

## **100 Years—A Royal Title for the new Royal "Australian" Navy**

### **" PROCLAMATION TRANSFERRING THE DEPARTMENTS OF NAVAL AND MILITARY DEFENCE TO THE COMMONWEALTH.**

*(Commonwealth Gazette, 20th February, 1901, p. 21.)*

#### **PROCLAMATION**

By His Excellency the Right Honourable the Earl of Hopetoun, a Member of His Majesty's Most Honourable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of the Royal Victorian Order, Governor-General and Commander-in-Chief of the Commonwealth of Australia.

WHEREAS by section sixty-nine of the Commonwealth of Australia Constitution Act it is provided that, on a date or dates to be proclaimed by the Governor-General after the establishment of the Commonwealth, the following Departments of the Public :Service in each State shall become transferred to the Commonwealth: Posts, Telegraphs, and Telephones; Naval and Military Defence; Lighthouses, Lightships, Beacons, and Buoys; Quarantine: Now, therefore, I do hereby proclaim that on the first day of **March, One thousand nine hundred and one, the Departments of Naval and Military Defence in each State** shall become, transferred to the Commonwealth. Given under my Hand and Seal, at Sydney, this nineteenth day of February, in the year of our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

**By His Excellency's Command .  
EDMUND BARTON .**

## **A bit of Flag history**

English Anomalies related to the White Ensign!!

TRINITY HOUSE, whose ships have the privilege of flying the White Ensign when escorting the Sovereign (conferred by Admiralty Letter of June 21st, 1894), is an institution founded by "Sir Thomas Spurt, Knyte," Controller of the Navy to HENRY V111. It was he who founded the Yards of Woolwich and Deptford.

He also was in command of the "Henri Grace A Dieu" or Great Harry. TRINITY HOUSE up to a recent date examined in Navigation those aspiring to become Masters in the Royal Navy.

### **Trinity House Red Ensign**



The Royal Yacht Squadron also have the privilege of flying the White Ensign by authority of Admiralty Warrant of June 6th, 1829.

There are no regulations about Royal Yacht Squadron ships dipping to H.M. Ships, but those who have good manners invariably do so.

### **Money for Old Rope**

If we say "money for old rope" we mean money or reward obtained with little or no effort.

In Kydd's day old and frayed ropes were sold to shoreside traders. This old rope was often sold back to ships, to be then used as caulking between a ship's planks.

Money for old rope was a perk of the boatswain (but sometimes the rope was not so old, and the offence of cappabar, or misappropriation of government stores was committed...

*Next issue The history of Perks!*



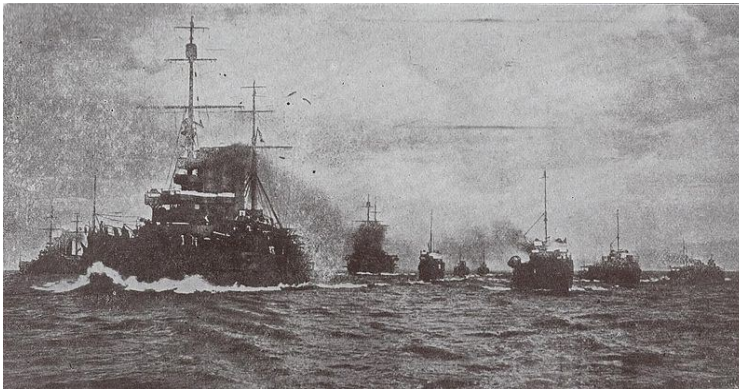
## The warships talked a new language

*July 1949 Implementing ATP1 Vol 2.*

As 100 warships manoeuvred over 1,000 miles of sea between the English Channel and the Bay of Biscay (for once it belied its reputation as a turbulent storm basin), a new international language came into being.

Among the 22,000 men afloat— English, French, Dutch, Belgian — messages flashed without the need of interpreters. It was the Western Union Navies' first major test of a new signals book which coordinated hitherto nationally secret signals and codes of the four countries, ensuring immediate understanding of the briefest flashes.

The International Code of Signals had long been universally used by the world's merchantmen. A single letter, for example, meant 'Carrying out your intentions and watch for my signals'— in anybody's language. Similarly, a single letter (D) meant 'Keep clear. I am manoeuvring with difficulty'.



All four Navies in this week's 'Exercise Veritas' had worked for years on this broad principle, but each had its own secret code. This week showed that the all-important department of **naval** communication a big step has been taken in the co-ordination of Western Union defences. And this new Esperanto of the sea had already been co-ordinated with United States **naval** signalling.

Apart from signalling, the four-nation sea exercise so impressed Field-Marshal Lord Montgomery (aboard the British flagship Implacable as Western Union Defence Committee chairman) that he announced he hoped there would be a similar exercise every year. The British Admiralty had announced the exercise's chief.

The purpose was to accustom the four navies to working together, particularly in defending convoys against submarine and air attack.

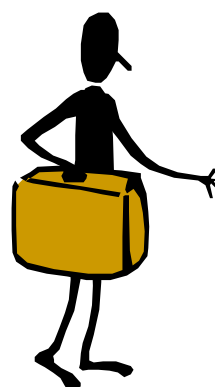
After assembling at Penzance, a convoy with escort steamed southward almost to the Spanish coast, and after brief preliminary maneuvers underwent submarine attacks to give both convoy and escort detection practice

Next day RAF Coastal Command and French Maritime Air provided planes to help the convoy, also to shadow and report it. French, Dutch, and British cruisers and light fleet carriers, which meantime had been bombarding the Sicily Isles, then steamed south, flew airstrikes against the convoy. Later the cruisers joined up as part of the convoy, and carriers as part of the escort, while the whole force turned north for exercises in submarine attack, counter-attack, and evasion. Turning up the Channel, these forces simulated a coastal convoy passing through, swept the Channel to Portsmouth under attacks by bombers and motor torpedo boats (directed by French fighters) and by submarines.

Finally the convoy linked up with minelayers and minesweepers which had been busily practicing for four days in the English Channel.

After a long conference to analyse technical reports of casualties among attackers and attacked, Frenchmen, Dutchmen, and Belgians went off home, still practicing protection of cross-Channel convoys—and still chattering to each other with semaphore and flashing lamp in their strange new language.

*The Mail. (Adelaide) Saturday 9th July 1949*



## REGIONAL VISIT

RANCBV Vic proposes an organized (well as best as we can manage) weekend away to Regional Victoria with the intent of providing a central meeting place to catch up with other RAN Communicators living in Regional Victoria and those whose State borders our own (well in the case of Tassie lapping our shores)

Some suggestions thus far include Albury, Gippsland etc

If you have any thoughts please contact our Membership Officer

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## Something New

### Monitoring Space!

The United States operates a worldwide network of ground radars and optical telescopes for tracking objects in space, though its ability to track objects orbiting over the Southern hemisphere is quite limited. The primary U.S. system for tracking objects in low-Earth orbit is the Air Force Space Surveillance System, known as the Space Fence, which comprises three Very High Frequency radar transmission sites and six receive sites spread across the southern United States.

The Air Force since 2006 has been studying options for replacing the Space Fence with a system capable of tracking a greater number of smaller objects in low and medium Earth orbit. In June 2009, the service awarded \$30 million contracts to Lockheed Martin Corp., Raytheon Co. and Northrop Grumman Corp. to conduct trade studies and prototyping for a new Space Fence. [Worst Space Debris Moments in History]



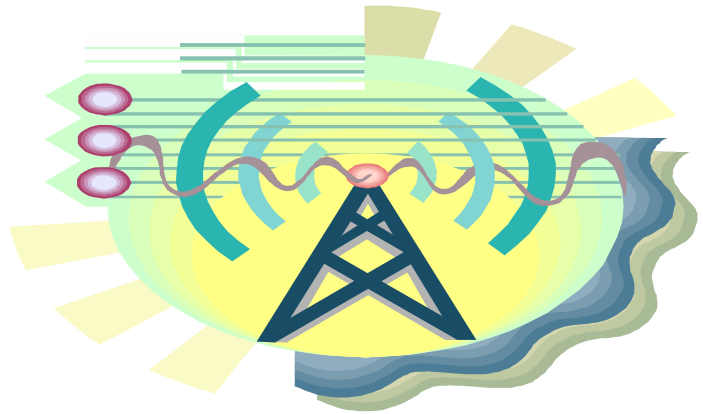
Note: Artist's impression; size of debris exaggerated as compared to the Earth

The Air Force stopped funding Northrop Grumman's contract in February, and Lockheed Martin and Raytheon recently completed their respective system design reviews and have submitted cost estimates for building the new system.

On Oct. 20, the Air Force issued a request for proposals for the next phase of the program, for which it will issue up to two 18-month contracts worth \$107 million each to continue Space Fence development through preliminary design review. When this phase is complete in 2012, the service plans to choose one prime contractor to build the system.

The entire system is expected to cost more than \$3.5 billion to complete, according to an Oct. 27 Air Force press release.

In the past few years, the lower orbits around Earth have become much more congested as the number of spacefaring nations has increased. And events like the 2009 collision of an Iridium communications satellite with a Russian satellite have left thousands of pieces of junk in orbit. The changing environment has driven the Air Force to accelerate its plans to ensure the new Space Fence achieves initial operation capability by September 2015, said Scott Spence, Raytheon's Space Fence program manager.



The Air Force wants the new system to increase the number of objects the Space Fence can track in low Earth orbit by tenfold, from around 20,000 objects today to upwards of 200,000 objects in the future, Spence said in a Nov. 8 interview.

Current plans for the new Space Fence call for the deployment of two or three radar sites that both transmit and receive signals, said John Morse, Lockheed Martin's Space Fence program director. Whereas the current Space Fence is located entirely inside the continental United States, it is likely that the next-generation system will be located entirely outside of the continental United States, though no firm plans have been announced, Morse said in a Nov. 9 interview.

The Air Force went through a rigorous analysis of alternatives with regard to where the sites should be placed, Morse said. They've looked at combinations of sites in a variety of places.

They're really trying to get coverage in the southern hemisphere.

In addition to Australia, the Pentagon is considering placement of sites on the Kwajalein Atoll in the Pacific Ocean and Ascension Island in the Atlantic Ocean, Air Force spokesman Charles Paone said.

The Nov. 8 accord states, "Australia and the United States will investigate the potential for jointly establishing and operating space situational awareness facilities in Australia to support the United States space surveillance network and to support the development of Australia's space situational awareness and mission assurance capability."

In a Nov. 8 press conference in Melbourne, Gates said further discussions with Australia about the placement of Space Fence radar sites are expected to begin in January.

*This article is by Space News, dedicated to covering all aspects of the space industry. <http://www.spacenews.com/>*