

## RANCBA Pacific Island Cruise – March 2014

RANCBA Victoria, on behalf of all communicators, is planning a Pacific Island cruise in March 2014.

Details of the cruise are:

- Departure Point – Sydney
- Departure Date -11 March 2014
- Arrival Point – arriving back in Sydney
- Arrival Date – 21 March 2014
- Duration of Cruise – 10 nights

**Approx** cost per person for accommodation is:-

Twin/Double Inside Cabin \$1549.00 per person (pp)

Quad inside Cabin \$1248.00 for 1<sup>st</sup> and 2<sup>nd</sup> person (3<sup>rd</sup> and 4<sup>th</sup> person \$949 each which would be offset against the 1<sup>st</sup> and 2<sup>nd</sup> person to an equal cost for all (approx \$1048 each)

These costs would be offset by any price reductions offered depending on the number of people attending.

For example with 15 couples we may get 6 free people which would then be offset against all accommodations costs to reduce it fairly across all those attending.

***If this cruise is advertised at a cheaper rate then we will automatically get that cheaper rate.***

Programme - Ports – alongside Noumea and Vila Islands - Lifou, , Mystery Island and Isle Of Pines

**Other offers available to us are:**

On-board Credit of \$100.00 per Defence and ex Defence personnel per person max 2 per cabin (i.e. for quad berths only two get the onboard credit)

\$100 per Cabin onboard credit (this may increase depending on the numbers attending)

**Other group benefits will include:**

A free Cocktail party on sailing for 1 hour with free beer, wine, soft drink and finger food.

Canapes in each cabin upon boarding

A person onboard to look after the group during the cruise

A meeting room with PA equipment and projection equipment

On one of the last nights at dinner—our menus would be letterhead with RANCBA Cruise etc

Further details of the cruise can be found on

<http://www.pocruses.com.au/findacruise/pages/cruiseprofile.aspx?CruiseCode=p411>

Which includes video links of the ship and what life is like aboard, also see:-

[https://www.youtube.com/watch?feature=player\\_embedded&v=kZH3u-nWgHs](https://www.youtube.com/watch?feature=player_embedded&v=kZH3u-nWgHs)

*Those who are interested in participating in the Cruise or learning more should register their interest now by contacting Rod Withers via email eg*

*rodney.withers@bigpond.com*

*Or by mobile phone 0421 045 382 with the following details:*

Name, contact telephone number ,email address , number attending etc.

As we learn more about this cruise opportunity we will update those who have expressed an interest and anyone else who may wish to join us.

The cruise will be open to all RANCBA members, ex-communicators and any of their friends they may wish to join them.

The cruise will be open to join at any time up to when the ship sails unless fully booked.!

As of Sept 2013 we have 129 members and friends who have confirmed their bookings for this cruise!

*The newest addition to the P&O Cruises fleet, Pacific Pearl's eleven passenger decks take entertainment and enjoyment to new levels!*



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

## Online Book available!

### Flagships Three!

### By C.E.W. Bean!

<http://www.archive.org/stream/flagshipsthree00beaniala#page/310/mode/2up>

In 1908 when the earlier book on building an Australian Navy was published the building of which was by no means an accepted policy either in England or Australia, and even the scheme for a mosquito fleet as proposed then by Mr Deakin at an cost of over 1 million pounds was looked on by many Australians as an absurd and impossible undertaking!

*And yet as the writer provides eg*

There is one argument settles the matter. It is a very simple argument; it begins in the future and works backward.

Australians cannot assume they are going to be wiped out, even if they are!

They are bound to assume that some day there will be 40 million people in Australia with perhaps half as many in New Zealand.

Picture them in the year 2108.!

Essentially allowing Britain to do their fighting, supplying both the money and men!

They must have a Navy by then—The question of when they have begun to have it is merely a question of time of sooner or later—not of yes or no!

And further the issue who pays the money for the fleet agree on some plan for an Imperial council or even Admiralty on which all those who pay are represented.

A point reflected in 1909 in which the Naval Conference decided that Australia should be advised to form her own fleet unit including one large battle cruiser and eighteen months later—Admiral Henderson drew up the following scheme for the Australian Fleet!

8 battle cruisers,  
10 smaller cruisers  
18 destroyers  
12 submarines  
3 depot ships for flotillas (making 30 torpedo craft)  
A repair ship

A point of much later revision \_ Ed note!

The writer then provides the historical reference of what he believes was the first flagship in which the the Vikings Dragonboat features!

For those of who are more acquainted with another term that was used to describe these eg The Drake ship—

#### THE FIRST FLAGSHIP

She lies as on that night when some of the first ancestors of our race, coughing the North Sea fog through their sagging red moustaches and heavy beards crept down past the ghostly white forelands of their newest colony, and beached her safely for the night, under cover of the Channel mists in some unknown cove along the English shore.

It is more than a thousand years since the old flagship with her stately dead on board turned homeward from her cruise and felt for the last time the kiss of the wavelets in the home fiord. Etc

#### THE SECOND FLAGSHIP

It was on a fresh sunny morning in the winter of 1908 that H.M.S. Powerfull—the comfortable capacious, rather antiquated cruiser which was the best known flagship in Australian waters during the last years of the old regime—slipped her moorings in Sydney Harbour; and with the Admiral's Flag at the truck, and her band playing on the quarter-deck and the red roofed knuckles of the harbour-side swimming by her started on her way to meet the American Fleet which visited Australia that year.

Australians had never seen a modern Battleship much less a fleet of 16 battleships—

#### THE DAWN IN THE PACIFIC AND THE THIRD FLAGSHIP -

Essentially deals with the then political and cultural attitudes of the time and then details how Australia's First not Third Flagship was built and the infrastructure to support not only the Flagship but the fleet was developed and put in train!



Photo, Crill, Southon.

THE THIRD FLAGSHIP.

[The face p. 257.]

## Protecting our Borders

### Protecting our border

While there are no live wars going on in the world today, instances of smuggling and piracy are ever increasing. The United Nations endeavours to protect nations through implementation of sanctions and inspection of the people and cargoes of vessels using the territorial waters and the high seas.

Ocean going military and coast guard vessels are not well suited to boarding and inspecting other vessels so the task gets done by the ship's boats where there is only room for a small crew who have to cope with protection from armed assault, conforming to international law, translation of documents and speech and gathering evidence of transgressions.



The 9LV SAT is positioned within easy reach of the boat's coxswain. It uses a touch screen, big buttons and a simple screen layout to help crew workload in a rough and stressful environment.  
Credit: Saab"

Johan Bergkvist, an expatriate Swedish engineer living in Australia for the past 10 years was working on modernising the very successful Saab 9LV combat management-system that the Australian Navy had been using for nearly 15 years.

On a weekend he came up with an idea to change the traditional human machine interface of the CMS to one that was more intuitive and easy to use in stressful situations.

This built on the well proven 9LV system fitted to the Anzac class frigates of the Australian and New Zealand navies. This new HMI was a good basis for what the navy had identified as one of its major problems

Australia's vast territorial seas (some 5% of the earth's oceans) and even wider areas of operations provide many challenges.

Controlling and communicating between mother ship and their deployed boats is made more difficult by islands, deep ocean swells, international boundaries and the need to simply hang on while chasing rouge vessels in rough seas.



An Australian navy boat fitted with 9LV SAT in front of the coxswain is boarding a suspected illegal entry vessel in the Indian Ocean.  
Credit: ADF

Noting these problems, Pete Behrendt, an ex-Navy PWO and Saab Operations Analyst talked to many former naval colleagues to get a measure of what the navy needed.

Saab had a prototype system which could provide limited communications between ship and boat so a trial was undertaken using HMAS Broome sailing from Darwin to Cairns across Australia's northern coast.

The new system became known as the 9LV Situation Awareness Terminal (SAT). It consists of a touch sensitive screen on the ship and another in each of the ship's boats used for boarding and inspecting other vessels. It has a communications link to share data between the vessels and importantly it is simple to use in the unsteady and stressful environment of a ship's boat.

Each time it was fitted to an Australia warship – usually one going on operations in the Persian Gulf – we learnt more about how to improve it. Instead of spending a lot of time defining the new system, we used a rapid development cycle involving "develop a bit – test a bit – develop a bit etc

The system is still under development but it has been fitted to both Anzac and Perry class frigates in Australia and numerous rigid inflatable boats. And it is doing real work interdicting smugglers and pirates across vast oceans.

For further information contact

Mr Mark Proctor **Saab Systems Pty Ltd**  
(08) 8343 38701  
Email: [Mark.Proctor@au.saabgroup.com](mailto:Mark.Proctor@au.saabgroup.com)

## The Navy gets the message

THE ARMED forces are renowned for getting the most out of what they buy. Be it a tank, aircraft or ship, it is expected to have a service life of 20 years or more. So it has been with the Royal Australian Navy's messaging systems.

First installed in the 1960s, the RAN has depended on a system based on teletype and paper tape. Hated by operators and technicians alike, the ancient hardware was finally replaced by an up to date system at the end of last year.

Employing conventional PC technology, a small and talented team from the Directorate of Naval **Communications** Engineering (DNCE) has delivered a cost-effective and innovative solution.

It hasn't been all smooth sailing though, with ventures into the uncharted waters of new operating systems and rapidly changing **communications** standards, presenting many challenges.

The Naval Tactical Interface Message System (NAVTIMS) is up and running in the Naval **Communications** Station in Darwin. It is supported by the first Defence owned Digital Line of Sight Bearer System and an inter site Fibre Optic Data Distribution System, making it the most modern and effective Defence **communications** facility.

In a report published last year, the head of DNCE's Software Development and Support Section, Ian Lacey, wrote that although the operators tasks in using the new system would not be easier than before, the routine and boring parts of the job had been removed, allowing them to concentrate on judgemental tasks that were difficult to automate.

The system is based on two PS/2 model 80's operating in a redundant master/slave relationship. Each is equipped with 12Mb RAM and dual 320Mb hard disks. Plugged into the PS/2's are a number of intelligent **communications** controllers.

Each controller can handle up to 8 **communications** circuits, with a maximum of 4 controllers in each machine (32 comms lines).

The **communications** servers are networked via Token Ring to PS/2 model 70 operator workstations equipped with 6Mb RAM and large, high resolution 8514 colour monitors. As the system grows, additional servers can be simply plugged in.

The interesting part of the messaging system is that it is the first defence system to be developed entirely under OS/2. The main application program is responsible for all automatic message processing functions. It receives messages, analyses the contents, switches, queues and stores them, and allows for their retrieval when required. The OS/2 Database Manager is used to maintain the databases for routing, distribution and message retrieval. Access to the message database is via standard SQL.

Operator workstations provide facilities for the creation and editing of messages, control and monitoring of **communications** circuits, retrieval of messages for viewing, printing or transmission, and access to the audit log for information on actions taken and messages received and transmitted.

Use of OS/2's Presentation Manager Graphical User Interface, coupled with some clever code written by DNCE, allows any workstation to be used for any purpose. Although described as an "extremely complex" interface to program, the designers stuck with OS/2 as they have come to believe that it provides an excellent development environment with a rich and consistent set of functions for the application developer.

The development team has also reported that the integrated Database and LAN Server features of OS/2 reduced development time and minimised the risk of incompatibilities while running programs across the network.

Operator workstations use the OS/2 Presentation Manager interface, with comprehensive online help facilities built in by the DNCE team. This eliminates the need for bulky operators manual, and allows for easy updating of system documentation.

The 1PF (Information Presentation Facility) was also used to record the detailed program design of the system.

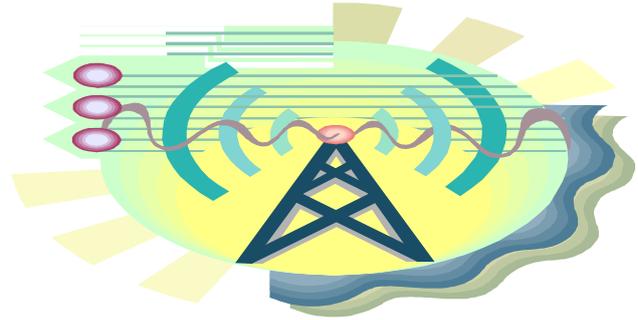
The NAVTIMS applications were developed in Canberra by a team consisting of 3 Computer Systems Officers and 2 RAN Communicators. Two additional RAN Communicators have been working with the team to develop operator training for the system.

The DNCE team believe that the biggest challenge in the future lies in the integration of these "traditional" types of **communications** network with the new administrative computer systems and Command and Control systems in Defence and Service Headquarters.

Most of these systems use LAN technology and pass information via Electronic Mail. Although ISO standards such as X.400 provide facilities for universal E-Mail exchange,

Source—The Canberra Times 16th March 1992 Ed Note wouldn't have happened without the input of then serving RAN/CBA members at the time!

# Something New



## United States Navy Turns to UAVs for Help with Radar, Communications -

By Eric Beidel, Office of Naval Research - July 31, 2013

ARLINGTON, Va. — Scientists recently launched unmanned aerial vehicles (UAVs) from a research vessel in a significant experiment that could help boost the Navy's radar and communications performance at sea.

Sailing off Virginia Beach, Va., from July 13 to 18, the Office of Naval Research's (ONR) Research Vessel (R/V) Knorr explored ocean and atmospheric weather variations that can change the angle that radar and radio waves bend, making it more difficult for ships to remain undetected and hindering their ability to communicate or locate adversaries.

Sponsored by ONR's [Ocean Battlespace Sensing Department](#) and the Oceanographer of the Navy, the initiative was part of Trident Warrior — a large annual fleet experiment organized by [Navy Warfare Development Command](#).

Researchers used ONR-owned ScanEagle UAVs — along with unmanned undersea and surface vehicles—to obtain accurate, real-time measurements of variations in atmospheric and ocean conditions. Fluxes and turbulence caused by the interaction between the air and sea can significantly alter the path of electromagnetic waves in radar and communications systems.

Atmospheric "ducts" can trap energy in the lowest layer of the atmosphere, allowing radar and communications to travel over much longer distances, increasing the chances that information could reach unintended audiences. Energy also could be trapped aloft, preventing Navy radars from seeing things even if they normally would be well within range.

We need to understand where we are in relation to this ducting environment and understand the energy we're emitting and the energy an adversary is emitting," said Dr. Dan Eleuterio, program officer for ONR's Ocean Battlespace Sensing Department. "If we don't know these things, it's like rolling the dice. If we do know them, it can give us a tactical advantage."

Smaller, light unmanned aircraft are ideal for the task, because they can launch from a ship, get close to the ocean's surface and fly for extended periods of time. During the experiment, the UAVs flew as close as 100 feet above the ocean's surface, allowing for more precise measurements.

Developed by the [Marine Physical Laboratory](#) at Scripps Institution of Oceanography, the sensor packages used on the ScanEagles measured everything from surface waves, winds, humidity and temperature to fluxes in mass, momentum and energy. Once collected, the data was delivered to personnel aboard a destroyer and an amphibious assault ship participating in the experiment.

"In the old days, we launched weather balloons to give us the best data on the real environment, but that only happened in one place and at one time of day," said Cmdr. Rob Witzleb, head of capabilities and requirements on the staff of the Oceanographer of the Navy. "Many miles and hours later, we were often left looking for answers when weapon systems didn't perform the way we thought they would. Using UAVs is a giant leap forward in that they can give us near-continuous data, across multiple parameters where the atmosphere is the most unpredictable."

The recent research aboard R/V Knorr is in keeping with Chief of Naval Operations Adm. Jonathan Greenert's call for the Navy to expand the reach of its sensors and platforms with unmanned and autonomous systems. He has described these assets as critical for the Navy to dominate the new arenas of the electromagnetic spectrum and cyberspace.

In addition to ONR and Scripps, the experiment aboard R/V Knorr included representatives from the Naval Research Laboratory, Naval Surface Warfare Center Dahlgren, Space and Naval Warfare Systems Center Pacific, Naval Postgraduate School, Oregon State University and the Woods Hole Oceanographic Institute, which operates the research vessel, also part of the University-National Oceanographic Laboratory System.