

## HMAS Supply

HMAS Supply was built as a war operations requirement for the RAN as a result of a Government direction in 1951 ordering armed services to prepare for possible mobilisation by 1953. Subsequently the easing of the international situation rendered her employment as a unit of the RAN unnecessary when she was completed in 1955.



The tanker was operated by the British Admiralty with a civilian crew as a Royal Fleet Auxiliary under the name TIDE AUSTRAL from 1955 to 1962. Her control included various charter periods including two years (1956-58) when Admiralty's discretion, operating in direct payment of a debt incurred for the Ltd building berths.

service under Admiralty she was employed at the taking over of Shell Tankers

In 1962 the Australian Naval Board decided to add TIDE AUSTRAL to the Australian Fleet and to commission her, contrary to the Royal Navy's practice with oilers, as a White ensign vessel manned by a naval crew. She commissioned (as HMAS TIDE AUSTRAL) at Southampton on 15th August 1962 under the command of Captain Geoffrey V Gladstone, DSC and Bar, RAN. At a ceremony at Portsmouth on 7th September 1962 the ship was renamed SUPPLY. On 1st October 1962 SUPPLY sailed from Portsmouth bound for Sydney, where she arrived on 6th December 1962. Since joining the Australian Fleet SUPPLY has served as a Fleet Oiler during exercises and training operations, mainly in Australia and New Guinea waters and in the Far East. She underwent a long refit from December 1970 to November 1971. The ship participated in an exercise at Pearl Harbour in September 1972, in which ships of the RAN, USN, US Coastguard, Canadian Armed Forces and RNZN took part.

In February 1973 HMA Ships PERTH, DERWENT and SUPPLY were constituted as a Task Group to make a goodwill cruise of a number of countries bordering the Indian Ocean. After visits by the Task Group to Port Louis, Mauritius and Mombassa, Kenya, SUPPLY detached on 16th March. After visiting Port Victoria, Mahe Island in the Seychelles Group the ship returned to Australia.

During July and August 1973 SUPPLY supported the RNZN Frigates OTAGO and CANTERBURY (the latter after she had relieved OTAGO) which observed the French nuclear tests at Mururoa Atoll.

HMAS Supply was paid off on December 16 1985.

The ship was finally disposed of in 1989 and was rumoured to have been towed to South Korea where she was scrapped.

Type:	Fleet Oiler
Displacement:	25,941 Tons (full load)
Length:	583ft 17/8in (overall)
Beam:	71ft 3 3/4in (extreme)
Depth:	40ft 8 11/16in
Draught:	32ft 1in (full load)
Laid Down:	5th August 1952
Launched:	1st September 1954
Armament (Main):	6 40/60mm Bofors anti-aircraft guns in two twin and two single mountings.
Builders:	Harland & Wolff Ltd, Belfast
Completed:	March 1955
Speed:	17.5 knots (maximum)
Bunkers:	2,100 tons
Complement:	205
Propulsion:	Gear turbines - single screw 15,000 SH