

A BACKGROUND TO GARDEN ISLAND

Garden Island was originally an island of some 11 acres set in the centre of Port Jackson. Today it is the nation's most important naval base and one of the oldest continually settled sites in Australia.

On 11 February 1788 this terse entry appeared in the log of Australia's first flagship, HMS SIRIUS: "Sent an officer and a party of men to the Garden Island to clear a garden for the ship's company". Hence the island received its name and commenced an association with the Navy which has continued uninterrupted for 198 years.



Records indicate that the garden flourished and there is reason to believe that the first crop harvested in Australia was picked there in July 1788. Three of the original gardeners carved their initials on a rock face on the northern hill and these are the oldest marks of white settlement in Australia. Nearby, the Garden Island Battery, with two guns from HMS SIRIUS, was established in 1896. It still looks out over the waters it was designed to defend.

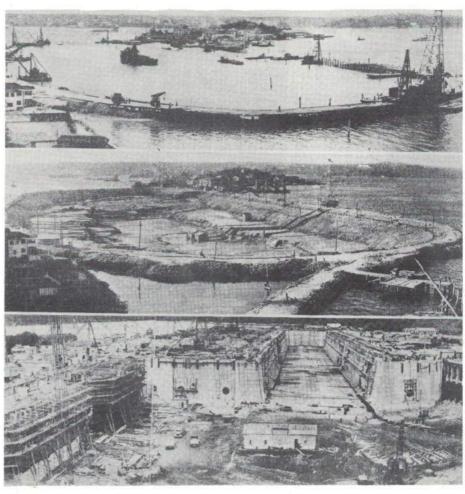
Ships of the Royal Navy used the island for self refits through the years until 1859 when it was gazetted as a Royal Navy Depot. The Victorian era dockyard with its beautiful old buildings was built in the late 1880s. These buildings are in the course of restoration and are an important part of our national heritage.

During World War I the dockyard repaired, refitted, converted or modernised some 800 ships of the Australian, British, French and Japanese navies. In World War II, the number was 5,000 and included ships of the Australian, British, French and Dutch navies.

The building of the Captain Cook Graving Dock, the largest engineering undertaking in Australia up to that time, and now the second largest engineering feat, being overshadowed by the Snowy Mountains Scheme, was commenced in 1940 and in 1942 Garden Island was joined to the mainland and became a peninsular. It is the largest graving dock in the southern hemisphere.

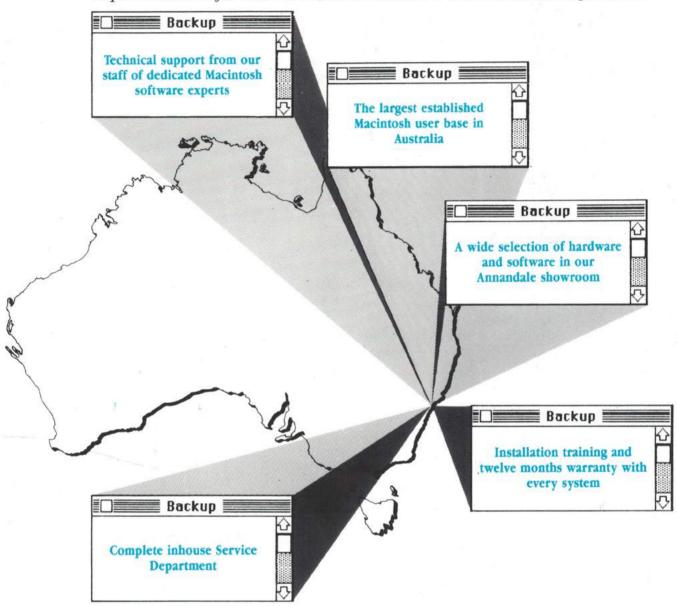
World War II brought war to Sydney and more particularly Garden





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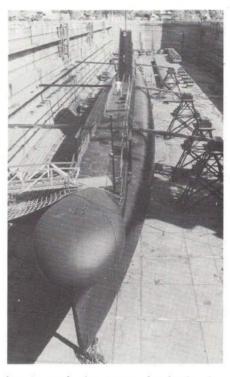
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Island. An attack on shipping in the harbour by Japanese midget submarines on the night of 31 May 1942 resulted in the accommodation ship HMAS KUTTABUL being sunk

alongside the island with a loss of 21 lives. The conning tower of the command midget submarine is now one of the dockyard's relics.

Since World War II Garden Island



has served the Navy in both the Korean and Vietnam wars and the Indonesian-Malayan confrontation.

It is currently in the throes of a multi-million dollar modernisation which will transform it into one of the world's most modern dockyards by the 1990s.

INTRODUCING... GARDEN ISLAND DOCKYARD TODAY

This large industrial complex with substantial naval engineering knowledge and resources has been specifically developed to repair, refit, modernise and convert ships of the Royal Australian Navy. Garden Island Dockyard is also the principal warship refit yard for the RAN and its capabilities range from docking of surface ships and submarines through to the most intricate weapons electronic installations and maintenance support requirements. Garden Island Dockyard has a proven track record

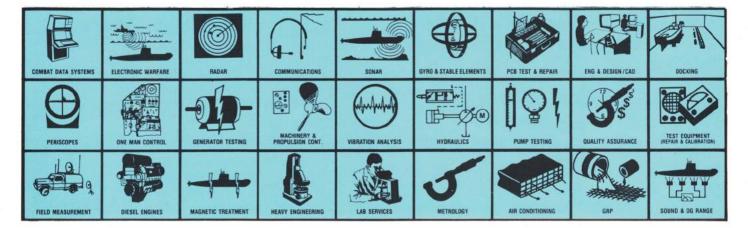
over the last two decades in the management and timely completion of major warship modernisation and refit projects and has capacity for commercial work in a variety of fields.

Garden Island Dockyard has unique-in-Australia engineering expertise, capabilities and facilities for the whole range of naval combat systems found in surface warships and submarines.

The naval engineering skills and facilities of Garden Island Dockyard

are available to support equipment manufacturers, submarine builders and other contractors engaged in the demanding task of ship and submarine construction in Australia.

The dockyard is currently undergoing a \$250 million modernisation to provide additional and major new facilities to meet the needs of the RAN into the 21st century and combined with the dockyard's existing and proven capabilities offers a "low technical risk" in the following areas:



50 years ago, we were 10 years ahead. Has anything changed?

The first Ansett flight took place on February 17, 1936 between Hamilton and Melbourne.

(If, for some perverse reason, you'd preferred to wait for Australia's other major domestic airline to make their first flight, you'd have been waiting around at

the airport for at least another 10 years.)

However, that was just the first of a string of firsts.

Ansett was the first airline in Australia to introduce air hostesses.

We were the first airline to fly to every major port in Australia.

We were the first airline to order Lockheed Electras, Boeing 727s, DC9s, F28s, 737s, 767s, BA146s and the A320 Skystar.

(A certain other airline also ordered many of these planes but always after us. Wonder where they got the idea?)

Ansett was first to introduce a frequent flyers' club, the superb Golden Wing Club.

To hear travellers talk, you'd think it was still the only one.

We introduced the first space-age

children's club, the Starship Crew. ("Keep your kids quiet. Use a club.")

We introduced Australia's first airport Valet Parking service, allowing you to check in at the terminal kerbside, while we park your car.

Ansett also introduced Australia's

first package holidays,inflight entertainment, hot food on all flights...and so it goes on.

This year, during our 50th Anniversary, we'll be bringing in our new Boeing 737-300s and will be the

first airline in the world to take delivery of the new Fokker F50.

And in 1988, Australia's 200th Anniversary, we take delivery of our new A320 Skystars.

But we have to go on being first.

As Australia's major private enterprise airline, we have to stay ahead in the fight to attract passengers or we don't stay in business.

So you will find us understandably keener to look after you.

And that has to be a very good reason for always calling Ansett first. **Ansett.**



UNVEILING OF THE HMAS PARRAMATTA MEMORIAL AT GARDEN ISLAND Friday 3 October 1986.

A memorial to the first ship of the Royal Australian Navy, the torpedo boat destroyer, HMAS PARRAMATTA, will be officially unveiled by His Royal Highness, Prince Philip, Duke of Edinburgh, Admiral of the Fleet, at 1845 on Friday 3 October 1986.

The memorial, located at the northern end of Garden Island, embodies the bow section of the ship pointing out to sea.

The bow and stern sections of the destroyer were salvaged by the Naval Historical Society of Australia in 1973 from a mud bank in the Hawkesbury River. The stern section was erected as a memorial on the banks of the Parramatta River at Parramatta in 1981.

HMAS PARRAMATTA was present at the Royal Australian Navy's attack on the German colony at Rabaul and operations in New Britain and New Guinea waters in 1914. She served on anti-contraband patrols in Far Eastern waters from late 1915 until early 1917. In this latter year she proceeded with the Australian Destroyer Flotilla to the Mediterranean where she was engaged in anti-submarine

operations until the surrender of the Turks in October 1918. The torpedo boat destroyer was engaged in operations against Russian Bolshevik forces in the Black Sea in November and December 1918.

The ship was finally paid off in 1928 and was taken into hand for conversion into an accommodation ship for prisoners from New South Wales gaols engaged in road building in the Ku-ring-gai Chase. This project was cancelled due to a change in government and the hulk was sold for 12 pounds in 1932.



THE TORPEDO BOAT DESTROYER HMAS PARRAMATTA

Displacement: 700 tons, normal (760 tons deep load)

Armament: One 4-inch, three 12-pdr (3 x 1) guns, three 18-inch (3 x 1) torpedo

tubes.

Dimensions: 246 ft oa x 24 ft 3 in x 9 ft 3 in (deep).

Machinery: Three Yarrow three-drum boilers. Three-shaft Parsons turbines.

13,000 SHP = 27 knots.

Oil Fuel: 189 tons

Radius of Action: 2,410 miles at 15 knots.

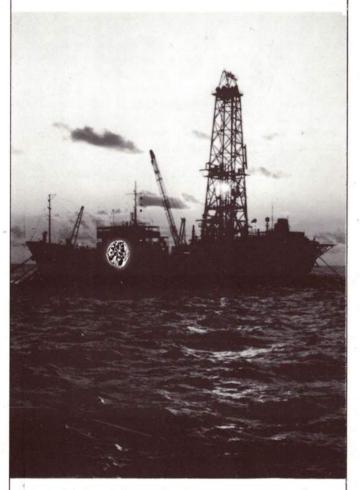
Builders: Fairfield Shipbuilding and Engineering Co. Ltd.

Laid Down: 17 March 1910. Launched: 9 February 1910. Commissioned: 1 September 1910.

Fate: Handed over to Cockatoo Dockyard for dismantling 17 October 1929. Hull

sold as scrap to G. Rhodes, Cowan, NSW, 1930.

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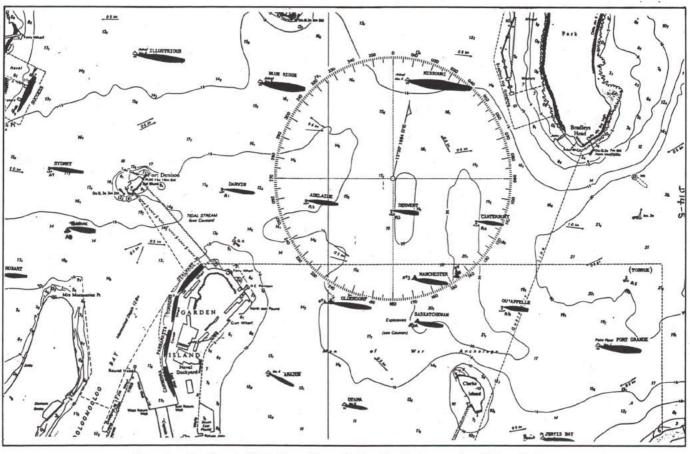
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THE INTERNATIONAL FLEET REVIEW . . . 4 October 1986.



Saturday, October 4, 1986. Disposition of ships for the International Fleet Review.

The first recorded Royal Review took place in 1415 When King Henry V reviewed ships of the Royal Navy before sailing into battle in the 100 Year War. The reasons for holding reviews have varied. Originally designed to mobilise a fleet for war, they have been used for display and to impress potential enemies. But reviews also took on a happier significance in the 19th century when Queen Victoria's Golden Jubilee was celebrated by the Review of 1887. Since then royal jubilees and coronations and significant events have been

occasions for reviews.

A Review of the Royal Australian Navy in its 75th Anniversary year, along with the ships from invited allied navies, will be conducted in Sydney Harbour on Saturday 4 October 1986. The Reviewing Officer will be His Royal Highness, Prince Philip, Duke of Edinburgh.

During the course of the Review each ship, and personnel from the Naval Support Command lining the battlements of Fort Denison, will man and cheer ship as the Reviewing Officer steams past. The custom of manning and cheering ship as a collective mark of respect in honour of a person has a long tradition. In the days of sail the yards and shrouds were manned as well as the decks, but nowadays only the decks are manned.

His Royal Highness, Prince Philip, Duke of Edinburgh, Admiral of the Fleet, will embark in the oceanographic survey vessel HMAS COOK to review the International Fleet. The escorting vessel will be the patrol boat, HMAS GEELONG.

PARTICIPATING SHIPS

Royal Australian Navy

SHIP	PENNANT NUMBER	SHIP	PENNANT NUMBER	SHIP	PENNANT NUMBER
HMAS STALWART	A 215	HMAS ADELAIDE	F 01	HMAS GEELONG	P 215
HMAS SUCCESS	A 304	HMAS PARRAMATTA	D 46	HMAS DUBBO	P 214
HMAS PERTH	D 38	HMAS CANBERRA	F 02	HMAS WOLLONGONG	P 206
HMAS DARWIN	F 04	HMAS TORRENS	D 53	HMAS OVENS	S 70
HMAS HOBART	D 39	HMAS JERVIS BAY	A 203	HMAS ADVANCE	P 83
HMAS TOBRUK	L 50	HMAS COOK	A 291	TRV TREVALLY	TRV 802
HMAS DERWENT	D 49	HMAS OTAMA	S 62	DTV SEAL	Y 1001
HMAS SYDNEY	F 03	HMAS FLINDERS	A 312		

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THE INTERNATIONAL FLEET REVIEW . . . 4 October 1986.

Royal Navy				The following RAN	
SHIP	PENNANT NUMBER		ENNANT UMBER	establishments will parti Naval Assembly but no Review.	
HMS BEAVER HMS ILLUSTRIOUS HMS MANCHESTER	F 93 R 06 D 95	HMCS YUKON HMCS SASKATCHEWAN HMCS QU'APPELLE	DD 263 DD 262 DD 264	SHIP	PENNANT NUMBER
HMS AMAZON	F 169	Royal New Zealand N	avy	HMAS BRISBANE HMAS ONSLOW	D 41 S 60
RFA FORT GRANGE RFA BAYLEAF FRA OLMEDA	A 385 A 109 A 124	HMNZS SOUTHLAND HMNZS CANTERBURY	F 104 F 421	Shore Establishments FLEET HMAS PLATYPUS	
		French Navy		HMAS WATERHEN	
United States Na	ivy	FNS COMMANDANT BLA	ISON F 793	Naval Support Comman HMAS ALBATROSS	d
USS BLUE RIDGE USS MISSOURI USS PAUL F. FOSTER USS OLDENDORF	DD 964 DD 972	Papua New Guinea Defenc	e Force	HMAS WATSON HMAS NIRIMBA HMAS PENGUIN HMAS KUTTABUL	
022 OFDENDORE	DD 9/2	HMPNGS ATTAPE	P 84	HMAS KUTTABUL	

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1222	BLUE RIDGE	Starboard
1225	MISSOURI	Port
1230-1233	Small Ships Salute Steam Past	Starboard
1232	P3C Fly Past	
1239	FORT GRANGE	Port
1241/2	JERVIS BAY	Starboard
1246	SASKATCHEWAN	Port
1248	OTAMA	Starboard
1250	AMAZON	Starboard
1254	OLDENDORF	Starboard
1256	MANCHESTER	Starboard
1258	QU'APPELLE	Starboard
1303	CANTERBURY	Port
13051/2	DERWENT	Port
13071/2	ADELAIDE	Port
13091/2	DARWIN	Port
1311	Fort Denison	South East
13111/2	STALWART	Starboard
1313	TORRENS	Starboard
13131/2	PARRAMATTA	Starboard
1314	CANBERRA	Aft
1317	TOBRUK	Port
1319	HOBART	Starboard
1323	RAN and Visting FAA Fly Past	
1324	GEELONG	Port



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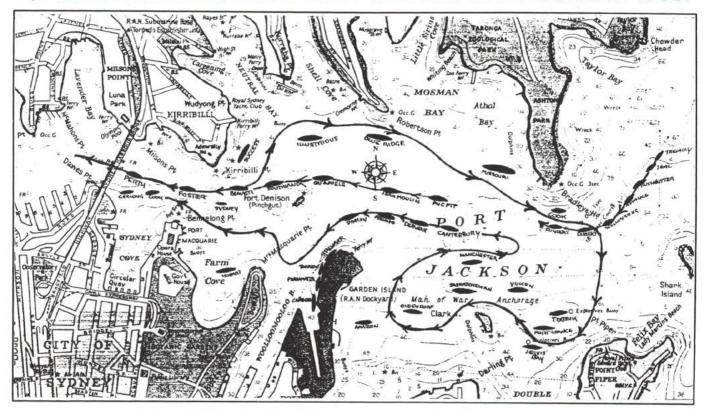
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THE INTERNATIONAL FLEET REVIEW . . . 4 October 1986.



Route to be followed by the reviewing vessel HMS Cook, Saturday, October 4, 1986.

MANNING AND CHEERING SHIP IS AN OLD CUSTOM

Manning and cheering ship is one of the exciting spectacles of Fleet Reviews. The custom is almost as old as the Royal Navy and was known to be in vogue during the reign of Henry VIII. The progress of the Review Ship is marked by the roar of cheers from each ship.

Here is the naval procedure for Manning and Cheering Ship:

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Fall in for Manning Ship

Action

Ship's company fall in one metre apart, one pace clear of the guardrail.

Man Ship

Each man takes one pace forward and grasps the top guardrail with both hands, palms downward and crossing wrists (over) with the man

forward of him.

Alert

Bugle or pipe.

Standby to Cheer Ship

Ship's Company Off Caps

Caps are removed and held forward in the right hand — the right arm is fully extended in front of the body at 45 degrees. The left hand is dropped to the side.

Three cheers for His Royal Highness, Prince Philip, The Duke of Edinburgh . . .

Hip, Hip, Hip, Hooray . . . Hip, Hip, Hip, Hooray . . .

Hip, Hip, Hip, Hooray

Ship's Company . . . On Caps

Men cheer hooray in synchronisation with the command order, at the same time rotating the right arm in a clockwise direction (viewed from the rear) in a circle extending no lower than the shoulder and returning to the original position after each cheer.

Replace caps (ensuring that they are fixed firmly on the head, particularly in windy conditions).

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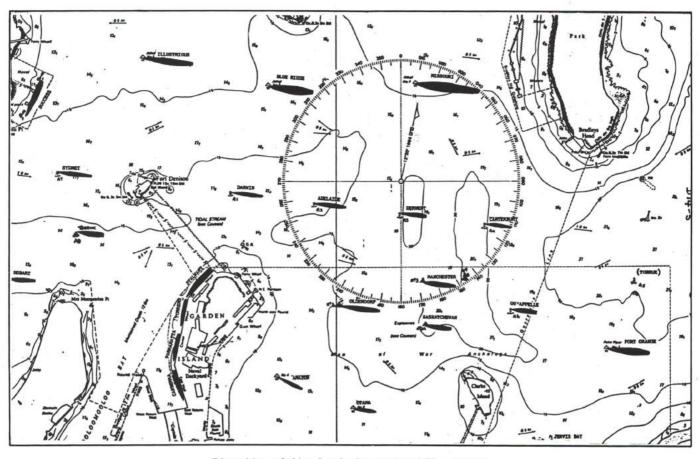
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THE INTERNATIONAL FLEET REVIEW ... 4 October 1986.



Disposition of ships for the International Fleet Review.

FIREWORKS DISPLAY AND ILLUMINATION OF SHIPS

The second part of the 75th Anniversary of the Royal Australian Navy celebrations for Saturday, 4 October 1986 is a spectacular fireworks display centred on Sydney's most prominent feature, the Sydney Harbour Bridge, and the illumination of the ships of the International Naval Review.

The ships will be illuminated at 1900 and the fireworks display will commence at 1930 and end at 1948. Firing base for the discharge of the fireworks is Fort Denison and lighters moored nearby.

THE CEREMONY OF BEAT RETREAT

The ceremony of Beat Retreat is descended fron ancient British military history and tradition, and is derived from the days when, as part of the battle plan, firing ceased, the smoke cleared and forces disengaged, typically shortly before sunset. Accordingly, it is appropriate for the ceremony of Beat Retreat to be conducted before sunset as the culmination of the formal activities of 4 October 1986. Sunset is 1759 but to create the grand finale to the day's festivities it will be recreated to follow the fireworks display at 1948.

THE NAVY BANDS FOR THE BEAT RETREAT CEREMONY

HMAS STALWART — RAN Fleet Band.

HMAS SUCCESS — RAN Naval Support Command Band.

HMAS DARWIN — RAN Victoria Naval Band.

USS BLUE RIDGE — US Seventh Fleet Band.

HMS ILLUSTRIOUS — Royal Marine Band.

HMNZS CANTERBURY — RNZN Band.





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PUBLIC INSPECTION OF THE SHIPS OF THE INTERNATIONAL FLEET

Sunday 5 October 1986

The centre for the public inspection of the International Fleet is Sydney's historic Garden Island Naval Dockyard. Visitors will be afforded the rare opportunity of viewing ships of six nations and also to admire the Victorian era buildings and modern industrial complex of the Royal Australian Navy's main base.

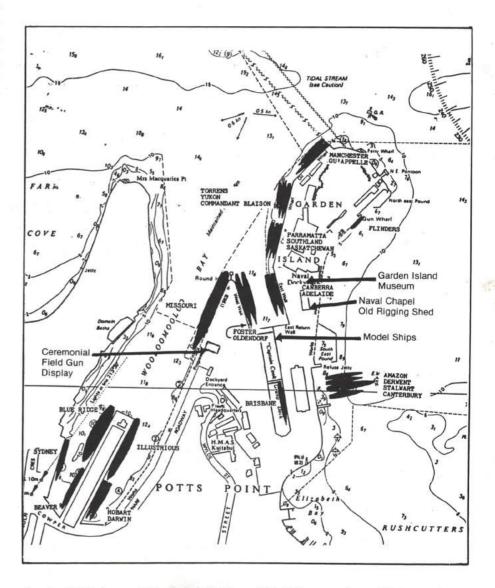
The berths of the ships are shown on the map and will be open from 1 pm to 5 pm. Additional attractions are the HMAS NIRIMBA field guns teams which will perform ceremonial gun manoeuvres similar to those featured at the Edinburgh Tattoo. The ceremonial gun teams will be located on the hockey field adjacent to USS MISSOURI's berth.

The Outer Dock of the Captain Cook Graving Dock will be flooded to provide a venue for a Miniature International Fleet Review conducted by the Maritime Models Club of New South Wales. A fleet of radio controlled models including some of the ships in the International Fleet Review will be in action throughout the day.

The Navy's oldest church, the Garden Island Naval Chapel, will be open for public inspection from 11.30 am. The church is famous for its magnificent collection of stained glass memorial windows which cover the full 75 years of the Royal Australian Navy's history. Visitors will be able to see the Prisoners' Gallery and the delightful pulpit fashioned in the shape of a ship's bow.

In the same building, on the ground floor, is the Rigging Shed, one of the oldest buildings in the dockyard in which is plied one of the oldest trades in the dockyard. Excellent displays of intricate ropework will interest the visitor. Static displays of work performed for the fleet today will also be on display. It may surprise many to hear that only two knots have been invented since the reign of Queen Elizabeth I. A small theatrette has been set up in the building where you may see two fine professionally produced videos on the history of Garden Island and the modern technology of today's dockyard.

The Garden Island Naval Dockyard Museum will be officially opened at 1.30 p.m. by Admiral Sir Victor Smith, AC, KBE, CB, DSC. This will be the first time the public will have



Sunday 5 October and Monday 6 October, 1986. Ships open for public inspection at Garden Island. (Displays open on Sunday only).

the opportunity to inspect this small but unique museum which has been set up under a trust to display the history of the dockyard and the ships that it has served. Admission to the museum is free but visitors are invited to make a donation toward its upkeep and development.

Visitors to the dockyard are invited to inspect the fine collection of outdoor relics. In front of the old Barracks Buildings are two fine figure-heads of ships which visited the dockyard 100 years ago. In the historic precinct is located the bulk of the

dockyard's collection of old cannon. All are of interest but one the visitor should not miss is the pirate cannon captured from a Malay pirate vessel in the 19th century. The oldest cannon in the dockyard is the large Spanish cannon manufactured for the ships of Phillip II soon after the defeat of the Spanish Armada.

The opportunity should be taken to visit the Ship's Memorial Grove which is located in front of the Rigging Shed in which plaques commemorate trees planted to the memory of ships which served Australia in the past.

THE GARDEN ISLAND NAVAL DOCKYARD MUSEUM

The Garden Island Naval Dockyard Museum, which will be officially opened on Sunday 5 October in conjunction with the 75th Anniversary celebrations of the Royal Australian Navy, is a small museum founded to display the history of Garden Island from 1788 to the present day, the naval dockyard and the ships and men who have been based here.

The museum is conducted by a trust representing the Naval Historical Society of Australia, the Naval Association of Australia, Royal Australian Historical Society and Garden Island Naval Dockyard.

It consists of a Dockyard Gallery and a Naval Gallery with outdoor exhibition areas. The museum has been set up as a self-supporting organisation and is dependent on public donations for its maintenance.

Admission to the museum is free but visitors are invited to make a donation towards the preservation of our naval and national history.





THE NAVAL CHAPEL AT GARDEN ISLAND

The Naval Chapel at Garden Island is the oldest naval place of worship in Australia. It was opened in 1901 for a service to commemorate the fallen in the Boer War. The chapel is the second church at Garden Island, the first was established in the 1880s in Building 95 at the northern end of the dockyard.

The chapel contains the finest collection of stained glass windows on a maritime theme in Australia which commemorate the ships of the Royal Australian Navy from 1911 until the present day. On the southern wall of the chapel is a gallery originally erected for naval personnel under detention at the Garden Island Gaol.

The chapel is located in what was for 80 years the sail loft of the dockyard and a large mainsail hook over the staircase is a reminder of the building's original use.

THE GARDEN ISLAND RIGGING SHED

The Rigging Shed is one of the oldest workshops in the dockyard dating back to 1888. It may come as a surprise to many visitors to know that in this hi-tech age that rigging is a vital part of missile age navies.

Displayed in the workshop are examples of ceremonial ropework little changed from the days of Queen Elizabeth I. Despite our progress in other fields of industry only two knots have been invented since those days.



CONGRATULATES THE ROYAL AUSTRALIAN NAVY ON ITS 75TH ANNIVERSARY

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