THE BICENTENNIAL

NAVAL

SALUTE

AUSTRALIAN BICENTENNIAL AUTHORITY OFFICIAL PUBLICATION
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Editor, Rosemary Neilson; Art Director, Jane Cramer; Editorial Assistant, Margie Ball; National Director Advertising Sales, Graham Lawrence; National Advertising Manager, David Knight; Victorian Advertising, John Hacking; Queensland Advertising, Michael Udabege; Publisher, Richard Walsh, Managing Editor, Andrew Cowell; Publishing Co-ordinator, Greg Haythorp; The Australian Bicentennial Authority Chairman, Jim Kirk AO; Chief of Naval Staff, Vice Admiral Michael Hudson AC, RAN.

An Event Publishing/ABA publication produced by Australian Consolidated Press, Park House, 64 Park Street, Sydney. Telephone: 282 8000. Postal address: GPO Box 4088, Sydney, NSW 2001. Fax: 282 8558. Material appearing in this publication is copyright. Reproduction in whole or in part is not permitted without permission in writing from the Editor. Typesetting by Photoset Computer Service Pty Limited, 1/5 Elizabeth Street, Sydney. Printing by Wilke Color, 37 Browns Road, Clayton, Victoria. $6.00 recommended and maximum price.
The Royal Australian Navy has been a major contributor to the success of our Bicentennial celebrations. Even before 1988, the Navy’s 75th Anniversary in 1986 showed the need to provide organisation of crowds and traffic both off- and onshore for Sydney Harbour events. This experience was the guide used in arranging the events of January 26. The First Fleet Re-enactment and Tall Ships Parade of Sail, which ensured the success of Australia Day 1986 and provided a brilliant maritime spectacle, would not have been possible without the support of the Navy. And the Navy has participated in a host of other activities around the nation throughout the year — from helping with the official flag-raising at a mardi gras in the Northern Territory, to agreeing to transport personnel and equipment around Australia aboard HMAS Jervis Bay and HMAS Tobruk for Army Tattoo ’88.

But unquestionably the highlight of the Navy’s participation this year is the Bicentennial Naval Salute, which, with the biggest array of ships ever assembled in Australia, will take our national celebrations to new heights, providing entertainment and sights to stir the minds and hearts of Australians everywhere. The event is being staged to celebrate Australia’s maritime history and to strengthen international bonds between the participating countries. It will serve as a reminder of the enormous contribution of the Navy in maintaining Australia’s freedom and independence, and of our historical dependence on sea links in the development of our island continent.

The International Naval Review on October 1 will be televised nationally and there will be involvement around Australia as port communities arrange celebrations for visits by many of the foreign and Australian ships. These visiting ships will also benefit the country’s finances, with some 17,000 sailors injecting many millions of dollars into the Australian economy. This financial boost is just one of the advantages to flow from this great event. The Navy deserves a salute in return — from the nation it serves so proudly.

The Naval Salute is truly a major Bicentennial event, and the Navy is to be congratulated on organising this wonderful project. The Australian Bicentennial Authority is proud to support the Bicentennial Naval Salute.

GREETINGS FROM THE NAVY

Australians owe a great debt to the naval and seafaring men who directed the European settlement of this island continent 200 years ago. After leaving the Motherbank off the Isle of Wight and attracting hardly a second glance, the First Fleet set its sails bound for Australia. Not noted at the time as one of the great expeditions of the reign of King George III, the Fleet and its sailors nonetheless embodied the pioneering spirit and resourceful determination that would be needed to establish a new civilisation so far away from the world they had always known. For many, Australia held the promise of a new and better life. For the convicts, it offered a fresh start — the opportunity to live in a new social order on the right side of the law in a land with limitless potential. Captain Arthur Phillip believed the new colony could avoid the ills and evils that were entrenched in the society from which it sprang. Before he departed for Australia in 1787, he wrote: The Laws of this country will, of course, be introduced in [New] South Wales, and there is one I would wish to take place from the moment His Majesty’s forces take possession of the country: that there can be no slavery in a free land, and consequently no slaves.

The freedom which was to characterise the Australian Colony was jealously guarded as the continent became more attractive to European colonising powers of the day. The settlers looked to the sea, for that was where the continent’s survival as a British possession would be won or lost. The nation with the prevailing sea power in the Pacific and Indian Oceans had the ability to control Australia and its destiny. At the same time, the sea was Australia’s lifeline to Europe. Once the settlers’ initial hope that New South Wales could become a self-sustaining colony was dashed by the harsh and merciless Australian climate, the Colony came to depend upon seaborne cargoes. Indeed, the scarcity of supplies and rations and the wreck of HMS Sirius at Norfolk Island in 1790 en route to China for stores, very nearly led to starvation and the settlement collapsing.

Since that time, the sea has held the key to the defence and economic prosperity of Australia. This is reflected in Australia’s national defence policy, which stresses that our Defence Forces must confront aggressors in the waters surrounding our island continent with strong maritime forces; and in our international and domestic trade practices: sea freight comprises 99.9 per cent of trade to and from Australia by volume and 82 per cent by value, while 66 per cent of interstate freight movements are carried by sea.

With the maritime heritage of this nation in mind, it is fitting that the Royal Australian Navy should organise a Naval Salute to Australia in this Bicentennial Year. I am pleased with the international response we have received to the Salute and thank the nations who have agreed to participate. Their presence reflects their nations’ goodwill towards Australia and their support for our Bicentennial celebrations. We welcome their ships and sailors as our guests and friends.

The main event of the Salute is the International Naval Review on October 1. This will involve the largest gathering of warships ever seen in Sydney Harbour, with more than 50 ships from 15 nations. With the gathering of so many ships, Sydney Harbour is sure to be a magnificent sight, televised nationally and there will be involvement around Australia as port communities arrange celebrations for visits by many of the foreign and Australian ships. These visiting ships will also benefit the country’s finances, with some 17,000 sailors injecting many millions of dollars into the Australian economy. This financial boost is just one of the advantages to flow from this great event. The Navy deserves a salute in return — from the nation it serves so proudly.

The Naval Salute is truly a major Bicentennial event, and the Navy is to be congratulated on organising this wonderful project. The Australian Bicentennial Authority is proud to support the Bicentennial Naval Salute.

Vice Admiral Michael Hudson AC, RAN
Chief of Naval Staff

The Royal Australian Navy salutes Australia in this Bicentennial Year and joins with the 16 Navies that will participate in the International Naval Review in congratulating the nation on achieving this important milestone in its development.
A natural showcase for Australia's naval strength, Sydney Harbour remains true to its colonial origins. Story by Tom Jackson

Sydney — city by the sea — returns to its earliest origins for the Bicentennial Naval Salute. The fledgling township of 1788 was established and succoured by the naval men who brought the First Fleet out. Now, as Australia’s biggest and busiest seaway and the Royal Australian Navy’s main base, Sydney is a fitting host to the nearly 17,000 sailors from 16 countries attending the Naval Salute.

The Royal Australian Navy was asked to organise and co-ordinate the Bicentennial Naval Salute following the resounding success of the Navy’s 75th Anniversary celebrations in 1986. This 1988 spectacular dwarfs that event, with 10 additional nations and more than 50 warships participating. The grand entry of the largest fleet to sail into Sydney, on September 26, entails ship movements and direction problems of such complexity that it will take seven hours to get them all from Sydney Heads to their berths. What harbour, here or overseas, could match the natural advantages of Port Jackson for such an occasion?

Two years ago, the 75th Anniversary Review won the hearts of millions of spectators — on the spot or around their television sets at home — here and abroad. This “rehearsal” for the RAN’s birthday offering to the people of Australia led in turn to the grand spectacle of January 26 this year, with the Tall Ships and the First Fleet Re-enactment. These festivities reinforced the links between the people of this country and the waters surrounding us — the sea, and the people who challenged and beat it, dominate Australia’s story.

It all began with sailors. They travelled here many years before Sydney recorded the first imprint of organised white settlement in 1788. Although different Aboriginal lore refers to timeless links between those people and the land itself, there are others who believe the tribes of the northern part of Australia settled there after sea journeys.

Much later, there were the intrepid Portuguese or Dutch on ships like the Duyfken, which made the first definitely recorded sighting of any part of the Great South Land in 1606. And there were the Englishmen on a 370 ton ship, originally named Endeavour Bark, under the command of a Lieutenant Navigator from Yorkshire.

When James Cook took his tiny man o’ war out of Plymouth 20 years before the First Fleet arrived in Sydney Cove, he was about to rewrite every known geographical and historical text. In three epic assaults on the unknown between 1768 and 1779, he opened the east coast of New Holland to the world outside, and stamped it on the international imagination by means of his impeccable charts and recorded observations. This land of shadows and dark misgivings was to become the new Colony of New South Wales.

In this way, Cook set the course for
The First Fleet Re-enactment vessels at anchor in Farm Cove, while hundreds of modern-day sailing craft crowd the Harbour on Australia Day 1988.

European settlement — but the great trailblazer could have had no glimmering of the way his masters would eventually plan the initial colonisation. With the loss of its American territories, Britain turned to the open spaces of Terra Australis to house the unwanted dregs of its grim penal system.

Not all who had an inkling of the beauty and innocence of the newly chartered region wished to see it despoiled by the human flotsam and jetsam of Britain's prison hulks and workhouses. A midshipman who had sailed with Cook on his first voyage put to the British Government "A Proposal for Establishing a Settlement in New South Wales". In this submission, James Mario Matra outlined a scheme for a free society rather than a shameful outpost of criminals.

But the decision had already been made, and three years after Matra's visionary suggestions had been put to Evan Nepean (later Secretary to the Admiralty), the Royal Navy was told that "750 of the Convicts now in this Kingdom under Sentence of Transportation should be sent to Botany Bay, on the coast of New South Wales, in the Latitude of 33 degrees South, at which place it is intended that the said Convicts should form a Settlement".

Nine months later, in May 1787, Captain Arthur Phillip RN slipped anchor in Spithead to embark on the First Fleet's 15,000-nautical-mile voyage. After eight months at sea, and after the initial disappointment presented by Botany Bay, Arthur Phillip dropped anchor in Port Jackson and raised the Union Jack, in order to begin white settlement in Australia.

What did those sailors and transportees find on that balmy January day in 1788? From the two Royal Navy vessels Sirius and Supply, as well as the six transports and three store ships which made up the convoy, more than a thousand strangers (750 of them convicts) took in an awesome stretch of water surrounded by verdant slopes.

Arthur Phillip summed up the scene in his letter to Lord Sydney, the British Home Secretary, in May 1788: "We got into Port Jackson early in the Afternoon and had the satisfaction of finding the finest Harbour in the World in which a thousand Sail of the line may lie in the most perfect security... and in which the ships can Anchor so close to the Shore, that at a very small expense [sic] Quays may be made at which the largest Ships may unload."

Illness forced Governor Phillip to leave the colony in 1792, and he stepped down as Governor a year later. He recovered and was eventually promoted, becoming Admiral of the Blue in 1814; he died in August of that year, aged 75. Arthur Phillip was succeeded in turn by three more naval officers.
Governor John Hunter (1795-1800), Philip Gidley King (1806-08) and William Bligh (1806-09). But the historical impact of the naval forces on Sydney can be measured by the bricks and mortar of places like Garden Island than by references to the late 18th century. Garden Island Naval Dockyard has "true blue" naval connections since the first days of the First Fleet. Governor Phillip sent a party of seamen from HMS Sirius to a twin-hummocked speck of land off a promontory that eventually was known as Potts Point. The Governor's intentions were simple: the men were to plant the first sod of the colony, but the settlement party had a supply of fresh vegetables — the name Garden Island followed naturally.

Naval men and their ships came and went, as the earliest photographs of Garden Island show, but this attractive retreat, accessible only by boat, received none of the finance and attention that colonial authorities reserved for other parts of Sydney.

Cockatoo Island, for instance, was selected as a site for Sydney's first dry dock as long ago as the 1840s. Named for the cockatoos that were a feature of the island, the site was the subject of a building project by order of Governor Macquarie in 1818-Cockatoos' Pitboat Dock (after the Governor of the day) was begun in 1847. Nearly 100 years later, the original gate of the convict-built dock was still in use. The second and larger dock, the Sutherland, was constructed in 1890. Cockatoo has been operated as a private enterprise since the 1914-19 War ended.

Some of the most important units of the current Australian fleet were the product of the shipbuilding expertise of Cockatoo: the destroyer tender Stalwart the officer Success, and three of our destroyer escorts. But before them, the output of Cockatoo makes fascinating reading; over the years, the yard has turned out such diverse vessels as seaplanes, carriers and cruisers, passenger ships and freighters, lighthouse and ferry boats, hydroplanes — and submarines — not to mention cranes and speedboats. And that lumbering mobile advertisement for Cockatoo, the great crane Tram, with its capacity of 150 tons, was built at the dockyard.

Stories about the capacity and integrity of Cockatoo's engineers and shipwrights abound, but few encapsulate their achievement like the story of the American cruiser New Orleans. This big warship was struck by a torpedo off Savo Island in the Guadalcanal campaign of the Second World War. Her bow was ripped off, but miraculously, the forward bulkheads managed to keep the ship afloat. Guts and American know-how kept the burning New Orleans to course during an astonishing 2700km trip to Sydney. At Cockatoo, Australians repaired the stricken cruiser, in constant danger of explosions from the oily wreckage. They welded on a new bow in one piece and took out the forward 5-inch guns to reduce weight. New Orleans sailed back to Fugat Sound under her own power, completing the journey from Australia to the United States with her bow intact.

At Garden Island, changes in Australia's newly independent military status from 1901 brought major changes. A repair and maintenance depot for the RN since 1911, the island gained new workshops and fuel tanks and bigger wharves. Up to the start of the Second World War in 1939, Sydney had to depend on Mort's Dock at Woolwich for workshops and fuel tanks and bigger workshops.

In 1942, the engineers started the 300m-long Fitting-Out Wharf, but the feature that made Garden Island a Sydney landmark came later. This was the 250 tonne crane — 1600 tonnes of steel smelting a home of four reinforced concrete cylinders plunging to rock 30m below low-water level. Higher than the dock of the Harbour Bridge, this magnificent old reminder of the Second World War continues to dominate the eastern skyline of Sydney as few modern buildings can.

When the din of construction and the bumble of round-the-clock activity settled in 1945, the engineers could knock on a 300m canyon, 50m wide, which could be emptied of 200 million litres of water in less than four hours.

The final building that graces Observatory Hill, to the western side of the Harbour Bridge, is identified more with the science of astronomy these days than it is with the Navy, but its nautical ties are nonetheless very strong.

In days gone by, the chains hanging from the Observatory walls were the object of smoke-filled refraction by passers-by. It was thought they were the means by which felons were exhibited after execution — dangled, Sydney siders said, as a grisly warning to potential wrongdoers. The truth was that they were the braces for flagstaffs that stood there for a century, flying the signals that informed Sydney Town which ships were coming into port. The site is the western connection: it accommodated Governor Phillip's first fort, where windmills ground the colony's first corn.

Today, the building is a shrine to our astral scientists because of its connections with a philosopher in that field. This was the gentle and gifted cleric Reverend W. Scott, our first astronomical observer, chosen by no less than the Astronomer Royal.

When Reverend Scott began work on the Observatory in 1867, thirty years after Mort's Dock opened, he took part in an international plan to map the skies, its assignment to draw 3000 stars in one fifteen-minute section of the sky.

The Captain Cook Dock, as it was named by the Duchess of Gloucester towards the end of the war, could not take the biggest warships of the day. With the removal of some of the crane booms that towered above the dock, it is still possible to accommodate aircraft carriers of the USS Enterprise class.

These days, although still designated a naval dockyard, Garden Island has a wider brief, utilising the skills and experience of its 3500-strong workforce to attract a growing number of commercial contract jobs. The future of the place was assured and enhanced by the White Paper of 1976, which kept a 20-year term of modernisation towards the year 2000. The scheme is now well advanced, and temporary shanties of early years have been replaced by strikingly modern buildings such as the Weapons Workshop (designed by Harry Siddier). Environmentally, Garden Island is a far cry from the industrial outpost it was in the first part of this century. Green spaces and shrubbery are a distinctive feature of the site, and landscaping has transformed the eastern seawall. The remarkable naval past has been carefully restored and new building additions that might conflict with existing scenic structures such as the Rigging Shed or Marine Barracks are nowadays rejected before they
can get to the drawing board.

...the RAN term, are based in Sydney. Air Arm. Many of these assets, to use out of HMAS...

...than 50 combat and support ships, as HMAS old ships could throw at the enemy. Al...charging many times the fire power the Bay, and the Mine warfare vessels in...ties that support the Fleet), and the Naval Support Commander (who looks after shore establishments and facili...ties in the Australian Capital Territory (commonly the Leyland Motor plant). There are 10 naval oil fuel instal...tions in Sydney and other parts of the Commonwealth, all under the Support Commander’s control. But there are numerou...responsibilities in this com...mand which, while less glamorous than the seagoing or aviation areas, are no less crucial to the operation of the Navy as a whole.

The Naval Support Command has 4000 RAN personnel on its books — a quarter of the total strength of the Senior Service today — and also employs more than 3000 civilians. From motor transport to museums, from Service personnel accommodation requirements to Navy Police and Navy Reserves, there are as many sides to the Support Command as a major commercial enterprise would present. And the comparison does not end with size or employment opportunities — it also represents a large chunk of Sydney’s real estate with its own consumption and purchasing implications.

FORT DENISON

This is a genuine slice of colonial history, going all the way back to Governor Phillip and his requirement for a jail for convicts who committed crimes after they’d arrived here from the Old Dart. The offenders were marooned on this little slab of land off Farm Cove, receiving a ration of bread and water once a week by rowboat. No wonder the convict name for the fort was “Pinchgit”.

People were hanged here in those grim days of the nation’s beginnings. For years, the remains of a man named Frank Morgan, who was convicted of murder, hung in chains from a gibbet on the island.

It wasn’t until 1840 that steps were taken to “militarise” the island when Governor Gipps started to erect a battery but ran out of funds. During the Crimean War, the authorities built the famed marble tower with powder magazines and room for a garrison. The 365cm thick walls were built from stone quarried at Kurna...
WHAT IS A NAVAL REVIEW?

A review is probably the most inspiring of all naval occasions, owing its majesty to the gun salutes and cheers honouring the officials taking the Salute, the ordered movement of ships, and the weight of colour from dressed vessels and manned decks. An additional feature that makes such an event different from any land-based spectacle is that maritime fighting ships double as homes for their crews, often for long periods.

For more than 2000 years, back to the time of the Romans and somewhat later to the time of King Alfred in his maritime encounters with the Danes, fleets have gathered for naval reviews at Spithead, in the Solent on the south coast of England. The area has a large sheltered anchorage, ideal for such occasions. For the same reason, Sydney Harbour is an ideal natural amphitheatre for the Australian Bicentennial Review, with the Salute taken by the Duke of York on Saturday, October 1, and involving more than 50 ships representing 15 nations.

The Spithead tradition was established in 1346, when more than a thousand ships assembled before King Edward III sailed to fight in France that summer. Henry V held the first Royal Review in 1415, however, prior to leaving on the expedition which saw the defeat of the French at Agincourt. The first time that sailors manned the yards of their ships for a review was when Queen Elizabeth I inspected a squadron at Spithead in 1562, just six years before Admiral Sir Francis Drake defeated the Spanish Armada.

Down the centuries, monarchs reviewed the fleets at Spithead to mark coronations and jubilees, to celebrate great victories and, more seriously, to launch mobilisations. Mock naval battles became popular at reviews, and probably the first one in British waters was to commemorate the visit of Peter the Great, Czar of Moscovy, in March 1700. On June 25, 1814, after the Treaty of Paris, a review was ordered to impress Allied monarchs with the great naval armaments that had conquered the fleets of France and Spain.

Steam warships were first seen at a Spithead review in 1853, when the Crimea War was imminent. Other reviews marked Queen Victoria's Golden Jubilee in 1887, the coronation of Edward VII in 1902 and King George V's Coronation on June 24, 1911. On July 16, 1914, an imposing steel fleet stretched 65km, spaced in 12 lines of 50 battlehips; ostensibly this review was to try out the mobilisation speed of the Reserves, but its true purpose was to test the efficiency of the fleet before it proceeded to war stations, with the Great War only a matter of days away from beginning.

Australia had its first fleet review at Port Phillip in 1850, with 24 ships and the Salute taken by the Prince of Wales during his world trip in HMAS Renown. A coronation review was held at Spithead on May 20, 1937. A splendid, but little publicised modern assembly at Spithead took place in June 1944, when King George VI inspected the "D Day" late of Wight area before the invasion of Europe. The ships numbered in excess of 150, mostly comprising landing craft and minesweepers.

The Coronation of Queen Elizabeth II on June 15, 1953, was marked by a review including a flypast by 350 naval aircraft, among them jet fighters, and the Queen's Silver Jubilee Review on June 29, 1977, at Spithead was attended by ships of the Commonwealth, among them the Australian carrier HMAS Melbourne.

Australia celebrated the 75th Anniversary of the Royal Australian Navy on Saturday, October 4, with a fine review in Sydney Harbour involving many Allies. The Salute was taken by the Admiral of the Fleet of the Australian Navy, Prince Philip, Duke of Edinburgh.

On Saturday, October 1, 1956, Sydneyiders at the scene and audiences watching on transmissions around the world will see an even greater extravaganza unfold on Sydney Harbour as the Bicentennial Naval Salute reaches its peak with the Naval Review.
Signaal systems in both ANZAC frigate baselines

Sensor, Weapon control and Command systems of Hollandse Signaalapparaten of The Netherlands have been included in both offers for the ANZAC frigates. The Blohm & Voss and the Royal Schelde Shipyards have selected Signaal's radars, gunnery and missile control and combat information systems for their basic offers. Signaal, a Philips company and long standing supplier to the Royal Australian Navy will work closely with Philips Defence Systems to provide an outstanding Australian-New Zealand Industry involvement package. Goalkeeper, and the other systems, vividly illustrate Signaal's capabilities as one of the world's foremost suppliers of integrated naval combat systems.

Hollandse Signaalapparaten BV – PO. Box 42 – 7550 GD Hengelo – The Netherlands
Communication & Control Ltd – PO. Box 15 – 337 Auckland 7 – New Zealand
Philips Defence Systems Pty Ltd – 2 Greenhills Avenue – Moorebank NSW – Australia
HMAS HOBART

Classification: Destroyer

Side number: 39

Length: 134.3m

Displacement: 4618 tons

Speed: 30+ knots

Complement: 21 officers, 312 crew

Aircraft: nil

Commanding officer: Captain D.D. Farthing DSC ADC RAN
Australia

**HMAS TORRENS**

- **Classification:** Destroyer Escort
- **Side number:** 53
- **Length:** 112.3m
- **Displacement:** 2700 tons
- **Speed:** 30 knots
- **Complement:** 13 officers, 234 crew
- **Aircraft:** nil
- **Commanding officer:** Commander G.J. Dikkenberg RAN

**HMAS DARWIN**

- **Classification:** Frigate
- **Side number:** 04
- **Length:** 138.1m
- **Displacement:** 3678 tons
- **Speed:** 28 knots
- **Complement:** 209 officers and crew
- **Aircraft:** 1 Squirrel
- **Commanding officer:** Captain G.P. Kable RAN

**HMAS LABUAN**

- **Classification:** Landing Craft, Heavy
- **Side number:** L128
- **Length:** 44.5m
- **Displacement:** 503 tons
- **Speed:** 14 knots
- **Complement:** 2 officers, 15 crew
- **Aircraft:** nil
- **Commanding officer:** Commander A.W. Regan RANR

**HMAS AWARE**

- **Classification:** Patrol Boat
- **Side number:** 91
- **Length:** 32.8m
- **Displacement:** 146 tons
- **Speed:** 24 knots
- **Complement:** 3 officers, 16 crew
- **Aircraft:** nil
- **Commanding officer:** Commander K.C. Liddiard RFD RANR
Australia

HMAS MORESBY
Classification: Oceanographic Research Vessel
Side number: A219
Length: 96.6m
Displacement: 2450 tons
Speed: 17 knots
Complement: 134 officers and crew
Aircraft: nil
Commanding officer: Commander I.M. Watts RAN

HMAS COOK
Classification: Survey Ship
Side number: A73
Length: 95.7m
Displacement: 2361 tons
Speed: 19 knots
Complement: 145 officers and crew
Aircraft: 1 Bell Jetranger
Commanding officer: Commander R.J. Willis RAN

HMAS FREMANTLE
Classification: Large Patrol Craft
Side number: 203
Length: 41.8m
Displacement: 211 tons
Speed: 30 knots
Complement: 3 officers, 19 crew
Aircraft: nil
Commanding officer: Lieutenant N.J. Wark RAN

HMAS SUCCESS
Classification: Underway Replenishment Tanker
Side number: OR304
Length: 157.2m
Displacement: 17,993 tons
Speed: 19 knots
Complement: 16 officers, 161 crew
Aircraft: 1 Wessex
Commanding officer: Captain R.T. Derbidge MBE RAN

HMAS PARRAMATTA
Classification: Destroyer Escort
Side number: 46
Length: 112.8m
Displacement: 2700 tons
Speed: 30 knots
Complement: 13 officers, 237 crew
Aircraft: nil
Commanding officer: Commander G.P. Smith RAN
<table>
<thead>
<tr>
<th>Classification</th>
<th>Side number</th>
<th>Length</th>
<th>Displacement</th>
<th>Speed</th>
<th>Complement</th>
<th>Aircraft</th>
<th>Commanding officer</th>
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<td>HMAS BRISBANE</td>
<td>41</td>
<td>134.3m</td>
<td>4618 tons</td>
<td>30+ knots</td>
<td>21 officers, 312 crew</td>
<td>nil</td>
<td>R.A.K. Walls AM RAN</td>
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<td>HMAS STALWART</td>
<td>D215</td>
<td>157.1m</td>
<td>15,500 tons</td>
<td>20+ knots</td>
<td>23 officers, 373 crew</td>
<td>1 Seaking</td>
<td>Captain B. Wilson RAN</td>
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<tr>
<td>HMAS STUART</td>
<td>48</td>
<td>112.8m</td>
<td>2700 tons</td>
<td>30 knots</td>
<td>13 officers, 237 crew</td>
<td>nil</td>
<td>Commander J.S. O'Hara RAN</td>
</tr>
<tr>
<td>HMAS RUSHCUTTER</td>
<td>M80</td>
<td>30.9m</td>
<td>170 tons</td>
<td>10 knots</td>
<td>9 officers, 11 crew</td>
<td>nil</td>
<td>Lieutenant Commander G.J. Mapson RAN</td>
</tr>
</tbody>
</table>

HMAS STUART
Classification: Destroyer Escort
Side number: 48
Length: 112.8m
Displacement: 2700 tons
Speed: 30 knots
Complement: 13 officers, 237 crew
Aircraft: nil
Commanding officer: Commander J.S. O'Hara RAN

Sister ship
HMAS SHOALWATER

HMAS RUSHCUTTER
Classification: Minehunter — Inshore
Side number: M80
Length: 30.9m
Displacement: 170 tons
Speed: 10 knots
Complement: 9 officers, 11 crew
Aircraft: nil
Commanding officer: Lieutenant Commander G.J. Mapson RAN
Australia

Sister ship HMAS GEELONG

HMAS DUBBO
Classification: Large Patrol Craft
Side number: 214
Length: 41.8m
Displacement: 211 tons
Speed: 30 knots
Complement: 3 officers, 19 crew
Aircraft: nil
Commanding officer: Lieutenant Commander I.W. Weekley RAN

HMAS CANBERRA
Classification: Frigate
Side number: 02
Length: 135.6m
Displacement: 3678 tons
Speed: 28 knots
Complement: 209 officers and crew
Aircraft: 1 Squirrel
Commanding officer: Commander C.S.H. Harrington RAN

STS YOUNG ENDEAVOUR
Classification: Sail Training Ship (Brigantine)
Side number: not numbered
Length: 44m
Displacement: 200 tons
Speed: 14 knots
Complement: 12 officers and crew
Aircraft: nil
Commanding officer: Commander F. Allica RAN

HMAS CURLEW
Classification: Mine Countermeasures Vessel
Side number: 1121
Length: 46.3m
Displacement: 440 tons
Speed: 16 knots
Complement: 3 officers, 35 crew
Aircraft: nil
Commanding officer: Lieutenant Commander P.R. Blanch RAN
Australia

Sister ship HMAS OXLEY

HMAS ONSLOW
Classification: Submarine
Side number: 60
Length: 90m
Displacement: 2030 tons
Speed: 12 knots surfaced, 17 knots dived
Complement: 7 officers, 55 crew
Aircraft: nil
Commanding officer: Lieutenant Commander J.N. Edgell RN

HMAS ORION
Classification: Submarine
Side number: 61
Length: 90m
Displacement: 2030 tons surfaced
Speed: 12 knots surfaced, 17 knots dived
Complement: 7 officers, 55 crew
Aircraft: nil
Commanding officer: Commander M.G. Gee RAN

France

Fourth Republic of France

Population: 54,539,000
Total coastline: 1373 nautical miles
Largest naval base: Channel Fleet Base, Cherbourg
Naval strength (ships): 373
Naval strength (personnel): 68,640
Senior naval officer: Amiral B. Louzreau
Ships attending: FNS Colbert; FNS Commandant Bory; FNS Amiral Charner
Senior officer embarked: Rear Amiral J.B. Bergot
Name prefix: FNS — French Naval Ship
FNS COLBERT

Classification: Cruiser
Side number: C611
Length: 180.8m
Displacement: 8500 tons
Speed: 31.5 knots
Complement: 30 officers, 528 crew
Aircraft: nil
Commanding officer: Captain B. Moysan
France

FNS COMMANDANT BORY

Classification: Frigate
Side number: F726
Length: 103.7m
Displacement: 1750 tons

Speed: 25 knots
Complement: 11 officers, 150 crew
Aircraft: nil
Commanding officer: Commander A. Dumontet

FNS AMIRAL CHARNER

Classification: Frigate
Side number: F727
Length: 103.7m
Displacement: 1750 tons

Speed: 25 knots
Complement: 11 officers, 150 crew
Aircraft: nil
Commanding officer: Commander T. D'Arbonneau

GREECE
Hellenic Republic

Population: 9,884,000
Total coastline: 1645 nautical miles
Largest naval base: Salamis
Naval strength (ships): 202
Naval strength (personnel): 19,500
Senior naval officer: Vice Admiral L. Vassilikopoulous HN
Ships attending: HS Aris
Senior officer embarked: Captain P. Karamanolis
Name prefix: HS — Hellenic Ship
Greece

HS ARIS

Classification: Training Ship

Side number: A74
Length: 100m
Displacement: 2400 tons
Speed: 20 knots
Complement: 120 officers and crew, 220 cadets
Aircraft: nil
Commanding officer: Captain P. Karamanolis HN
Qualities that built nations, today build ships.

Co-operation, determination and ability played an important role in making Australia and New Zealand the great nations they are today.

A.M.E.C. Consolidated is applying those same qualities to the Anzac Ship Project.

A.M.E.C. Consolidated is a consortium of internationally respected companies which provide an unbeatable wealth of shipbuilding expertise. The combination of the management and facilities of Australian Marine Engineering Corporation, the technology and experience of Blohm & Voss (Australia) supported by the Thyssen Group and the corporate strength of MECNZ will create a new standard of excellence in naval design and construction.

The proven modular and containerised construction methods which are the foundation of the MEKO 200 design, combined with a dedicated team of professionals will enable the most efficient build and support programme for the Australian and New Zealand Navies. The benefits and rewards for the Australian & New Zealand Navies and associated industries are excellent.

A.M.E.C. Consolidated is committed to strategic industry support as the foundation for a modern defence capability.

A.M.E.C. Consolidated - ANZAC SHIP PROJECT

- Australian Marine Engineering Corporation
- Blohm & Voss (Australia) Pty. Ltd.
- Merchant Engineering Corporation of New Zealand

A.M.E.C. CONSOLIDATED - ANZAC SHIP PROJECT

- Australian Marine Engineering Corporation
- Blohm & Voss (Australia) Pty. Ltd.
- Merchant Engineering Corporation of New Zealand

Population: 730,000,000

Total coastline: 2759 nautical miles

Largest naval base: Bombay

Naval strength (ships): 187

Naval strength (personnel): 52,000

Senior naval officer: Admiral J.G. Nadkarni

PVSM AVSM NM VSM ADC

Ships attending: INS Godavari

Senior officer embarked: Captain S.V. Gopalachari

Name prefix: INS — Indian Naval Ship

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Republic of India

Population: 730,000,000

Total coastline: 2759 nautical miles

Largest naval base: Bombay

Naval strength (ships): 187

Naval strength (personnel): 52,000

Senior naval officer: Admiral J.G. Nadkarni

PVSM AVSM NM VSM ADC

Ships attending: INS Godavari

Senior officer embarked: Captain S.V. Gopalachari

Name prefix: INS — Indian Naval Ship
INS GODAVARI

Classification: Frigate
Side number: F20
Length: 121m
Displacement: 3600 tons
Complement: 313 officers and crew
Aircraft: 1 Seaking, 1 Alouette
Commanding officer: Captain S.V. Gopalachari
On behalf of the people of Sydney I extend a warm welcome to all members of the Bicentennial Naval Salute Contingent visiting Sydney during this exciting Bicentennial year.

Sydney is the birthplace of Australia, a city of which we are justifiably proud.

As host city to this Bicentennial Naval Salute, Sydney has much to offer. The beautiful harbour, historic buildings, colourful shops and arcades, harbourside parks, world class restaurants and hotels, the world renowned Sydney Opera House and many fine beaches are just a few of the many attractions.

A Bicentennial event which brings together approximately 18,000 personnel from all corners of the globe, is something the citizens of Sydney are looking forward to with great enthusiasm.

From the arrival of the First Fleet an inexorable link was forged between a fledgling settlement, its majestic harbour, and those who use its waters.

The City Commissioners, on behalf of the citizens of the City of Sydney, wish to extend Sydney's warmest welcome to the captains and crew of the participating naval ships.

— Eric Neal —
Italy

ITS CAIO DUILIO

Classification: Cruiser
Side number: C554
Length: 149.3m
Displacement: 5000 tons
Speed: 31 knots
Complement: 67 officers, 415 crew, 112 cadets
Aircraft: 2 AB212 Iroquois Helicopters
Commanding officer: Captain N. Pavone
VICTORIA'S MARINE ENGINEERING CAPABILITIES ARE SO ADVANCED, WE'RE ALREADY BUILDING FRIGATES.

When it comes to selecting a location for the management and integration of the ANZAC Ship Project, there is one state which stands out. The state with the best marine engineering facilities and expertise. The only state currently building frigates. The state which is most deeply involved in Australia's current defence projects. Victoria.

GOVERNMENT SUPPORT. The Victorian Government has played a key role in developing the marine engineering industry. Both directly in the form of facilitating, technology and training, and indirectly with research and development, resources and management skills. Also by supporting a climate of industrial harmony and economic stability necessary for such an industry to succeed. The Government's objective is to create a centre of expertise in marine engineering in Victoria.

VICTORIA'S RESOURCES. Victoria has a greater proportion of qualified and skilled personnel than any other state. We also have most of Australia's scientific establishments, making Victoria, Australia's centre of technology. Many of Australia's defence industry specialists are based in Victoria, giving the state a solid base of expertise to manage the ANZAC Ship Project.

INFRASTRUCTURE IN PLACE. As Australia's marine engineering capital, Victoria already has the foundations in place to handle a task of the magnitude of the ANZAC Ship Project. Australian Marine Engineering Corporation Limited is currently constructing two FFG frigates for the R.A.N. at its world class marine facility. Through the strength of its shareholder companies, it has the project management experience and production skills to complete Australia’s largest heavy engineering project on time, on budget and to specification. The Corporation will manage a network of sub-contractors, who will construct modules for the Meko 200 ANZ frigates. These modules would then be assembled at the Corporation's marine facility in Williamstown. This application of modular construction techniques will also lead to the establishment of an Australian industrial base for gaining similar business from overseas.

UNIQUE UNION AGREEMENT. A unique three union agreement has been negotiated. This has created a co-operative and flexible working relationship between management and production employees, providing an efficient industrial environment. A comprehensive training and skills development programme supports this unique agreement.

THE SKILLS TO COMPLETE THE JOB. An undertaking of the size and importance of the ANZAC Ships Project needs effective planning and management. Victoria is fully committed to making the project a success. For further information contact: Defence Projects Group Department of Industry, Technology and Resources 228 Victoria Parade East Melbourne, Victoria, 3002.
### JDS SETOYUKI

**Classification:** Destroyer  

**Side number:** 131  

**Length:** 130m  

**Displacement:** 3050 tons  

**Speed:** 30 knots  

**Complement:** 213 officers and crew  

**Aircraft:** 1 SH-3H  

**Commanding officer:** Commander Y. Yamanaka
Cockatoo Dockyard Pty Ltd
Incorporated in NSW
A Member of the ANI Group

COCKATOODOCKYARD, MAINTAINERS OF THE RAN'S SUBMARINES SINCE 1914

Japan

JDS SHIMAYUKI

Classification: Destroyer
Side number: 133
Length: 130m
Displacement: 3050 tons
Speed: 30 knots
Complement: 215 officers and crew
Aircraft: 1 SH-3H
Commanding officer: Commander H. Yamamura

JDS KATORI

Classification: Training Ship
Side number: 3501
Length: 128m
Displacement: 3350 tons
Speed: 25 knots
Complement: 463 officers and crew
Aircraft: nil
Commanding officer: Captain K. Shimozu
YOUR FUTURE NEEDS YOU


THE NAVY IS READY TO TRAIN YOU NOW IN THESE TOP JOBS. YOU DON'T NEED ANY QUALIFICATIONS TO APPLY.

RADAR
Tracking and plotting of all sea, air and subsurface contacts. Sea-time and travel guaranteed.

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Be trained to operate and/or maintain Marine, Mechanical and Aviation electrical and electronics systems, including weapons, computers, air conditioning, communications and surveillance systems. Outstanding training with the very latest equipment. No skills needed to apply.

COMMUNICATIONS
Be trained to work with all forms of traditional and modern communication methods, including satellite and computer driven systems.

I've got no qualifications but I'm willing to be trained to handle a top job. Please contact me with details of job availabilities as indicated below.

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IN YOUR CAPITAL CITY (no stamp required)

Malaysia

Federation of Malaysia

Population: 15,068,000
Total coastline: 1853 nautical miles
Largest naval base: Lumut
Naval strength (ships): 318
Naval strength (personnel): 12,500

Senior naval officer: Chief of the Navy, Vice Admiral Dato sri Abdul Wahab bin Haji Nawi PGAT SPTS DSSA JMN
Ships attending: KD Lekir; KD Sri Indera Sakti

Senior officer embarked: Rear Admiral Dato' Haron bin Dato' (DR) MOHD SALLEH DPMS DSNS JMN SMJ

Name prefix: KD — Kapal Diraja (His Majesty's Ship)
### KD SRI INDERA SAKTI
- **Classification**: Logistic Support Ship
- **Side number**: A1503
- **Length**: 100m
- **Displacement**: 4300 tons
- **Speed**: 17 knots
- **Complement**: 14 officers, 122 crew
- **Aircraft**: nil
- **Commanding officer**: Captain W.T. Fook

### KD LEKIR
- **Classification**: Frigate
- **Side number**: 26
- **Length**: 97.3m
- **Displacement**: 1500 tons
- **Speed**: 28 knots
- **Complement**: 13 officers, 111 crew
- **Aircraft**: nil
- **Commanding officer**: Commander I. Jawi
New Falcon is the latest, most stylish expression of Australia's top selling 6-cylinder car.

Its development was the largest and most complex project ever undertaken by a car manufacturer in Australia.

And, in keeping with Ford policy worldwide, the development of new Falcon demanded a commitment to quality, a challenge to build a vehicle that did more than meet the expectations of today's Australian motorists.

Ford Australia's answer is a car that more than satisfies these criteria. A stylish, comfortable, powerful and spacious family car that is a benchmark in Australian motoring.

New Ford Falcon. Simply stunning.

Netherlands
Kingdom of the Netherlands

Population: 14,395,000

Total coastline: 198 nautical miles

Largest naval base: Den Helder

Naval strength (ships): 104

Naval strength (personnel): 16,880

Senior naval officer: Vice Admiral C.H.E. Brainich-von-Brainich Felth

Ships attending: HNLMS Witte de With; HNLMS Kortenaer; HNLMS Jan van Brakel; HNLMS Zuiderkruis

Senior officer embarked: Captain E. Bakker

Name prefix: HNLMS — Her Netherlands Majesty's Ship
HNLMS JAN VAN BRAKEL

Classification: Frigate
Side number: F825
Length: 130.5m
Displacement: 3050 tons
Speed: 30 knots
Complement: 18 officers, 169 crew
Aircraft: nil
Commanding officer: Commander W.J.E. Van Rijn
**Netherlands**

**HNLMS ZUIDERKRUIS**
- Classification: Fast Combat Support Ship
- Side number: A832
- Length: 169.6m
- Displacement: 16,900 tons
- Speed: 21 knots
- Complement: 21 officers, 176 crew
- Aircraft: nil
- Commanding officer: Captain W.M.D. Vogt

**HNLMS WITTE DE WITH**
- Classification: Frigate
- Side number: F813
- Length: 130.5m
- Displacement: 3750 tons
- Speed: 30+ knots
- Complement: 23 officers, 174 crew
- Aircraft: nil
- Commanding officer: Commander F.J. Schuller tot Peursum

**HNLMS KORTENAER**
- Classification: Frigate
- Side number: F807
- Length: 130.5m
- Displacement: 3050 tons
- Speed: 30+ knots
- Complement: 18 officers, 169 crew
- Aircraft: 1 SH14B (Lynx)
- Commanding officer: Commander F. O. Lake
THE AIR SHOW DOWN UNDER

The Australian Bicentennial Air Show
Richmond RAAF Base, Sydney
12-16 October 1988

NEW ZEALAND

Population: 3,238,800

Total coastline: 2770 nautical miles

Largest naval base: Auckland

Naval strength (ships): 21

Naval strength (personnel): 2637

Senior naval officer: Rear Admiral D.B. Domett CBE

Ships attending: HMNZS Wellington; HMNZS Waikato; HMNZS Endeavour

Senior officer embarked: Commander A.D. Clayton-Greene

Name prefix: HMNZS — Her Majesty's New Zealand Ship
New Zealand

HMSN WELLINGTON

Classification: Frigate
Side number: F69
Length: 113.4m
Displacement: 2474 tons
Speed: 28 knots
Complement: 19 officers, 241 crew
Aircraft: 1 Wasp
Commanding officer: Commander A.D. Clayton-Greene RNZN
New Zealand

HMNZS WAIKATO
Classification: Frigate
Side number: F55
Length: 113.4m
Displacement: 2580 tons
Speed: 28 knots
Complement: 16 officers, 227 crew
Aircraft: 1 Wasp
Commanding officer: Commander B. Noffke RNZN

HMNZS ENDEAVOUR
Classification: Replenishment Tanker
Side number: A11
Length: 138m
Displacement: 12,300 tons
Speed: not known
Complement: 6 officers, 24 crew
Aircraft: nil
Commanding officer: Commander M.D. Lloyd RNZN

NIGERIA
Federal Republic of Nigeria

Population: 88,148,000
Total coastline: 415 nautical miles
Largest naval base: Apapa-Lagos
Naval strength (ships): 35
Naval strength (personnel): 4950
Senior naval officer: Rear Admiral P. Koshoni
Ships attending: personnel only
Senior officer embarked: Captain A.A. Madveke
Name prefix: NNS — Nigerian Naval Ship
What does the Australian Army actually do?

The Bulletin brings it all to you — with surprises
Pakistan

PNS NASR
Classification: Underway Replenishment Ship
Side number: A47
Length: 171m
Displacement: 21,500 tons
Speed: not known
Complement: 23 officers, 350 crew, 100 cadets
Aircraft: nil
Commanding officer: Captain S.Z.A Shah TST

PNS TUGHRIL
Classification: Destroyer
Side number: D167
Length: 119m
Displacement: 3500 tons
Speed: 32 knots
Complement: 27 officers, 475 crew, 50 cadets
Aircraft: nil
Commanding officer: Commander S.A. Ali
**PNG**

**Papua New Guinea**

- Population: 3,260,000
- Largest naval base: Port Moresby
- Naval strength (ships): 11
- Naval strength (personnel): 410
- Senior naval officer: Brigadier General R.I. Lokinap LVO PNGDF
- Ships attending: HMPNGS Aitape; HMPNGS Tarangau
- Senior officer embarked: Lieutenant Colonel S.R. Renagi PNGDF
- Name prefix: HMPNGS — Her Majesty’s Papua New Guinea Ship
**PNG**

**HMPNGS TARANGAU**

Classification: Patrol Boat

Side number: 01

Length: 31.5m

Displacement: 165 tons

Speed: 20 knots

Complement: 18 officers and crew

Aircraft: nil

Commanding officer: Captain M. Sundie

**PNG**

**HMPNGS AITAPE**

Classification: Patrol Boat

Side number: 84

Length: 32.8m

Displacement: 146 tons

Speed: 24 knots

Complement: 18 officers and crew

Aircraft: nil

Commanding officer: Major U. Tom
To ensure that everyone has a good time, the New South Wales Government is providing additional public transport for the period of the Bicentennial Naval Salute.

For the week of the Bicentennial Naval Salute, extra buses, trains and ferries are planned.

On Saturday, 1st of October, a large crowd is expected to witness the International Naval Review between 1.00 pm and 3.00 pm and the fireworks display at 7.30 pm. Special transport arrangements will operate between 8.00 am and 10.00 pm, as follows:

- 5 minute city circle train service in both directions
- 7 minute train service on the Eastern suburbs line
- 15 minute train service to all other suburban areas.

Special bus ranks will be provided away from the congested Circular Quay area.

Please Note: It is not possible to provide ferry travel between 1.00 pm and 3.00 pm on 1st of October during the International Naval Review.

ROAD CLOSURES are planned:

- City and North Sydney – similar to New Year’s Eve arrangements.
- Manly and Wollongbar – similar to Sydney/Hobart Yacht Race arrangements.

WITH ALL THE EXTRA SERVICES, PUBLIC TRANSPORT IS THE WAY TO GO!

CAN WE HELP? For further enquiries contact: Metro Transport Information Service.

For complete information about connections, destinations, fares and timetables for any trip by public transport (bus, rail and/or ferry) within the Sydney Metropolitan Area, 6.00 am to 10.00 pm seven days a week.

Sydney (02) 262 3434. From Penrith 313711* From Campbelltown 271977* From Windsor 77 2645* From the Central Coast 231311* NEWCASTLE. Rail Enquiries (049) 21719. Government Bus (049) 614427.

* Toll Free.

If you need to know more about the Bicentennial Naval Salute Celebrations, call 11558 in Sydney for the latest details.

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**SOLOMON IS**

**Solomon Islands**

Population: 258,193

Naval strength (ships): 8

Naval strength (personnel): 30

Senior naval officer: Mr F. Soaki (Commissioner of Police)

Ships attending: RSIPV Lata

Senior officer embarked: Superintendent M. Pada

Name prefix: RSIPV — Royal Solomon Islands Patrol Vessel

**RSIPV LATA**

Classification: Patrol Boat

Side number: not numbered

Length: 31.5m

Displacement: 165 tons

Speed: 20 knots

Complement: 18 officers and crew

Aircraft: nil

Commanding officer: Superintendent M. Pada
Your InPho directory. The most important thing next to your phone.

Whether you want the latest sports information or the inside information on the financial front, the best thing is to call an expert.

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The special InPho directory pictured here, puts all you need to know about pretty much whatever you want to know on call, 24 hours a day, every day.

Put it by your phone and you can have an expert on the phone before you can say 'encyclopedia'.

Or have a celebrity on the line before you can say 'John Michael Howard's little black book'.

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The InPho messages vary in length, with the majority between 2 and 5 minutes and no messages exceeding 10 minutes.

All calls are automatically terminated at the end of the message. There is even an overflow message that advises of congested or inactive lines and suggests optimum access times. These calls are not charged.

The InPho Directory is being delivered to most capital city homes and is available to subscribers with access to Telecom's 0055 facility. Most Australians will have access to InPho very soon.

If you need extra copies of the directory call in at your local post office.

HAVE YOU GOT OUR PHONE NUMBER? When you look at your InPho directory, you'll notice all the phone numbers have the special prefix 00555. That not only makes your favourite InPho numbers easy to remember, it means you'll be charged at the standard Telecom national rates. Which means InPho calls cost the same wherever you are in Australia with a minimum charge the same as a local call.

Depending what time you ring, charges vary from 30 cents a minute to 63 cents during peak times.

You can even call InPho from most overseas countries just by dropping the first '0' of the '00555' prefix and paying the IDD rate applying from the overseas country.

If you'd like more details about InPho, try us out for yourself. Call InPho 00555 0500.

You'll quickly find that the best way to understand and enjoy InPho, is to call InPho.

And that's all you need to know.

Call me.

InPho 00555 It's all you need to know.
**HMS ARK ROYAL**

**Classification:** Light Aircraft Carrier  
**Side number:** R07  
**Length:** 209.1 m  
**Displacement:** 19,500 tons  
**Speed:** 28 knots  
**Complement:** 954 officers and crew  
**Aircraft:** 8 Sea Harriers, 14 Seaking Helicopters  
**Commanding officer:** Captain M.G.T. Harris
HMS SIRIUS
Classification: Frigate
Side number: F40
Length: 113.4m
Displacement: 3200 tons
Speed: 28 knots
Complement: 20 officers, 228 crew
Aircraft: 1 Lynx
Commanding officer: Commander T. Morton

HMS EDINBURGH
Classification: Destroyer
Side number: D97
Length: 132.3m
Displacement: 4775 tons
Speed: 30+ knots
Complement: 26 officers, 275 crew
Aircraft: 1 Lynx
Commanding officer: Captain A.B. Ross

RFA OLWEN
Classification: Large Fleet Tanker
Side number: A122
Length: 197.5m
Displacement: 36,000 tons
Speed: 19 knots
Complement: 30 officers, 36 crew
Aircraft: nil
Commanding officer: Captain J.B. Dickinson OBE

Classification: Large Fleet Tanker
Side number: A110
Length: 170.7m
Displacement: 40,200 tons
Speed: 16 knots
Complement: 18 officers, 42 crew
Aircraft: nil
Commanding officer: Captain G.D. Wilson
UK

RFA FORT GRANGE

Classification: Fleet Replenishment Ship
Side number: A385
Length: 183.9m
Displacement: 22,800 tons
Speed: 22 knots
Complement: 123 officers and crew
Aircraft: nil
Commanding officer: Senior Captain D.A. Reynolds

USA

United States of America

Population: 238,740,000
Total coastline: 11,650 nautical miles
Largest naval base: San Diego, California; Norfolk, Virginia
Naval strength (ships): 442
Naval strength (personnel): 608,126
Senior naval officer: Admiral C.A.H. Trost USN
Ships attending: USS New Jersey; USS Brewton; USS Berkeley; USS Ingersoll
Senior officer embarked: Vice Admiral P.D. Miller USN
Name prefix: USS — United States Ship
USA

USS NEW JERSEY

Classification: Battleship
Side number: 62
Length: 270.5m
Displacement: 58,000 tons
Speed: 35 knots
Complement: 1537 officers and crew
Aircraft: nil
Commanding officer: Captain D.J. Katz
**USA**

**USS INGERSOLL**
- Classification: Destroyer
- Side number: 990
- Length: 171.7m
- Displacement: 7810 tons
- Speed: 33 knots
- Complement: 20 officers, 304 crew
- Aircraft: 1 Lamps
- Commanding officer: Commander J.L. Frank III

**USS BERKELEY**
- Classification: Destroyer
- Side number: 15
- Length: 133.2m
- Displacement: 4500 tons
- Speed: 30 knots
- Complement: 21 officers, 363 crew
- Aircraft: nil
- Commanding officer: Commander C.R. Girvin

**USS BREWTON**
- Classification: Frigate
- Side number: 1086
- Length: 133.5m
- Displacement: 4200 tons
- Speed: 27 knots
- Complement: 19 officers, 310 crew
- Aircraft: nil
- Commanding officer: Commander P.D. Mallet
FASCINATING AND DEEPLY MOVING
STORIES OF UNKNOWN
AUSTRALIAN HEROES & HEROINES

UN Sung Heroes & Heroines
of Australia
Edited by Suzy Baldwin

A MAJOR BICENTENNIAL PUBLICATION
Published by GREENHOUSE PUBLICATIONS RRP $39.95

VANUATU
Republic of Vanuatu

Population: 130,000
Largest naval base: Vita
Naval strength (ships): 3
Senior naval officer: Mr W.D. Saul (Commissioner of Police)
Ships attending: RVS Tukoro
Senior officer embarked: Captain M. Ligo
Name prefix: RVS — Royal Vanuatu Ship

RVS TUKORO
Classification: Patrol Boat
Side number: not numbered
Length: 31.5m
Displacement: 165 tons
Speed: 20 knots
Complement: 18 officers and crew
Aircraft: nil
Commanding officer: Captain M. Ligo
LOGISTICS OF THE NAVAL SALUTE

Mastering the Craft

Attention to detail is the key to ensuring smooth sailing.

By Kenelm Creighton

With 17,000 sailors from 16 nations in Australia for the Bicentennial Naval Salute, it has been rather a busy time for Warrant Officer Max Stokoe of Naval Support Command Headquarters after an appeal for the visitors, involving liaising with parties, dances and ships' parties. Thousands of telephone calls have been received at Naval Support Command Headquarters after an appeal for women to partner sailors during their stay. Max has been responsible for co-ordinating much of the hospitality requirements for the visitors, involving liaising with more than 15 Returned Services' (RSL) Clubs plus hotels and ethnic groups, and organising formal dinner parties, dances and ships' parties.

Attention to detail is the key to ensuring smooth sailing.

Cellular phones play their part in boosting communications between the media on board ships and the shore. Helicopters will be heavily in evidence for transporting media to vessels at sea and will also play a big role in looking after Commander John Mooro, Master Attendant (Port Manager), and his staff of naval pilots who guide ships into the Harbour.

The fresh water intake for the period spent in Sydney will amount to 4100 tonnes a day, enough to supply an average household for 14 years. A senior Metropolitan Water Board engineer, Ian Grimster, explained that ships usually take on water in Sydney, as it is considered to be of higher quality than at other Australian ports.

A major ship provider and chandler involved on a national scale and with its own bonded warehouses is Metro-Nautilus Australia. The national Marketing Manager, Doug Lukin, said, "We can supply anything from bulk fuel to frozen meat, fresh fruit and vegetables, beer, cigarettes and wine, along with fresh fruit juices, engine spares and cleaning materials. We have been contracted to supply 20,000 litres of disiled water each day to one ship in six ports to be used in their boilers - and we are also organising and co-ordinating sightseeing tours for crews of many ships in different ports and providing multilingual guides."

Bob Barameis, New South Wales State Manager for Metro-Nautilus, said that 5 tonnes of Australian rice have been ordered for the Japanese defence squadron, while the Malaysian ships' shopping list makes particularly interesting reading: "500 kilos of red chillies, 3 tonnes of beef, 4 tonnes of fresh vegetables, 50 kilos of chicken, half a tonne of onions, 10,000 eggs and 1 tonne of potatoes."

Indian ships have ordered substantial quantities of exotic spices such as cumin, rice, red lentils. The Americans, predictably, Bob Barameis says, are very particular about the measurements of steak sizes and how they are packaged.

With an outlay of $1.5 million to get the Bicentennial Naval Salute on the road, or more correctly, on the Harbour, in the words of Jim Kirk, Chairman of the Australian Bicentennial Authority, "The sailors from all those ships are likely to spend around $30 million at a conservative estimate during their stay."

Then leads to the question of exchanging money. Grattan Read, Agent Manager, the Commonwealth Bank based in Sydney, says, "The Commonwealth Bank has, over the years, been involved with exchanging money for visiting ships. At this stage we are continuing the good relationship we have had with the United States Navy. The normal arrangement with the Americans is to send representatives to the ships when they arrive, or we are flown out by helicopter off the coast to do individual exchanges, so the sailors have cash in their pockets the moment they go ashore on liberty."

For example, when the New Jersey arrives with a complement of more than 1500, we shall have eight representatives on hand. Sailors are careful. When they arrive in Sydney each man will probably want to buy about $A3300, amounting overall to some $A450,000. After a few days, they will probably want to change another $200 or so.

Bulk exchange is carried out with the British through the Commonwealth Bank, in conjunction with the ships' supply officers. The travel specialists Thomas Cook will be making financial arrangements with others of the visitors, including the Japanese.

The key to the successful outcome of any enterprise is first-class communications, and the Naval Salute organisers, only too aware of this fact, have set up a major Co-ordination Information Centre at the Woolloomooloo Finger Pier under the direction of Warrant Officer Gordon Paris. A computerised PAIX provides 360 telephones linking all the ships in the Garden Island/Woolloomooloo area to the centre and the outside world. In addition, a 20-line Dial-a-Sailor system encompasses all naval ships in that area.

The Centre is staffed by 250 naval personnel and includes a media cell with an array of telephones, four fax machines, two telexes and copiers to cope with the huge contingents of media representatives arriving from many countries to cover this mammoth nautical event. Among the press corps will be 100 journalists from the UK accompanying the Duke and Duchess of York.

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Defence in War, Diligence in Peace

Despite its relative youth, the Royal Australian Navy already has a proud history. Kenelm Creighton examines its career.

As a remote island continent with almost the largest coastline of any nation on earth, distance poses one of Australia's most profound problems. The "tyranny of distance" — both within the country and in its separation from other nations — does provide, however, unique protection by allowing advance warning of approaching danger.

The Royal Australian Navy, a modern, independent and efficient blue-water force, is practised and able in cooperating with defence allies such as the United States, and its role as one of Australia's military arms is more vital today than ever. Local patrol and surveillance work is also an important focus, providing regional security for some of the surrounding smaller nations. Assistance to civil communities, national development and disaster relief, in particular after cyclone devastation, are some important ancillary activities outside the country, while every one of Australia's capital city ports and such great anchorages as Jervis Bay have an input into the Navy's work.

Since the arrival of the First Fleet in 1788, the main naval base has been in Sydney, but increasingly, as happened during the Second World War, Australia is moving toward operating a two-ocean Navy. On the west coast, HMAS Stirling in Cockburn Sound south of Fremantle is a modern, well-equipped base, with new facilities that include a Submarine Escape Training Tank. In line with future government plans, it is likely to expand as more naval vessels begin operating from there. Patrol boat bases with sophisticated repair and maintenance shops are sited at Darwin and Cairns, while smaller establishments chiefly concerned with Reserve training are maintained at Adelaide, Brisbane and Hobart.

Today's Navy employs some of the most advanced technology in the country, and therefore places great emphasis on the instruction of personnel throughout their careers. Basic training for sailors is carried out mostly at HMAS Cerberus at Western Port in Victoria, while at HMAS Nirimba outside Sydney, the Navy trains its trade specialists, along with a more recent innovation, General Duties sailors who sign up for a short term only.

Most RAN traditions and its uniforms are broadly similar to those of the Royal Navy — from which our Navy is directly descended. During the Second World War, however, the RAN had considerable combat operating experience with the United States Navy in the Pacific region. It followed naturally that in the post-WW2 years, as the Royal Navy virtually pulled its ships out of the Far East, the RAN, although continuing to have British designs built in Australia, began to turn for its next generation to the Americans.

Ironically, back in 1838, it was the arrival of four American warships that had slipped into Sydney unnoticed during the night, that first drew the attention of Australians to the poor state of their maritime defences and preparedness. During the first two decades of last century, no Royal Navy ships were stationed in Australian waters, although occasional visits were paid to the area. Charting of Australian
coasts was proceeding apace; however, notably with great seamen such as Matthew Flinders.

By the 1850s, the increasing use of steam power and the need for bunker- ing led to the British naval presence being extended. At this time, the State of Victoria commissioned a 580 ton sloops of war, to be named Her Majes- ty's Colonial Ship Victoria. Then, the Australian gift of 1600 tons of iron and the growing prosperity of the colony forced the Brit- ish to take more interest in its maritime security. Commodore William Loring was appointed the first senior officer of Her Majesty's Ships on the 'Australian Station' in 1859.

As the years went by, the British began looking to the user-pays principle in regard to the Australian Station. The colonists were concerned that they would be left with outdated sail and steamships, often with wooden hulls. In 1884, Rear-Admiral George Tryon hoisted his flag in HMS Nelson, a sail/steam ironclad and namesake of an earlier veteran of service in the Aus- tralian area. During his tenure, the ad- miral played a considerable role in the ultimate establishment of the Royal Australian Navy. Although this did not happen until 1911, the Australasian Naval Defence Act was passed through the British Parliament in December 1887. In effect, this stipulated that in re- turn for more modern ships to augment the polyglot collection of hulls already in the region, the colonists would pay a contribution for the presence of the ships at the Australian Station. The colonists would also have the right of refusal if the British wished to send those vessels elsewhere.

Soon after, in 1888, after a local squabble among native chiefs at Apia in Samoa, a number of American and German ships and HMS Calipso were standing by in the area in case nation- als of their countries needed to be evacuated from the island. A cyclone caused one German ship to founder with heavy loss of life and other vessels went aground, but Captain Kame in Calipso managed to steam out to sea and reached Australia safely.

The new squadron of ships pro- vided by Britain consisted of six smart little 25/7 ton third-class cruisers, each with an armament including eight 4.7 inch guns, 19 knots speed capacity and a complement of 217. In addition, there were two torpedo gunboats.

In December of 1905, the mighty 14,200 ton cruiser HMS Powerful—the largest ship ever built by the Royal Navy— took over as the flagship of Vice Admiral Sir William Fawkes. Her major armaments were two 9.2 inch guns, as well as six inch guns.

In 1913, Vice Admiral George King- Hall was promoted to full admiral, hoisting his flag in HMS Cambrian, the last Royal Navy flagship on the Aus- tralia Station. On October 4, she salut- ed HMMS Australia, flagship of the RAN, as the battlecruiser and her con­ sorts entered Sydney Harbour.

By the time the Great War broke out on August 4, 1914, two submarines had been added to the front-line Australian naval force of one battlecruiser, four light cruisers and three destroyers (in- cluding the torpedo boat destroyer HMMS Flaminia). Six days after the start of the war, this fleet began a search for the Kaiser's Pacific Squad­ ron in the neighbourhood of New Guin­ ea. No German ships were found, as they had already headed across the Pacific for South America. Soon after­ wards, in September, a combined Aus­ tralian expeditious force journeyed to New Guinea to destroy German wire­ less stations, a task accomplished with casualties to both sides and surrender by the Germans.

Back in Australia, troop convoys were assembling to carry an expedi­ tionary force to Egypt escorted by Australian, British and Japanese war- ships. The German commerce raider Emden was loose in the Indian Ocean and had sunk or captured 25 Allied steamers, but a decision by the cruiser- in-chief to destroy the Cocos wireless station led to his ship's downfall. Staff at the wireless station managed to get off a signal reporting the arrival of the Emden before the station was de­stroyed, and HMMS Sydney, with a young and inexperienced crew, was detached from the Egypt-bound con­ voy to make for Cocos at full speed. Al­ though damaged early in the battle with the Emden, Sydney's guns smashed Emden into a beached, smouldering mass of metal.

Australia's only remaining submar­ ine at the time of the Anzac landing at Gallipoli, AE2, succeeded in penetra­ ting the Dardanelles, and after being shelled, depth charged, rammed and grounded, sank a Turkish cruiser with torpedoes. However, after reaching the Sea of Marmora, she was sunk by a Turkish gunboat. Her crew of 34 was saved, but Australia was now without a submarine.

HMMS Australia joined the Second Battlecruiser Squadron and spent much of the war in the North Sea, miss­ ing the Battle of Jutland on May 31.
1916, as she was in dock following a collision with HMS New Zealand. In the immediate post-war years, Australia was scuttled off the Sydney Heads as part of the Washington limitation of armaments Naval Agreement. The Australian fleet diminished from then onward, manpower was cut and ships scrapped. Only in 1933, with fears of another war being imminent, was a turnaround begun, with the acquisition of the destroyers from Britain.

World War Two began on September 3, 1939, with an Australian fleet tonnage only marginally larger than in 1914 — effectively, two heavy and four light cruisers, five old destroyers and two sloops and auxiliaries. The British fleet was by no means strong, either, when the action in the Mediterranean was starting to build up in 1940, comprising three cruisers and five elderly Australian destroyers. Among reinforcements were the light cruisers HMAS Sydney and HMAS Hobart.

Sydney was then commanded by John Collins, who later became a vice-admiral, knight, Chief of Naval Staff and an RAN legend. Collins sank the Italian cruiser Bartolomeo Colleoni at the Battle of Cape Spada and damaged another cruiser. The famed Australian scrap-iron flotilla on the Tobruk run when the fortress was besieged included Waterhen, Vampire, Vincetta, Stuart, Voyager, Nizam, Napier and the sloop Parmamatta.

A bloody period followed for the RAN when Parramatta and Waterhen were sunk within five months of each other. Then, on November 19, 1941, came the worst disaster in Australian maritime history. Sydney, after her successes in the Mediterranean, was lost with her entire crew of 545, in a battle with the raider Kormoran (which also sank) only a short distance from the Australian west coast. By late 1941, Australian shipyards were working at breakneck speed, especially building corvettes. The RAN had 68 ships commissioned and more than 20,000 personnel in the Service.

When the Japanese attacked Pearl Harbour and other key points across the Pacific, the pattern of disaster continued, with the RAN cruiser Perth sunk in the Java Sea along with four other Allied cruisers and nine destroyers. Next, Yerra, a sloop on convoy duty, was massacred, along with almost all her crew, in a battle against a force of Japanese cruisers.

A turning point came in the Pacific with the Battle of the Coral Sea involving Australian and Allied ships. After suffering heavy casualties, the Allies managed a strategic victory over the Japanese. Another cruiser was lost when HMAS Canberra had to be sunk by an American torpedo to stop its equipment falling into Japanese hands. Australia played a major role in the final decisive battle of the Pacific War at Leyte in the Philippines, with cruisers Stptyshire and Australia taking heavy punishment but surviving. Divers and submariners, not always in Australian ships, played a valiant part in the Second World War, as did the Women’s Royal Australian Naval Service. The war cost the lives of 219 officers and 2000 sailors with total personnel numbers up to 25,000 in 1944 and dropping to 10,000 by 1948.

By now, it was generally accepted that for Australia to remain in the running as a blue-water navy in the Pacific, in roles such as peacemaking, it was essential the nation have some form of carrier force. Between the wars, Australia had had a seaplane carrier, HMAS Albatross, whose name is perpetuated in the Fleet Air arm base at Nowra. Orders were placed in Britain for two light fleet carriers, Sydney in 1944 and, in 1950, Melbourne. The Korean War began in June 1950 and soon saw Sydney’s Sea Furies and Fireflies blasting enemy positions. During three years of Korean operations, Sydney flew 2365 sorties for the loss of 13 aircraft.

Australian warships joined with other Commonwealth ships during the 12 years of the Malayan Emergency from 1948 to help stem the spread of communism in South-east Asia. Melbourne had a long and distinguished career as carrier and flagship, including the great work she carried out succouring Darwin after Cyclone Tracy in 1974. She also had her share of tragedy, in the collisions with HMAS Voyager in 1944 and the USS Frank E. Evans in 1969. She was sold to China, towed to Shanghai, scrapped and her metal turned into beams for a local housing project in 1986.

The Australian Navy again played a significant role in Vietnam, with ships providing covering fire and executing bombardments, while HMAS Sydney, referred to as the Vung Tau Ferry, acted as a troco and equipment carrier. Australia, with its 15,000-nautical-mile coastline, may have a Navy that is young, but the Royal Australian Navy has already notched up a distinguished career, and bodes well towards becoming a key maritime force in three oceans for many years to come.
Splashing Out

The programme for the visiting fleet offers a myriad possibilities from formal to frivolous, and all points between. Lyall Rowe reports.

Arriving in Sydney by ship will be an experience few of the visiting sailors will forget, for Sydney Harbour is unmatched in beauty. The sailors will also find that Sydney is one of the truly great cities of the world, built around 26km of harbour foreshore and spreading 50km inland to the foothills of the Blue Mountains.

The celebrations of the Bicentennial Naval Salute get underway with a two-day entry of warships into the Harbour. Beginning on Monday, September 26 at 7am, the Royal Australian Navy’s destroyer tender, HMAS Stalwart, will lead 32 warships in ceremonial formation to berths at Garden Island, the RAN Fleet base and Woolloomooloo, in a seven-hour parade.

The ships will join other RAN vessels already berthed and will represent world navies equipped with the latest technology in cruisers, destroyers, submarines, patrol boats and naval training ships. Soon after this fleet berths, the United States battleship USS New Jersey will put on an onshore demonstration of its awesome firepower out from the Heads.

The next morning, Tuesday, September 27, USS New Jersey will be joined by the British aircraft carrier HMS Ark Royal and four ships of the Netherlands fleet in a second ceremonial parade up the Harbour. The Ark Royal will be berthed at the Sydney Cove Overseas Passenger Terminal throughout its stay, while the New Jersey and the Netherlands fleet will join the other warships already berthed at Woolloomooloo and Garden Island.

The fleet arrival will herald the start of a nine-day extravaganza, whose events include:

- A march of nearly 3000 sailors through the streets of Sydney, accompanied by nine naval bands from visiting and RAN ships.
- The arrival on Friday, September 30, of their Royal Highnesses, the Duke and Duchess of York.
- A second ceremonial parade up the Harbour.
- The Duke of York will take the Salute in the International Naval Review. Supporting the Review will be two flypasts, the first by military aircraft and the second by Australian civilian aircraft. The day’s finale will be a night-time fireworks display.
- Public visits to the ships on Sunday and Monday, October 2 and 3.
- The departure of the ships from the Harbour, many of them heading for other Australian ports, including Melbourne, Hobart, Launceston, Burnie, Adelaide and Fremantle. Visiting warships will also conduct exercises with the RAN.

Throughout their stay, the warships will be illuminated at night. The programme enables the visiting sailors to mingle with Australians, many of whose ethnic communities will be dressed in national costumes. The major hospitality programme includes dances, barbecues, a concert, sporting events, visits to tourist attractions and the ever-popular Dial-a-Sailor service.
comprising more than 30 ships — will enter the Harbour in a seven-hour procession. The first wave will pass through the Heads at 7am.

The parade will proceed in a designated order: first wave, RAN destroyer HMAS Stuart, Japanese training ship JOS Katori, British destroyer HMS Edinburgh, Greek training ship HS Aris, and French frigate FNS Colbert; second wave, RAN destroyer escort HMAS Parramatta, Indian destroyer INS Godavari, Italian cruiser ITS Carlo Delfino, French frigate FNS Comman­ dent Doy, RAN destroyer HMAS Hobart, New Zealand frigate HMNZS Waikato, third wave, RAN frigate HMAS Darwin, Japanese destroyer JDS Sotsuyuki, Malaysian frigate KD Lekir, United States destroyers USS Ingersoll and USS Berkeley, and Pakistani tanker PNS Nair; fourth wave, RAN destroyer escort HMAS Toowoomba, British frigate HMS Sirius, Malaysian amphibious ship KD Kinta, United States frigate USS New Orleans, and New Zealand frigate HMNZS Wellington; fifth wave, RAN destroyer escort HMAS Stuart, Japanese destroyer JDS Shimakaze, French frigate FNS Amiral Charleroi, Pakistani destroyer PNS Tugail, and French hydrographic survey vessel HMS Meroby; sixth wave, RAN tanker HMAS Success, British tanker RFA Olowen, New Zealand tanker HMNZS Endeavour, and British tanker RFA Orange; seventh wave, four ships from the Netherlands — frigate HNLMS Willem de Wet, frigates HNLMS Kortenaer and HNLMS Jan van Brakel and tanker HNLMS Zuideinder; third wave, British fleet replenishment ship RFA Fort Gorge.

Already berthed in the Harbour prior to the arrival of the visiting ships will be RAN vessels HMAS Cook, Brisbane, Orion, Wave, Lathiana, Anzac, Gymnich, Geelong, Wollongong, Canberra, and the sail training vessel STS Young Endeavour. Britain's Bicentennial gift to Australia.

Wednesday, September 28 — No official engagements are scheduled, but a heavy entertainment programme will be under way.

Thursday, September 29 — The streets of Sydney will echo to the sound of nearly 3000 sailors participating in the Bicentennial Naval March. The march will be led by Rear Admiral P.R. Sinclair AO RAN, Flag Officer Commanding HMA Fleet, and reviewed by His Excellency, the Right Honourable Sir Ninian Stephen AK GCMG GCVO KBE, Governor-General of Australia. The Flag Officer Naval Support Command and Bicentennial Naval Salute Co-ordinator, Rear Admiral Tony Horton AO RAN, will be on the saluteing days with His Excellency. The march begins at room from Art Gallery Road, proceeds down Macquarie and Hunter Streets, along George Street to the Theatre Royal site at the Town Hall, then into Liverpool and College Streets, and will disband at Art Gallery Road.

Friday, September 30 — Their Royal Highnesses, the Duke and Duchess of York arrive in Sydney to participate in the Salute. At 5pm, the ceremony of Beat Retreat will be performed at the Opera House forecourt, with the bands of the Royal Australian Navy and the Heritage Guard participating.

Saturday, October 1 — International Naval Review, the highlight of the Salute. It involves a combination of the land and static review lines and takes place in the area of Sydney Harbour bounded by the Sydney Harbour Bridge line between Bradley's Head, Shark Island and Point Piper. By October 1, ships will have taken up their positions in the Harbour. Between 9 and 10am, ships participating in the mobile review lines — one ship representing each nation — will proceed to sea. There, they will assemble in three separate lines outside the Heads for a grand entry at 1pm. Nine bands from the ships will perform at strategic headlands and aboard HMAS Stalwart around the foreshore between noon and 3pm. The venues for the bands are:

- Mrs Macquarie's Chair — RAN Naval Support Command Band
- Opera House — RAN Victory Naval Band
- Abroad HMAS Stalwart — RAN Fleet Band
- Robertson's Point — Royal Marines Band
- Sydney Cove Passenger Terminal — United States 7th Field Band
- Farm Cove — Japanese Maritime Defence Force Band
- Bradley's Head — Royal New Zealand Navy Band
- Rushcutters Bay — French Navy Band
- Campbell Cove Reserve — The Netherlands Marine Band.

Their Royal Highnesses, the Duke and Duchess of York will board HMAS Cook at 12.30pm from the Overseas Passenger Terminal. The ship will cast off at 12.50pm and move to a position on the Opera House. At the same time, the first flypast will take place, with the Royal Navy's flagship, HMS Ark Royal, leading a salute followed by the Royal Australian Navy's HMAS Hobart.

The decks of all ships will be lined with thousands of sailors in readiness for their salute during the course of the mobile review.

Sunday, October 2 — 1pm-2pm — The re­ view ships will have taken up their positions. The Royal Australian Navy and the Navy Support Command Band will be in attendance for the Bicentennial Naval Salute and, above, HMAS Cook, the reviewing vessel for the October 1 ceremony.
Acknowledgements

The Royal Australian Navy would like to thank the following organisations for their assistance and support in the planning and execution of the Bicentennial Naval Salute:

- Australian Consolidated Press
- Telecom Australia
- State Rail Authority of New South Wales
- Urban Transit Authority of New South Wales
- Traffic Authority of New South Wales
- New South Wales Police Department
- New South Wales Ambulance Service
- Maritime Services Board of New South Wales
- News Limited
- Australian Bicentennial Authority
- MOJO MDA
- Tourism Commission of New South Wales
- ABC Television
- State Emergency Services
- Bond Corporation
- George K Special Projects Group
- Moran Health Care Group
- McDonald's Family Restaurants
- Kings Cross Chamber of Commerce
- Darling Harbour Authority
- Rocks Chamber of Commerce
- Grace Bros
- Watkins and Murphy Printers
- Kodak (Australia)
- New South Wales Bicentennial Council
- Botanic Gardens Trust
- Sydney Opera House Trust
- Argyle Centre
- Jane's Defence Weekly
- Jane's Fighting Ships
- Hewlett-Packard Australia
- Metropolitan Business Machines
- Commonwealth Bank
- Marrickville RSL Club
- Miranda RSL Club
- Council of the City of Sydney
- State Government of New South Wales
- Sydney Committee
- Sydney Tower Restaurants
- Sydney Retail Businessmen's Association
- Naval Association of Australia (NSW Section)
- Naval Ship Association of Australia (NSW Section)
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