HMAS Sydney); With Courage and Honour (Battle of the Coral Sea); When Courage Abounds (HMAS Armidale); Proud Echo (HMAS Perth and USS Houston); Royal Australian Navy on Parade; and Beneath the Southern Cross (Battle of the Coral Sea).

Commander Anderson assumed his current position as the Director of Music and Leader of the Royal Australian Navy Band in July 2002, and enjoys the privilege of leading ‘one of Australia’s premier military ensembles’. On becoming its Leader, he restructured the Navy Band, developed its reputation, and reinvigorated its contribution to Navy and the nation. He has steered the band through 31 international deployments including as the Australian Contingent Commander for the Australian Defence Force’s contribution to the Brunei International Tattoo in 2006 and again in 2011, the Coronation of King Tupou V in Tonga in 2008, and the 2011 International Defence Exposition and Conference in Abu Dhabi. During his period at the helm of the Navy Band, Commander Anderson has commissioned and conducted world premiere performances of numerous musical works and developed a prolific recording profile which includes six symphonies and many contemporary and traditional wind band compositions. An enduring privilege of his service has been the opportunity to celebrate the Centenary of the Royal Australian Navy through commissioning a number of significant musical works along with aboriginal artwork to honour Indigenous service to the Royal Australian Navy.

In addition to his professional achievements, Commander Anderson has demonstrated a commitment for voluntary service to the community. Through his appointment as the Commanding Officer of Training Ship Sirius—a unit within the Australian Navy Cadet organisation—he has mentored young people between 12 and 19 years of age and guided them through a program of safe and fun activities with a maritime focus. In 2011, he led Training Ship Sirius on its first international deployment during a visit to Singapore to commemorate Anzac Day.

He and his wife Bernadette have five children and have provided safe haven to 24 foster children.
Conductors
Commander Philip Anderson OAM RAN, Lieutenant Commander Paul Cotter RAN and Lieutenant Steven Stanke RAN

Piccolo and Flute
Petty Officer Brett Douglas, Able Seaman Emma Lefroy (Flag Orderly) and Able Seaman Svetlana Yaroslavskaya

Oboes
Petty Officer Esa Douglas (Parade Cymbals), Leading Seaman Colin Hughes (Side Drum) and Able Seaman Kerrie Loonam (Side Drum)

B Flat Clarinet
Chief Petty Officer Nataliea Erskine, Chief Petty Officer Dan Hobson, Chief Petty Officer Gabe Kicsak, Petty Officer Sharon Jarvis, Petty Officer Kara Williams, Able Seaman Karen Baker, Able Seaman Michelle Kosach, Able Seaman Laura McKinley (Flag Orderly) & Able Seaman Dominic Parsons

Bass Clarinet
Able Seaman Andrew Doyle (Parade Bb Clarinet)

Alto Saxophone
Petty Officer Grant Metcalfe and Able Seaman Robert Sandner

Tenor Saxophone
Able Seaman Greg Smith

Baritone Saxophone
Able Seaman Russell Ward

Bassoon
Able Seaman Penny Charles and Able Seaman Zola Smith (Parade Cymbals)

French Horn
Able Seaman Jeff McGann, Able Seaman Sam Oram, Able Seaman Dave Rampant and Able Seaman Doug Ross

Trumpet and Cornet
Petty Officer Simon Potter, Leading Seaman Marcus Salone, Able Seaman Andrew Bryce, Able Seaman Chris Ellis, Able Seaman Stuart Malcolm and Able Seaman John McKorkelle

Trombone
Leading Seaman Daniel McMahon, Able Seaman Melissa Ballantyne, Able Seaman Simon Bartlett, Able Seaman Patrick Beaman and Able Seaman Volker Schoeler

Euphonium
Able Seaman Fletcher Mitchell and Able Seaman Haylen Newman

Tuba and Sousaphone
Leading Seaman Martyn Hancock and Leading Seaman Adam Arnold

String Bass
Able Seaman Vitaliy Raytysyn

Percussion and Drum Corps Side Drum

Flag Orderly and Parade Tenor Drum
Petty Officer Brett Donovan & Able Seaman Aaron Geeves (Guitar)

Piano
Able Seaman Vladimir Shvetsov and Able Seaman Sean Hennessy

Fanfare Team
Leading Seaman Matthew Booth, Leading Seaman Robert Flynn, Leading Seaman Cameron McLellist, Able Seaman Dave Co, Able Seaman Anthony Frantz, Able Seaman Dwayne Grindle, Able Seaman Andrew Hansch and Able Seaman Joe Williams

Ceremonial Drill Team

Sea Chanters Choir
Lieutenant Cassandra Mohapp RAN, Warrant Officer Dale Granger (Bugle), Chief Petty Officer Douglas Antonoff, Chief Petty Officer Camille Martin, Chief Petty Officer Andrew Stapleton, Chief Petty Officer Michael Vaughan, Petty Officer Ray Dowler (Parade Bass Drum), Petty Officer Mark Ham, Leading Seaman Tom Bastians, Leading Seaman Tracy Kennedy (vocal soloist), Leading Seaman Lachlan Macfie, Leading Seaman Yoshinari Izumi, Able Seaman Jade Barker, Able Seaman Bryony Dwyer (vocal soloist), Able Seaman Brianna Budgen, Able Seaman Alisha Coward, Able Seaman Damian Dowd (vocal soloist), Able Seaman lain Fisher, Able Seaman Stephanie Hutchinson, Able Seaman Rebecca Lloyd-Jones (Percussion), Able Seaman Kevin Orchard, Able Seaman Paul Stiles, Able Seaman Edward Solecki, Able Seaman Rachel Summers and Able Seaman Natalie Urquhart

Concert Technical Team and Stage Management
Lieutenant Andrew Stokes RAN, Lieutenant Brian O’Kane RAN, Warrant Officer Andrew Sansom and Able Seaman Ross Chapman

Ceremonial Support
Chief Petty Officer Greg Morris and Able Seaman Liam Ball

Boarding Party
HMAS Karimbla

Semaphore Party and Banner Bearers
Staff and Cadets from TS Sirius

Event Management
Lieutenant Stuart Dennis RANR and Leading Seaman Cathy Wainwright

Acknowledgments
Commander Elizabeth Mulder, RAN
Director Navy Reputation Management

Lieutenant Commander Sara Nolan, RAN
Staff Officer Project 100

Mr John Perryman, CSM
Senior Navy Historian
The Sir David Martin Foundation is a non-profit organisation created in 1990 by the late Governor of NSW, Sir David Martin, who had a dream of "safety, hope and opportunity for all young Australians".

The Foundation is run by a team of passionate staff and volunteers who raise money to fund programs that work to better the lives of youth in crisis. The Sir David Martin Foundation supports four major programs that are run by Mission Australia.

**Triple Care Farm** is located in Robertson, and provides rehabilitation for young people with complex needs including drug and alcohol problems, mental health issues and homelessness.

**Creative Youth Initiatives** is located in Surry Hills, and is an innovative program that encourages marginalised young people to resolve issues through art and music.

**The Shopfront** is located in Sydney’s Kings Cross, and provides free legal services for homeless and disadvantaged young people aged 25 and under including court representation and advice on criminal matters, assisting clients to deal with outstanding fines, and applications for victims compensation.

**South West Youth Services (SWYS)** is a professional counselling service for troubled young people within the Campbelltown area. The Foundation proudly supports three programs run out of SWYS including, a counselling program which works one on one with the young person and their families who are dealing with a range of issues. The Preventing Youth Crime Program (PYCP), which provides an intensive, solution focused case management model, including educational, training and employment opportunities. The program promotes pro social behaviours within the community to young people who are at risk of developing further criminal behaviours. The Post Release Support Program (PRSP) provides case management for young people while in detention, and supports young people who are released from custody by addressing barriers to reintegration and facilitating successful reintegration into their communities.

Beyond supporting these programs the Foundation helps with the continued education of youth through the Sir David Martin Foundation scholarship program.

**HOW YOU CAN HELP**

Sir David Martin Foundation supports three unique youth programs that, with a lot of loving care, assist marginalised young Australians to make the steps towards a positive future. They receive care, accommodation, counselling and opportunities to develop living and working skills. Through fundraising events and appeals we are able to make a very real difference in the lives of young Australians who have experienced many hardships. Your help is important to us in helping to bring back their trust - not just in us, but also in themselves. Your support is our strength! There are a number of ways that you can help us to help young Australians.

For more information please visit [http://www.sdmf.org.au/how-you-can-help/make-a-donation](http://www.sdmf.org.au/how-you-can-help/make-a-donation) or for general enquiries and administration: (02) 9219 2002. Correspondence to Board or Committee members may be directed to Jannine Jackson.

*During the concert you will be invited to place a donation in the provided envelopes, which will be collected by representatives of the Sir David Martin Foundation at Intermission.*
At 1330 on 22 January 1943, the small, wooden, auxiliary mine sweeper HMAS Patricia Cam was attacked by a Japanese float plane in the Arafura Sea.

Used as a supply ship, Patricia Cam was carrying stores to outlying stations in the Wessel Island group located on the north-east coast of Arnhem Land. Among those on board were five Indigenous Australians, one of whom, ‘Paddy’ from Milingimbi, routinely assisted the RAN with navigation among the many uncharted reefs and shoals.

The enemy aircraft swooped down, out of the sun, with its engine shut down to avoid detection before releasing a single bomb which struck the vessel amidships in the centre of its cargo hatch. The lightly constructed Patricia Cam sank within a minute, claiming the life of Ordinary Seaman N.G. Penglase. The aircraft then returned, dropping a second bomb which killed Able Seaman E.D. Nobes and two of the Aboriginal passengers. Stoker P.J. Cameron was also mortally wounded in this attack. The float plane circled the area for half an hour firing, ineffectually, at the survivors before landing and taking another of Patricia Cam’s passengers, the Methodist Reverend L.N. Kentish, prisoner. The survivors were then left, drifting southwards in a strong current before reaching land on a small islet early the following morning. All but two of the survivors got safely ashore, although the wounded Cameron and a third Aborigine later succumbed to injuries received in the initial attack. There was ample fresh water but the only food was shellfish and an edible root, again provided by the Aboriginal men. On the morning of 25 January a party of Indigenous men from Wessel Island arrived by canoe and took Patricia Cam’s Commanding Officer, Lieutenant A.C. Meldrum, RANR(S) with them to seek aid. Four days later, the alarm having been raised, and following a sighting by an RAAF Beaufort bomber, the survivors were rescued by HMAS Kuru which carried them to Darwin.

The unusual story of the Patricia Cam is just one example of how Indigenous Australians have served the RAN, facing the same dangers as their European counterparts in time of peace and war. Although ‘Paddy’ from Milingimbi was not formally enlisted in the Navy, he, and others like him, regularly assisted naval vessels operating in waters in northern Australia and some proved to be excellent seamen.

Records concerning the enlistment of Indigenous Australians in the RAN are scant, however, photographic evidence supports their employment in the Navy as early as 1922. At least six Aboriginal seamen complemented the crew of the survey ship HMAS Geranium during her hydrographic surveys of Australia’s northern coast during 1922-23 and anecdotal evidence suggests that some Aboriginal men may have served in the RAN as early as World War I. In those times Indigenous Australians came from a section of society with few rights, low wages and poor living conditions. Most could not vote and none were counted in the census. Many who enlisted in the Australian Imperial Force during World War I found for the first time that they were treated as equals. They were paid the same as other soldiers and generally accepted without prejudice.

ABORIGINAL SAILORS SERVING ABOARD HMAS GERANIUM CIRCA 1922
During World War II Indigenous Australian men and native seamen from New Guinea served in a variety of RAN vessels operating mainly from Darwin. These craft were typically general purpose vessels or stores carriers, like the Patricia Cam, which plied the waters between Australia and New Guinea. In June 1944 one such vessel, HMAS Matafele, foundered in rough weather during a routine supply run between Townsville, Queensland, and Milne Bay in New Guinea. Thirteen New Guinea native seamen were among those who perished with the ship which was lost with all hands.

Other Indigenous Australian men performed important roles ashore. On Melville Island, a small coastal patrol unit, manned by Melville Island Aborigines was raised by Lieutenant J.W.B. Gribble, RANVR and was subsequently named the ‘Snake Bay Patrol’. The strength of the unit reached 35 and it was actively involved in mounting security patrols to ensure that the Japanese had not infiltrated the island. The men were dressed in articles of RAN uniform and rank was conferred on them by Gribble. All were drilled in the use of small arms and a variety of automatic weapons. Other duties included the rescue of downed airmen and the location of sea mines. It is believed that two of its members made clandestine reconnaissance visits to Timor aboard Allied submarines. At the time of serving, the men received no pay, only rations, and it was not until 1962 that they became eligible for the award of service medals and ex gratia payments in recognition of their service. In 1992 all were recognised under the Veterans’ Entitlements Act 1986.

In the years following World War II only a very small number of Indigenous personnel served in the Navy. Indeed, in 1987 there were as few as 30 serving members recorded as being of Aboriginal or Torres Strait Islander descent. Notwithstanding the low numbers, their average length of service was 12 years and most were held in very high regard by their shipmates. Some, such as Leading Seaman Physical Training Instructor Joey Donovan, a world class boxer, went on to achieve enormous success outside the Navy, representing NSW and Australia in boxing between 1966 and 1982.

Proudly, from its very beginning, the RAN has displayed a keen interest in fostering links with Australia’s Indigenous people through the selection of names for its ships. In fact, the first three vessels built for the RAN, the destroyers Parramatta, Yarra and Warrego were each named after Australian rivers bearing Aboriginal names. Two other Aboriginal names that are firmly etched in the annals of the RAN are Arunta and Warramunga. The first ships to carry these names were Tribal class destroyers commissioned during World War II. Today, two of the Anzac class frigates perpetuate these names representing the Arrente people of central Australia and the Warramungu people of Tennant Creek.

As modern Australia has matured as a nation and learnt to embrace its first people, so too has the Navy recognised the importance of the contribution made by those Aboriginal and Torres Strait Islanders, past and present, who serve, or have served, within its ranks. Moreover, it has recognised the need to increase opportunities for Indigenous people to serve in the Navy by actively creating and supporting a number of programs that promote Indigenous service in the Australian Defence Force. In May 2010 the Defence Indigenous Development Program – Navy and the Defence Reconciliation Action Plan 2010-2014 were officially launched at HMAS Cairns in Queensland marking a watershed moment for Indigenous recruiting. The Defence Indigenous Development Program – Navy is a joint initiative between the Department of Defence and the Department of Education, Employment and Workplace Relations created to prepare young Indigenous adults from Far North Queensland with literacy and numeracy training, life skills and the confidence to embark on a career in the RAN. In January this year, the first 11 Indigenous recruits to complete the six month pilot program joined the recruit school in HMAS Cerberus to begin their basic training. On completion, they will undertake category training to qualify as Bosun’s Mates. Their eagerly anticipated graduation will mark a significant milestone in the history of the RAN during this special commemorative year.
THE CEREMONIAL ENSEMBLE ON PARADE AT HMAS CRESWELL IN 2008

THE CEREMONIAL ENSEMBLE DURING A DEPLOYMENT TO BRUNEI IN 2006

THE WIND ORCHESTRA DURING A FLAGSHIP RECORDING SESSION 2010

A Naval Salute: Celebrating the Centenary of the Royal Australian Navy 1911-2011