

Patron

CMDR GEOFF HARLE M.B.E. R.A.N. (RET)

Date 4th October
Spring Edition 2010

BASEGRAM



Anzac Day 2010

This year, one of the stalwarts of the Association, Gunner King! led the Association members up to the Shrine together with a number of Communicators from HMAS Cerberus.



took part in this year's Anzac Day march in Melbourne.

Inside this issue:

2010 AGM, and Acceptance Form

2,3 Perhaps next year we might see an armed contingent of Communicators troop the Queens Colours on Anzac Day.

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On behalf of the Victorian Branch of RANCBVA (Royal Australian Naval Communications Branch Association), we would like to extend our thanks to those who serve, together with those Communicators who

Without doubt, their turn out was a credit to themselves and the nation together with their assistance and terrific esprit de corps which was greatly appreciated by all of us.

Comments, queries or if you have a story you would like included contact

IAN HOGARTH

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Mobile: 0407 336641

Email: ianwhogarth@optusnet.com.au



RANCBAs Annual General Meeting Friday 6th November 2009



The 2010 AGM meeting will be conducted at the **The Pumphouse Hotel**, located at the Cnr of King William and Nicholson Sts Fitzroy - virtually opposite the rear of the Exhibition Bldg.

Tram access from Flinders St Stn is via No 96 in Bourke St. Exit at No13 or No14 stop and then a short walk. Paid ticketed parking is generally available.

The business of the AGM will commence at 1100 hours sharp so those who wish to charge their glasses prior to the commencement should arrive at 1045 hours, this will then be followed by a presentation on "Modern Communications in Defence" by our President CMDR Rod Withers

The cost for this years function will be \$35 which will include .

ENTREE (your choice from)

Treasurer's Report



Jack Duffy will present his report at the Annual General meeting as per SOE's. However in the meantime if you haven't paid your subs then your contribution will be gratefully accepted

Those wishing to pay their subs may do so by forwarding them with this issue's attached form to (see next page)

Jack Duffy RAN (Ret)
227-317 Wells Rd
Aspendale Gardens
Victoria 3195

Email jackduffy@gmail.com.au

Crisp Lemon pepper calamari, rocket and shaved cucumber salad, aioli

Bruschetta, tomato, feta, red onion, basil, balsamic glaze

Soup of the day

MAIN COURSE (your choice from)

Osso Bucco, braised in a rich red wine, herb and tomato ragu, pan-seared gnocchi, shaved grana padana, green olive gremolata

Chicken Breast Saltimbocca, mushroom, bacon and cream cheese filled, herb buttered mash, greens, mustard seed crème

Hand rolled Gnocchi, caramelised onion, wild mushroom and garlic crème sauce, truffle scented rocket, parmesan

Fish of the day, sweet potato and leek gratin, chilli, crab and lime butter, side salad.

Note House Wine, beer and softdrinks are included.

Is this how RANCBAs started

Ted Garth, Frank Flemming, Jim Valli, Shorty Gill all joined the class of W2 Demember in 1945.

12 years later HMAS Lonsdale Port Melbourne in 1957 where they were allowed to finally step ashore at lunch time on official discharge however their service didn't officially finish until 2359.

They then went into town and had a few beers at Hosies and went their separate ways agreeing that if any of them should be in town on that day then they should pop in to Hosies just down from Young and Jacksons and that's how it all started.

Ed Note Happy to hear variations, tall tales and true, even pic's of or from anyone on this.

RANCBBA Annual General Meeting 5 November 2010



Name

Address

.....

.....

Telephone

Email

WMP (with much pleasure) I will be attending the AGM

Lunch including entrée and main beer, wine, soft drinks \$35

Game of Skill Tickets \$10

Yearly Subs \$10

MRU (Much Regret am unable to attend)

Total \$.....

Please return with payment to the Treasurer

Jack Duffy RAN (Ret)
227-317 Wells Road
Aspendale Gardens 3195

Email jackduffy@gmail.com
Phone: 8588 1927

At your earliest convenience
or latest 22nd October 2010

B

BUMBOAT

A boat selling supplies, provisions, and articles to ships. The most popular derivation is from the term "boomboat" which signified that the boat was permitted to lie at the outswung booms of a ship.

Another is a British reference for the term being derived from the word "Bomboard" which was a receptacle in which beer is carried to soldiers on duty.

-Editor more likely the term "getting bombed" came from Pongo's who had one too many bomboards

BENCE'S—FLEET NEWS BULLETIN

New Naval Combat Helicopter

The Government has given first pass approval for a major project to provide the Australian Defence Force with a new naval combat helicopter

Navy launches mentoring program for women

The Navy Women's Mentoring Program was launched on 12 March as part of Defence's recognition of International Women's Day, at the Australian Defence Force Academy in Canberra.

Successful submarine escape and rescue exercise

The Royal Australian Navy (RAN) has completed a successful personnel transfer from the submarine HMAS Waller, while it was on the seabed off the West Australian Coast.

Medal for Korea receives royal approval

The Parliamentary Secretary for Defence Support has announced that Her Majesty the Queen approved the official regulations and design for the award for the Australian General Service Medal for Korea

Increased Navy numbers share the load

The Director of Workforce Modelling, forecasting and Analysis (DWMFA) has released figures revealing Navy's serving members are totalling more than 14,000 for the first time since 1998.

Moving memorial honours AHS Centaur

The highest holders of office in the country paid their respects during a memorial service to remember the Army Hospital Ship Centaur at St John's Cathedral in Brisbane on 2 March for a commemoration 67 years after the World War II hospital ship was destroyed.

Recruiting teams target specialist trades

Defence Force Recruiting has come a long way in the past decade, introducing many new initiatives to ensure that the ADF has the capacity to meet personnel requirements both now and into the future. Since their inception, Specialist Recruiting teams have participated in excess of 650 direct recruiting activities in engineering, health and trades activities and have spoken to an estimated 26,000 potential engineering, health and trades candidates.

Innovations assist operational commanders at sea

Innovative thinking, backed up by scientific research and rigorous modelling, has allowed members of the RAN Hydro and METOC (Meteorology and Oceanography) Group to deliver a range of technological products that give operational commanders the edge by enhancing their appreciation of battle space. One innovation is using a global wave model outputs to forecast the likelihood of piracy in operations off the coast of Somalia, where they have found that pirates tend only to operate when the waves are below a particular height

ASMD upgrade commences on Perth.

BAE Systems has begun modifying the first of the RAN's Anzac class frigates to be upgraded under the Anti-Ship Missile Defence (ASDM) Project



The R.A.N. initiated what will become a Naval tradition by announcing that all Australian and foreign naval vessels proceeding into Sydney Harbour will render ceremonial honours to the HMAS Sydney (I)

The HMAS Sydney (I) Memorial Mast is one of Australia's premier naval monuments and a memorial of national significance.

The Mast was removed from Sydney (I) when she was decommissioned in 1928 and erected at Bradley's Head

The new tradition will represent a mark of respect and recognition of the Australian officers, sailors and ships lost at sea and in combat.

NAVY WEEK 2010**SUNDAY OCTOBER 17th 2010****"IN REMEMBRANCE OF OUR FALLEN AND DEPARTED SHIPMATES"****SHRINE OF REMEMBRANCE – MELBOURNE**

Fall in – Shrine Forecourt – 1330hrs – Service – 1400hrs

The address will be conducted by Captain Mark Hill CSC RAN—SNO Victoria and the Guest Speaker will be Mr David Manning P.O.W. Survivor from HMAS Perth

Dress: Medals

Invitees: Members - Service - Ex-Service Personnel - Family - Friends

All are welcome to lay a wreath during the service

Light refreshments after the service in the Shrine Visitors' Centre.

1 November 2010

Station Pier Port Melbourne 1300—1700

Open Day

HMAS Melbourne

Adelaide Class

Commissioned 15 February 1992

First Tuesday of the Month Lunch Club

A group of us have started the First Tuesday of the Month Club. meeting for a few beers and a "Counter lunch".

The usual list of suspect attending are such notables as Graham Bence, Bronte Daniels, Wop Boyle, Rob Joicey and on occasion myself (Ed).

If anybody would like to call in for a chat, some food and a beer they would be quite welcome.

Lincolnshire Arms Hotel
1 Keilor Rd
Essendon North VIC 3041
(03) 9374 1055
Tram: Thorn St / Mt Alexander Rd

Editors NOTE:-

We would like to thank the Federal Member for Calwell for her assistance in the production and distribution of this Newsletter.

Book Review The Australian Cruiser HMAS Perth 1939-42

Author—Ian Pfennigwerth

For all but a few months from her commissioning in June 1939 to her sinking on 1 March 1942, the Australian light cruiser Perth was engaged in wartime operations against the forces of Germany, Italy, Vichy France and Japan. She served in the West Indies, the Pacific and Indian Oceans, the Mediterranean and, finally in the Java Sea. Her operations included the blockading of German merchant ships in neutral ports, escorting vital troop convoys to the Middle East, attacking shore positions in Libya and Syria and providing air defence of convoys, especially from the feared Stuka dive bombers of the German Luftwaffe. She participated in several pivotal battles, especially Matapan and Java Sea, and in the evacuation of Commonwealth forces from Greece and Crete in April-May 1941. Despite all this active service, up until her sinking, she had lost fewer than a dozen of her company to enemy action.

This book is not just an account of the cruiser's war service. Using diaries kept by members of her ship's company to supplement British, Australian, German, Italian and Japanese official sources, Ian Pfennigwerth has provided a picture of the men who contributed to the ship's proud record and the conditions under which they did so. He describes how the unshakable bonds of trust between crew members were developed and forged in the crucible of ferocious attacks by the enemy, even into the ship's last desperate battle against a superior Japanese force. This sustained the survivors in the ordeal of imprisonment and mistreatment that was to follow. Years afterwards, a former Petty Officer would wonder that so many had 'been touched by the ghostly character of this long-gone ship, which has so affected us'.

The book is a story of adventure and courage in adversity, written as a tribute by a former commanding officer of the cruiser's namesake, the guided missile destroyer Perth II.

Available through Rosenberg Publishing
3 Whitehall Road, Kenthurst NSW 2156

Mail Address
P.O Box 6125
Dural Delivery Centre
NSW 2158, Australia
Ph: +61 2 9654 1502 Fax: +61 2 9654 1338
Email: sales@rosenbergpub.com.au

NAVAL WIRELESS. IMPROVEMENT OF SERVICES.

Important New Experiments 1925.

With a view to improving the wireless communication service of the Royal Australian Navy and introducing the most modern types of transmitting apparatus into the Navy, an important series of experiments been begun at the Flinders Naval Base.

A special experimental transmitter, employing the latest type of high frequency continuous wave apparatus,, has been installed, and it is now undergoing preliminary tests, Hitherto the Australian Navy has depended for its wireless service on relatively long wave transmitters, using continuous wave methods which, until the last few months, have been used in all parts of the world for this type of service.

The range of the transmitters, in comparison to similar apparatus used elsewhere, was satisfactory, and as far as could be expected for apparatus of the

type used, the stations both on Australian warships and at **naval** wireless bases round the coast, were efficient.

The ranges of the apparatus were, however, strictly limited as is indicated by the fact that when the American Fleet was on its way to Australia last year, amateurs employing more modern methods were able to communicate with the ships of the fleet immediately after they left America, whereas the **naval** stations working on long waves were, not able to exchange messages with the fleet until it was within a relatively short distance of the Australian coast.

It was the cruise of the American Fleet last year, which first demonstrated the importance of shortwave apparatus for **naval** purposes. Until the fleet had left Honolulu on its journey to Australia, the only two short wave naval stations then in use were the station on the flagship "USS Seattle" and the station at the American naval wireless laboratory at Washington.

So successful for **naval purposes** had the short wave apparatus proved, that before the fleet reached Australia short-wave stations had been erected by the American navy at Cavité in the Philippine Islands, at San Francisco, at Honolulu, and at Samoa

In addition, many of the vessels of the Pacific fleet and also of other sections of the American fleet, both in home waters and in the Philippine station were equipped with short-wave stations. While the "Seattle" was in Melbourne it was able to communicate directly with Washington, a distance of almost 9,000 miles. Such a feat in long distance **naval** transmission had not

before been known, and it demonstrated quite clearly that the use of shortwave stations it will be possible for a squadron operating from a base in any part of the world to keep in constant communication with its headquarters, possibly 12,000 miles away

The value of such a wireless service under active service conditions can readily be appreciated.

Work is now proceeding at Westernport which will result in the installation within a few weeks of one of the most modern and powerful short-wave naval wireless stations in the world.



USS Seattle in Melbourne 1925

NAVAL WIRELESS. IMPROVEMENT OF SERVICES. Cont-

The station is now operating on a wave length of about 39 meters with a power of 300 watts.

At the present time it is capable of communicating with almost any part of the world, but almost immediately the power of the station is to be increased to 1,500 watts and it will then be the most powerful short-wave wireless station in Australasia.

Tests will be conducted on all wave lengths between 15 metres and 85 metres for the purpose of determining which waves are most useful for transmission at various times of the day and night.

The station when completed should be capable of giving service to England for eight hours a day, and in time of emergency the Australian Navy will have its own permanent link with the Royal Navy.

It had originally been proposed that if a commercial station were built for communication with England and America, it should be so constructed that it would be capable of supplying a service for naval purposes in times of war.

Many naval experts opposed the construction of beam stations for commercial service on the grounds that they would not be suitable for ordinary naval broadcasting because the directions of transmission would be strictly confined.

This undoubted objection to a beam service has been entirely overcome by the adoption of short waves in the Australian Navy.

The navy will now be completely independent of commercial services for emergency signaling to any part of the world.

Reticence is being shown by naval officers on the extent of the short-wave work to be undertaken, but it is understood that short-wave transmitters will be installed on several of the Australian warships.

They will then be capable of signaling to any part of the world.



Stern view of USS Seattle at Station Pier in Melbourne

Photo's courtesy of Chris Summers

Tests on short-wave transmission will also be begun with naval stations in England, and it is regarded as certain that the two new cruisers for the Australian Navy will be equipped for short-wave working.

A proposal that a strong naval communications reserve should also be formed is now being considered.

Though no definite action is expected to be taken for some time, it is likely that the naval authorities will invite experienced amateurs who have pioneered short-wave work in Australia, to join the naval wireless reserve on similar terms to those on which amateurs are enlisted into the naval reserve in America.

Sources:

Argus Newspaper Tuesday 19 January 1926

http://freepages.military.rootsweb.ancestry.com/~cacunithistorics/USS_Washington.html (courtesy Joe Hartwell)

Pictures courtesy Chris Summers Melbourne Australia

VALE:- Knocka White

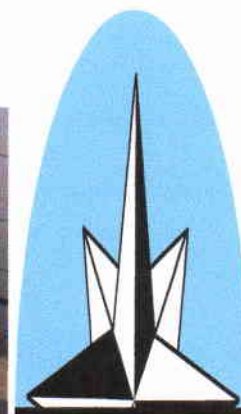
It is with regret that AMSA farewells Wayne "Knocka" White who passed away during the morning of Friday 13 August 2010 after a battle with cancer.

Knocka, a stalwart of AUSREP and AMSA ship reporting, commenced ship reporting duties with the then Department of Transport in the late 1980s and has seen the world of ship reporting and communication change from the telex machine days of yesteryear to today's modern satellite based systems.

Prior to joining the public service, Knocka was a communicator in the Royal Australian Navy. Friends, family and a strong contingent of current and former AMSA colleagues including Chief Executive Officer Graham Peachey and General Manager, Emergency Response Division John Young, attended Knocka's funeral at Holy Family Catholic Church, Gowrie on Wednesday 18 August to say farewell.

Knocka is survived by wife Sharon and children Nathan, Ben, Tiffany, Heather, Fiona, Dyllan, Ethan, Kelsey, Ebony, Austin and Mason.

Reprint courtesy of Australian Maritime Safety Authority



Doth the paintwork make war with the funnels?

Do the decks to the cannon complain?

Nay, they know that some soap or a scraper

Unites them as brothers again;

So ye, being Heads of Departments,

Do your growl with a smile on your lip,

Lest ye strive and in anger be parted,

And lessen the might of your ship.

Admiral Ronald Hopwood, C.B.

The Jolly Roger



The Jolly Roger is the name given to any of various flags flown to identify a ship's crew as pirates.

The flag most usually identified as the Jolly Roger is the skull and crossbones, (*Arrr me hearties*) a flag consisting of a human skull above two long bones, set in an x-mark arrangement on a black

field. This design was used by several pirates, including Captains Edward England and John Taylor.

Some Jolly Roger flags also include an hourglass, another common symbol representing mortality and death in 17th and 18th Century Europe. Despite its prominence in popular culture, plain black flags were often employed by most pirates in the 17th-18th century although red was also used by the pirate John Avery

Ed Note Australian Submariners have been seen flying this flag which I understand indicates a successful patrol.

The 6th National RANCBA Reunion Adelaide
April 23rd to 26th 2011
“Celebrating 100 years of RAN Communications”

Welcome to the registration process for the 6th National Reunion.

As with previous reunions, it all comes down to the dollar factor. The stark reality is that each reunion is going to cost more to attend than the previous ones.

The registration fee is unavoidable as with past reunions. The registration fee 2011 has been set at \$60.00 per person, with a discount fee set at \$55.00 per person, if it is paid prior to 30th June 2010

Because all reunion events are self funded, the registration fee is non-refundable. It is required to ensure we will have sufficient working capital to cover various administration costs, event & venue security deposits.

In 2011, ANZAC Day falls on Easter Monday, which is going to have a huge effect on organising the event.

To reduce the expense to all, the organizing committee after very lengthy discussion have decided not to have the big ticket event, the Grand Finale Dinner as part of the reunion.

Therefore the 2011 Reunion will comprise of the following events.

Registration – Reception (Meet & Greet) – Bar-B-Que – ANZAC Day March & Luncheon

For those with Internet access Please view all pages of the web site :-

<http://users.adam.com.au/bsherriff/RANCBA2011Reunion.html>

complete the registration form and all relevant forms pertaining to events you wish to attend & memorabilia you wish to obtain.

Return all completed forms by email to: - rancba2011@optusnet.com.au (You will receive a confirmation email).

Or if you are not on the internet please contact us for the appropriate forms via mail to :-

RANCBA 2011 Reunion
PO Box 102
Goodwood SA 5034

Remember use your SERVICE NUMBER as your reference on all forms & correspondence. Those without an email address will receive all forms in the mail.

Payment Details. All forms for registration, events, memorabilia, payments & fees must be returned to the Secretary by 31st January 2011. However please respond as soon as possible.

Registration Queries Contact Kris Cameron Email - rancba2011@optusnet.com.au
Mobile - 0422 898 230 - Home - (08) 7225 1971

SOMETHING NEW

Is fibre optics the technology of the future? - Narelle Clark

Will we finally be as fast as Korea?

The Korea Communications Commission announced in 2009 that they would be subsidising a network capable of an average one gigabit per second per user and that can support ultra high definition television. At ten times the numbers stated for our proposed network, it seems designed for higher performance.

While the technology planned for our National Broadband Network (NBN) will reportedly provide users with up to 100 megabits per second (Mbps) (**Ed note now this has been increased to 1 Gigabit in 2010**) the actual speed will be determined by the number of users connected, the type of services being accessed, the number of users sharing access and intermediate paths (aggregation factors) at different points in the network and how much traffic is passed to external networks.

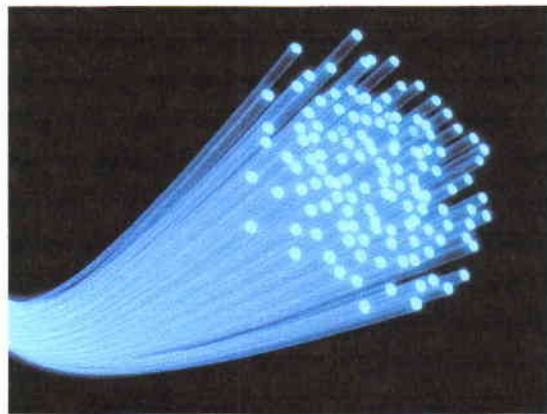
Our proposed network will probably be based on Passive Optical Network (PON) technology. Current PON equipment is capable of speeds of around two gigabits per second (i.e. 20 times faster than the best consumer broadband technology available in the world today), and that remains the same whether it is deployed in Korea, Sweden or Australia. The equipment is getting better all the time, so the youngest network is likely to be the fastest, provided the aggregation factors are the same.

Connection speed, however, isn't just due to the topology and technology of the network. While most Australians live along the eastern seaboard, we're very spread out. Even our suburban blocks are larger on average than in other countries. What this means is that signals have further to travel and take slightly longer to arrive, and the signal is dampened by the distance it travels through the medium, even if it's via optic fibre.

The real culprit behind our online sluggishness is our lan-



guage. Because the national language of high speed nations like South Korea, Sweden, Finland and Norway isn't English, a lot of their content is stored locally. In Australia, we access a significant quantity of content stored overseas and it's these international links that will continue to be our greatest bottlenecks.



Why not wireless?

So, on to the wireless question. Although there are some great wireless services available today, the difficulty with wireless technology is that, when deployed, the beams interfere with each other. Hence small 'slices' of spectrum are licensed to each network provider. With fibre, the light is contained within a cable, and therefore we can make use of the entire transmissible spectrum. What this means is that much more data can be encoded and sent with fibre optics, and the effective

bandwidths are always going to be larger. That's not to say that wireless solutions are poor, rather they have a place that complements the offerings of fibre optical systems.

People living a long way from exchanges will still be best served by wireless because the cost of installing the fibre and equipment to boost the signal over the distance outweighs its advantages — and there are fewer neighbours to share the bill with! Even Korea is using wireless technology to reach remote areas.

We will still continue to see great advances in wireless. The current world record for wireless, held by CSIRO, is **6Gbps**. This is indeed faster than PON, but the corresponding world record for fibre is **100Gbps**.

Note: Unfortunately these record holding speeds are not yet available en masse!

Narelle Clark is Research Director of the Network Technologies Laboratory in CSIRO's ICT Centre.