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Being the true story of a Barrel of Beer as recounted in the Admiralty News Summary

While taking part in exercises recently, H.M.S. HIGHBURY (Lt. Cdr. A. L. Carston) spotted a floating barrel some 30 miles from the mouth of the River Exe. It was, indeed, a barrel. An 18-gallon barrel. A full 18-gallon barrel. The commanding officer insisted it remained untapped, and wrote to the brewers. Heavies, the same day, explaining that the ship's company took a professional interest in spoils at sea, but he thought the owners really ought to have this back. Heavies wrote to say they would certainly like to have it back, as it had been one of several belonging to the Royal Oak, Okehampton, which was lost in the floods fourteen days earlier. So an officer and six ratings, in their own cars—no expense to taxpayer—returned the barrel in person. They were welcomed by the directors and the licensee, and returned with two 18-gallon barrels. These were broached at a special party "thrown" for the occasion.

May I first of all say how much I appreciate the honour which you have done me in inviting me to address such a distinguished gathering here today. I must say I am very glad you did not ask me to do this when I was first in Australia/two or three years ago; for I was then appallingly ignorant of naval matters. Even now, after eighteen months at the Admiralty, I am still learning; but I can, I think, with truth claim that I now have a fairly good understanding of the problems which lie behind the operation of a modern Fleet.

Above all I have come to appreciate the value of a modern Navy in the modern world. Since I have been at the Admiralty I have frequently had to answer two opposing questions:

There are the people who ask, "Why, in this nuclear age, have a Navy at all? Why spend so much money on an obsolete Service?" And there are those who say that more money ought to be spent on many more ships. I am glad to say that the first question is now being asked less and less. There is, I think, a growing awareness, in Britain at least, of the importance of the problems which the R.N. has to play in the country's defence.

The truth, of course, is that the role of the Navy remains what it always was: the maintenance of law and order throughout the world; the deterrence of aggression — for although most people think of "the deterrent" as being the possession by the West of nuclear weapons, it depends for its completeness on our ability to counter any form of attack, whether nuclear or conventional, and whether on land, at sea, or in the air; and if war should unhappily come, the defence, in cooperation with the Navies of all the free nations, of our sea communications, which are still so important as ever they were.

The Navy, with its great asset of mobility, has a vital part to play in policing the trouble-spots of the world, where small outbreaks of violence can so easily fanned into dangerous conflicts are perhaps the greatest risk to peace which we have to face at the present time.

My education has been greatly helped by our own Navy League in Britain, who are a very strong and influential body at the Admiralty's elbow. We have regular meetings with their Policy Committee which are, I think, very useful to us both: because, of course, we have a common aim — to see in being an efficient and well-equipped Royal Navy ready and able to carry out its vital role. It is to them that we turn first and foremost for appraisal and comment on our policy, and they are not slow to act on our policy, and they are not slow to act as a goad when they think we are falling in the job which we have set ourselves.

I have no doubt that the A.C.N.B. find your work as valuable to them as we do that of the U.K. Navy League.

I thought it might interest you today to hear a few words from me about the philosophy behind the Royal Navy which we are now building up — why our Fleet is of the particular shape and size which we have set for it.

Although the needs of the R.A.N. are rather different from ours, what I have to say may help to illuminate some of the problems which I am sure you and the A.C.N.B. also have to face.

I should like to emphasise at the outset that the Navy which we have today is the result of
of a conscious act of Government policy some four years ago, when we had to adjust our-selves to a new situation.

This new situation had been brought about, I think, by two main causes:

First, the coming of the nuclear age, bringing with it the dominance of the two vast opposing industrial powers of the United States and Russia.

And second, our own changed economic position — for our ability to sustain a defence programme at all is directly related to the strength of our economy.

Today we are not at war; but at the same time, nothing are we wholly at peace. We are engaged in a perpetual struggle in which the chief weapons are not arms at all.

We came to the conclusion that our first contribution to the stability and peace of the world lay in maintaining our influence, and with it, the influence of the West, in as many parts of the world as we could.

In the old days, this would have meant a show of military strength. Today it means increasing our overseas trade; contributing to the economy of the under-developed and uncommitted nations; playing an effective part in the increasingly important economic and psychological phases of the cold war.

We could not do all this if our economy was weak: and so we had to tailor our commitments to our resources and, as in all other forms of expenditure, we had to strike a balance in defence between the risks of doing too much and those of doing too little.

As you probably know, we have been carrying out a continuous programme of new construction.

Since 1956, we have built something like 36 new frigates.

The latest of these are the TRIBAL class of general purpose ships, which will shortly be followed by an improved version which we are calling the LEANDER class.

These ships will no longer specialise in one role, such as anti-submarine, or anti-aircraft or air-direction work; they will be capable of combining all these tasks. The newer ships will carry a helicopter as part of their anti-submarine armament.

We have now launched the second of six COUNTY class guided missile destroyers.

These ships will have as their main task the anti-aircraft protection of the Fleet; but they too, will be armed with a helicopter and anti-submarine weapons, and will carry useful guns for surface and submarine bombardment.

We are continuing with our programme of new submarines, both nuclear and conventional.

During his visit to Australia, the First Lord of the Admiralty, Lord Carrington, visited many naval establishments. This picture shows him with Miss W. Pretty, of Sutherland, and Captain A. M. Cliff, R.A.N., General Manager of Garden Island Dockyard, inspecting some of the flags made at the dockyard.

THE NAVY

May, 1961
which are potentially so dangerous to world peace.

Finally, we are re-equipping the Fleet Air Arm with the new SEA VIXEN fighter and the BUCANEER strike aircraft which will immeasurably improve the Fleet's strike and defensive power and we are modernising our aircraft carriers to give them a useful life at least for the next ten years. I hope that these main lines of thought have emerged from this short survey.

First, that we are concentrating on a modern Navy - even if this means that we must be content with fewer ships.

Second, that we are building versatility into as many of our ships as possible. If the Navy is to be smaller, it must be flexible and mobile.

Third, that we have tried to create a balanced Navy, in which all the different arts of sea warfare are being kept alive - with indeed, a new one added in the shape of the Commando carrier.

Australia has a vital part to play in keeping the flag of Western civilisation flying in the Far East.

In this age of overwhelmingly rapid technical development, the best value for money cannot be obtained from the second best in weapons and equipment.

One modern ship capable of defending itself against modern forms of attack is worth three obsolete and vulnerable ones.

The corollary to this is versatility: the modern Navy is, the more versatile and flexible it must be.

In conclusion, may I say how very greatly I have been encouraged, its First Lord of the Admiralty, by the efficiency and morale of the R.A.N., and by the way in which your Navy has been cooperating with ours. I am convinced that this cooperation is vital to the success of our common defence.

I can assure you that the Royal Navy, for their part, will do everything in their power to help and foster the development of the R.A.N. in the years to come.

Now that I have learnt something of naval affairs, I am most grateful for this opportunity to re-visit Australia and to see for myself something of the R.A.N. and to hear at first hand what your problems are - and not least, for the wonderful hospitality which Australia and in particular the Australian Navy, has extended to me.

JOIN THE NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League sponsors the Australian Sea Cadet Corps by giving technical training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge, will form a valuable Reserve for the Navy Service.

The League consists of Fellows (Annual or Life) and Associates.

All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation.

For particulars, contact The Secretary, 66 Clarence Street, Sydney, N.S.W. or The Secretary, Room 8, 8th Floor, 528 Collins Street, Melbourne, C.I., Victoria or one of the Hon. Secretaries at:

- Box 376E, G.P.O., Brisbane, Queensland
- 726 Sandy Bay Rd., Lower Sandy Bay, Hobart
- P.O. Box 90, Darwin, N.T.
- 30 Pirie Street, Adelaide, S.A
- 60 Limestone Ave., Ainslie, Canberra, A.C.T.
- 62 Blencowe St., West Leederville, W.A.
Navy Benefits from SEATO Exercise

The SEATO Exercise, "Pony Express," provided exceptionally valuable experiences for the Royal Australian Navy. The Australian ships were able to test their anti-submarine proficiency in realistic conditions.

The Flag Officer Commanding the Australian Fleet, Rear Admiral W. H. Harrington, who was the SEATO anti-submarine commander, said that spirited submarine attacks throughout the exercise gave the Navy vessels, formed a protective screen against converging submarines.

For the first time, HMAS MELBOURNE, the flag ship, HMAS MELBOURNE, used helicopters in the anti-submarine role. The helicopters, provided by the Royal Navy, gave the Australian carrier experience in the new anti-submarine role which she will adopt with her own force of helicopters in 1963.

Supporting the helicopters were MELBOURNE's Gannet anti-submarine aircraft, which flew non-stop patrols. Beneath the constant air cover, destroyers and frigates of the SEATO nations were formed into "hunter-killer" groups to thwart submarine attacks. The escorts included the Australian ships VENDETTA, VOYAGER, and QUEENBOROUGH.

During the simulated landing in Borneo, the Australian flag ship was host to Vice Admiral Charles D. Griffin, Commander of the United States Seventh Fleet, and to Rear Admiral B. F. Reeder, the American Commander of the SEATO Amphibious Task Force.

Left: During her 25,000 mile duty tour, HMAS MELBOURNE, flag ship of the Royal Australian Navy, paid a goodwill visit to India and Pakistan. Three auditors found much to interest them in Bombay and this Daily Telegraph picture shows how some sailors filled in their leave hours. Whether they "charmed" the cobras is unknown, but it appears that Warren Walters, of Corrimal, N.S.W., has had some success with his pipe blowing efforts.

Training and Activities of the Corps

AUSTRALIAN SEA CADET CORPS, N.S.W. DIVISION

Chief Petty Officer K. A. Edgerton showing sea cadets W. McGlinsky (left), A. Vander, G. Butler and W. Herbovich of T.S. TOBECK, Newcastle, some of the precautions that would be taken in the event of atomic explosions.

To set out the full training and activities programme of the N.S.W. Division for the half-year June to December, 1960, would take up too much space and time, but mention should be made of the part Ships and Establishments of the R.A.N. played in this programme. We read about "Jam-borees," Landing, going into camp. Outward Bound activities, Army cadets going into camp, which all sounds good and leaves one with the impression that these organisations are doing so much for their members. Little is heard of the Sea Cadet Corps, who go about their lawful occasions with little publicity, yet when one looks behind the scenes, the sea cadet takes part in "live" activities in H.M.A. ships—going to sea in one of H.M.A. ships provides a boy with a thrill of a lifetime and the fact that he has learnt the necessary seamanship to carry him through without being a nuisance whilst onboard makes the experience all the more thrilling.

Many times I am asked:

"What is this training leading to?" "What is the object of the Sea Cadet Corps?" Let me answer the questions in two parts:

Part I—The objects of the Sea Cadet Corps are many, and the following will give some indication of the scope of a comprehensive programme:

Discipline: The essence of an orderly and worthwhile life (self-discipline).

Comradeship: Understanding and tolerance of other people's ideas and the art of living unselfishly with one's fellow men.

Leadership: The quality of inspiring and encouraging others to greater efforts.

Sea Knowledge: To keep alive our national love of the sea and to provide vocational careers in the navy (R.A.N.) or M.N.)
Citizenship: To instil an interest in the responsibilities of the average citizen for local and national service (personal contribution—duty).

Part 2: The training which is carried out on naval lines, is designed to strengthen character, breed initiative, and to bring out all that is best in our national character. Also, the system of training, the Sea Cadet Corps helps to inculcate in the individual those qualities of self-control and self-discipline, which are the essence of good citizenship. No youth who joins the Sea Cadet Corps can leave it—whether he joins the R.A.N., R.A.R., the Merchant Navy, either of the fighting forces or becomes a clerk—without feeling that he is a better man for his experience.

So much for the training in the cadet’s own unit. Let us now see what the training in H.M.A. Ships and establishments is intended to do:

The purpose of Training in H.M.A. Ships and Establishments for Sea Cadets is fourfold:

(a) To provide, with the cooperation of the Royal Australian Navy, naval subject training in the most practical form, in an atmosphere of service customs and traditions, knowledge, advancement, practical application of unit instruction.

(b) To encourage cadets to fend for themselves, giving confidence in new surroundings by away from the shelter of unit life (self-reliance, character).

(c) To provide a healthy organised half-day for young cadets, who by mixing with cadets from other units will learn discipline, give and take, with tolerance in company with others (citizenship).

(d) To provide specialised courses in gunnery, communications, P.T. and quartermaster’s duties.

Contrary to the opinions and beliefs of many people outside the Corps, Sea Cadets are not normally a lot of unruly little boys going onboard ships to have a “good time” running here and there. Once they step over the gangway of a ship or enter an establishment they become part and parcel of the Navy; it’s routine, discipline, and nautical atmosphere.

Boys who make the mistake of not behaving and do not observe discipline are sent home, and are not permitted to go on camps again.

Cadets who are sent to the Royal Australian Naval College should understand and learn that discipline is high at the College; it has to be.

On all occasions of Sea Cadets embarking in H.M.A. ships, the reports on their behaviour and usefulness have been good. After the camps, they go back to school or work and tell great stories of “their time at sea”. They are so proud of their sea-time and are so keen to go again, that commanding officers of units have a big task on their hands when the memo for camps go out.

When I was a schoolboy, what I would have given for the opportunity to go to sea in a live man-of-war—my experience of ships, along with thousands of other schoolboys, was “look over the ship”.

A word to Sea Cadets: To make the status of the corps very high and to show that to be a Sea Cadet is something to be proud of, you must at all times conduct yourself in a manner which will bring credit not only to your unit, but to the corps as a whole. Make sure your uniform is neat, clean, tidy and of service pattern; make sure that at all times you are courteous to your elders. Compared with some other youth organisations, we are small in number, but that does not mean we are any lower in status, comparable with the average decent citizen. You know the rules—observe them. When you go onboard H.M.A. Ships and Establishments, observe the rules; obey your officers and instructors, and, as a result, “YOU WILL BE WELCOME TO RETURN” to the ship or establishment.

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Captain Darling, the senior Reserve Officer in Australia, has retired after serving in the R.A.N.R. for 13 years. He was commanding officer of a large anti-submarine vessel during the last war and commanded H.M.A. ships in the Pacific during the last war. He was awarded the O.B.E. and 3 bars for his services.

In recognition of his outstanding efforts for the R.A.N.R., Captain Darling was awarded the O.B.E. last year.

Above: Some of the serving and retired Rear Admirals who attended the Mess Dinner in honour of Captain S. Darling.

Left: Captain Darling inspects members of the R.A.N.R. at his last parade.
Two new warships for the Royal Australian Navy were launched in April.

The ships, DERWENT and STUART, are the final two of four fast anti-submarine frigates ordered for the R.A.N. The first two, YARRA and PARRAMATTA are at present receiving final fittings before joining the Fleet in July.

The first of the current launchings was at Cockatoo Docks and Engineering Company in Sydney on Saturday, 8th April. Mrs. J. G. Gorton, the wife of the Navy Minister, perpetuated the name of a famous Second World War destroyer when she sent H.M.A.S. STUART down the slipway. Former crew members of the wartime STUART, the leader of the "Scrap Iron Flotilla," attended the ceremony.

In Melbourne on Monday week (17th April), Lady Burrell, the wife of the Chief of the Naval Staff, brought a new name to the Australian Fleet when she launched DERWENT. It is the first DERWENT in the Royal Australian Navy, and brings a Tasmanian name back into the Fleet. Some Tasmanian citizens, including the Lord Mayor of Hobart, Alderman Basil Osborne, were at the launching.

DERWENT is the forty-fifth ship built by the Naval Dockyards at Williamstown. The dockyard also constructed DERWENT'S sister ship, YARRA, and has built all types of craft ranging from dredges to destroyers.
H.M.A. Naval Dockyard
Williamstown

(Article by Captain L. N. Dine, R.A.N.)

On the walls of the General Manager's office there is an interesting memorial from the Mayor and Councillors of the then Borough of Williamstown to the Commissioner of Public Works. It is dated 16th June, 1964, and the following quotation is interesting:

"That your memorialists view with alarm the fact that convicts may probably be used to construct the dock at Williamstown."

This memorial, written six years after the opening of the dockyard for the repair of ships visiting the port, was successful, for no convicts were employed on the construction of the dock.

The year 1858 marked the beginning of re-fitting activities in the dockyard. On the 9th October that year, the hulk, M.EL BOURSE, was hauled up on the patent slipway for repair. At that time, the dockyard was owned and operated by the Victorian Government and provided sterling service to the many fine ships, one of which included the hulk, which was a counter to Cockatoo Island, Sydney. In addition to the shipbuilding activity of the Dockyard, as you all know, refits a number of our ships.

This Dockyard, after 102 years' existence, has acquired sound and good reputation for its work. It is also in many cases a family concern, as sons follow their fathers, and seeks apprenticeship in the yard. A number of workers are also employed in various capacities.

As General Manager, I have every reason to place my trust and confidence in the enterprise and industry of the hands of General Manager, and in the efficiency of the Dockyard. They have always risen to any emergency, and have shown a great deal of skill and ingenuity in dealing with problems, and they have always worked, not as individuals, but as a team.

The ownership of the yard passed to the Victorian Government on the 10th of July, 1924, with the control vested in the Williamstown Harbour Trust, and renamed with them until 1942. During this period, the repair and maintenance of the new type of activity, shipbuilding being of a comparatively minor nature until the beginning of the Second World War.

On the 28th of October, 1942, the Commonwealth Government again acquired the yard and the control of it was then taken to the R.A.N. Since then it has been known as H.M.A. Naval Dockyard.

Until the Navy, shipbuilding here has prospered; of the 44 ships built in the yard 20 of them, of the more complex type, have been completed since October, 1942. The launching date of the 45th ship, the H.M.A. DORWENT, is 17th April, 1961.

Williamstown is the only yard owned and managed by the R.A.N., which is the counterpart to Cockatoo Island, Sydney. In addition to the shipbuilding activity of the Dockyard, you all know, refits a number of our ships.

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The NAVY

NAVAL MISSILES

By W. T. GUNSTON
(Technical Editor of "Flight")

In general, the term "missile" is today taking on the connotation of "guaranteed kill," although in modern navies several types of weapon have been developed by weapon manufacturers. In missile-like vehicle in which all the guidance is imparted before launch and then, as well as in more traditional projectiles, this is particularly due to anti-surface submarines, and a number of new ASW weapons are now coming into use. Typical of these is the U.S. Navy's Asroc, the vehicle portion of which consists of a large solid-propellant rocket motor mounted in the water body of a submarine, thus making it possible for the submarine to launch the weapon from anywhere in the world, with or without the use of a special launch platform. The weapon is launched from a rail which is trained like a gun to the precise azimuth and elevation required, while the cut-off of propulsion is timed to give the correct range. No launching or towing apparatus is required, and the weapon is self-contained and capable of traveling on its own power. Maximum range is 4,000 miles.

Such weapons have now largely superseded the conventional depth-charge thrower and the ASW weapons of the Second World War. Subroc and its replacement, the C.S. Navy's Asroc, offer further improvements in lethality. Subroc has been transferred to the Commonwealth Naval Dockyard, and in its place new ASW weapons are now being developed. Nuclear warheads may be expected, not only in the terminal accuracy which should be achieved with such unerring accuracy and devastating weapons that the dark and hiddeneggies may be kept on an even footing; for it must not be forgotten that the modern nuclear submarine is a far deadlier and more elusive foe than any U-boat of World War II.

If the surface mariner hates U-boats, the submariner loves them. A few years ago, aeroplanes; and during the war many pilots wondered whether their ships were not in the habit of shooting at aircraft first and interrogating the survivors afterwards — which, in fact, they were. The submarine, with its own sonar, is the ultimate in ocean warfare. Subroc and its replacement, the C.S. Navy's Asroc, offer further improvements in lethality. Subroc has been transferred to the Commonwealth Naval Dockyard, and in its place new ASW weapons are now being developed. Nuclear warheads may be expected, not only in the terminal accuracy which should be achieved with such unerring accuracy and devastating weapons that the dark and hiddeneggies may be kept on an even footing; for it must not be forgotten that the modern nuclear submarine is a far deadlier and more elusive foe than any U-boat of World War II.

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for control. An exceedingly complex weapon, it has an internal solid-propellant sustainer and is boosted by four motors grouped around the forebody with their exhausts centred outwards from between each pair of wings. Guidance is effected by beam-riding radar and Sészeg's performance during firing tests, both from H.M.S. GIRDLE Ness and from Aberporth and Wessex, has demonstrated such consistent accuracy that most test rounds are now programmed deliberately to miss their targets by a calculated distance.

The "County" class of large destroyers (over 5,000 tons displacement) will each carry a twin Seacat launcher on their quarterdeck, automatically served with missiles from a large magazine, assembly, test checkout and conveyer installation below decks. These "County" ships will also have two quadruple launchers for the dozen forebody Seacats. Seacat has been developed by Short Bros. & Harland Ltd., as much more effective replacement for the Bofors and other light AA guns against aircraft approaching at fairly close range. Although no details of performance may be divulged, the Seacat system is so designed that it can maintain an unusually high rate of fire, and it can be held at almost instant readiness over long periods. The missile has a cruciform of moving swept wings, a two-stage solid motor and guidance (perhaps by some form of radio or radar command) which is cryptically described as "of a novel type."

France has developed a wide range of missiles for her AERONAVAL. In production at the Nivelles Arsenal, Marne, has an aeroplane-type configuration and is being used both for training and indoctrination and for the testing of components of the more advanced Matra. The latter is larger and heavier than Marne and has a much higher performance. A canister missile, it has cruciform of foreplanes and larger fixed wings, and is boosted by a tandem motor. Maximum slant range is of the order of 15 miles and the weapon is intended principally for use against high performance aircraft. The Latvian company have evolved three missiles for the AERONAVAL, all of which are believed to be in the pre-production stage after at least four years of development. Matra has a pintle miniature aeroplane with an internal liquid-propellant SEP/C rocket which can be fired over ranges in excess of 20 nautical miles from one ship to another. Matra's long-range projectile is a ship-to-ship or ship-to-underwater device, basically a winged torpedo boosted by a pair of solid motors. Matra have been installing the 16-seater Latvian GALISSONNIERE camouflage. Matra has a ship-to-air weapon of excellent performance. Launched by a tandem solid motor, it is propelled after booster burnout by an internal ramjet, and is boosted by a tandem motor. Maximum slant range is of the order of 62 miles. It has semi-active radar homing guidance.

Bombardment missiles have also been mentioned in the paragraph dealing with France, and the Royal Swedish Navy also have a weapon in this category, I.71. and Space Division, and fired from launchers aboard at least two destroyers currently in commission. In America, the Regulus I is in service aboard a number of submarines and surface craft, although it is expected that production will be limited to unit produced at present. They are too costly for any but the very slender defence programme. The United States Navy have launched with the very slender re-entry vehicle containing a thermo-nuclear warhead with a yield of the order of 5.0 MT.

After painstaking research it was decided that the optimum design of submarine would be an exceedingly large nuclear-driven ship accommodating 16 Polaris missiles in vertical tubes, and that each missile would be launched like a torpedo by compressed air while the submarine was submerged. The missile imparted to the tube during its 30 ft. travel out of the tube is sufficient to maintain its stability as it climbs through the water and to give it a residual velocity after breaking surface so that ignitor of the first-stage engine can take place in the atmosphere. Acceleration thereafter is rapid, the missile curving upward under the influence of the self-contained guidance system to cover a maximum range which at present is 1,200 nautical miles. Future versions are likely to more than double this performance, with the addition of only 3 ft. to the length of the missile. The U.S. Navy have stated a requirement for a Fleet Ballistic Missile submarine, and nine are either nearing completion or are in commission. In July of this year the first of these ships, SSB(N) 398 GEORGE WASHINGTON, successfully fired several rounds while moving at two knots at a depth of 90 ft. Both missiles flew their full range and impacted in the designated target area.

It is generally conceded that the Fleet Ballistic Missile System is the least vulnerable deterrent in the world, but the submarine programmes are so large (three of the U.S. Navy are currently in excess of 5,000 and 6,000 short tons surface displacement) that they are far too costly for any ordinary nation. Nevertheless it has been stated that "an urgent study" has been authorised to see if a new Polaris-driven submarine could best be developed for Britain in the Royal Navy. It is heartening to know that such work is underway, even though the Minister of Defence has made it clear that he does not expect such a weapon system to be operational (or be required) much before 1970.

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H.M.A.S. HOBART to be SOLD

Tenders have been called for the sale of the cruiser HOBART. Prior to her sale some of her equipment was removed. Her name letters were also removed and will be placed in the Australian War Memorial in Canberra.

INTERESTING POINT

An interesting point regarding the naming of H.M.A.S. HOBART is as follows:

The first HOBART in the Royal Navy was the former French REVENGE which was taken in the Sunda Strait — where the present HOBART had seen action — by Captain Edward Pakenham in the RESISTANCE 44, in 1794.

The ship was taken into the Royal Navy by Commodore Peter Rainer, C-in-C, East Indies, and renamed HOBART after Baron HOBART, 4th Earl of Buckinghamshire.

Baron HOBART was later Secretary of State of Colonies and HOBART Town, Van Dieman's Land (Tasmania) was named after him.

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THE NAVY

Monthly List of Interesting Historical Dates

MAY
1st 1944 Naval Task Force raided Truk
1945 Landing on Tarakan: H.M.A.S. WAR­ RAMUNGA, WESTRALIA, LACHLAN, HUNGER, WAREKINBY, BYRDE, KIN, MANOORA assist U.S. Forces.
2nd 1945 Landing on Runnymede Islands: H.M.A. Ships present included QUIBERON, QUICKMATCH, NEPAL, NORMAN, and NIZAM.

1942 Tulagi occupied.
1943 Davao captured by 24th Inf. Div.
1944 Bombardment of Wewak Area by H.M.A.S. SWAN, COLAC, DUBBO, Berlin falls to the Russians.
1945 Surrender of German armed forces in the Tyrol parts of Styria and Carinthia to Field-Marshal Alexander announced.
3rd 1943 Fall of Hamburg.
4th 1942 CORAL SEA BATTLE: Japanese losses: 15 ships including aircraft carrier RYUKAKI.
U.S. losses: Aircraft carrier LEXING­ TON, Destroyer SIMS, Tanker NIXOHOI.
R.A.N. Ships engaged: AUSTRALIA, HOBART.
1942 Madagascar — British landing.
1944 Conference of Prime Ministers of British Commonwealth in London.
1945 Battle-field surrender of German armed forces in west Germany.
5th 1942 Coral Sea Battle.
1945 German First and Nineteenth Armies surrender to General Denver's Sixth Army Group.
6th 1942 Coral Sea Battle.
1945 German occupation of the Philippines completed after a long siege. Guerrilla forces continue to give active resistance.

1943 U.S. Forces land on Attu Island.
1944 Bombardment of Karkar Island.

1943 Final surrender of all remaining Axis forces in Africa.
1944 Bombardment of Karkar Island by R.A.N. Ships.
1945 Balete Pass secured by 55th Inf. Div.
1946 Bombing of Rotterdam (of the 50,000 civilian casualties, 30,000 were killed).
1947 Capitulation of Holland.
Queen Wilhelmina arrives in London.
1943 Sinking of Hospital ship CENTAUR off Coast of Queensland.


15th

1944 Bombardment of Karkar Island Area

1945 Bombardment of Coulson Hbr. S of Wewak Point by H.M.A.S. SWAN, BUNBURY, and 3 M.L.s.

18th

1944 Bombardment of Karkar Island Area.

19th

1943 Breaching of the Hohe Dam by the R.A.K.


Australian Landing at Wakde included H.M.A.S. SHROPSHIRE, WARRAMUNGA and MANOORA. Allied Carrier attack on Sourabaya. H.M.A.S. XAPIER, NEPAL, QUEBECK, QUICKMATCH present.

Bombardment of Karkar Island Area. Ipo Dam captured by 163rd Inf. Div. Fall of Cassino to British and Poles of Eighth.

1944 Bombardment of Karkar Island Area.

19th

1943 AH Japanese organised resistance ceases on Attu Is.

31st

1940 Evacuation of Dunkirk continues.

1942 R.A.F. raid Cologne with 1,150 bombers.


This list of interesting dates will be continued in next issue.

---

1944 Bombardment of Karkar Island Area.

22nd

1944 Bombardment of Karkar Island Area.

23rd

1944 Pursuit and destruction of the German Battleship BISMARCK.

Contact first made on 24th May by H.M.S. HOOD and PRINCE OF WALES. H.M.S. HOOD sunk BISMARCK damaged. On 27th May BISMARCK engaged by H.M. Battleships KING GEORGE V and RODNEY after air contact and engagement. Finally BISMARCK was sunk by H.M. Cruiser DORSETSHIRE on 27th May.

24th

1944 Bombardment of Karkar Island Area.


26th

1941 Pursuit of German Battleship BISMARCK.

1944 Bombardment of Karkar Island Area.

27th

1941 Bombardment of Karkar Island Area.

1944 Bombardment of Karkar Island Area.

1945 Bombardment East Coast of Buka by H.M.A.S. KIAMA.

21st

1941 Germans capture Maleme Airfield.

1944 Bombardment of Karkar Island Area.

---

THE NAVY

20

---

1940 Belgian Army capitulates.

Evacuation of British and Allied troops from Dunkirk. 224,563 British and 112,546 French and Belgian troops evacuated. 222 British Naval vessels and 856 other British craft engaged in the operation.

1944 Bombardment of Karkar Island Area by Allied force including H.M.A.S. STAWELL, BARCOO, KAPUNDA and Fairmarls.

H.M.A.S. GOLDFERN and GYMPIE assist cover Army occupation of Buna-Harbour.

1945—Wawa Dam captured by 38th Inf. Div.

20th

1943 R.A.F. raid Cologne with 1,150 bombers.

1943 All Japanese organised resistance ceases on Attu Is.

---

1940 Evacuation of Dunkirk continues.

1942 R.A.F. raid Cologne with 1,150 bombers.


This list of interesting dates will be continued in next issue.

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NEW SUBMARINE

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H.M.S. TAPIR arrived in Sydney recently to join the Pacific Submarine Squadron. Sister submarine TABARD is at present at Cockatoo Dock undergoing a long refit.

Above: Lieut. Cdr. K. Brambach waves a greeting as the TAPIR sails up the harbour.

---

Masquarie Lighthouse at South Head, designed by convict architect Francis Greenway.

---

May, 1941
Lighthouses

A Necessity to the Navigator

Every year a new aid to the navigator of a ship is being discovered — will Radar, Distance Measuring Equipment, etc., ever make such a necessity as the lighthouse obsolete? I doubt it.

ROUNDAustralia's 12,000-mile coastline there are 221 lighthouses, of which 184 are automatically controlled. The manned lights are tended by about 130 lighthouse keepers of the Commonwealth Shipping and Transport Department.

Every day of the year, a little before sunset, the keepers light the great lanterns in the 53 manned lighthouses — from Maatsuyker Island (Tasmania) in the south to Cape Don (Northern Territory) in the north; from Cape Byron (New South Wales) in the east to Rottnest Island (Western Australia) in the west.

At the same time, in the 164 unmanned lighthouses, the lights come on a faint whirr and click of time-switches activated by the gathering darkness and chemical impulses.

First Lighthouse Was Macquarie Light

All night and every night, twice every ten seconds, at the entrance to Sydney Harbour, the 1.1 million candle power Macquarie Light flashes its warning to ships near the Heads.

Four years later, an iron fire-basket, mounted on a tripod, was added to the signal station's equipment — and Australia's first beacon had been established.

But it was not until 1817, after the rule of four naval governors, that a soldier, Governor Macquarie, realised that something better than a beacon was needed and ordered the building of Australia's first lighthouse. Macquarie gave the job of designing it to the convict architect, Francis Greenway, and it came into operation on November 13, 1818.

Macquarie marked the occasion by granting Greenway his freedom.

This lighthouse was the only one in Australia until 1883, in that year a 40ft. beacon, a wood fire burning inside an iron brazier, was put up on the Hunter River, 11 miles from Hobart.

Greenway's structure stood at South Head until 1883, when the present tower was built.

The light was manned until 1955, then converted to an automatic system, powered by the Sydney electricity supply, with a diesel-driven generator ready to take over in an emergency.

In contrast to the Macquarie Light, where the buses stop outside the door, is Point Perpendicular lighthouse, built 62 years ago on a 300ft. cliff overlooking Jervis Bay.

It is about 130 miles south of Sydney, 30 miles from Nowra, the nearest town, and eight miles from the nearby village, Currawong. It is bounded by the sea and cliffs and landwards by thousands of acres of desolate scrub used by naval aircraft and ships for war exercises.

The lantern, as is usual in manned lighthouses, is fueled by pressurised kerosene and tended by three men who live in eight-room stone cottages 50 yards from the tower.

It is the duty keeper's job every half-hour to wind back the 300lb. lead weights which keep the lens revolving to provide three flashes every 2 seconds.

Until 1856 an open coal fire at the mouth of the Hunter River was the only warning for ships near Newcastle. Then, a proper lighthouse was built at Nobby's Head.
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---

**U.S.S. SARGO** an American Nuclear Submarine, entering Sydney Harbour. With destroyers Somers, Sutherland, Rowan and Gurke she visited Australia for Coral Sea Week. Sea Cadets travelled from Sydney to Newcastle in the Destroyers Rowan and Gurke.

---

**Carrier “Starts Engine”**

The first sustained nuclear reactor ever performed aboard a United States surface ship took place aboard the aircraft carrier ENTERPRISE recently as the first of eight nuclear reactors aboard the atomic carrier achieved criticality. Criticality is the point at which a self-sustained nuclear chain reaction occurs within the reactor. The 75,000 ton ENTERPRISE is the largest warship ever built. She was launched on 24th September, 1960, at the Newport News Shipbuilding and Drydock Company, and is scheduled to begin sea trials this year. Her propulsion machinery consists of eight reactors powering steam turbines to produce an estimated 300,000 horsepower for four propeller shafts.

The United States also has a missile-firing cruiser and a guided missile destroyer leader under construction, each of which will have two reactors.

---

**THE NAVY**

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**life at sea**

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THE NAVY

June, 1961

NEW FRIGATES JOIN THE AUSTRALIAN FLEET

Two sleek new frigates, which will join the Australian Fleet next month, will provide an appropriate link with the Royal Australian Navy of fifty years ago.

The new frigates, H.M.A.S. YARRA and H.M.A.S. PARRAMATTA, bear the same names as the very first ships to be delivered to the Royal Australian Navy. But for the names, however, there is little similarity between the warships joining the Fleet in this — the Navy's Golden Jubilee Year — and those that began their careers with the Royal Australian Navy in 1911. The contrasts in design, equipment and crew conditions reflect something of the development of the R.A.N. over five decades.

YARRA and PARRAMATTA of half a century ago were torpedo-boat destroyers with few crew amenities and the limited armament of the times. Of seven-hundred tons, they had a four-inch gun, three-pounders, and three torpedo tubes.

Today's YARRA and PARRAMATTA are three-thousand tons of sophisticated warship, with the ultimate in conventional armament. The anti-submarine frigates bristle with electronic devices for seeking the enemy, and their weapons include twelve 4.5 inch guns, anti-submarine mortars and eight torpedo tubes. The 250 man crews will enjoy a new standard of comfort, with luxuries unheard of by sailors of fifty years ago. The hatch had been closed for the last time, and the new frigates have individual bunks. The old coal-fire galleys have been replaced by modern electric kitchens, and there is air conditioning throughout the ships.

Fighting Frigates for Nuclear Submarines

While sampling these and many other home comforts, the sailors will be sailing a lethal submarine killer. YARRA and PARRAMATTA are Type 12 frigates, based on the Royal Navy's Whitby Class, but modified for Australian conditions. They have been particularly designed to cope with the Nuclear submarine and have a speed of 30 knots; with their raised forecastle they should be able to maintain this speed in anything but the very worst weather. This ability is very necessary if nuclear submarines, with their fast speed under water in any weather conditions, are to be located and destroyed.

They are among the most advanced anti-submarine frigates afloat, with latest devices to seek out and destroy underwater raiders. Two more of the frigates, Stuart and Derwent, have already been launched and should join the Fleet in 1968.

Packed with electronic devices, the frigates' sonar and radar "eyes" probe under the water and scan the sea and skies. The ships can track down submarines over a radius of several miles, and their radar also includes long-range aircraft warning systems.

While designed specifically for anti-submarine warfare, the Type 12 frigate is a power to be reckoned with as a surface fighter. Its 4.5 inch guns are accurate at ranges up to 9 miles, and can also be used in anti-aircraft defence. With an eye to the future, the frigates have been designed to permit easy installation of "missile age" weapons when the time comes.

The elaborately equipped operations room is the hub of the frigate. The bridge is no longer the place for the captain in action. Not only is it illogical for the man in command to direct operations from such a comparatively exposed position, but it is just not possible for him to cope with the complexities of modern sea warfare in the isolation of his bridge. His nerve-centre is the operations room, where a mass of dials and screens gives him, at a glance, all available tactical information. Compilation of the various plots is largely automatic, reducing human error to a minimum.

The entire ship can be controlled from this one room, where the captain is surrounded by his specialist officers. Even the 4.5 inch guns are remote controlled. The guns are aimed by an "electronic brain" which assesses a target through a radar control director. Once the detector swings onto the target it "locks" into place, and then the computer takes over and aims the weapon. The guns are fired from the control room by the touch of a foot on a trigger. Geared for automatic
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into the second half of the Navy's century. While science and technology have revolutionised ships and strategy, the basic role of the brand new frigates differs little from their predecessors. That is to keep open and free the sea lanes linking Australia with the world; a task that has not diminished with three generations of warships and the growth of a Navy.

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**H.M.S. SCARBOROUGH**, one of the Royal Navy’s Whitby class Frigates during a recent visit to Australia.
U.S. CRUISER TO GET POLARIS MISSILES

The United States Navy has been given the green light to install Polaris ballistic missile launchers on the still-building nuclear-powered cruiser LONG BEACH.

In one of his last official acts, former Defense Secretary Thomas S. Gates authorized the Navy to install eight Polaris firing tubes in the 14,000-ton LONG BEACH.

No further installation of the Polaris system in surface ships is now planned according to Navy officials.

When she is commissioned in September or October 1961, the 725-foot LONG BEACH will have two twin Terrier antiaircraft missile launchers forward, a twin Talos antiaircraft missile launcher afloat and an Ascoc anti-submarine rocket system in addition to the Polaris launchers.

With the Polaris missile system her total cost will be about $275 million, marking her as the most expensive cruiser ever built. The Polaris system has a price tag of about $55 million.

New Frigates to get Missiles

Although no official statement has been made it appears possible that the new frigates are likely to be first H.M.A. ships to be fitted with guided missiles.
H.M.A.S. PARRAMATTA was launched by Lady Dowling on the 31st January, 1959. The ship was built at Cockatoo Dock, Sydney.

The masts of the new frigates will carry the most comprehensive radar equipment yet fitted in any of H.M.A. ships. Operators of this equipment will be located in the hollow base of the mast.

The new frigates are built with a raised forecastle which will enable them to maintain high speeds in almost any weather.

The latest anti submarine detection equipment and weapons are fitted in the frigates. Above ratings firing an A/S Mortar at the T.A.S. School at H.M.A.S. WATSON.
BEST WISHES TO
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H.M.A.S. "PARRAMATTA"
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"WHITBY" CLASS FRIGATEs IN R.N.
Fifteen "Whitby" class frigates are already in commission or being completed for the Royal Navy. The following list has been taken from "Jane's Fighting Ships."

<table>
<thead>
<tr>
<th>Name</th>
<th>Launched</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.M.S. BERWICK</td>
<td>15.12.59</td>
<td>12.6.58</td>
</tr>
<tr>
<td>BLACKPOOL</td>
<td>15.2.57</td>
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<tr>
<td>BRIGHTON</td>
<td>20.10.59</td>
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<tr>
<td>EASTBOURNE</td>
<td>29.12.59</td>
<td>9.1.58</td>
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<tr>
<td>PALMOUTH</td>
<td>13.12.59</td>
<td>27.6.59</td>
</tr>
<tr>
<td>LONDONBERRY</td>
<td>20.5.58</td>
<td>27.6.59</td>
</tr>
<tr>
<td>LOWESTOFT</td>
<td>23.6.60</td>
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</tr>
<tr>
<td>PLYMOUTH</td>
<td>20.7.59</td>
<td>21.4.60</td>
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<tr>
<td>ROTHESAY</td>
<td>9.12.57</td>
<td>31.10.60</td>
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<tr>
<td>ROYAL</td>
<td>23.4.59</td>
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<td>19.7.56</td>
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<tr>
<td>YARMOUTH</td>
<td>23.3.59</td>
<td>26.3.60</td>
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</tbody>
</table>

Three further ships, to be named the WEYMOUTH, the FOWEY and the HASTINGS, were originally ordered, but these are now being completed as the first three of the new "Leander" class, the LEANDER, DIDO and AJAX.

New Chief
of
Naval Staff
for
Royal Australian
Navy

Rear-Admiral W. H. Harrington, C.B.E., D.S.O., has been appointed First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff to date 24th February, 1962.

In making the announcement, the Minister for Defence, Mr. A. Townley, said that Rear-Admiral Harrington would be promoted to Vice-Admiral on assuming his new appointment.
He will succeed Vice-Admiral Sir Henry Barrell, K.B.E., C.B.

Rear-Admiral Harrington was born in Queensland in 1906 and entered the Royal Australian Naval College in 1920.

He had a distinguished war service and was awarded the D.S.O. when, as Captain of H.M.A.S. YARRA, he took part in operations in the Persian Gulf. He was also twice Mentioned in Despatches.

During the battle of the Coral Sea, he was the Executive Officer of H.M.A.S. AUSTRALIA and later commanded the QUIBERON. After the war he was appointed to the Department of Defence and later served as Director of Manning. He completed the Imperial Defence College Course in 1952 and later served for two years with the Admiralty.

On his return to Australia, he was appointed Captain H.M.A.S. SYDNEY and on promotion to Rear-Admiral on the 10th March, 1957, he assumed the appointment of Flag Officer in Charge, East Australian Area. He served as Second Naval Member from January, 1958, until he took over his present appointment of Flag Officer Commanding Australian Fleet in December, 1959.

He was awarded the C.B.E. in the Queen's Birthday Honours in 1957.
First Lord Inspects Historic Stones

Lord Carrington, First Lord of the Admiralty, inspects one of the historic stones that is built into the altar of the new Memorial Chapel at H.M.A.S.Watson. A variety of stones from notable cathedrals and Christian Shrines all over the world are built into the altar. With Lord Carrington is the Flag Officer in Charge, N.A. Area, Rear Admiral G. C. Oldham (left) and Chaplain J. Tralner.

THE FORMER H.M.A. SHIPS PARRAMATTA

H.M.A.S. "PARRAMATTA" (FIRST)
Type: Torpedo Boat Destroyer. 700 tons.
Commissioned: 16th September, 1910.

H.M.A.S. "PARRAMATTA" departed from Portsmouth on 16th September, 1910, commissioned as a Royal Navy ship for the voyage to Australia, and proceeding via Suez in company of her sister ship YARRA and escorted by H.M.S. "GIBRALTAR" arrived at Broome, Western Australia, on the 15th November, where the two destroyers passed to the control of the Australian Government. They represented the first two units of the first purely Australian Fleet. Soon (1911) to be designated the Royal Australian Navy.

At the outbreak of World War I, PARRAMATTA with her sister ships WARREGO and YARRA formed the destroyer component of the Australian Fleet commanded by Vice-Admiral Sir George E. Patey.

During the opening phases of the war, she operated with the Fleet in the search for Von Spee's Pacific Squadron. Later she took part in the capture of the German Colonies in the south-west Pacific, and a number of her sailors were landed at Kabakaul (New Britain) under the command of Lieutenant G. A. Hill, R.N.R., of H.M.A.S. "YARRA" to take part in the operations ashore against the Germans. PARRAMATTA was present at the surrender of German New Guinea at Rabaul on 13th September, 1914.

PARRAMATTA remained in New Guinea waters and assisted in the consolidation of the Australian occupation of that Territory. She returned to Australia on 5th February, 1915.

In November, 1915, PARRAMATTA, YARRA and WARREGO proceeded to Sandakan in Borneo and based there, the Flotilla spent the next six months patrolling Malayan, East Indies and Philippine waters. On 17th July, 1916, PARRAMATTA returned to Sydney.

On 10th May, 1917, PARRAMATTA sailed for the Mediterranean to form an Australian Flotilla of six destroyers. The ships were based on Brindisi for Adriatic anti-submarine patrol. On this work the destroyers were responsible for blocking the southward passage of submarines through the Adriatic Narrows into the Mediterranean, and also the safe transit of Italian transports to and from Albania.

Adriatic operations ended for the PARRAMATTA on 28th September, 1918. She returned to duty on 21st October, spending a brief period on
BABCOCK MARINE BOILERS FOR A THOUSAND SHIPS

— a proud five-year record. Over the past 5 years Babcock marine boilers have been ordered for the main propulsion of nearly 1,000 vessels, of up to 87,000 tons d.w. and for both merchant and naval service, while a growing number of ships, including motor vessels, is being equipped with Babcock water-tube boilers for auxiliary service, e.g., supplying steam for hotel services, tank cleaning and manoeuvring in harbour.

Babcock & Wilcox of Australia Pty. Ltd.
Head Office & Works: Regents Park, N.S.W.

EXPERIENCE THAT'S MEASURED IN MILLIONS!

Massive production figures alone are not a reliable indication of product dependability . . . but when they are coupled with an outstanding reputation for quality first — as in the case of A.E.I. — they take on convincing significance. In 60 years of trading in the electrical business in Australia, A.E.I. have produced, sold and guaranteed products of proven reliability.

200,000,000 Mazda Lamps
1,750,000 Hotpoint Irons
4,500,000 KVA in Transformers
1,000,000 h.p. in Traction Equipment
1,500,000 h.p. in Electrical Motors

A.E.I.‘s experience is your assurance

H.M.A.S. "PARRAMATTA" (SECOND)


Apr.-June, 1940 . . . . Australia waters — joined 20th Minesweeping Flotilla, R.A.N., 4/6/40. Departed Fremantle on route for East Indies Station, 29th June, 1940.

July, 1940-May, 1941 . . . . Escort duties Red Sea, operating under the Senior Naval Officer Red Sea Forces (Royal Navy). May-November, 1941 . . . . Escort duties Mediterranean. On 24th June, 1941, her sister ship H.M.S. "AUCKLAND" was sunk by German aircraft while escorting the petrol carrier PASS OF BALMALLA 20 miles E.N.E. of Tobruk. PARRAMATTA, by skilful handling and shooting, succeeded in resuing 162 survivors and shot down three Junkers 88 aircraft.

Towed cruiser CAPETOWN to Port Soudan after she had been torpedoed off Mersa Kuba on 7th April, 1941.

Operated as escort for the reinforcement of Cyprus (Operation Guillotine) July, 1941.

LOSS OF H.M.A.S. "PARRAMATTA"

Sunken 27th November by the German submarine U559 while acting as escort to the SS. "HANNE" with emergency supplies of ammunition for Tobruk. PARRAMATTA sailed from Alexandria on her last voyage on 25th November, 1941, in company with H.M. Destroyer AVON VALE, both escorting the ammunition ship HANNE, destination Tobruk.

By midnight of the 26th/
20th the ships were about twenty-five miles north of Tobruk, and at 0000 20th November, PARRAMATTA slowed to 3 knots and went close to the ammunition ship to pass orders for entering Tobruk. Having passed the order and run for full steam ahead at 0048, PARRAMATTA was struck by two torpedoes, one amidships and one beneath the quarter deck; her back broke immediately, all lights failed and she listed heavily to starboard. The Captain gave the order to abandon ship, and after this order was not seen again.

The night was black with driving rain, the sea rough; the AVON VALE located the submarine and attacked with depth charges, which arrived safely at its destination. Commander: Lieutenant Cdr. JEFFERSON H. WALKER, D.S.C. M.V.O. R.A.N., 8th December 1941.——

**Monthly List of Interesting Historical Dates**

<table>
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**CAPACITY FOR LARGE CASTINGS TO 3 TONS**

We were Associated with the Fitting of

**H.M.A.S. AUSTRALIA**

The Navy

June, 1940
Monthly list of interesting historical dates

Hostilities in France end. German Armistice accepted.
1942 Germans capture Tobruk.

22nd
1941 Germany invades Russia.

23rd
1943 Woodlark and Kiriwina Islands occupied. Advance Echelon landed Woodlark.

24th
1941 H.M.A.S. PARRAMATTA in heavy raid between Alexandria and Mersa Matruh.
1943 Advance Echelon landed Kiriwina.

25th
1943 H.M.S. SHROPSHIRE transferred to RAN.

26th
1940 General de Gaulle's plans to continue the fight against the Germans announced.
1944 Capture of Cherbourg.

28th
1940 H.M.A.S. SYDNEY in action with 7th Cruiser Squadron. Picks up survivors of Italian Destroyer ESPERO in Sicilian Channel.
1941 Finland declares war on Russia.

29th
1943 Nassau Bay Landing.

30th
1941 H.M.A.S. WATERHEN sunk by dive-bomber while on Tobruk shuttle service, first Aust. Navy loss by enemy action.

1943 Landing at Nassau Bay, New Georgia Landings.

1941 H.M.A.S. YARRA and "Parramatta" INGOT METALS LTD.

Best wishes to
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ADDRESS TO U.S. NAVY LEAGUE

By ADMIRAL ARLEIGH BURKE
Chief of U.S. Naval Operations

The following are a few excerpts from a recent speech by Admiral Arleigh Burke to members of the United States Navy League:

Your organisation is closely tied to the Navy in thought and action, but at the same time the Navy League maintains its independence. The Navy has no control over the Navy League. Navy men on active duty cannot even be members. Your organisation is free from military authority — free to draw its own conclusions, and free to make its own recommendations. Frankly, we do not always agree with your proposals and programmes, nor do you always agree with us. But I can assure you the Navy would have it no other way.

Our ability to project military power overseas depends on the free use of the seas. Only through seapower can the United States support and sustain forces overseas, either our own or those of our allies. With the aid of the other free nations of the world, we must stand ready at all times to insure our unrestricted use of the seas, and in war, to deny such use to an enemy. To do this we must have the capability to control the seas.

This does not mean the absolute control of one hundred and forty million square miles of ocean. But it does mean the ability to exert local control of the sea areas we want to use. To do this we must have the capability to control the seas.

The Navy's Fleet Ballistic Missile system — the POLARIS missile carried in nuclear powered submarines — is the latest example of this versatile offensive power.

At sea the POLARIS missile can use the advantages of mobility and dispersal, common to all sea-going forces. And carried in submarines it gains the additional asset of concealment. Moving silently in the vast depths of the oceans, POLARIS submarines furnish the United States with a virtually invulnerable retaliatory weapon, a weapon which cannot be wiped out by an aggres-
beer in handy cans

FOSTER'S LAGER
VICTORIA BITTER

New Superliner

CANBERRA
biggest vessel in the world's largest passenger line.

This remarkable new ship, stabilized by underwater wings that smooth oceans into millponds, stands as tall as a 15-storey building; and powerful turbo-electric engines—85,000 shaft H.P.—will enable her 45,000 tons of beauty and efficiency to cruise at 271 knots.

Consult any Office or Local Agency of

P&O—ORIENT LINES

THE NAVY

junior initiating general nuclear war.

Thus POLARIS continues the tradition of naval striking power, in carrying to sea any weapon which can be usefully employed in a seagoing environment. But POLARIS is only one example of naval power. Our naval power also includes amphibious forces, submarine forces, and that most versatile of naval weapons systems: carrier striking forces.

The aircraft carrier is a proven weapon. But in nearly twenty years of service, some of the carriers in the Fleet — the old World War II ones — are wearing out. They were not built to handle today's heavier and faster jet aircraft. Our attack carriers must be able to operate aircraft equal to or better than any aggressor's. But to operate high performance aircraft like the Navy's record-shattering A3J "Vindicator" a carrier needs longer decks, heavier catapults, stronger arresting gear. The older carrier cannot support this equipment.

The capabilities of submarines have continued to improve. Nuclear power, longer endurance, increased operating depths have made the submarine an even greater threat. But our anti-submarine capabilities have also made tremendous strides since World War II. Our detection equipment has increased in range and reliability. Our weapons are more powerful. Our anti-submarine research and development efforts are paying off handsomely.

These are the material things, the hardware, the weapons, the missiles, aircraft and ships that the Navy needs to carry out its assigned tasks. But there is another factor, a factor that is far more important than hardware to the military strength of the United States. The ultimate weapon in any struggle is the human being: the young man who comes from your city, from your families, from your homes. The man who carries the rifle, the man who flies the airplane, the man who takes the ship to sea, that man is the vital element in all of our Armed Forces. And it is on this man's courage and moral strength, on his spirit and attitude that our Navy will always depend.

And that is why the Navy League is so important throughout our nation. For it will be largely through the efforts of your organisation that our young citizens, our young men, our leaders of tomorrow will form their attitudes toward the sea, toward sea power and toward our Navy. This is a challenging task, and an inspiring one. May I take this opportunity to express my congratulations for the wonderful job your organisation has done.

NEPTUNE AIRCRAFT FOR ROYAL NETHERLANDS NAVY IN NEW GUINEA

The Royal Netherlands Naval Air Service is to purchase 15 Lockheed P2V-7 Neptune maritime reconnaissance bombers as replacements for the Martin Mariners recently retired. The Neptunes will be based in New Guinea and should prove valuable additions to the Netherlands forces in the Far East, more so now since Indonesia has acquired two Russian "W" class submarines.
As the Royal Australian Navy reaches its 50th year, International Paints Ltd. celebrates 75 years of service to the shipping world.

H.M.A.S. “Yarra” and H.M.A.S. “Parramatta,” in common with other R.A.N. vessels, are protected with “International” underwater coatings.

For three-quarters of a century, International Paints have been world leaders in Marine Paints, with agents in every major port. Constant research in some of the most modern laboratories in the world has resulted in a “paint for every purpose.” In the 12 months to December, 1960, 35,000,000 tons of shipping was painted with International “Silver Prinicon” alone—whilst International Anti-foulings, primers, undercoats, enamels, deck paints, engine enamels, and varnishes are used by more than one-third of all the world’s shipping each year.

International Paints are proud to have supplied H.M.A.S. “Yarra” and H.M.A.S. “Parramatta” with the “International” underwater protective coatings used.

The Royal Australian Navy has completed a survey that could contribute to the development of the Northern Territory.

The Minister for the Navy, Senator Gorton, said that H.M.A.S. BANKS had successfully carried out a reconnaissance survey of the Adelaide River. BANKS, of 250 tons and with a draught of ten and a half feet, had easily navigated the river to the rice growing centre at Humpty Doo. It was the first time that a seagoing ship had made the fifty mile river passage for more than half a century. To celebrate the occasion H.M.A.S. BANKS informally “spliced the mainbrace.”

Senator Gorton said preliminary conclusions were that ships drawing fifteen feet could make the passage and that vessels with a draught of up to twenty feet may lie able to navigate this river with judicious use of tides. The results of the survey were at present being studied, and a report would be prepared.

The survey was undertaken at the request of the Northern Territory Administration to determine whether freighters could navigate the river as far as the Humpty Doo Pumping Station. Establishment of Humpty Doo as a river port would be a boost for the rice growing industry and contribute in many ways to the development of the Territory.

The reconnaissance survey was under the supervision of the Naval Officer-in-Charge, North Australia Area, Captain A. H. Cooper. Captain Cooper said the river passage revealed a fine river running through plains well stocked with large numbers of buffaloes. He said however, that the river narrows had to be negotiated at slack tide. When the stream was running, it was an awe inspiring sight as violent whirlpools bubbled around shallow isolated rock.

H.M.A.S. MELBOURNE.

NEW APPOINTMENTS FOR NAVAL CAPTAINS

The Minister for the Navy, Senator Gorton, has announced two senior naval appointments.

Captain I. H. S. Cartwright, who is in command of the frigate H.M.A.S. QUEENBOROUGH, has been selected to attend a Senior Officers’ War Course in the United Kingdom.

Appointed to succeed him as captain of QUEENBOROUGH is Captain B. S. Murray, who is at present serving with the Department of Defence in Canberra as Naval Member of the Services Integration Committee. In his new appointment, Captain Murray will also succeed Captain Cartwright as Senior Officer of the First Frigate Squadron.

Captain Cartwright is a former captain of QUADRANT and was in command of a landing ship, LABCAN, that took Australian scientists to Heard Island. He has also been Executive Officer at Flinders Naval Depot in Victoria. He was twice mentioned in despatches in the Second World War.

Captain Murray has served in the aircraft carrier SYDNEY and is a former Executive Officer of the Naval Air Station at Nowra and of the flagship, H.M.A.S. MELBOURNE.
Burnie Sea Cadet Unit Opened

Captain W. B. M. Marks, Director of Naval Reserves, said the Burnie Sea Cadet Unit had a bright future. Captain Marks was speaking after he had officially opened the new Sea Cadet Naval Association Headquarters.

A few years ago, he said, the unit was in danger of closing down but now it had become one of the best headquarters in Australia. It had also won the Andrews trophy for the most efficient unit in Tasmania.

Credit for this tremendous improvement must be given to the people backing it, but the greatest credit must go to the Commanding Officer, Lieut. J. Loughran, his Officers and Instructors.

Sea Cadet Movement

Increasing

Captain Marks said that the Sea Cadet movement was increasing fast and there were now over 2000 cadets throughout Australia. Consideration was being given to establishing a unit in Port Moresby, New Guinea.

The movement was progressing mainly through the efforts of citizens in the districts where the units were established.

It was a fine organisation and a lot of the boys had firm intentions of making the Navy or Merchant service career. The Navy was playing the same part, as it had for many years, keeping the freedom of the seas. If war came the Navy would deny the seas to an enemy.

The President of the Burnie Branch of the Navy League, Dr. A. J. Gray, said that it was a great day for the Cadets. The new headquarters, which will be shared with the Naval Association, was erected as a joint effort of the two bodies. A working bee of the Association had given up every weekend for twelve months to the project.

BIRTHDAY PARTY FOR NAVAL BRIGADE IN DARWIN

The Royal Australian Navy in Darwin is organising a fiftieth anniversary party, complete with birthday cake shaped like a warship.

The party, to be attended by many Northern Territory citizens, will be the climax of the Royal Australian Navy's Jubilee celebrations in Darwin. The Administrator has been invited to cut the nautical birthday cake.

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WINNS, 16-18 GORMAN STREET, MARRICKVILLE

BY CAPTAIN R. M. CROMMELIN, R.N.I.N.
(Naval Attache for the Netherlands)

BRITAIN and HOLLAND - Nore Command Closes

At a moving ceremony on the 24th March, 1961, the Nore Command was finally closed.

At the invitation of the Admiralty, the Netherlands Navy sent one of their powerful destroyers, H.N.L.M.S. LIMBURG, to be present in the Medway during the ceremony. The ship's flag was transferred to the LIMBURG from the H.M.T. RAVEN.

The invitation was greatly appreciated by the Netherlands and a few days before the ceremony a request was made to the Netherlands Ambassador, His Excellency Baron Adolph Bentinck, arranged an informal gathering for the British and Dutch press at his London residence. During the gathering Mr. Charles H. Wilson, Fellow of Jesus College, Cambridge, and one of the foremost authorities on the history of Anglo-Netherlands relations, said a few words which have been summarized by Rear-Admiral A. D. Nield. We publish below this summary together with a general appreciation by Captain R. M. Crompton, R.N.I.N., the Netherlands Naval Attaché.

“...you are from Holland, are you? Then you must see our Dutch pictures!”

My host, a young Lieutenant-Commander, took me through the Wardroom of the Royal Naval Barracks, Chatham, and there they were: Sheerness being stormed, ships burning in the Medway, the ROYAL CHARLES with the orange-white-blue in top hat, the BAYSWATER. At this point I was surprised my host grinned: “Yes, we are funny sometimes. Do you think any other people would display pictures of their defeats like this?”

“Uh, and news brought us that the Dutch are coming up as high as the Nore, ere breasting the Chaine at Chatham... which makes the sober citizens think very sadly of things,” writes Samuel Pepys, Secretary of the Navy, in his famous diary on 11th June, 1661.

“We would be delighted if the Royal Netherlands Navy could send a ship to Chatham for the celebration of the opening of the Nore Command in March, 1961,” writes, nearly 300 years later, Sir John Lunn, Secretary to the Admiralty. “We would be especially pleased if this invitation could be accepted.”

In other words, this is not just Naval courtesy... do come! Indeed, “the wheel has turned full circle.” Again the Dutch will sail up the Medway, but this time with very different feelings. Instead of “Eighty sail of ships of war...and 20 fire-ships,” we are sending a modern anti-submarine destroyer, H.N.L.M.S. LIMBURG, flying the flag of Rear-Admiral Baron van Steenwijk, C.in-C. Netherlands Home Station.

We publish below this summary together with a general appreciation by Captain R. M. Crompton, R.N.I.N., the Netherlands Naval Attaché.
never forget the hospitality we found on these shores.

On many occasions our ships joined action under British operational command; ships of the Royal Navy and the Royal Netherlands Navy fought together in the battle of the Java Sea under a Dutch Admiral, Karel Doorman.

After the war cooperation continued and developed still further. More ships were taken over by the Royal Netherlands Navy, one of them is now HNLMS KAREL DOORMAN, ex-HMS VENERABLE, a light fleet carrier, and one of our most valuable contributions to N.A.T.O. Combined exercises are frequently carried out: planned and executed by the Koyal Netherlands Navy.

MAN. ex-H.M.S. VENERABLE, one of them is now a national humiliation on this island which Samuel Pepys, the Secretary of the Navy, could only describe in unprintable terms. It may be asked why these two Protestant neighbours, England and Holland, have so much to thank each other for, fought so bitterly in the middle of the seventeenth century. It was, in fact, an interlude of quarrelling in a much longer period of collaboration and friendliness. In Elizabethan times, for example, the Dutch fleet played a big part in the defeat of the Spanish Armada, a fact that English history books tend to disregard. Then after 1667, when England and Holland were united under the House of Orange, the English and Dutch Fleets together defeated the attempt of Louis XIV to dominate Europe.

The period of antagonism was caused by commercial rivalry. Holland at that time was economically superior to England both at home and in their colonial territories; even the herring fisheries close to our coast were dominated by Dutch ships.

England's determination to assert herself at sea and capture Dutch trade led to three wars. They lasted altogether six years and were won with the help of opponents both determined to stand and fight. Incidentally, somewhat derogatory expressions coined at that time such as “Dutch uncle” and “double-Dutch” have survived in the English language and even in the period between the two world wars there were naval officers who would sometimes eject the British admiral’s anchor by the stern of his ship in order to keep him at a safe distance.

In conclusion, I would like to express the profound gratitude of the Royal Netherlands Navy for the invitation of the N.A.T.O. Command. So as it is to end a centuries-old command, the Royal Netherlands Navy feels happy and honoured to be present on that memorable occasion.

Launch of

H.M.S. HAMPshire


The H.M.S. Hampshire, a County class destroyer, laid down in March, 1959, is expected to join her sister ship H.M.S. Devonshire in the Fleet next year.

Ships of this class will have three main roles:

1. Escort duties with a task group, including the ability to provide guided weapon anti-aircraft defence for the group and to augment its anti-submarine capability.
2. Operations as part of a task unit of light forces, with the ability to bombard in support of land forces and to attack light forces with gunfire.
3. Police duties in peace-time in any part of the world.

With a standard displacement of over 5,000 tons, an overall length of 320 feet and a beam of 54 feet the Hampshire will carry the following armament:

- One "Sensing" guided weapons system.
- Four radar controlled 4.5 inch guns in twin mountings situated forward.
- Two "Seacat" close range guided weapons systems fitted abaft the after funnel.

For anti-submarine work the ship will be fitted with the latest underwater detection equipment and a Westland Wessex Helicopter carrying dipping asdic and homing torpedoes.

The propulsion machinery consists of two sets of geared steam turbines for normal steaming conditions, with gas turbines to provide additional boost for high speeds and for getting quickly under-way in harbour. The steam turbines were manufactured by John Brown and Co., Clydebank, and the gas turbines by Yarrow and Co. Ltd., and J. S. White and Co. Ltd. Stabilizers will be fitted which, among their uses, will facilitate the operation of the helicopter in adverse weather conditions.

The Hampshire will have the latest air and surface warning radars. Her bridge will afford the Captain a clear all-round view combined with the best possible weather protection. The combined operations room and weapon direction room is fitted with electronic plotting facilities.

Accommodation for her complement of about 32 officers and 400 ratings will be at a very high standard. The mess decks are fitted with bunks arranged so as to provide the maximum recreation space in each mess, and allow for such fitting as card and writing tables, cupboards and electric sockets.

The whole ship will be air conditioned and have large dining halls served by a modern galley, capable of providing varied meals on a self-service system.
NEW CHAPEL DEDICATED

The new Memorial Chapel at H.M.A.S. WATSON was recently dedicated.

H.M.A.S. VAMPIRE, proceeding to sea, was photographed through the glass windows at the back of the altar during the Dedication Ceremony.

Donations to the Chapel should be forwarded to the Watson Memorial Chapel Appeal, H.M.A.S. Watson.

MAURI BROTHERS & THOMSON LIMITED
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*July, 1961*
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<th>Ship</th>
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<tr>
<td>H.M.A.S. &quot;Warrego&quot;</td>
<td>1912</td>
<td>280ft.</td>
<td>86ft.</td>
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<tr>
<td>H.M.A.S. &quot;Kangaroo&quot;</td>
<td>1916</td>
<td>475ft.</td>
<td>38ft.</td>
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<td>200 tons</td>
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<td>&quot;Kangaroo&quot;</td>
<td>1916</td>
<td>475ft.</td>
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<td>&quot;Cessnock&quot;</td>
<td>1942</td>
<td>548ft.</td>
<td>47ft.</td>
<td>380t.</td>
<td>250 tons</td>
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<td>&quot;Voyager&quot;</td>
<td>1942</td>
<td>548ft.</td>
<td>47ft.</td>
<td>380t.</td>
<td>250 tons</td>
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<td>&quot;Vampire&quot;</td>
<td>1942</td>
<td>548ft.</td>
<td>47ft.</td>
<td>380t.</td>
<td>250 tons</td>
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THE NAVY

Vol. 24 JULY, 1961 No. 7

The Official Organ of the Navy League of Australia

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July, 1961
NEW SHIPS – AIRCRAFT – MISSILES FOR ROYAL AUSTRALIAN NAVY

The Minister for Defence, Mr A G Townley, announced in Canberra, on the 29th June, that Australia would buy –

Two Guided Missile Destroyers from the United States:
Twenty-seven Westland Wessex Mark 31 Anti-submarine Helicopters from Britain to re-equip H.M.A.S. MELBOURNE;

Seacat Anti-aircraft Guided Missiles to be fitted into the four new frigates.

Mr. Townley also said that a start would be made on the training of officers and key ratings as submariners.

Work had already commenced on the fitting out of the former aircraft carrier SYDNEY for her new role as a fast troop transport and she should be ready for service early in 1962.

In addition it has already been announced that Australia would buy six “Ton” class minesweepers and that the State Dockyard in Newcastle would build a new survey ship of 2,000 tons.

FIRST DESTROYER DUE IN 1965

Mr. Townley said the destroyers to be bought from America were of the Charles F. Adams type, the first U.S. vessel designed specifically as a guided-missile destroyer.

These destroyers were built by the Bath Iron Works, Bath, Maine, U.S., and it is assumed that the ships for Australia will also be built there.

LOCAL CONSTRUCTION CONSIDERED

This is the first time that Australia has purchased, in peace time, Naval ships from other than Australian or British shipyards. The decision to build in the U.S. has already been criticized, particularly as the Navy itself already owns and operates the Williamstown Naval Dockyard, where the new frigates, YARRA and DERWENT, were built and owns, but leases, to the Cockatoo Island Dock and Engineering Co., the shipbuilding yards where the PARRAMATTA and STUART were built.

Anticipating the criticism, Mr. Townley said:

A thorough investigation had been made of the possibilities of local construction.

It had been accepted that economic and operational considerations demanded that complex modern naval units of this type should be purchased overseas, where Australia’s small requirement could be absorbed in an effective and proven line of production.

A/S HELICOPTERS

Mr. Townley said the Westland Wessex Mark 31, to be bought for the MELBOURNE, had been designed specially for anti-submarine warfare.

In build in the U.S. has already been commissioned only last September, Australia’s first would be delivered at the end of 1963 and the second a year later.

Mr. Townley said the Charles F Adams was a powerful, all-purpose warship, which naval experts considered to be second to none in the world in its class.

It could guard against air attack, was equipped with the latest devices for detecting, and destroying submarines, and was equally effective in surface engagements and shore bombardments.

The submarines would also be used in training Australian officers and ratings as submariners.

The R.N. submarine division in Sydney had been provided with the more modern T class submarines to replace the previous A class.

Three T class submarines would be based in Sydney, and at least two of them would be operational at all times.

Mr. Townley said refitting of the SYDNEY as a fast transport had begun.

It would be maintained at ready notice for the movement of troops, stores and equipment to any operational area in an emergency.

PURCHASE OF SUBMARINES

In reply to press queries whether Mr. Townley’s statement regarding submarines...
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meant that Australia would acquire submarines in the near future, the Minister for Navy, Senator J. Q. Gorton, is reported to have said:
"In the last year or so we have made a complete refit of the facilities for submarines in Sydney.
"Should we decide to buy our own submarines, we would have all that would be required to handle them here."

Asked if this meant that Australia was preparing the ground for the purchase of her own submarines, Senator Gorton said: "I think that would be a good way of putting it."

Anti-aircraft "Seacat" missiles which are now being added to Australian warships. The missiles are deadly accurate and can be launched rapidly in quick succession from the type of battery pictured here.

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July, 1961
A highlight of the Jubilee Year of the Royal Australian Navy was the ceremonial "Fleet Entry" into Sydney Harbour on the 15th June.

The ships entered the Heads in column in the order:
- H.M. Submarines, TAPIR and TRUMP, who are part of the 4th Submarine squadron which is based in Sydney.
- H.M.A.S. MELBOURNE, H.M.A.S. DARWIN, Destroyers, VOYAGER and VAMPIRE.
- H.M. A/S Frigates, QUICKMATCH and PARRAMATTA, who was wearing the Red Ensign, since she will not commission until July.
- Training Ship, SWAN.
- Survey Ships, WARREGO and BARCOO.
- Beach Defence Ship, KIMBLA.

Two S.A.R. craft kept station at the head of the column as the ships entered the harbour, and three helicopters flew up and down the column as the ships proceeded up the Heads.

H.M.A.S. MELBOURNE, wearing the Flag of the Flag Officer Commanding the Fleet, Rear Admiral W. H. Harrington, fired a salute to the Naval Board, who saw the review from Garden Island.

Shortly after rounding Bradley's Head, MELBOURNE came to a stop and H.M.A.S. DARWIN went ashore. The Minister of State for the Navy, Senator J. G. Gorton, who was accompanied by Rear Admiral Harrington, took the salute as the ships passed.

Fifty "Pioneer Sailors" were Guests of Honour at the review and proceeded to sea in H.M.A.S. BARCOO. Before going ashore, the "pioneers" were given a chicken luncheon, using one old salt to remark, "Ye Gods! Even admirals don't eat like this in my day."

Several retired Rear Admirals of the R.A.N. also took part in the review in VAMPIRE. No record is available of what they had for lunch.

CONGRATULATIONS TO THE R.A.N.
ON THEIR 50th YEAR OF SERVICE

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Rebirth of the R.A.N.

It is appropriate that the year which celebrates the fiftieth anniversary of the establishment of the Royal Australian Navy should also see its rebirth as an effective fighting force. For that is what the naval program announced last night by the Minister for Defence virtually means. The future of the R.A.N. has been clouded with a most discouraging uncertainty for years. In the major defence reorganisation announced at the end of 1959, plans for the other two Services were clearly drawn and have since been substantially implemented. No clear final decisions were, however, taken about the Navy; and certainly that time partial and sometimes contradictory announcements and conflicting rumours have done little to clarify the naval picture.

There have, of course, been special difficulties in formulating a naval policy in a period of rapid change and development when uncertainty about the role of the fleet in war has by no means been confined to Australia; and, although the delay in announcing a naval program has perhaps been excessive, the Government has clearly used it to make most thorough and searching investigations abroad. As a result, Australia will be provided with a modern, hard-hitting naval force well suited to its acknowledged primary task of combating submarines, and also capable, in Mr. Townley's words, of "co-operating with allies and sister Services in general operations of war."

Two features of the new program are particularly satisfactory — the acquisition from the United States of two modern guided-missile destroyers, and the conversion of two Australian ships into a fast transport. The Charles F. Adams modern guided-missile destroyers, and the conversion of H.M.A.S. SYDNEY to a fast transport. The Charles F. Adams destroyers, YARRA and PARRAMATTA, of 700 tons, arrived in the Sydney Harbour area in April. The resulting ships of the State Navies were taken over by the Commonwealth in 1901 — varying in age from 14 to 32 years, in poor condition and having not even nuclear crews. Until February, 1915, these ships continued being administered under State Acts and Regulations.

Prior to Federation the States acted independently, and so the result was that the R.A.N. was transferred to Commonwealth control; the R.A.N. College for cadets opened its first training course at Osborne House, George; and much of the new Australian Fleet entered Port Jackson on 4th October, flying the flag of Rear Admiral Sir George Patey, K.C.V.O., C-in-C, Australian Squadron. To denote the end of the Imperial Squadron on the Australian Station, Vice-Admiral Sir George King-Hall struck his flag in H.M.S. CAMBRIAN.

The new fleet was of sizable proportions and at the beginning of the First Great War consisted of:

- Two Battle Cruiser: AUSTRALIA; Cruisers: MELBOURNE, SYDNEY, ENCONTRE and PIONEER;
- Two Torpedo-boat Destroyers: PARRAMATTA, YARRA and WARBEGO;
- Two Tender Boats, CREST of HOPESTON and CHILDER;
- Gunboats: GAYUNDAI and PROTECTOR;
- Submarines: AE1 and AE2.

At the outbreak of war, the strength of the R.A.N. was 3,800 of all ranks. At the cessation of hostilities, 5,250 were serving in the Permanent Force and some 3,000 in the Naval Brigade. During the war years other ships commissioned in the R.A.N. were:

- HOBART (Cruiser), PLATYPUS and PSYCHE (Small Cruisers), HUN, SWAN and TORRENS (Destroyers), FANTOME and UNA (Sloops).

The mere presence of the 19,200-ton AUSTRALIA and her 12-inch guns in the opening phases of the war undoubtedly acted as a deterrent to Von Spee and his German squadron acting in the Pacific.

The duties of the ships of the R.A.N. were mostly routine and unglamorous. In the main, they were confined to escorting, patrolling and blockading. Three ships only were actively engaged in action with enemy naval forces — SYDNEY on 9th November, 1914, caught up with the German Light Cruiser EMDEN off Cocos Island and, subsequently, her capture by a battered, sinking hulk; in April, 1915, AE2 was in action against Turkish Naval forces in the Sea of Marmora and torpedoed a light cruiser; but later stranded, her crew being taken prisoner by the Turks. In July, 1915, while engaged in the East African campaign, the cruiser PIONEER was engaged in the action which resulted in the destruction of the German cruiser KONIGSBERG.

The Australian Naval Brigade, fighting as a land force, took part in the capture of German New Guinea and, operating as the R.A.N. Bridging Train, served in the Suez Canal area and at Gallipoli.

On her way to England in January, 1916, the capture of the Fregatten-ship of the Second Battle-Cruiser Squadron AUSTRALIA sank the German ship ELSINORE WOERMANN.
ENTRY OF THE FIRST FLEET 4th OCTOBER, 1913

The first H.M.A.S. YARRA. The second was sunk when gallantly attacking three Japanese cruisers and four destroyers as she attempted to protect a convoy near Sunda Strait in 1942. Her survivors were picked up five days later.

Australia's first Flagship, the 19,200-ton Battle Cruiser AUSTRALIA in Sydney Harbour with the cruisers SYDNEY and MELBOURNE in the background.

During the Second World War H.M.A.S. AUSTRALIA saw service in many theatres of war. In 1944 she became flagship of the Australian Squadron. In the Battle of Leyte, 1944, she suffered casualties from "suicide" pilots of the Japanese air force. She holds one of the most notable of fighting records for Australian warships.

This is H.M.A.S. SYDNEY, a cruiser of 5,800 tons, another famous Australian warship. The SYDNEY became famous for the destruction of S.M.S. EMDEN off Coros Island in 1914 — her first naval victory.

H.M.A.S. PERTH, one of Australia's Second World War losses. She ran into heavy Japanese naval forces, and after a heroic battle was sunk in Sunda Strait. Note the canvas flap to break up the funnel outline.

The submarine A.E.1, our first war loss. A.E.1 disappeared off New Britain in September, 1914.

The Navy July, 1961
at the daring attack on Zeebrugge, but an unfortunate collision with the cruiser NEW ZEALAND robbed the Battle Cruiser of her chance of participating in the Battle of Jutland.

The R.A.N. Destroyer Flotilla moved to the Mediterranean in July, 1917, and began Adriatic Anti-Submarine patrols in October. From then until the cessation of hostilities, the ships operated in these areas. In the same year SYDNEY made naval history by engaging in a running fight with Zeppelin L 43. It is a very interesting fact that in the December of that year both SYDNEY and AUSTRALIA successfully launched aircraft from their decks.

The aftermath of the war brought a world-wide period of naval retrenchment and disarmament conferences. Drastic changes and reductions in the R.N. were accentuated by the Washington Treaty of 1922 and, later still, by the economic depression of the early thirties.

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July, 1941

BATROSS and ANZAC. For reasons of economy, the Naval College transferred from Dervis Bay to Flinders Naval Depot in June, 1939, and cadet entries were suspended. The numbers of officers and men were drastically reduced and recruiting ceased. OTWAY and OXLEY were turned over to the R.N. and the practice of exchanging Australian Ships with British Ships, began in 1924, was cancelled. 1932 saw the lightening of the dark clouds of financial stringency. Recruiting was resumed that year, and the Survey Service with MORESBY recommenced the following year. In the same year, too, the Destroyers STUART (leader), VAMPIRE, VOYAGER, VENDETTA and WATERHEN (later to earn undying fame as the Scrap Iron Flotilla) were added to the R.A.N. to replace the now obsolete "S" and "T" Class destroyers.

From the time of Hitler's rise to power in 1933 the Navy steadily expanded. Three new light cruisers, SYDNEY (ex PHAROON), HOBART (ex APOLO), and PERTH (ex AMPHION) were added to the Fleet by 1939 and the Sloops YARRA and SWAN were built at Cockatoo. ALBATROSS transferred to the Royal Navy in part payment for HOBART.

Thus the outbreak of World War II found the strength of the R.A.N. standing at: 2 Heavy Cruisers (AUS­ TRALIA, CANBERRA); 4 Light Cruisers (SYDNEY, PERTH, HOBART, ADEL­ AIDE); 3 Destroyers (STUART, VAM­ PIE, VENDETTA, VOYAGER, WATERHEN); 2 Sloops (SWAN, YARRA); 1 Survey Vessel (MORESBY); Permanent Naval Forces totalled 3,440 and there were 4,819 in the Reserves.

In October, 1939, the Des­ troyer Flotilla under Com­ mander H. M. L. Walier, R.N., sailed en route for Singapore and the Mediterranea.

1940 saw the Sloops PARRA, MATTA and WARRREGO com-
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SYDNEY • MELBOURNE • ADELAIDE • PERTH
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We offer our Heartiest Congratulations to the Navy on this their Golden Jubilee Year.
Java fell and the last R.A.N. ships withdrew from Tjilatjap. On 4th March the tiny Sloop YARRA was protecting a small convoy when it was attacked by three Japanese heavy cruisers and four destroyers. The entire convoy was lost but YARRA put up a most gallant fight. Only 13 of her crew of 155 survived.

VAMPIRE was sunk by Japanese dive-bombers in the Bay of Bengal on 10th April but the tale began to turn with the battle of the Coral Sea on 8th-9th May, with AUS-

TRALIA and HOBART representing the R.A.N. in that action. Elsewhere also the R.A.N. were active. NESTOR in May took part in the hunting down of the German battleship BISMARCK, but in mid-June, she was sunk by German dive-bombers in the Mediterranean. NAPIER, NEMAN and by the torpedoing of the replacement CANBERRA and the sinking of the HAN in that the Timor coast on 25th September, and on the mainland. The R.A.N. were well-represented in these phases. CAIRNS, CESSNOCK, GAILEY, GREENDON, IPSWICH, LISMORE, MARYBOROUGH and WOLLONGONG taking part.

SHROPSHIRE commissioned in the R.A.N. on 17th April to replace CANBERRA and the tempo of the Allied Pacific offensive quickened. The torpedoing of the hospital ship CENTAUR off the Queensland coast with the loss of 268 lives horrified the nation, but retri-

bution was swift and relentless. Large scale Allied landings began, and those at Arzew and Cape Gloucester were supported by AUSTRALIA, SHROPSHIRE, ARUNTA and WARRAMUNGA. On the debit side, HOBART was torpedoed on 29th July but lived to fight again. The Mediterranean highlight was the arrival of the surviving Italian Fleet in Malta in abject surrender on 12th September. MacArthur's policy of "island hopping" was intensi-

fied throughout 1944. In both Europe and the Pacific, the smoke of battle was in the air, and for the Japanese. Over-

shadowing, perhaps, the year's greatest crises was the sinking of the hospital ship T.A.I.N on the Australian coast on 3rd June. The year 1943 saw the inexorable march to ultimate Allied victory gather momentum. January brought the final collapse of the Japanese campaign in Papua, and February witnessed the completion of the Japanese defeat in Malaya. The surrender of all Axis forces in the North African campaign on 8th May presaged the unconditional surrender of Italy on 8th September after the Sicily landings on 10th July and subsequent operations there and on the mainland. The R.A.N. were well-represented in these phases. CAIRNS, CESSNOCK, GAILEY, GREENDON, IPSWICH, LISMORE, MARYBOROUGH and WOLLONGONG taking part.

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W.R.A.N.'s were disbanded in February, 1947, but were re-established in 1951, and still form an efficient branch of the R.A.N.

From the outbreak of hostilities in Korea in June, 1950, until the armistice of July, 1953, the R.A.N. supplied ships to the prominent operational theatres in that area.

Altogether 9 ships formed Australia's naval contribution to the naval forces of the United Nations — SYDNEY, ANZAC (2 tours), TOBRUK (2 tours), RATAAN (2 tours), WARRAMUNGA (2 tours), and the frigates MURCHISON, CONDAMINE, SHOALHAVEN and CULGOA.

311 officers and 4,386 ratings served in operational areas — 32 were awarded decorations, including 6 American medals, and 24 were mentioned in despatches.

During their tours of duty in Korea, ships of the R.A.N. steamed some 463,000 miles and their main armament fired more than 28,000 rounds.

In 1952, SYDNEY's aircraft were extremely active, reaching a maximum of 80 sorties in one day. Altogether 9 ships were furnishing fighter aircraft, and 20,000 rounds of 20 mm shells were fired and many thousands of rockets were launched.

The smaller ships, too, added to the enviable reputation of the R.A.N. for sustained daring and endurance. BATAAN highlighted her activities by a successful daylight raid on the Pongau-Myon Peninsula and ANZAC was the leader of a unit whose task was to defend friendly islands, maintain the blockade of the enemy coast and shell enemy positions and railways.

Over the years, the Navy's shore establishment has expanded and multiplied, initially, virtually all shore training for the Permanent Naval
The bristling array of radar antennas surmounting parts of the X.O. School bears silent witness of the involved operating procedures that are mastered by the ratings of that branch.

Across the Harbour, H.M.A.S. PENGUIN, at Balmore, contains the Naval Hospital, and in the same grounds are two Schools — the Navigation-Direction School and the R.N. Radio School, which is a grim reminder of the "new look" in global warfare, the Atomic, Biological and Chemical Defence School.

To the west of the city, at Quaker's Hill, H.M.A.S. SHIRAZ, formerly known as R.A.N. Air Station, is now the Apprentice's Training Establishment. From here, as a result of two intakes per year and upwards of 4 years of intensive tuition, a steady stream of finely trained and skilled artisans is being channelled into the ranks of the Service.

A hundred miles south of Sydney the Fleet Air Arm Station, H.M.A.S. ALBATROS, covers a wide area just outside Nowra. Here, in addition to the normal flying training for aircraft and plane servicing and maintenance, a comprehensive and continuous meteorological service is provided and meteorological and photographic training also is given.

A recent innovation is the Junior Recruits Training Establishment, H.M.A.S. LEO, at Fremantle where young lads are given 12 months' general education and preliminary naval training before being drafted as recruits.

At H.M.A.S. and BELCONNEN, outside Canberra, giant radio receivers and transmitters handle Naval and other communications, and a relay W/T Station, COONAWARRA, is at Darwin.

In each capital city a Reserve Training Depot also is maintained, but as the Navy is kept trained to high pitch of efficiency in modern naval developments and procedures, it is found that the Navy also trains in the years of peacetime, the numbers of skilled, highly skilled instructors.

On South Head, at the entrance to Sydney Harbour, H.M.A.S. WATSON, an imposing array of buildings, houses the Torpedo and Anti-Submarine School and also the Navigation-Direct School. Associated with the former School, to give practical experience following the training with simulated responses ashore, are submarines of the Royal Navy, based at Balmore.

The bristling array of radar antennas surmounting parts of the X.O. School bears silent witness of the involved operating procedures that are mastered by the ratings of that branch.
PRESS INTERVIEW WITH
The President of the Navy League of U.S.A.

The outgoing President of the Navy League of the United States, Mr. F. G. Jameson, had this to say in a recent Press interview.

Mr. Jameson has proved a very energetic President and in his two years of office visited, at his own expense, nearly all of the League's local Chapters, with the object of bringing his defence and anti-Communist message to the public.

Reporters asked:

Q. Mr. Jameson, do you think that the new budget is large enough to provide our nation with adequate defense?

A. Yes. In fact it is my belief that $1 billion budget is insufficient to cover all our defense needs. It is important to realise that about $1 billion of the total is "M" and "41" maintenance and operation money, which leaves $19 billion which can be used for hardwar and other purposes.

If all hands buy anything that possibly would be good for national defense irrespective of cost, we would be bankrupt in short order. If, on the other hand, programs are cancelled, even though they may have some value, when other better programs come along, we do have sufficient money.

We must have sufficient retaliatory power to be able to knock out the enemy after they have struck the first blow. If we have this much power and they know it, they will never attack. It is imperative, however, that we do not have merely nuclear defense, but we must have the money to build them.

The greatest need for funds, in my opinion, is to maintain the Navy, which has a budget of $1 billion for new ships, and does not have the money to build them.

The Navy most certainly needs new ships for the internationally of the ones we have today were built during World War II and are becoming obsolete just at a time when the ability to control the seas of the world and to deal with them to the enemy is most important.

Although I think that a proper defense system such as Nike and Zeus defense system could truly knock out half of an attacking force, I am against the $7.5 billion development and production costs which, in my opinion, could better be spent on manned reconnaissance aircraft. The enemy knows the exact location of and which is our nuclear forces.

Mr. Jameson announced that the nuclear air defense cost for the year 1963 was $1 billion — since K & I) costs make the first plane cost $1.25 billion and $2.5 billion re-equips the modern Army — whereas I am strongly against the $1 billion money could buy 14 fully equipped nuclear submarines with missiles or completely re-equips the Army most in terms of this budget.

Q. Do you think that the new budget is large enough to provide our nation with adequate defense?

A. In my opinion, it is not from our senior defense officials are not released to everyone and irresponsible people who have all of the information, Senior officers know better than to jeopardise the security of our country by revealing military secrets, and to gag them from telling the truth about the communist threat is childish and shortsighted.

Q. What do you consider to be the most serious weakness in the Defense Department today?

A. In my opinion, there are two serious weaknesses. First, the overburden of civilian control. Wonderful dedicated Americans give up important jobs to come to Washington at great sacrifice, but there are too many of them. If you bring an important man in, he has to have a staff. These important men and their staffs, in my opinion run our defense ark and be responsible for educating a new bunch of amateurs each time.

The second weakness evident is the present hue and cry of the people who in 1947 could not live with the Army and opinion, it is not from our senior defense officials are not released to everyone and irresponsible people who have all of the information, Senior officers know better than to jeopardise the security of our country by revealing military secrets, and to gag them from telling the truth about the communist threat is childish and shortsighted.

Q. What do you believe to be the greatest threat to our country?

A. The unwillingness of most Americans to recognise that the true greatness of our country lies in all of its freedoms, and the unwillingness of these same people to realise the real hard dangers of communism.

The Communists believe strongly in their ideology. Most Americans just accept our freedoms as something that they have always had. Lenin's School of Psychological Warfare with Pavlovian theories on conditioned reflexes and mass psychology started on the Island of Capri, in Italy, and Paris in 1917.

This group went into Russia and started the Lenin School of Psychological Warfare, which taught the Communists how to use conditioned reflexes and mass psychology to create a new world order.

One of their first tasks was to educate the Russian people to accept their new government. They did this by telling them that the Bolsheviks were fighting for freedom and democracy.

But the truth about the communist threat is that it is a threat to our freedom. The Communists believe that they can make people do what they want by using fear and propaganda. They do not care about the truth, only about what will work to achieve their goals.

The Communists believe in the power of the mind. They believe that if they can make people think one way, they can control their actions.

The Communists believe in the power of the people. They believe that if they can create a mass movement, they can change the world.

The Communists believe in the power of the state. They believe that if they can control the government, they can control the country.

The Communists believe in the power of the economy. They believe that if they can control the money, they can control the people.

The Communists believe in the power of the military. They believe that if they can control the military, they can control the world.

The Communists believe in the power of the propaganda. They believe that if they can control the propaganda, they can control the minds.

The Communists believe in the power of the education. They believe that if they can control the schools, they can control the minds.

The Communists believe in the power of the arts. They believe that if they can control the arts, they can control the minds.

The Communists believe in the power of the sports. They believe that if they can control the sports, they can control the minds.

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The Communists believe in the power of the democracy. They believe that if they can control the democracy, they can control the minds.

The Communists believe in the power of the communism. They believe that if they can control the communism, they can control the minds.

The Communists believe in the power of the revolution. They believe that if they can control the revolution, they can control the minds.

The Communists believe in the power of the counter-revolution. They believe that if they can control the counter-revolution, they can control the minds.

The Communists believe in the power of the collaboration. They believe that if they can control the collaboration, they can control the minds.
Japan and Venezuela, making it appear as though we have no friends abroad.

It is up to every American leader, especially the military, to be sure that the people of this country realise how important our freedoms are and that if we lose any of them we are in danger of losing all of them.

They also realise how terrible it is to live in a communist society. If they cannot only defend our real society, but also point out the weakness of the Red America, but also point out that we lose any of them we are tant to our freedoms are and that we must be sure that the people of the United States Army are in that spirit that they is happy to serve you.

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Monthly List of Interesting Historical Dates

JULY 1940
1st H.M.A.S. STUART sinks submarine between Crete and African Coast.

1942 Germans reach El Alamein.


2nd

1944 U.S. Landings at Nieuxfour Is. Preliminary bombardment force included H.M.A.S. AUSTRALIA, ARCTICA and WARRAMUNGA.

3rd The Royal Navy, in a series of actions at Oran and Mers-el-Kebir, sinks, or puts out of action, important units of the French Fleet.


5th Kola Gulf Naval Battle.

6th Kola Gulf Naval Battle.

7th H.M.A.S. DIAMANTINA bombards Sohene Is., Toboloma Area.

8th H.M.A.S. STUART strikes a shodd, damages propeller and suffers heavy air-raid on return to Alexandria.

9th All resistance on Misopenh.

10th H.M.A.S. SYDNEY, STUART, VAMPIRE and VOYAGER co-operate with R.N. Ships in action in Gulf of Calabria.

11th Capture of Caen.

12th SYDNEY in cruiser action sinks Italian BARTOLOMEO COLLENI and puts sister ship GIOVANNI DELLA DORIA to flotilla.

13th Complete liberation of Caen. Important bridgehead over the Orne consolidated.

14th G.H.Q. closed in Melbourne, opened Brisbane. USAF discontinued, USAF S.O.S. created to assume its functions. U.S. Forces land on Guadalcanal in the Marinas.

15th Japanese landed Buna-Gona Area.

16th Guadalcanal invaded.

17th Japanese landed Buna-Gona Area.

18th Palermo captured by U.S. Forces.

19th U.S. Forces land on Guadalcanal.

20th U.S. Forces land on Tinian in the Marianas.

21st Japanese landed Buna-Gona Area.

22nd Guadalcanal invaded.

23rd Japanese landed Buna-Gona Area.

24th Palermo captured by U.S. Forces.

25th U.S. Forces land on Tinian in the Marianas.

26th ENSO creates to assume its functions. U.S. Forces land on Guadalcanal.

27th Japanese landed Buna-Gona Area.

28th Guadalcanal invaded.

29th Japanese landed Buna-Gona Area.


31st July, 1941

THE NAVY

31st July, 1941

THE NAVY

31st July, 1941
1945 Ultimatum to Japan issued by President Truman, Mr. Churchill and General Chiang Kai-shek.

27th
1942 Japs captured Kokoda Airstrip.
1944 U.S. Third Army breaks through the German lines, capturing Grunville and Avranches on 31st July.

28th
1942 Japs captured Kokoda Airstrip.

30th
1944 Allied Landings at Cape Oparaar, Amsterdam and Middleburg Islands, and at Cape Sansapor, near the western tip of Dutch New Guinea, included H.M.A.S. SHROPSHIRE and ARUNTA.

31st
1942 Kai, Aroe, Tanimbar Islands seized.
1944 Shore-to-shore landings, Cape Oparaar to Sansapor by elements 6th Infantry Division. All resistance ends on Tinian. U.S. Landings at Sansapor.

H.M.A.S. MELBOURNE in Captain Cook Dock

H.M.A.S. MELBOURNE recently returned to Sydney after three months' exercises with Seato Forces in the Far East.

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