Victoria Cross Awarded to late Vietnam Veteran

On Remembrance Day, the late Private Richard Norden was posthumously awarded a Victoria Cross for Australia for his gallantry during the Battle of Fire Support Base Coral in Vietnam in 1968.

The Governor-General, Her Excellency the Honourable Sam Mostyn AC, announced that His Majesty, King Charles III had given approval for the award to be bestowed.

On May 14, 1968, Private Norden's platoon came under heavy fire during the Battle of Fire Support Base Coral. Using his initiative and demonstrating a depth of care for his mates, Private Norden rescued a wounded soldier and recovered the body of another, with little cover and under intense enemy fire.

His actions also secured the enemy position and avoided the potential for further casualties of platoon members.

Private Norden's service to his country continued on his return to Australia. Gundagai born Norden became an Australian Capital Territory Police Officer. He died aged 24 after a traffic accident while he was on duty.

The Victoria Cross for Australia is the highest military honour that can be awarded in the Australian honours system.

Private Richard Norden

Private Norden has been recognised for the most conspicuous acts of gallantry in action in the presence of the enemy.

The Governor-General's Office will work with Private Norden's family to finalise plans for the investiture ceremony.

Prime Minister Anthony Albanese said Private Richard Norden was a true Australian hero.

"His exceptional bravery epitomises the spirit of our veterans, who we thank for their service. Private Norden demonstrated extraordinary courage and selflessness by putting his own life at risk to save and protect his fellow comrades."

"During the 1968 Battle, the young soldier showed extraordinary bravery by running towards North Vietnamese enemy fire to retrieve his section commander who had been shot. After managing to drag his commander successfully back to safety, the already wounded Private Norden again placed himself in grave danger trying to save another member of his platoon who had been shot."

"On discovering his comrade had been killed, he fought on, clearing the area so his body could be safely recovered," the Prime Minister said.

"Such was his courage, that the enemy soldiers abandoned their positions and, as a result, many more Australian lives were saved.

"These deeds are more than worthy of the highest

Victoria Cross

military honour our nation can bestow, the Victoria Cross for Australia."

Coalition MP Michael McCormack, representing Opposition Leader Peter Dutton, said Australia owed Private Norden a "great debt of gratitude".

"Remembrance Day is a chance to honour those who have served our nation – and Private Norden is one of the finest. Lest We Forget."

The Veterans Affairs Minister, Matt Keogh, said that Private Norden personified the ANZAC spirit by disregarding his own safety to put his mates first.

"I want to acknowledge and thank the veteran community for your advocacy for the appropriate recognition of Private Norden. I'm so glad that especially today we can acknowledge Private Norden's gallant actions with the Victoria Cross for Australia."

Editorial

In this edition we salute the Australian submarine service and look at its stop-start history. The living memory of Club members about submarines and 'the silent service' is centred on the Oberon and Collins class, but we are aware of the first boats, the *AE1* and *AE2* from articles in previous editions plus an entertaining lecture at the Lone Pine Night several years ago about their roles in the early conflicts of World War One in Rabaul and the Dardanelles.

One underlying theme is the high cost of each boat and the need to order a fleet to make them operational. Financial restraints have caused the abandonment or slimming down of submarine projects over the history of the Royal Australian Navy.
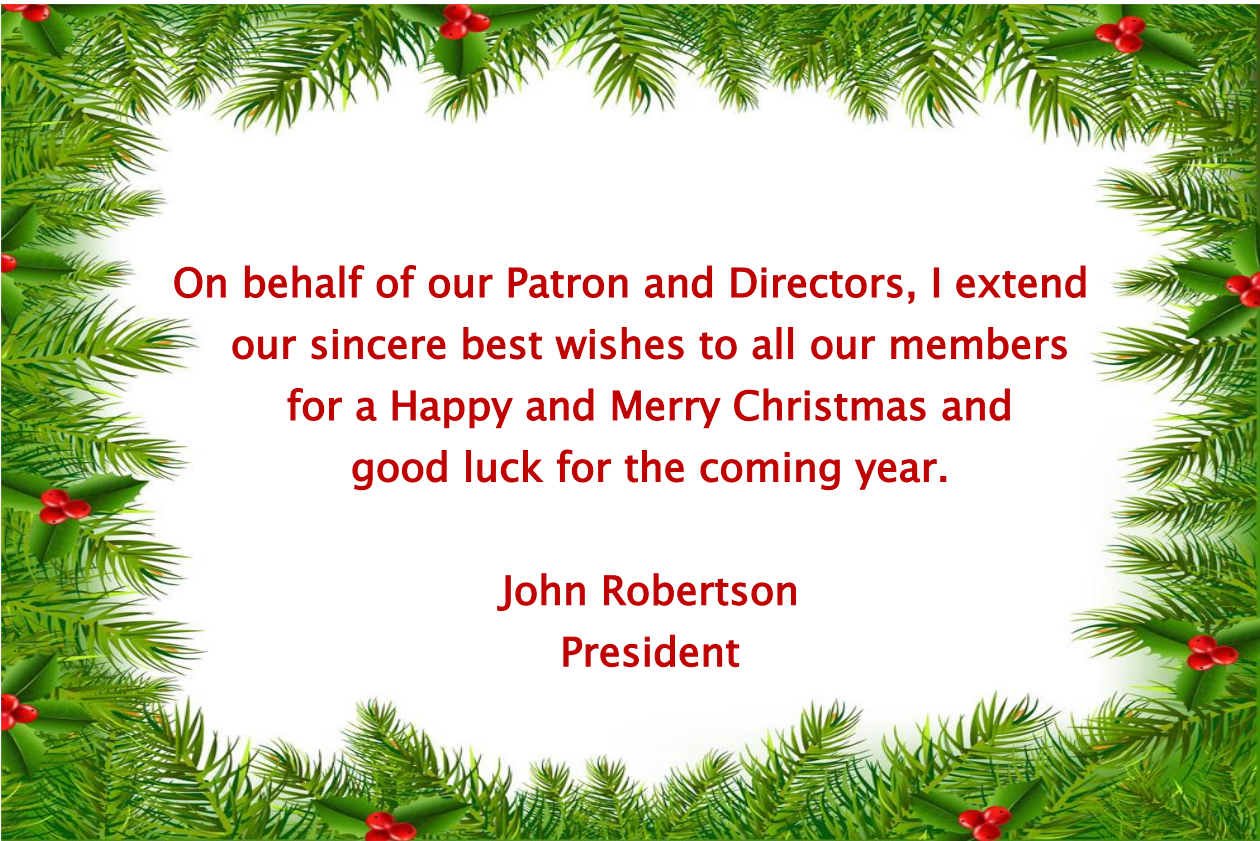
While the submarine service has not fired a short in anger since 1915, their existence is a major strategic advantage. The stealth with which they operate also means that much of the work they do is never reported, or is only revealed in historic contexts years later.

Underlying the danger to the brave personnel who serve on board are the chilling facts that the vast majority of the 632 U-boats Germany lost in World War Two are still unaccounted for and of the 52 submarines the United States Navy lost in that war, the resting place of 45 is still unknown.

Our lead story is of the latest Victoria Cross to be awarded to Private Richard Norden for his actions on May 14, 1968 in the Battle of Coral-Balmoral in the Vietnam War.

Patrick O'Neill enlists his own memories of journalistic work in China to advise us of a low-profile but seething border dispute that might be easier for Beijing to resolve than the reclamation of Taiwan. He reminds us of Russo-Chinese disputes over their common border and the fact the Vladivostok 170 years ago was part of China.

On behalf of our Patron and Directors, I extend our sincere best wishes to all our members for a Happy and Merry Christmas and good luck for the coming year.

John Robertson
President

Royal Australian Navy Submarine Service

Submarines are expensive as anyone familiar with the Collins Class and AUKUS stories is aware. They are so costly to own and run that Australia's defence force has started its submarine service four times and terminated it thrice.

The Royal Australian Navy (RAN) Submarine Service is the submarine element of the Royal Australian Navy. The service currently has six Collins Class submarines which form the Navy's Submarine Force Element Group (FEG).

Under current RAN doctrine, the Submarine Service has the following responsibilities:

- intelligence collection and surveillance;
- maritime strike and interdiction;
- barrier operations;
- advanced force operations;
- layered defence;
- interdiction of shipping;
- containment by distraction; and
- support to operations on land

In early 2007 it was reported that the Submarine Service was experiencing severe shortfalls in personnel and had only 70% of its authorised strength of 500 sailors. These shortfalls were reported to have reduced the service's operational readiness and forced *HMAS Collins* to be temporarily withdrawn from service.

The Royal Australian Navy Submarine Service (RANSS) has been established four times, with the initial three attempts being foiled by combat losses and Australia's economic problems.

The modern Submarine Service was established in 1964 and has formed an important element of the Australian military's capacity since. While the Service has not seen combat since World War I, our submarines have conducted extensive surveillance operations across South East Asia.

The four iterations of the service have been:

Iteration One: 1914–1945

The Royal Australian Navy was formed in 1901 as the Commonwealth Naval Forces (CNF) through the amalgamation of the various State navies for local defence. After a period of uncertainty about the optimal size of the force, it was set at 13 vessels, including three submarines.

It evolved to be responsible for regional defence as the British Empire started to diminish its influence in the South Pacific.

The initial submarine order was amended to two larger British E-class vessels named *AE1* and *AE2*. These British-built craft arrived in Australia in 1914. After the outbreak of World War I, both boats took part in the occupation of Rabaul in German New Guinea in September 1914.

AE1 disappeared on September 14,1914, off Cape Gazelle, New Britain. (The wreck was located by searchers southeast of the Duke of York Islands in December 2017 and declared a war grave.)

AE2 remained in the South Pacific until December 1914, but was then directed to the Mediterranean to support the Gallipoli campaign. *AE2* was the first Allied submarine to penetrate the Dardenelles on April 25, the day of the first landings just southward at Gallipoli. In the next five days she operated in the Sea of Marmora, making four unsuccessful attacks on Turkish ships. She was damaged by a Turkish gunboat and scuttled by her crew on April 30. These attacks are the only occasions an Australian submarine has fired a shot in anger.

After WW1, the Australian submarine service was reformed. In 1919 the British Government gifted six J-Class submarines to Australia, named *HMA Submarines 11,12,13,14,15.17*, as they had been superseded in the British fleet by new classes of submarines with larger torpedoes.

The six submarines and the depot ship left Britain in April 1919, and sailed for three months via Gibraltar, Malta, Suez, Aden, Columbo, Singapore, Thursday Island and Moreton Bay to Sydney.

Sadly, the boats were in poor mechanical condition, spending most of their service in refit.

The six were renamed *HMAS J1 to J5* and *HMAS J7*. Osborne House at Geelong, which was a former Naval Officer Training facility, was designated as their future headquarters.

On arrival the need for a program of deep maintenance and battery replacement became obvious and urgent, following arduous wartime service, limited maintenance, and breakdowns experienced on the long voyage.

Short term repairs were made to all boats in late 1919, while J3 and J7 entered a deep refit in early 1920 that was to last more than a year, while the other four boats completed a program of peacetime exercises, cruises and port visits from Geelong.

Management issues at Cockatoo Island dock in Sydney delayed the refits of J3 and J7 by three months in early 1921.

In March 1921, it was calculated that refit costs had reached 73,500 pounds ($147,000) for *J3* and 110,861 pounds for *J7* ($222,000). The Admiralty had previously advised that the annual operating costs for these boats was 28,300 pounds ($56,600).

In April 1921, a report to the Naval Board gave the status of the six submarines as:

- *J1* Sydney: Battery unsafe and must be replaced (could not dive).
- *J2* Sydney: Heavy engine and battery defects, to enter refit when *J3* completed.
- *J3* Sydney: Most defects made good, new batteries arrived Cockatoo and unpacked.
- *J4* On Service, battery due for replacement December 1921.
- *J5* On Service, battery due for replacement February 1922.
- *J7* New battery due in May, defects will be made good by December 1921.

HMAS AE2

HMAS Platypus with all six J-class submarines

HMAS *Platypus* was ordered as a submarine tender by the Australian Government before the outbreak of the war to service the new E-class submarines, *AE1* and *AE2*. She was built by John Brown and Co. at Clydeban, Scotland, and launched in October 1916. By the time she was completed, both submarines had been lost, and she was instead commissioned into the Royal Navy in March 1917.

She was a submarine depot ship and base ship operated by the Royal Australian Navy (RAN) between 1919 and 1946.

After the RAN acquired six J-class submarines, *Platypus* was recommissioned as an Australian warship. She was repurposed as a destroyer tender after the J class was removed from service in the 1920s, tasked with supporting the two O-class submarines during 1929 and 1930. After the submarines were placed in reserve, *Platypus* was renamed **HMAS *Penguin*** and operated as a depot ship until 1941. The ship assumed her old name and was relocated to Darwin, then Cairns for use as a base ship. After a refit in 1944, *Platypus* operated as a repair vessel in New Guinea waters until she was placed into reserve in 1946. *Platypus* was sold for scrap in 1958.

Trouble on Russia's Chinese Border

Patrick O'Neill enlists his own memories of journalistic work in China to frame a low-profile but seething border dispute that might be easier for Beijing to achieve than the reclamation of Taiwan.

In Autumn 2016, I was in the Far Eastern Russian city of Blagoveshchensk, standing on the Northern bank of the Amur River; the tenth longest river in the world. Here the Amur ('Heilong' in Chinese) marks the border between China and Russia.

Blagoveshchensk is a fine-looking Russian city. In the 19th Century it had become a major trading post between Russia and China. Its buildings speak to a city designed to be seen as a grand Russian trading centre.

My Russian guide Yuri, was telling me as we looked across the river at the sprawling Chinese city on the opposite bank; 'That's Heihe' he said. 'It was originally known as Aigun'.

That word rang a bell instantly in my mind. Wasn't that the name of a treaty between Russia and China, signed under duress? Wasn't this where China felt forced to sign away half of Manchuria to Russia, some-time in the 1800's?

'So what is the population of Blagoveshchensk'? I asked; 'Nearly 242,000 'replied Yuri. 'And what is the population of Heihe'? 1.28 million', he replied. He then explained that Heihe was a big city in China's Heilongjiang province: population: 31.8 million (China's population then was 1.3 billion)

After my next question, I soon realised the lid was well and truly off *Pandora's box!* "What's the population in Russia's Far East? I asked'

'Only 8.1 million 'said my guide, his hands out-stretched as if to rub home his point. 'And that's a lot of Russians rattling around in an expanse of 6.9 million square kilometres. 'That's the equivalent of only 5% of the Russian population spread across an area that is nearly the size of Australia' he said. 'And in six weeks, the Amur river will be frozen solid. The Chinese tanks can just roll across the ice, help themselves to Russia's Far East. And there's not much we can do about it, particularly if our troops are away fighting a war on the other side of Russia in Ukraine'.

The irony of all this was just sinking in. At the very time I was being instructed in Russia's 19th century imperial expansions, Vladimir Putin had just sent his 'little green men' into the Crimea to grab it from under the noses of Ukraine and NATO. Also, Russian troops were supposedly helping pro-Russian partisans take Donetsk and Luhansk from Ukraine, to be handed back to 'Mother Russia'.

Yuri hadn't finished. 'Besides the way the Chinese see it,' he said, stamping his foot in the gravel, 'this is Chinese land - Manchurian land. And they want it back'!

So how is it that Outer Manchuria, half the homeland of the Manchurian Qing dynasty since time immemorial, ended up in Russia?

For many years Russia's borders had been creeping eastwards, largely to find somewhere to dump political exiles and to tame the hordes of nomadic raiders pouring in from the central Asian steppes. But in 1686, Russia's eastward 'creep' was stopped by Qing-dynasty China at the Battle of Albazin. That loss led to the Treaty of Nerchinsk, an agreement describing a status of stalemate between Russia and China in Central Asia.

By the mid-19th Century the Qing-ruled Chinese Empire was in decline. While the west was desperate to trade with China, this now, backward, xenophobic empire found itself powerless against European nations, as they grabbed land on which to build their trading stations.

For China their empire was indefensible. Still armed with cross bows, swords and spears, the medieval Qing forces were no match for Britain's navy and European military fire power. After devastating losses in two 'opium wars' and the 'boxer rebellion', China was on her knees.

Which is why China was forced to sign 'unequal treaties, or as China put it, 'it was our century of humiliation'. That is when Britain took Hong Kong, Portugal developed Macau and Germany took Tsing Tao. Japan, USA and many other western powers also helped themselves in a land-grabbing free-for-all.

By far the biggest land-grabber of all was Russia. The Tsars had always been eager for more land to expand into, as well as an ice-free port in the Pacific Ocean. So, in 1858, Russia put the pressure on China. The result was

another 910,000 square kilometres of land with vast natural resources, added to Russia's extensive far east territories.

All this was agreed under the 'Treaty of Aigun', but it was still a heist on a weakened China which it was followed by another heist in 1860 at the 'Convention of Peking'. These agreements were called the 'Amur Annexation'.

Effectively the whole of the ancient Chinese province of Outer Manchuria (*Yongmingchen*), now called *Amurskaya* and *Primorskaya* 'oblasts', were ceded to Russia. The bay known by the Qing dynasty since 1660 as *Hāishenwāi*, was renamed by a triumphalist Russia: Vladivostok (Lord of the east in Russian). It was here Russia would eventually build her Pacific naval base.

Cartoon on the carve up of Chinese territory

It was not long before both Russian and Japanese Empires would be at war with each other over the spoils. Russia, Japan and for a short time the Korean Empire, had competing claims on Manchuria, but to China, there was never any doubt about who the principle extortioner was.

So today we are well into the 21st Century, and China is an economic and military heavy-weight again; even an Empire. We find that nearly all of these 'stolen' foreign land-leases have been handed back to China.

After 156 years of British rule, Hong Kong and Kowloon were handed back in July 1997. Portugal finally handed Macau back after a long association in 1999, while Japan and Germany's territorial concessions reverted to China after losing two world wars. Which rather begs the question, will Russia ever give her Manchurian conquests back?

Actually, it was once considered, in what came to be known as the 'Karakhan Manifestos'. After Russia's Bolshevik Revolution in 1919, the USSR Deputy Commissar for Foreign Affairs, Lev

Karakhan, made an offer to return all territories taken by Russia in Siberia and Manchuria, back to China in this quote;

"*We bring help to our own labouring classes and the Chinese people too…..The Soviet Government has renounced all conquests by the Tsarist Government which deprived China of Manchuria & other areas……. And in returning to the Chinese people what was taken from them, this…..puts to an end the robber invasions of Manchuria and Siberia.*"

There was of course a strong Bolshevik interest in seeking a Chinese alliance. At the time the White Russian forces were well supported in eastern Russia, as well as from the White-Russian emigre community in Harbin, in north-east China. But a dispute erupted over Chinese claims on the Russian-built Chinese Eastern Railway. So, the Manifesto was amended:

"*return the conquests made by the Tsarist government which deprived China of Manchuria and other places.*"
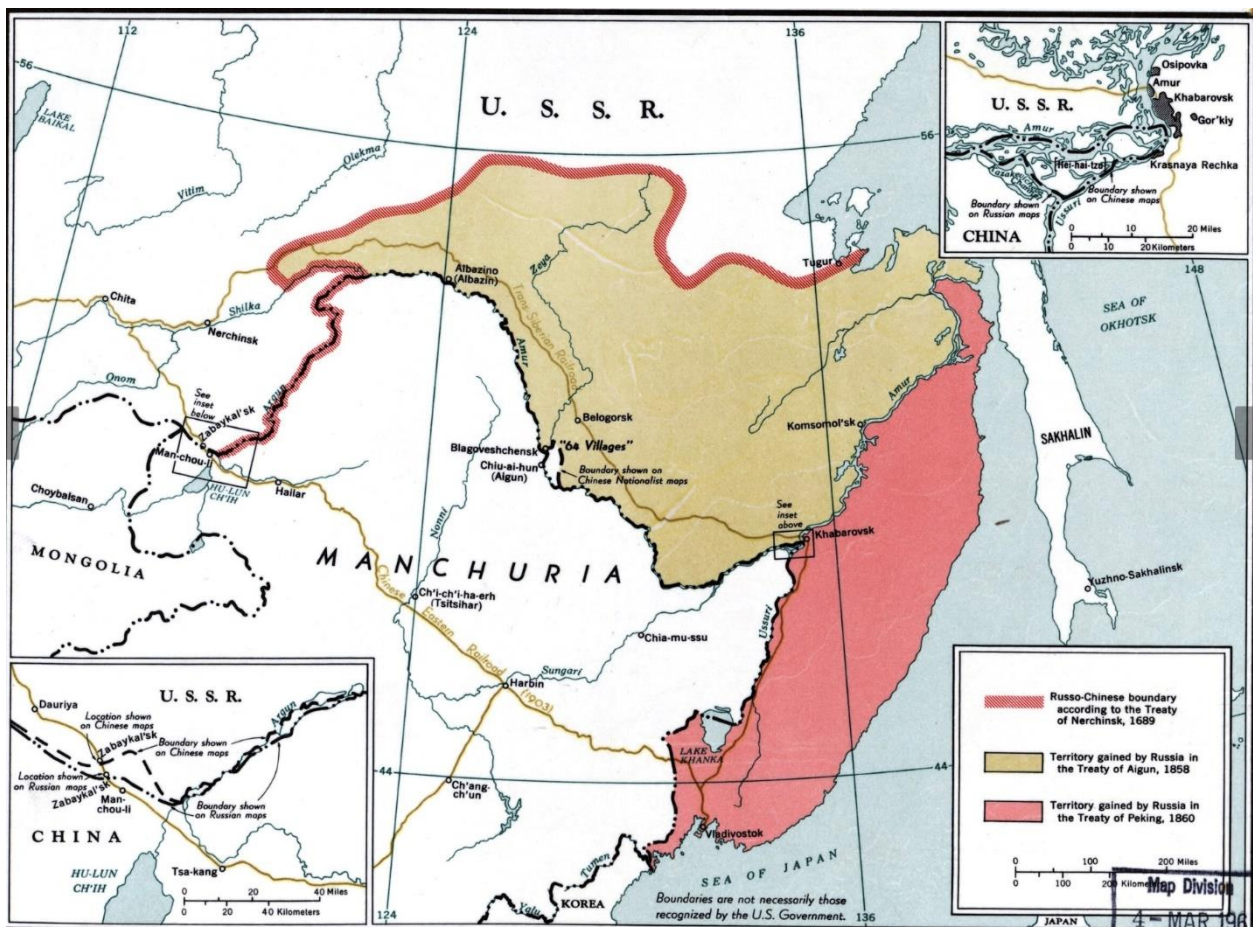
This was at the time, a unilateral, legally-binding offer to return land. It was not a border treaty. While one cannot envisage a tyrant such as Joseph Stalin honouring it, the offer was made before he came into power. But the Karakhan offer was to the 'Republic of China' a government soon to be ruled by Chiang Kai-shek, founder of the Chinese Government, today occupying Taiwan!

Never the less, China (the People's Republic of) has never renounced the Karakhan offer implicit in these manifestos. So, in a post-Soviet, post-Stalinist, and maybe a post-Putin world, could these century-old offers be back on the table?

Xi Jinping is playing his cards very carefully. He has not to our knowledge, ever publicly invoked the Karakhan offers, but has quietly let it be known that he still views Outer Manchuria as Chinese territory, especially in maps, recently redrawn to suggest where the Russian-Chinese border should be. Previously, China had always been careful to refer to Russian Far-east cities by their Russian names, Vladivostok, Kharbarovsk and Blagoveshchensk.

But the new border map drafts now use former Chinese names: *Haishenwai* (Vladivostok), *Boli* (Kharbarovsk), or *Hailanpao* (Blagoveshchensk). Small hints maybe, but anyone having to sit through our own 'welcome to country' pieties, Knows that such hints can be more than subtle!

Meanwhile the world's attention has been focussed on Taiwan which has only been Chinese since 1683, after they took it off a number of adventurers including Portuguese traders. Then it was ceded to Japan (as Formosa) in 1895 but returned to a China that existed after Japan's defeat in WW2 - but not to the China (PRC) of Xi Jinping.

As Vladimir Putin still clings to his Far East territories once ceded to a very different Russian Empire by a very different Chinese Empire, he finds himself caught between two imperial visions. One is the neo-imperial China of Xi Jinping, backed by real historical evidence and one of the world's most powerful economies; and with a defence force that has long since abandoned its swords and cross bows.

The other is Putin's neo-imperial dream, built on his own version of Russian pseudo-history.

This time it's the Russian Empire that is in decline. His much-sanctioned economy is not in good shape. His supporters are restless, and his war-machine has been given a very 'bloody nose' by Ukraine. He misjudged his own military capacity against what is the biggest force in Europe, and if things don't look up for him, it could cost him a million more Russian lives; including perhaps, his own.

The irony is that in his lust for European conquest, as set against his growing indebtedness to China, he might find himself pressured to return a huge slice of his far east empire, which Soviet Russia once pledged to grant China, just over a century ago.

After all Putin did sign a partnership of 'no limits' with Xi Jinping. Besides the 'no limits' clause could back fire on him. Indeed, he may have to face an 'unequal treaty' of his own.

'I'm sure China will want all of Outer Manchuria returned eventually' said my guide Yuri back in 2016. 'But China's in no hurry. Besides while the West gets its knickers in a knot over Taiwan it probably suits China to let them get their knickers in a knot, as a distraction, particularly if the real goal is the repossession of Outer Manchuria. Anyway, if they wait, it may all just fall into their lap,' said Yuri.

As for Vladimir Putin, perhaps he should acquaint himself with the 'first law of holes'...... If you're in one, stop digging!

Practice logs show that in the last quarter of 1920, the four operational boats made eighty submerged simulated attacks with 39 calculated to have hit.

The heavy expenditure on submarines, poor fleet condition and post WW1 Budget cutbacks in 1921 caused the flotilla to be reduced to part-reserve.

A July 1921 plan was to keep *J3*, *J4*, and *J7* in service and *J1*, *J2*, and *J5* laid up in reserve. This plan was authorised in August, and dredging and wharf construction were undertaken at the Flinders Naval Depot to save an estimated $200,000-260,000 annually.

In early 1922, the operational boats completed exercises at Geelong and *J3* and *J4* participated in fleet exercises in Hobart. On March 20, the dredging at Flinders was complete. so *J1*, *J4*, and *J5* were moved from Geelong and laid up. Soon after, the Federal Government informed the RAN of a further $1,00,000 dollar cut to the naval Budget.

The Naval Board had no option but to lay up all six boats. All of the boats were progressively de-stored and sold for disposal. Four of the submarines, *J1*, *J2*, *J4*, and *J5*, were scuttled in Bass Strait, about four kilometres west-southwest of the entrance to Port Phillip Bay where they have subsequently become popular scuba diving sites. The remaining two submarines were scuttled as breakwaters in-side Port Philip Bay, with *J3* located near Swan Island in Queenscliff.

The last to go was *J7.* There were more proposals to recommission her for training, and she was routinely used to provide electrical power at the Flinders Naval Depot until officially scrapped in 1924. She was not disposed of until October 1929 when sold to Morris and Watts Machinery Merchants, who, after dismantling her, sold the hulk to the Melbourne Ports and Harbors Department which sunk her 10 months later as a breakwater at Sandringham Yacht Club.

Iteration Two: 1927

The Australian submarine service was established a third time in 1927, when the British built O-class submarines *HMAS Oxley* and *HMAS Otway* were commissioned from Vickers Armstrong in Britain.

Oxley and Otway were laid down at Barrow-in-Furness, England in March 1925, designated as *OA1* and *OA2*. Oxley was launched on June 29, 1926, completed on July 22, 1927, and commissioned into the RAN on April 1, 1927. The submarine was named after the explorer, John Oxley.

HMAS Otway was launched in September 1926 and commissioned into the RAN on June 15, 1927.

They sailed from Portsmouth for Sydney on February 8, 1928, but took 53 weeks to arrive due to mechanical problems *enroute*.

The Depression soon hit, and submarines operations became unaffordable, so they were placed on reserve in 1930 and then transferred back io the Royal Navy in 1931.The HMAS Little was changed the HMS. Both saw active service as. *HMS Oxley,* seven days after war was declared and slightly off course in Norwegian waters, was sunk by friendly fire losing 53 lives and leaving only two survivors.

During the war, the loss of *Oxley* was attributed to an accidental explosion. After the war, it was explained to have been a collision with *Triton*. The truth was not made public until the 1950s.

HMS Otway operated during World War I. She left Royal Navy service in 1945, and in August was transported to Scotland to be broken up.

So, the Royal Australian Navy did not operate any submarines during World War II, though the obsolete Dutch submarine *K.IX* was commiss-ioned as *HMAS K9* in June 1943 for anti-submarine warfare training. (See below)

Due to poor mechanical condition, *K9* saw little service with the RAN, spending most of her time in commission under repair, before decommissioning in March 1944 due to a lack of spare parts.

Allied submarine activity in Australia was based on allied boats, with Brisbane and Fremantle major bases for the 122 US Navy, 31 Royal Navy, and 11 Royal Netherlands Navy submarines that patrolled Australian waters (1942-45). Fremantle became the Pacific War's second largest Allied submarine base after Pearl Harbour.

Iteration Three: Post 1945

From 1949-69 Royal Navy's 4th Submarine Flotilla of either two or three boats was based in Sydney to support the Royal Australian Navy and the Royal New Zealand in anti-submarine warfare training, with the operating cost split between the two nations. In the early 1960s, the British Government advised the antipodean governments that cuts to the Royal Navy conventional submarine force meant that the flotilla would return to the United Kingdom, initiating the fourth attempt to establish an Australian submarine service.

The final Royal Navy submarine based in Australia, *HMS Trump*, was withdrawn in 1969.

Iteration Four: the 1960s

While the Department of Defence advised the government that three to six submarines should be purchased for training purposes, following the intervention of the Minister for the Navy, Senator John Gorton the Government instead approved the purchase of eight submarines to form a submarine strike force, so eight Oberon class boats were ordered in 1964, to be built in Scotland in two batches of four. Only six boats were delivered. In 1971 the seventh and eighth were cancelled to finance buying ten McDonnell Douglas *A-4 Skyhawk* aircraft for the Navy's Fleet Asr Arm.

The first Australian *Oberon*-class submarine, HMAS *Oxley*, was commissioned on March 21, 1967, followed by *Otway* (1968), *Ovens* (1969),

Onslow (1969), *Orion* (1977), and *Otama* (1978) All were based at *HMAS Platypus*, Sydney Harbor. The *Oberon*s proved very successful and saw extensive service during the last decades of the Cold War notably in risky surveillance missions against India and Communist nations in South East Asia.

These missions were cancelled in 1992 when an Australian submarine, believed to be *Otama*, became tangled in fishing nets and was forced to surface in the South China Sea.

These boats regularly conducted exercises with the Special Air Service Regiment (SAS). In 1980, the SAS was tasked to develop a maritime counter terrorist capability together with the clearance divers and conducted the first ever swimmer release from a submerged Australian submarine after *Onslow* was fitted with a four-man diving chamber for exit and re-entry of SAS swimmers. The boats also worked with the 1st Commando Regiment and the Clearance Diving Branch.

After the Federal Government introduced its *Two Ocean Navy Policy* submarines were homeported at *HMAS Stirling* on Garden Island near Perth from 1987. This was a return to an earlier priority, dating from colonial times, when the Indian Ocean was the prime focus for the British naval leaders who ran Australian defence due to the strategic importance of the Suez Canal as a trade route. It was only after our alignment more with the USA than the United Kingdom, that Australia had focussed on the Pacific Ocean and based submarines in Sydney.

The Minister for Defence at the time, Kim Beazley, later explained that Stirling was just a forward base, so the Navy had to build accommodation there.

"We had to build better roads, we had to build a submarine training school, a dive tower; there were a load of things we had to spend on. But it was probably cheaper to spend on those things there than to spend in Sydney. Of course, Sydney already had an infrastructure but it is not an easy place to sustain a base. It's an expensive city. You've got security issues and you've got clashes with civilian use of the waterways. Stirling's a much more secure base."

Dutch Navy submarine K IX was based in the Netherlands East Indies from May 1924. By the outbreak of the Pacific War in 1941, *K IX* was out of commission but was returned to active service in March 1942. After the fall of the Netherlands East Indies, *K IX* escaped to Fremantle, arriving on March 13, 1942. In May the Dutch government offered *K IX* to the Royal Australian Navy for use in anti-submarine warfare training. This offer was accepted, and *K IX* arrived in Sydney for repairs on 12 May. On 1 June *K IX* was damaged by a torpedo explosion during the Japanese mini-submarine attack on Sydney Harbour. *K IX* was decommissioned from the Royal Netherlands Navy on July 25, 1942, and following extensive repairs was commissioned into the Royal Australian Navy as HMAS *K9* on June 22, 1943.

Due to the boat's poor mechanical condition HMAS *K9* saw little service with the RAN and spent most of her time in commission under repair. *K9* was badly damaged by a battery explosion in January 1944. Due to a lack of spare parts the submarine was decommissioned on March 31, 1944, having spent only 31 days at sea. After her decommissioning *K9* re-entered Dutch service as an oil lighter. *K9* was washed ashore near Seal Rocks, New South Wales on June 8, 1945 while under tow to Merauke in Dutch New Guinea and subsequently stripped for scrap.

The remnants of K9 were located on July 20, 1999 by the New South Wales Government's Heritage Office. The beach on which it grounded, and its remnants remain is known as Submarine Beach.

The Australian Submarine Squadron moved to HMAS *Stirling* in 1994. The *Oberon* class boats were gradually decommissioned and replaced with new Collins class from the 1990s.

The final *Oberon*-class boat, HMAS *Otama*, was decommissioned on December 15, 2000.

The six *Collins*-class submarines were the first Australian-built submarines, and the most expensive ships to have been built in Australia. The *Collins*-class submarines were built at Port Adelaide by the Australian Submarine Corporation and entered service between 1996 and 2003 after extensive trials and modifications to the early boats in the class. The dedicated trials and submarine rescue ship *HMAS Protector* supported these trials (1992 and 1998).

The new submarine fleet comprising HMAS *Collins* (1996), *Farncomb* (1998), followed by Waller (1999), *Dechaineux* (2001), *Sheean* (2001) and *Rankin* (2003) now rank among the most effective conventional submarines in the world.

Their maximum diving depth was permanently reduced after the near-loss of *Dechaineux* when a pipe burst in a practice dive in February 2003.

HMAS Onslow in 1998

The *Collins*-class submarines have continued the surveillance patrols initiated by the Oberons. In 1999*, Waller* and a second boat operated in support of the International Force for East Timor providing escorts for transport ships, collecting intelligence, monitoring Indonesian communications and inserting special forces.

Collins and Dechaineux were later upgraded to provide the capability, while submerged, to release several swimmers and for their re-entry, missing since Onslow was decommissioned.

An LR 5 submersible, which is contracted to provide the RAN's submarine rescue capability, has been based in Perth since June 2009. The 21.5 tonne submarine rescue vehicle normally carries three submersible crew members, the Pilot, a co-Pilot and a Systems Operator. Up to 16 submarine survivors can be evacuated at a time. The LR5 could make up to eight trips to the distressed submarine before recharging of the battery power supply is needed. The LR5 can be air lifted by a military or civil transporter and then transferred to port for speedy installation on the mother ship.

In 1998 the Royal Australian Navy became the fourth Navy in the world to allow women to serve on board submarines, with the first female training starting at the Submarine Training and Systems Centre in mid-1998.

The Royal Australian Navy Submarine Force Element Group Headquarters, and all six of the Collins-class submarines, are at HMAS Stirling located on Garden Island, near Perth. The majority of the Navy's submarine support facilities are also located at HMAS Stirling, including the Submarine Escape Training Facility.

HMAS Sheean (front left) and HMAS Collins (front right) at HMAS Stirling in 2006

"The Landing" 25th April, 1915

THE GALLIPOLI CAMPAIGN
THE BEGINNING – "THE LANDING"

Men of the 1st Australian Division A.I.F. (Australian Imperial Force) landing under heavy Turkish fire at ARI BURNU, 4.30am on 25th April, 1915. The beach was later named ANZAC COVE.

The name "ANZAC" originated in Egypt early in 1915 where the Australian and New Zealand Army Corps were training. The Corps Commander, Lieut. Gen. William Birdwood, used the abbreviated title of the Corps, A.N.Z.A.C., as the code word for the Corps in preparation for the Gallipoli Campaign – a word that was to make history and be revered by Australians and New Zealanders for all time. An "ANZAC" was an Australian or New Zealand soldier who served in the Gallipoli Campaign. The term "an Original ANZAC" identified those men who participated in the initial landing on the 25th April, 1915 – the 1st Australian Division, A.I.F.

The Campaign ended on the 18th December, 1915, following the evacuation of all Allied troops from the Peninsula.

In the 8 months period of the Campaign, Australian casualties were:

Killed in action and died of wounds	8,079
Wounded in action and missing	17,924
Total	26,003

Our Club was originally "The Gallipoli Legion Club" until November, 1967 when it became "The Gallipoli Memorial Club" – a memorial where the legend of GALLIPOLI would be firmly entrenched as an inspiration to future generations of Australians.

It was founded and developed by the GALLIPOLI LEGIONS OF ANZACS, those "ANZACS" who survived the Gallipoli Campaign and following that, the Campaigns of France and Belgium until the Armistice on the 11th hour of the 11th day of the 11th month of 1918.