



Members of 2RAR (first tour) who had embarked from Brisbane, get their first taste of a “big bird” as they enter a CH47 Chinook on the deck of HMAS *Sydney* prior to relocating to Task Force Headquarters, Nui Dat.

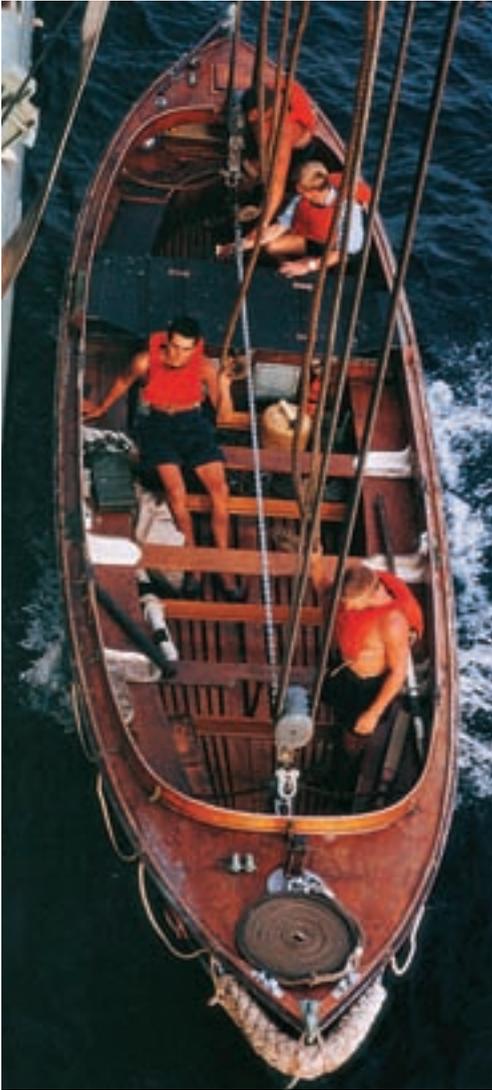
Richard Stone





Huey gunships and crews astern HMAS *Sydney*. Although she began her life as a Majestic Class Aircraft Carrier, *Sydney* was converted to a Fast Troop Carrier for her Vietnam role. Aircraft had previously graced her deck during the Korean conflict. In addition, she frequently carried a cargo comprising of a mix of artillery pieces, APCs, trucks, Land Rovers and heavy earthmoving equipment. During her Vietnam involvement, only helicopters flew from her deck as sister ship HMAS *Melbourne* was our only active aircraft carrier.

Ian Stacker



Above: Beautifully presented ship's motor cutter. *John Francis*
Centre: HMAS Sydney – ship's cutter number two. *Richard Stone*
At right: HMAS Sydney – ship's cutter number one. *Geoff Burt*

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Far left: HMAS Melbourne's ship's cutter is about to be lowered prior to picking up life rafts used during the search for survivors of the USS Frank E Evans collision. *Ian Callaghan*

Bottom right: The ship's cutter underway. *Ian Callaghan*

Top right: HMAS Sydney at anchor off Port Adelaide with the ship's cutter about to be utilised by crew members. *John Thurgood*



A giant Sikorsky Skycrane descends upon the deck of HMAS *Sydney* during a loading procedure in Vung Tau harbour, prior to the vessel embarking south to Australia with 3RAR aboard. The photograph shows very clearly the aircraft's unique capability for a huge payload, due to the fact that the load is centred on the engine, not on other parts of the skeletal framework.

Geoff Burt



AV Harry Chauvel is swarmed over by diggers, many of whom it could be assumed would be members of 32 Small Ships Squadron. The vessel is taking on part of her cargo of a Centurion tank and a D6 Caterpillar. Notice that the blade has been removed from the Caterpillar in order to enable access. *Harry Chauvel* began its working life in 1944 as USS LSM-319 after being constructed by the Pullman Standard Car Manufacturing Company in Chicago, USA. Extensive service during World War II followed, with seven battle stars for service awarded. Like the *Clive Steele*, the vessel was sold to Pacific Logistics S.A., a Philippines company, and her ultimate fate is unknown.

Tony Stancombe