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2. 'ORSOVA'
   Mar. 27-Apr. 12. From Sydney. To Nuku'alofa, Savu, Noumea, Hayman Island. Returns via Whitsunday Passage, pass Lord Howe Island and Ball's Pyramid. Fares from: First, $594 (£197); Tourist, $278 (£139).

3. 'CHUSAN'

4. 'HIMALAYA'

5. 'ARCADIA'
   Aug. 30-Sept. 12. From Sydney. Pass Ball's Pyramid and Lord Howe Island to Honiara (Solomon Islands), Lautoka and Suva. Returns via Havannah Passage and Noumea. Fares from: First, $312 (£150); Tourist, $220 (£110).

6. 'ORSOVA'
   Oct. 19-Nov. 16. From Sydney: Via New Georgia Sound (The Slot) to Jiiran for 8 days, with calls at Yokohama (Tokyo), Kobe and Nagasaki. Returns via Hong Kong, passing Yap Island. Fares from: First, $838 (£419); Tourist, $464 (£232).

7. 'ARCADIA'
   Dec. 20-Jan. 2. From Sydney. Pass Lord Howe Island, Ball's Pyramid and Lord Howe Island to Savu, New Zealand, calling at Bay of Islands, Auckland and Picton. Fares from: First, $316 (£158); Tourist, $208 (£106).

8. 'ORSOVA'
   Dec. 21-Jan. 30. From Sydney. To Hobart, then to New Zealand, cruising in Pelorus and Queen Charlotte Sounds, and calls at Wells' gpo. Fares from: First, $202 (£101); Tourist, $144 (£72).

Ask about connecting travel to and from Sydney in the ship or by other means before and after the Cruise.

Allocation of a cabin at a particular rate depends on availability at the date of application.

Contributions Invited

The editor invites persons to submit articles and photographs for inclusion in the magazine. All contributions should be addressed: The Editor, "The Navy", Box C178, Clarence Street Post Office, Sydney, N.S.W., Australia.

The editor does not hold himself responsible for manuscripts, though every effort will be made to return those with which a stamped and addressed envelope is enclosed.
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WRANS 25 YEARS OLD
The Women’s Royal Australian Naval Service—WRANS—were 25 years old on 28th April, 1966.

On 28th April, 1941, fourteen WRANS joined H.M.A.S. Harman, the Navy’s radio station in Camberra, as the first women in the R.A.N.

Twelve of the girls were telegraphists and two were cooks. At the end of World War II about 3,000 women were wearing Navy uniform and doing men’s work ashore.

The WRANS were disbanded in 1948 but reformed in 1951. Today there are 600 WRANS and 17 RAN officers serving in the R.A.N.

The Navy employs WRANS as radio operators, writers, clerks, attendants, drivers, stewards and cooks, thus allowing more sailors to be free for sea duty.

SAILORS BUILD WHARF
Sailors from H.M.A.S. Denrem have undertaken a civil aid project on a small island in eastern Malaysia.

They have built a pontoon wharf for use by trading craft visiting the island of Salakan, about 110 miles from Tawau, in Sabah.

About 250 ladies live on Salakan and depend on fishing and copra for their livelihood.

Nine sailors have spent two weeks on Salakan, living under canvas while they constructed the pontoon 50 yards from shore.

Wood supplied by the local natives who will build the walkway between the pontoon and shore.

ABOLITION OF SEMAPHORE
The Royal Australian Navy has abolished semaphore signalling, which had been in use, first in Britain, then in Australia, for more than 150 years.

The R.A.N. will continue to use flag signals of the international code.

The Royal Navy has also ceased training sailors in the use of the semaphore.

In recent years semaphore has been used in the Royal Australian Navy only as an alternative to more modern systems such as radio, signal lamps and, during the refuelling, when ships are in close company.

While men who can send and receive semaphore are serving in R.A.N. ships captains may continue to use the system in such operations as refuelling at sea, but as new sailors join, the practice will die out.

CONSTRUCTION PROGRAMME
The R.A.N. has begun a reconstruction programme at Garden Island that could cost more than $3 million.

Additional facilities are needed to service the three new missile destroyers Perth, Hobart and Brisbane.

The work includes the construction of three wharves and a large workshop on the Rushcutter Bay side of the island. This section will cost about $1,250,000. An additional $800,000 will be spent on building a new wharf on the west side of the entrance to Captain Cook Dock.

Other works earmarked for completion within the current Navy budget are: A support facility for submarines in Sydney Harbour to cost $3,200,000; Tartar and other missile firing ranges at Jervis Bay ($170,000); a weapons workshop at Williamstown Dockyard to cost $250,000; and accommodation buildings at H.M.A.S. Cerberus, Westernport and Darwin $800,000.

ADDITIONAL “TRACKERS”
The 14 Grumman Trackers recently ordered by the Royal Australian Navy to widen H.M.A.S. Melbourne’s effective search area are to be supplemented by a further six Trackers which will supplant the Gannets of No. 816 Squadron in the R.A.S.W. role.

NEW SYDNEY TUG
J. Fenwick and Co. Pty. Ltd., of Sydney, has placed an order with Adelaide Ship Construction Pty. Ltd., for a new tug to operate out of Sydney. The new vessel will be fitted with a Mirrlees National KSSGMR6 diesel propulsion unit, similar to the units installed in two other Fenwick tugs, the “Farm Cove” and the “Manly Cove”. All diesel tugs in the Fenwick fleet are equipped with Mirrlees National propulsion engines. The new tug’s engine is similar to the unit installed in the Queensland tug “Carlock”, which recently made news when it rescued a Royal New Zealand Navy cruiser and towed it from the Coral Sea to Auckland. The new Fenwick tug is expected to be ready for service early in 1967.

FIREFLYS’ LAST FLIGHT
An era in Australian Naval Aviation ended in March, with the flight of the R.A.N’s last four “Firefly” aircraft to Bankstown, New South Wales, for disposal by the Department of Supply. The aircraft were flown from H.M.A.S. Albatross, the Naval Air Station at Nowra and the others from Melbourne, Victoria.

Since the Fireflies were replaced by the Gannets in 1956, they have been used as trainers, for spotting bush fires and as target towing aircraft for gunnery training. Over the years they have been gradually phased out of service.
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**BRISBANE LAUNCHED**

Australia's third guided missile destroyer (DDG), Brisbane, was launched at the Defoe Shipbuilding Yard, Bay City, Michigan, U.S.A. on 6th May, by Mrs. F. C. Chaney, wife of the Minister for the Navy.

The ceremony took place in fine but windy weather before a crowd of more than 2,000 people. During the hour-long ceremony speeches were made by the shipyard chairman, Mr. Thomas Defoe; Rear Admiral J. J. Fee, U.S.N. and the Honourable F. C. Chaney, M.P. The Lady Mayoress of Brisbane, Mrs. Sylvia Jones, read a letter from the Premier of Queensland and also presented a Brisbane City Crest to the ship.

Brisbane is now fitting out before commissioning at the end of 1967.

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**Fleet Air Arm Trophy**

The annual award for the best all-round squadron in the Fleet Air Arm — the "Collins Trophy" — has been awarded to Number 817 Squadron (operating from H.M.A.S. Melbourne) for its outstanding effort in meeting many varied commitments during the past year.

South-East Asian Duty

Three ships of the Australian Fleet (Melbourne, Yarra and Supply) sailed on 24th March for duties in South-East Asian waters.

The ships are serving with the British Commonwealth Strategic Reserve.

The Flag Officer Commanding the Australian Fleet, Rear Admiral V. A. Smith, is flying his flag in H.M.A.S. Melbourne.

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**THE NAVY, MAY-JUNE-JULY, 1966.**
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Presentation of a portrait of H.M. the Queen. (L. to R.) Mr. W. E. S. Brennan, Cndr. Richards, the Hon. L. H. Bury, M.P., Vice Admiral Sir John Collins.

ABOARD H.M.A.S. PERTH
Inspecting the "Tartar" Missile system (L. to R.) Cndr. A. A. Townsend, Rear Admiral H. A. Shower, Vice Admiral Sir John Collins.

More than 200 members of the Navy League and their friends visited Australia's new guided missile destroyer (DDG), H.M.A.S. Perth at Garden Island, Sydney, on Sunday, 17th April. All guests were given a most comprehensive inspection of the ship and deeply appreciated the excellent organisation of the tours conducted by the ship's officers.

The visitors also witnessed the presentation to the ship by Mr. W. E. S. Brennan, of a portrait of Her Majesty the Queen.

**RED CHINA HAS MISSILE SUBMARINE**
The U.S. Defence Secretary, Mr. Robert McNamara, when addressing a meeting of Foreign Ministers of the fifteen member North Atlantic Treaty Organization (N.A.T.O.) stated that China had a ballistic missile submarine, further, that she may be able to produce atomic weapons in the next two years. He said it was estimated that Peking could have medium-range missiles by 1967 and ocean-hopping intercontinental missiles by 1975. He also estimated that China would have nuclear material to make nuclear bombs for aircraft as well as missile warheads. Mr. McNamara also gave a stern appraisal of China's conventional military forces. He said their standing army of 2.3 million men was the world's largest and was backed by mammoth reserves. The Chinese Air Force now was estimated to total 1,500 planes—Soviet designed MIG 15's, 17's and 19's, plus a few supersonic MIG 21's. He classed this as a large Air Force but said it was armed by aging equipment.

Peking's conventional, non-nuclear military might could not be ignored, he said. Its shadow now hung over India, Vietnam and Laos, and it might be used to support Peking-backed guerrilla warfare in Africa, Latin America and Asia. Recruits were being trained in Latin America for this purpose. Thailand already had been "targeted" by Peking for insurgency warfare.

Mr. McNamara reassured NATO that the United States would not tower its military guard in Europe, despite its commitment in Vietnam.
New Patron for New South Wales Division

His Excellency Sir Roden Cutler, V.C., K.C.M.G., C.B.E., K.St.J., the Governor of New South Wales, has accepted the position of Patron of the New South Wales Division of the Navy League of Australia.

Fellows and Associates of the League are deeply appreciative of the honour His Excellency has been pleased to bestow upon the Division.

Sir Roden, an Army V.C. winner, has had a distinguished career. Upon discharge from the A.I.F. he became State Secretary of the R.S.L. and in 1943 was appointed Assistant-Deputy Director of Security Services in New South Wales.

Later in 1943 he became Assistant Commissioner for Commonwealth Repatriation. This post he held until 1966, when he entered the Diplomatic Service. The Commonwealth Government appointed him High Commissioner to New Zealand, a post he held until 1952.

His other diplomatic appointments have been:

1952-55 — High Commissioner to Ceylon.
1955-56 — Australian Minister to Egypt.
1957 — Secretary-General of SEATO Council and Military Advisers’ Meeting, in Canberra.
1957-58 — Chief of Protocol in the Department of External Affairs, Canberra.
1959-61 — Australian High Commissioner to Pakistan.
September 1965 — Ambassador to the Netherlands.

Mr. Cutler, born at Manly, was educated at Sydney High School and the University of Sydney, where he graduated Bachelor of Economics. He won Sydney and Australian Universities blues for swimming and represented N.S.W. in interstate Services shooting for several years before 1939.

THE NAVY LEAGUE OF AUSTRALIA
(Victorian Division)

STATEMENT OF RECEIPTS AND EXPENDITURE FOR SIX MONTHS TO 31/12/65

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<th>Description</th>
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SEA CADET CORPS NEWS

Report of Activities and Training Undertaken by the New South Wales Division for the Quarter Ending 31st March, 1966

Ten Officers, one Chief Petty Officer Instructor and five Petty Officer Instructors attended a special course in H.M.A.S. Melbourne from 3rd-12th January, and this proved to be most comprehensive in that all aspects of ship routine were covered and this included the allocation of officers for duty watches.

Cadets carried out continuous training in H.M.A.S. Albatross and H.M.A.S. Penguin from 9th-11th January. In the latter establishment a Boat Charge Certificate Course was conducted, whilst at the Naval Air Station one posting of Cadets attended an Air Badge Course, and another posting a course for the Physical Training Instructors Badge — the first such course of its kind to be held for Sea Cadets. Despite the extremely high physical training standard set by the Naval Instructors, it was indeed pleasing that 75% of the total number of Cadets qualified.

The second R.A.N.R. Petty Officer Divisional Course commenced in H.M.A.S. Rushcutter on 3rd February, and with the permission of the Commanding Officer (Reserve), eight Sea Cadet Petty Officer Instructors are participating.

Training weekends completed and those still scheduled to take place for the period under review are as follows:

- H.M.A.S. Yarra — 18th-20th March.

H.M.A.S. Vendetta — 18th-20th March.

The Annual Swimming Carnival was held in H.M.A.S. Penguin on Saturday, 19th February, and a high standard of swimming was witnessed. Two Units were involved in a “photo-finish” for the Points Score Trophy and the end result was that both T.S. Sydney and T.S. Sirius gained equal points. Each Unit will, therefore, hold the Cup for a period of six months. T.S. Condamine were also a most successful Unit winning both Relay trophies. At the conclusion of the Carnival, Mrs. Show eres, the wife of the President of the Navy League of Australia, N.S.W. Division, kindly consented to present the medals and trophies.

Special arrangements were made for 150 Cadets to inspect H.M.A.S. Perith at Sydney Cove during the afternoon of Saturday, 12th March.

T.S. Striker was permitted to conduct a shoot on the 22 range in H.M.A.S. Watson on 12th March.

To farewell Sea Cadet Commander D. J. Mort on his retirement, the Senior Officer gave a farewell party for him on Friday, 4th March.

The Annual Inspection of all Units by P.O.C.E.A’s Representatives, the Commander of Officers and Instructors of the Corps in the new operation II years and has been shared by P. Pellerin, P. Umbrasa, for the coming year R.C.S.C.C. Royal Sovereign will be the holders of the Duke of Edinburgh Ship’s Bell Challenge Trophy which will be returned to Canada by last year’s winner, Limhamn Sea Cadet Corps. Malmo, Sweden.

The 5th Annual Sea Cadet Corps this year placed second and will receive the trophy of the Navy League of Great Britain which has been held by the T.S. Sydney for the previous year.

The Navy League of Australia’s Trophy for the third place winner remains in England for a second year with the Isle of Portland Corps in Dorset receiving the trophy from the Jellicoe Corps of Newcastle.

This competition has been in operation 11 years and has been won six times by Canada, three times by England and once each by New Zealand and Sweden. Final scores of targets is conducted for the Navy League by the Dominion of Canada Rifle Association.

Top individual results were shared by P. Pellerin, P. Umbrasa.
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The Division, led by the
R.A.N.R. band, “Marched Past”
outside the Chapel; Admiral Morri­
son taking the salute.

TOP SEA CADET A GIRL
At the annual passing-out parade
of the Pretoria Sea Cadet Corps
last month 18-year-old Judy de
Reuche became the first girl to win
the trophy for the outstanding cadet
of the year. She competed on equal
terms with 50 boys and seven other
Girls.

Judy is also the first girl to reach
the rank of leading seaman. For
this she passed 38 seamanship sub­
jects, including musketry.

In addition to these two achieve­
ments she was also awarded the
tray for the best shotist in the
detachment.

Judy joined the corps two years
ago and is now attempting to
qualify for her airman’s badge. The
corps opened its membership to
Girls six years ago.

ANNUAL CHURCH PARADE
OF THE NEW SOUTH WALES
DIVISION
The annual Church Parade of
the New South Wales Division of
the Corps was held at Garden
Island Dockyard Chapel on Sunday,
29th May, 1966.

Approximately 300 Cadets
paraded and were inspected by the
Flag Officer in Charge East Aus­
tralia Area, Rear Admiral T. K.
Morrison, C.B.E., D.S.C., R.A.N.

The chapel service was conducted
by the Base Chaplain, Reverend E.
J. Rolfe, R.A.N., the lessons being
read by a member of the Corps
and Admiral Morrison. The Divi­
SION’S Colours were “laid up” in
the Sanctuary during the service.

A service was also held aboard
H.M.A.S. Perh.

The address being delivered by Reverend E. J. Rolfe, at the Annual Church
Parade of the N.S.W. Division of the A.S.C.C.
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Instructional camps are arranged for Sea Cadets in Naval Establishments, and they are also given opportunities, whenever possible, to undertake training at sea in ships of the Royal Australian Navy.
Cadets, if considering a sea career, are given every assistance to join the Royal Australian Navy, the Mercantile Marine or the Royal Australian Naval Reserve, but there is no compulsion to join these Services.

For further information please contact the Divisional Senior Officer in your State, using the Form provided below.

Senior Officers, Australian Sea Cadet Corps
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Page Twenty

A Naval officer was dating a young girl who assured him she had never been out with a sailor in her life before.

"Where shall I meet you, honey?" he asked.

"Oh," she replied, "I'll be to port of the harbour, where the liberty boat lands, at 19.30 hours, and don't you dare turn up 'three sheets in the wind' or I'll climb the rigging."

"I can't marry you," said the sailor to the girl. "We have nothing in common. You don't even know the difference between port and starboard."

"Couldn't I look at the labels on the bottles?" she asked.

An officer on board a battleship was drilling his men. "I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now begin!"

After a short effort, one of the men stopped.

"Why have you stopped, Cassidy?" asked the officer.

"If you please," was the reply, "I'm free-wheeling.

The Royal Swedish Navy
A REVIEW

Since the end of the Second World War, about five per cent. of Sweden's gross national product has been used for defence purposes. Sweden's defence expenditure must be viewed against the background of the countries "alliance-free" policy.

Extensive research is conducted into defence equipment. This research proves very expensive when all equipment designed and manufactured is solely for the use of the country, very little if any is sold to other countries. For these reasons, defence material is more expensive in "alliance-free" Sweden than in the neighbouring NATO countries. Sixty-five per cent. of Sweden's defence expenditure is for the purchase of military equipment — Sweden does not receive any foreign military aid. Equipment (like the British Seacat, surface to air missile), which for various reasons is obtained from abroad, is paid for in cash. Approximately seven-eighths of the equipment expenditure for the armed forces stays within the country.

The Total Defence of Sweden
During the last 150 years Sweden has been preserved from war. Today, as in the past, the desire to maintain peace and freedom in the country constitutes the ground for Sweden's foreign policy. The Swedish Government believes that the best way to attain this aim is to stay out of the alliances of the Great Powers. At the same time it is obvious that an independent policy of this kind requires strong armed forces to preserve the independence of the country, as long as there is no evident relief of the tension between the Great Powers and of international disarmament. Sweden's foreign and defence policies which are supported by the nation as a whole, serve the same peace-preserving purpose. By this policy Sweden even wants to contribute to peace and stability in Scandinavia.

In accordance with this non-aligned and peace-preserving policy and according to her ability and to the principles of the United Nations, Sweden tries to contribute to the peaceful collaboration between the nations. The Swedish policy may therefore be characterized as an active peace-policy.

It is equally important that the Great Powers should have confidence in Sweden's will and capability to defend herself. If Sweden were attacked or exposed to hard political pressure by an adversary and if any of the Great Powers should have doubts about Sweden's will to fight, this Great Power might be tempted to take the first step itself and, by attacking Sweden, try to prevent the adversary to obtain bases on Swedish territory.

Should Sweden be attacked, despite her wish to remain neutral, the chief task of her armed forces is to prevent the aggressor from gaining a firm foothold on Swedish soil.
Today, however, war is no longer an affair confined only to the armed forces of a country. War today means total war, affecting countries involved and their people as a whole. The total war can therefore only be met successfully by total defence. The Swedish total defence must therefore be of such an all-round character as to be able to beat off an attack, no matter where or how it is launched. The state of preparedness must be so high that even a surprise attack on Sweden could be beaten off with her own resources.

The Military Defence must be fully integrated with the Civil Defence, Economic Defence and Psychological Defence. All four branches exist to solve the common total defence problems. Every Swedish citizen-man or woman-has a place in the Total Defence.

When estimating Sweden's chances to defend herself, it must also be remembered that the structure of the country offers favourable conditions for a successful defence against nuclear weapons. Sweden is a sparsely populated country with very few really large cities. Only three cities have more than 100,000 inhabitants. The possibilities of saving the population from air and missile attacks by means of extensive evacuation from cities are greater in Sweden than in many other countries. It has also been possible to reduce the effects of such attacks by going underground with shelters, stores and important defence constructions such as rock-hangars, tunnel-shelters for warships and coast-artillery.

The Swedish Armed Forces are well prepared for fast mobilization in different parts of the country. This fact makes it possible to meet a surprise attack at an early stage and with comparatively strong forces.

Large parts of the country would have to be attacked by amphibious forces, probably combined with airborne operations. Such a procedure would force the aggressor to a big employment of sea and air transportation, a fact rendering it difficult for him to launch his attack with very strong forces at one time. By using all her available defence resources Sweden believes she has a good chance of defending herself against invasions of all kinds.

The character of the total war has gradually increased the need for a co-operation between units from the three services. Co-operation has been planned and practiced for a long time. Peace-time planning is also aiming at a far-reaching decentralization in the case of war.
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The majority of the Navy's modern warships are attached to the Swedish Home Fleet which is almost entirely made up of commissioned ships.

Partly at special common schools. The greater majority of the conscripts receive supplementary training during repetition exercises at the combat units to which they belong.

Officers are trained at the Royal Naval College.

Wartime Organization

Operational command is exercised by the Commanders-in-Chief of the Naval Commands who have the following forces at their disposal during wartime: warship units, coast artillery forces and helicopter units. They also co-operate with attack and fighter reconnaissance units, etc., from the Air Force. The wartime organization also includes the Naval Coast Guard which is manned by personnel both from the Navy and from the coast artillery.

The coast artillery is co-ordinated with units from the Navy and the Army to form coast artillery brigades plus check battalions and companies made up to suit their specific local tasks for both naval warfare and land operations.

Even during peacetime, commissioned ships maintain a high state of readiness and can be put into action at short notice. Since most of the remaining warships are kept in "moth balls", fully fitted.
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Almost all the ships have been built within the country, and both the armament as well as the other equipment is predominately Swedish-made. In this respect, all the artillery pieces are manufactured by "Bofors", while the mines and torpedoes come from the Navy's own factories. The Swedish firm of A. B. Bofors, manufacture such modern naval equipment as 120 mm. (4.7-inch) automatic guns in various mountings, 3-inch automatic guns in single turret mounting, 57 mm. automatic gun in single deck mounting, 40 mm. automatic guns in various mountings, and 375 mm. anti-submarine rocket launchers.

In the field of missiles, foreign weapons are being used for the time being. The wire-guided French missile SS 11 has been placed on light vessels, while the British "Seacat" is being used to reinforce the close-range anti-aircraft artillery on board destroyers. Frigates and larger vessels. The destroyers Smaland and Halden are armed with sea-to-sea missiles.

The coast artillery is equipped chiefly with fixed and mobile artillery, a great deal of which is highly modern. The artillery guns are being supplemented with missile units. The French missile SS 11 is already in service and a coastal missile is undergoing trials. Mines are the other main weapon used by the coast artillery. Those are used and equipped, their commissioning time is short. Sections of the coast artillery can also be mobilized quickly. This is also true for the Naval Coast Guard, whose personnel generally live close to their place of wartime service.

The Naval Volunteer Reserve
(Sjövarmskaren)
The Naval Volunteer Reserve is a voluntary organization belonging to the Navy, and its chief task is the recruitment and training of conscript officers and N.C.O.'s. The members are made up of Naval Volunteer Reserve Cadets (about 1,200) and Volunteer Reservists (about 1,500). The latter are conscripts or war volunteers in the Navy.

Cadets aged 15-19 are trained during three summer and two winter courses, after which they are attached to the Navy as conscript officers and N.C.O.'s. When fully trained as officers, they serve on board motor-torpedo boats and auxiliary minesweepers, as gunnery officers on frigates and minesweepers, as radio operators or as combat information officers at observation centres. Fully-trained N.C.O.'s serve as helmsmen on board auxiliary minesweepers or at Coast Guard stations.

Naval Reservists usually remain in the Corps until the age of 47; however some of them remain as war volunteers until reaching 60 years.

Ships and Other Equipment
Sweden's modern Navy comprises one cruiser, eight destroyers, an equal number of large motor-torpedo boats, more than thirty small motor-torpedo boats and 22 submarines. In addition, there are some older destroyers that have been rebuilt as frigates, plus minesweepers and various support vessels (complete details of the fleet are given in a later section).
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The submarine "Valen" of the "Hajen" class.
The frigate "Mode"

The chief task of the Swedish Navy is defence against invasion and the protection of shipping. The defence zone includes the entire sea area all the way to the aggressor's coast. In this area, the defensive battle can be fought by several different means and for a considerable time.

Submarines make up the first line of defence. They can remain in the combat zone for long periods, are equipped with modern torpedoes (such as the 53 cm torpedo which is 7 metres long and weighs 1,600 kilos. High explosive accounts for 300 kilos of the weight) and in the future with missiles as well. They can also be used to lay mines. A "super submarine" now being designed in Sweden need surface only in exceptional circumstances. These super submarines will have an increased radius of action as well as greater submerged speed, manoeuvrability and striking power.

Closer to the Swedish coast, the submarines are backed up by powerful surface units composed of a cruiser, destroyers and motor-torpedo boats. These ships carry artillery, missiles and torpedoes as well as large quantities of mines. They operate alternately from different bases that provide the ships with cover and maintenance services. A base consists of a large archipelago region in which there are wartime mooring places, maintenance workshops and depots, stores, etc., well dispersed and often blasted out of the rocks. Few countries in the world are favoured with such ideal base areas for warships.

Still closer to the country's coast, there are anti-submarine and mine-sweeping units that also take part in the protection of shipping. Anti-submarine units consist of frigates, helicopters and "anti-submarine" submarines. Minesweeping units are made up of minesweepers, helicopters and salvage-diving patrols.

Developments in amphibious warfare have made the island-studded coastline especially vulnerable for invasion by sea. An aggressor could rapidly establish protected landing zones there. The invasion defence in the coastal areas therefore has a system of fixed firing points with long-range artillery fire plus mobile combat forces that can quickly be concentrated against an aggressor. The coast artillery batteries can from their granite and armoured installations direct heavy fire to
The icebreaker "Oden". Has four screws, two forward and two aft.

A "Vertol" helicopter using her "dipping sonar" to find an enemy submarine.

The remainder of the escort fleet comprises 12 fast Anti-submarine Frigates (Fregatten) ex-destroyers of World War II construction:

Four "Visby" class — Halsingborg, Kalmar, Sandviss and Visby (1,320 tons, full load displacement).

Four "Goteborg" class — Goteborg, Karlsholmen, Malmo and Norrkoping (1,300-1,400 tons, full load displacement).

Four "Mjolner" class — Mjoelne, Modo, Mjoelne and Munin (960 tons, full load displacement). Formerly rated as sea-going torpedo boats or coastal destroyers.

Submarines (Uboots) — Total 22 (conventionally powered).

Sweden is the fifth largest submarine force in the world — the U.S.S.R. has 425, U.S.A. 200, United Kingdom 42 and the People's Republic of China 30.

The fleet comprises:

Six of the "Draken" class, completed in 1961-62. Submerged displacement — 1,000 tons. These boats have fast diving capabilities.

Six of the "Hagen" class, completed in 1956-1960. Submerged displacement of 990 tons. Equipped with Schnorkels and have fast diving capabilities (see photograph of the "Vedem").

Three "Najad" class. These minelaying submarines were completed in 1963 and have a submerged displacement of 720 tons.

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ARGENTINA

Argentina's Aviation Naval will shortly retire its remaining Chance Vought F4U Corsairs which still equip the 2nd Air Attack Squadron aboard the ARA Independencia. The Aviation Naval hopes to replace the Corsair with the A-4 Skyhawk aboard the Independencia but is anxious to obtain more modern examples of this shipboard attack aircraft than the refurbished A-4Bs being supplied to the Fuerza Aerea Argentina. The Aviation Naval has also made representations to the government for the supply of Sikorsky S-61 helicopters for ASW and suggests that the Marinha do Brasil plans to augment its three helicopters of this type in the near future.

CANADA

A new combined armed forces helicopter training unit began training its first students at Rivers, Manitoba, at the end of October. The Rivers unit provides pilots from the three Canadian services with an eight-week course which includes 50 hours on the Hélicoptère CH-112. Previously the unit had trained only RCAF and Army pilots, the RCN contractor to Naval Installations

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This flight view of the Douglas A-4E indicates the load-carrying versatility of this single-seat fighter-bomber, ordered for the RAN to replace the Sea Venom which will reach the end of its service life in 1967. Twenty separate items weighing up to 8200 lb. can be carried on its bomb racks. Two 20 mm Colt cannon are fitted in the wing roots and external loads may include variations of nuclear or HE bombs, Zuni or Mighty Mouse rocket packs, Sidewinder infra-red missiles, Bullpup air-to-surface missiles (as seen above). Note the flight refuelling probe on the starboard side of nose. A-4E is powered by a Pratt & Whitney J52-P-6 of 8500 lb. st. Max. TO wt. is 24,500 lb. Empty wt. 9300 lb.

transport roles, and additional Grumman Albatross amphibians, but as Argentina's current military budget is completely expended there seems little likelihood of the service receiving new equipment in the immediate future.

BRAZIL

The recent arrival in the U.K. of Brazilian Navy personnel for training on Wasp ASW helicopters having its own helicopter training programme at H.M.C.S. Shearwater. The initial tri-service course just completed included four RCAF, one RCAF and five Army pilots, and basic helicopter training will now be the same for all three services. But RCAF pilots will undergo advanced training on the CHSS-2, RCAF pilots on the CH-113B Labrador, and Army pilots will continue their training at Rivers either near-completion ahead of schedule of the integrated Canadian Forces Headquarters; the ordering of a new tactical fighter (CF-5) for service in close support of ground forces; the introduction of new weapons and equipment, including armoured personnel carriers, helicopters, anti-tank weapons and the first submarine to be built expressly for Canada.

The submarine, Ojibwa, was built.

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at H.M. Dockyard, Chatham, and commissioned in September. She is intended primarily for training but will be readily convertible to operational service if required. Two more of the same class are building.

Four destroyer escorts of the St. Laurent class, converted to carry anti-submarine helicopters and fitted with the Canadian developed variable depth sonar, returned to service during the year. This brought to eight the number of helicopter destroyers in the Fleet. Meanwhile, delivery was accepted of more heavy Sea King helicopters. Some of these are to go into the Bonaventure.

State of the Fleet

The Government has announced a programme to re-equip her Forces up to 1970 and the programme includes the construction of four helicopter-destroyers larger than the current types, two operation support ships similar to the Provider (which at 22,000 tons, and commissioned in 1963, was the largest vessel of this type built in Canada), improvement of the Restigouche class destroyer escorts by the addition of new anti-submarine detection and armament systems, and improvements to the Tracker aircraft.

Bonaventure is to begin a half-life refit this year.

The R.C.N. has two first-line air squadrons for anti-submarine warfare, one armed with the Trackers and the other with the Sea Kings, and there are four other squadrons engaged in training, evaluation and similar services. Ever since the end of the second world war the R.C.N. has been primarily anti-submarine warfare. The Restigouche class was established in 1954 with the addition of two more ships to form the class.

A monitored broadcast from Radio Djakarta stated that the Indonesian exercise would last from one ship operations in the South China Sea.

A massed broadcast from Radio Djakarta stated that the Indonesian exercise would last from 19th May and end on 6th June. The SEATO operation is expected to begin on 19th May and end on 6th June.

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from H.M.N.Z.S Tamaki recently. Seven of the original class of eight will continue training this year to become officers on the Supplementary List.

New Survey

The first survey of the Hokianga Bar for more than 100 years is being made by the survey launches H.M.N.Z.S. Tauranga and the Tauranga of the Hydrographic Branch of the R.N.Z.N. The old chart of the area was compiled from a survey made by H.M.S. Pandora in 1851 and the Takuaps and Tahuaps may take up to two years to complete a survey of the Hokianga Harbour and its approaches.

SOUTH AFRICA

To be Sold

One of the first ships bought for the fledging South African Navy after the war, the S.A.S. Bloemfontein, has been sold. The 225-foot minesweeper and escort vessel ended her proud history as a warship on 16th March, at a sale in Simonstown.

A spokesman for the Department of Defence said that the Bloemfontein had become obsolescent. Her sister ship, the S.A.S. Pietermaritzburg, was recommissioned as a midshipmen's training vessel in 1962 and would continue service with the navy.

The Bloemfontein, carrying a complement of 85 men and officers and weighing 1,040 tons, was launched on December 20, 1944, as H.M.S. Rosamund, one of Britain's Algerine class ocean minesweepers and escort vessels.

Naval School

The *R150,000 Anti-submarine and naval tactical school for training officers and ratings in tactics will be completed by about August next year.

Situated near Seaforth Beach, Simonstown, the building is of unusual design and has such features as windowless airtight rooms and equipment described as “very secret”.

* Rand

Tactical Bombard—These two new versions of familiar aircraft, the FB-111A, bomber version of the TF.X, and the E-2 Hawkeye, an improved model of the Royal Navy's S.O. Frigate, are the newest armament systems. The FB-111 is being developed to operate from the U.S.S. Independence in the South Pacific, and the E-2 is in service with the R.N. and will no doubt be commissioned soon. Two Blue-Rays 68.148 spray helicopter engines giving an estimated speed of more than 200 m.p.h. at sea level.
As a result of operations over Vietnam by Attack Squadron 75 (VA-75) with the Grumman A-6A Intruder from the U.S.S. Independence, the APQ-88 tracking radar carried by the aircraft is being replaced by the APQ-112A. Modifications introduced during the period in which the Intruders of VA-75 were on operations included the provision of a landing force support weapon, the XMGM-52A Lance surface-to-surface missile. Exceptional accuracy is claimed to the Systems-Donner Autometer, a precision guidance system, the package has a cost of $3,200 (1,651 kg).

Successful landing and take-off operations. In Malaysia, on March 15th last, first flew to the flight field at the White Sands Missile Range, N.Mexico. In Florida, on March 15th last, the prototype hydrofoil gunboat (PGH) the U.S.N. Bureau of Ships has been launched. The two companies will be responsible for the design and engineering of the ship, and the construction work will be carried out at the Stewart plant, Long Island, New York.

The U.S. Navy commissioned the first Lance test firing was made at the White Sands Missile Range. The last launch was made on March 15th last. The Lance is a long-range, low-altitude, low-speed missile. Propulsion is obtained by a liquid-propellant rocket engine. The missile has a range of about 3.200 lb (1,451 kg).
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JAPANESE TO VISIT SYDNEY AND MELBOURNE

A training fleet consisting of four ships of the Japanese Maritime Self-Defence Force will visit Australia in August during the course of a three month, 17,900 mile cruise of the South-West Pacific.

The fleet will be in Sydney from 15th-19th August and Melbourne from 22nd-25th August.

The fleet, under the command of Rear Admiral Hidesumi Mizutani, will consist of the “Moon” class destroyer Akizuki (DD161), the flagship of the Maritime Self-Defence Force. This destroyer, like her sister ship Teruzuki, is of a new design, having a long forecastle hull, was received from the U.S.A. as part of the 1957 Military Aid Programme, but built in the Mitsubishi Zosen Company’s shipyards, Nagasaki, under an “offset” procurement agreement.

Designed as a flotilla leader, with a full load displacement of 2,890 tons, an overall length of 387 feet, Akizuki was laid down in 1958 and completed in 1960. She is armed with three, 5-inch dual purpose guns in single mounts (one forward and two aft) and four, 3-inch AA guns in twin mounts. Equipped with four, 21-inch torpedo tubes (quadrupled) and two homing torpedo launchers, she also has two radar systems and two sonar installations. Her anti-submarine weapons include two Hedgehogs, two Y-guns, one U.S. model Mk. 108 rocket launcher and two depth charge throwers. Machinery comprises two sets of Mitsubishi-Escher-Welsh geared turbines turning two shafts and developing 45,000 shaft horsepower. She carries 330 officers and men.

The visiting force will scatter wreaths at the entrance to Sydney Harbour in memory of the men in Japanese midget submarines who died during the ill-fated wartime mission in mid-1942.

The last visit to Australia by ships of the Japanese Maritime Self-Defence Force was in July, 1962.
Visits by U.S. Warships

Twice this year Australia has been privileged by visits from warships of the United States Navy.

On 1st March, five ships of the U.S.N. Anti-submarine Warfare Group I, under the command of Rear Admiral Evan P. Aurand paid a seven day visit to Sydney. Rear Admiral Aurand’s flagship, the U.S.S. Hornet, an ASW Support Aircraft Carrier, converted “Essex” class, was escorted by the Frigate (DL) John S. McCain, of the “Mistral” class, the destroyer Epperson of the “Bastile” class and two converted “Fletcher” class destroyers, Fletcher and Nicholas.

The group had completed a tour of duty with the Pacific Fleet and were returning to their respective home ports.

For two weeks before visiting Australia the group cruised from Japan, visiting and passing through several World War II battle areas, including Iwo Jima, Saipan, Guam, Rabaul, Guadalcanal and the Coral Sea.

The group, comprising five ships, included the Radar picket escort ship "Calypso", a converted destroyer of the “Edsall” class visited Fremantle in Western Australia, while the icebreaker Glacier (AGB 4) visited Adelaide, South Australia.

The Hornet (CVS 12) displaces 38,500 tons, full load, her overall length being 899 feet. She was converted in 1952 and given an angled flight deck and “Hurricane” bow. In 1961-62 she underwent a FRAM II conversion (Fleet Rehabilitation and Modernisation) costing 10 million dollars thus extending her life for an additional 10 years. Aircraft carried included Sikorsky SH-3A anti-submarine helicopters, the S-2D “Tracker”, Grumman E-1B early warning radar aircraft and A-4 “Skyhawk” light attack jet bombers.

The John S. McCain (DL 3) was going “home” for conversion to DDG (similar to Australia’s guided missile destroyers) when she would be fitted with “Tartar” missile launchers and ASROC (2 triple tube anti-submarine rocket launchers). When in Sydney she was already equipped with two “Dash” (Drones anti-submarine pilotless helicopters)

An S-2D Grumman Tracker from the U.S.S. Hornet.

"Hi me kangaroo down sport." “Hornet” sailors pay tribute to their Australian friends as they steam out of Australian waters toward their homeland after a six-day visit to Sydney. Since the Yanks couldn’t take an Aussie kangaroo with them, they decided to make their own by spelling him out on the flight deck.
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In 1949 she was converted to serve as a close support convoy escort. In 1963 Fletcher was a unit of the U.S. Pacific Fleet Recovery Force for Astronaut, Major Gordon Cooper Jr., U.S.A.F., during the MA-9 space flight. She has been awarded twenty battle stars for her operations. It has been reported that this ship is shortly to be decommissioned, having outlived her useful life.

Coral Sea Week
A Seaplane Tender, two guided missile destroyers and a submarine visited Australia for the Battle of the Coral Sea celebrations. This year's guest of honour was Vice Admiral Paul H. Ramsey, U.S.N., Deputy Chief of Naval Operations (Air), from Washington, D.C.

Admiral Ramsey attended Ohio State University and the U.S. Naval Academy at Annapolis. He was formerly Director of Air Warfare, Office of the Chief of Naval Operations, Washington. He has also held the positions of Chief of Staff, U.S. Pacific Fleet and Commander, Naval Air Test Centre. He holds the Navy Cross, Legion of Merit; is a Member of the Naval Order of the U.S. Legion of Valour and is an officer of the Order of the British Empire.

Units visited all States except Tasmania. They included the Seaplane Tender of the "Currituck" class, Pine Island (AV 12), of 15,992 tons full load displacement. She is armed with four, 5-inch guns. In performing her mission as a
The "Balao" class submarine "Bugara." Portugal has already hinted that it may follow De Gaulle's move. Premier Salazar has branded N.A.T.O. as "inadequate" for Portugal's present needs. Italy is greatly disturbed by Paris' moves. With France out, Italy would be isolated, having no geographic connection with the rest of the alliance. Elsewhere on N.A.T.O.'s southern flank, some influential Turks are said to be having second thoughts about their country's commitment. Greece's domestic political turmoil severely limits that country's contribution. N.A.T.O. without France would be a geographic absurdity! A great bulk of the alliance's supply lines would be cut off. The fields of Obstruction would have to hold up to a case of Communist attack from the West. The General Accident Fire & Life Assurance Corporation Ltd. Top-level positions vacated by French officers may fall by default to the West Germans. Not only this, but with the budding French atomic arsenal placed beyond reach, Bonn will undoubtedly demand more participation in allied nuclear strategy planning. Various proposals for giving the Federal Republic more nuclear "say-so" are in the wind.

This is done in a bay that is free of obstructions and can provide protection from the heavy ocean waves. By anchoring specially designed buoy boats in a straight line for a distance of about two miles, a safe path on which seaplanes can land and take off is provided. Additional mooring buoys are set out to provide a secure place for the arriving seaplanes to moor.

Crash boats keep the seaplanes clear of floating debris, and are available with emergency fire fighting equipment if needed.

Other boats refuel and service seaplanes, and transport pilots and crew members between their aircraft and the tender.

At the moment the U.S. Navy has three large seaplane tenders in commission.

Other vessels included two destroyers of the "Charles F. Adams" class, Benjamin Stoddert (DDG 22) and Berkeley (DDG 15), the same class as Australia's Perth, Hobart and Brisbane. Both vessels carry 42 "Tartar" missiles which are fifteen feet long and one foot in diameter, they are also fitted with ASROC and two, triple tube torpedo launchers. The Benjamín Stoddert has bows mounted long range sonar.

Bugara (SS 331) a submarine of the "Balao" class was visiting Australian waters for the third time since she was completed in 1944. She is a fleet snorkel submarine fitted with "Steinke" hood device for escape when disabled and has ten, 21-inch torpedo tubes.

THE BIG DANGER

The smaller countries, such as Belgium, Holland, and Denmark are worried too—and for a yet more serious reason.

They well know that N.A.T.O. was created not only as a shield against the Soviets, but as a means of tying West Germany firmly to the West by integrating her armed forces among those of the other members.

De Gaulle's act threatens to upset the delicate balance of power arrangement so far achieved. With France on the outside, the Bonn government will undoubtedly increase in power and influence within the shrunken alliance.

Top-level positions vacated by French officers may fall by default to the West Germans. Not only this, but with the budding French atomic arsenal placed beyond reach, Bonn will undoubtedly demand more participation in allied nuclear strategy planning. Various proposals for giving the Federal Republic more nuclear "say-so" are in the wind.

seaplane tender, Pine Island provides services for reconnaissance and anti-submarine seaplanes and their crews—much like an air base on land.

One of the first tasks she accomplishes upon arriving at her destination is to lay a seadrome which is basically a seaplane landing field.

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NUCLEAR LUFTWAFFE

Look at what is happening inside Germany. West Germany already has the largest military force in N.A.T.O. outside of the United States, with 500,000 men under arms, plus a rebuilt Luftwaffe of 1,000 planes.

Bonn's twelve divisions in N.A.T.O. are equipped with U.S.-made "Honest John" rockets and "Sergeant" missiles, with "Pershing" rockets on the way. These projectiles are topped with tactical nuclear warheads under U.S. custody.

Numbers of West German F104G jet fighter-bombers are loaded right now—and have been for six years — with American atomic bombs.

True, all of these nuclear devices are under "elaborate" American control. Two U.S. sentries, for example, guard each nuclear-armed Luftwaffe plane. However, a U.P.I. reporter not long ago shockingly revealed that "this American control had existed more in principle than in fact."

Present plans call for the West German nuclear strike force within N.A.T.O. to increase from two air wings to five. With each wing having 36 combat aircraft and 14 in reserve. West Germany will have a total of 250 nuclear strike planes, each able to carry an American atomic bomb.

The Luftwaffe pilots train at Luke Air Force Base in Arizona. Here they learn the latest in nuclear drop techniques.

The threat of Communism is not the only danger to America! Is it possible that rising out of the ashes of World War II is a new menace to the free world?

SENSITIVE WARPLANE CAN "SMELL OUT" SUBMARINES

A warplane which is so sensitive it can "smell" the diesel fumes of a submarine cruising on the surface 50 miles away was recently demonstrated off Sydney. The "sniffer" is one of the many electronic devices on the U.S. Navy's Lockheed P-3 Orion anti-submarine plane.

The Orion is the most modern and deadly anti-submarine aircraft in the world. The R.A.A.F. has ordered 10 Orions to replace its Neptune fleet. The Orion can fly over the ocean as low as 100 feet by day and 300 feet by night.

In a 12-hour patrol it can cover up to 50,000 square miles of ocean.

During long flights one of the plane's four engines is frequently turned off and "feathered" to enable it to conserve fuel.

"That's something you don't often see."
"That elephant with the sign in his trunk?"
"Yes."
"It is a bit odd—Get with the Strength!"
"Makes sense when you think about it. You get with the biggest and strongest bank now, and later on . . ."
"Yes — that makes sense. But how did you know the sign referred to a bank?"
"Well — the elephant's the biggest and strongest animal. The 'Commonwealth's' the biggest and strongest bank. Association of ideas. So . . ."
"Get with the Strength — Bank Commonwealth?"
"Right."
**WHAT'S NEW?**

Compiled by "Periscope"

**FISHING ROD HOLDER**
Ideal for both trolling and still fishing, it is a new plastic rod holder from which fish positively cannot jerk the rod. It leaves both hands free for operating motor, rowing, baiting hooks, or enjoying a snack. It is made of high-impact plastic. A simple push-button gear permits quick adjustment to any of three positions—low, for still fishing; medium, for trolling and drifting; and upright, to hold the rod out of the way when not in use. In the last position it also can be used as a flagstaff holder or a radio-antenna holder. The holder has a 360-degree swing or rotation range. It can be easily mounted on the top or on the side. The holder itself is designed for easy detachment from its base.

**HATE TATTOOS**
About half of Britain's Royal Navy ratings are tattooed—and half of them would be happier if they weren't. It's a form of ritual alarming to find that half the Navy's sailors are tattooed and wish they weren't. It's a form of ritual which separates the men from the boys.

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**AIR BELOW**
A new underwater swimming and diving device that frees its users from the cumbersome air tanks employed in scuba diving has been introduced by Evernude Motors of Milwaukee, Wis., a division of Outboard Marine Corp. The Aquanaut is a portable, power-driven compressor, which is mounted on an inflatable, floating "doughnut". Its two-horsepower, two-cycle engine supplies filtered air to two swimmers through flexible, 2-foot hoses, attached to simple face masks. Swimmers using the Aquanaut breathe naturally, without a mouthpiece. The air hoses float and will not kink. And the Aquanaut enables swimmers to remain underwater for long periods. Price: $279.

**IT'S A BIRD, IT'S A PLANE!**
In fact, it's an inflatable Hovercraft which can be stowed in the trunk of a car but, when inflated (somewhat in the manner of the dust bag of a vacuum cleaner), can carry seven men at speeds up to 35 miles an hour over water, swampland or other trackless areas. Including its own small engine, the inflatable Hovercraft weighs only 100 pounds. In tests near London, it was driven over parked cars and even people, demonstrating its ability to clear obstacles without harming them. The body is made of two-ply rubberized cotton, originally developed as a material for the skirt that retains the cushion of air which supports a conventional Hovercraft. The craft, under development for the British Ministry of Aviation, has not been priced for commercial production.

**AVROC 5-20 GUN**
Development of the 20 lb Avroc 5-20 gun, which fires cartridge-less rocket-propelled projectiles, has been announced by Avco Corporation Ordnance Division (Richmond, Indiana, U.S.A.). Launching of the projectile by low pressure from the initial firing of the rocket-motor not only makes the gun almost recoilless, but also cycles the gun so that another projectile is brought into the firing position as the first leaves the barrel.
Brief History of the U.S. 7th Fleet

A U.S.S. feature

The United States 7th Fleet, watchdog over 30 million square miles of water in the Pacific and a respected force for peace and deterrence, has a distinguished 22-year history of duty, in war and peace.

The 7th Fleet, established on March 15, 1943, first achieved glory in the famous Battle of Leyte Gulf in the Philippines in October, 1944, after General Douglas MacArthur led the landing of troops to begin the liberation of the Japanese held islands.

The Fleet was again in active combat during the Korean hostilities that started in mid-1950.

First to fire shells at the enemy in Korea was the light cruiser Juneau, which bombarded Samchok, a port on the East Coast. On July 3, 1950, Task Force 77 of the Fleet launched the initial naval air strike in the Korean conflict. It was the first time the U.S. Navy used jet aircraft in combat.

As more ships joined it, the 7th Fleet participated in every major operation of the Korean hostilities.

The Fleet did not see action again until late in 1954 when it was ordered to stand by near the Chinese Nationalist-held Tachen Islands, 120 miles north west of Taiwan, after Chinese Communists persisted in heavily shelling the Tachens. The 7th Fleet joined the Chinese Nationalist Navy in evacuating more than 18,000 civilians and 20,000 military personnel from the bombarded islands in February 1955.

When the Chinese Reds started firing on the Nationalist-held islands of the Quemoy group near the Chinese mainland across the Strait from Taiwan in August, 1958, the Fleet once again was alerted and began a large-scale air defence exercise in the Taiwan Strait with high-performance jets. The rapid buildup of the Fleet to 140 ships, including four aircraft carriers, had its intended effect on the Chinese Communists. By the end of October, 1958, the mainland communists had drastically reduced their

An F-48 Phantom jet of Fighter Squadron 21, based aboard the U.S. Seventh Fleet carrier MIDWAY, releases its load of bombs on a Viet Cong concentration somewhere in the Republic of Vietnam. Midway's aircraft have been conducting strikes against Communist military targets in North Vietnam and Viet Cong strongholds in the South since April, 1965. (U.S.S. Photograph)
U.S. MARINES LAND — Thousands of U.S. Marines are on duty in South Vietnam to help that country fight aggression by Communist Viet Cong. Photo shows Marines wading ashore at Duong from landing craft.

shelling of the Quemoy islands.

In September, 1960, the Fleet was called upon to support the United Nations for the second time by transporting United Nations forces from Indonesia and Malaya to strife-torn Congo in Africa. However, the 7th Fleet is noted for more than its combat posture. It has always shown that it is humanitarian as well, Outstanding a helping hand to all those in need of friendship and assistance.

Late in December, 1957, the Fleet carried out the first of a series of its many rescue and relief missions, furnishing desperately needed medical supplies and food to survivors of floods that had ravaged Ceylon.

On October 10, 1958, the destroyer "Helena", using helicopters and small boats, rescued 116 Chinese Communist civilians from a Norwegian freighter stranded on a reef of the Paracel Islands in the South China Sea.

During the 1958 Christmas season, units of the 7th Fleet came to the aid of 7,000 persons made homeless by a fire on Amami-O-Sima, off southern Japan. In 1959, the Fleet carried out two more rescue missions. It helped flood victims of central Taiwan during August, and the carrier "Kearsarge" used helicopters to evacuate 2,200 persons from Nagoya, a city in southern Japan, after 160 m.p.h. typhoon winds had ripped the roofing from a single-seat, subsonic light attack in all kinds of weather. "Vigilante" weighs over 22 tons, can fly faster than Mach 2 and can carry both "Sidewinder" and "Sparrow" missiles.

"Vigilante" holds the world's speed record of approximately 1,600 miles an hour, a helping hand to all those in need of friendship and assistance.

The "Enterprise" flies the supersonic, twin-engine jet, is able to intercept and destroy enemy aircraft under all conditions and influential among its presence an important part in the lives of more than 1,000 million people.

WORLD'S FIRST NUCLEAR-POWERED CARRIER "ENTERPRISE" GOES INTO COMBAT

During the first day of combat operations, aircraft unloaded more than 100 tons of bombs on suspected Viet Cong troop concentrations and supply dumps in South Vietnam. Every day since that date the enemy has been suffering the effects of bombings by aircraft from the 85,000-ton, $474 million carrier.

The "Big E" joined the 7th Fleet in the Pacific in November 1965. Two other U.S. atomic warships—the cruiser "Long Beach" and the missile frigate "Truxtum"—are due to join the Pacific Fleet some time this year.

Not only is the "Big E" the world's biggest warship, but she has an awesome striking power for use in combat. The carrier has an Atom-Powered reactor consisting of approximately 100 tons of nuclear material divided among four reactors and three specialized detachments. Of the four types of jets aboard, three are supersonic.

Two squadrons have fighter aircraft—one flying the FBE Crusader and the other using the F4B Phantom II, the world's fastest operational jet. The Crusader can be flying twice the speed of sound. The Phantom II, a dual seat, twin-engine jet, is able to intercept and destroy enemy aircraft under all kinds of weather conditions. It holds the world's speed record of more than 1,600 miles an hour, and can carry both "Sidewinder" and "Sparrow" missiles.

The heavy attack squadron on the "Enterprise" flies the supersonic, swept-wing, twin-engine "Vigilante" (A5A), which has an infrared navigation system and a sophisticated bombing equipment. The "Vigilante" weighs over 22 tons, can fly faster than Mach 2, and is used for reconnaissance and attack in all kinds of weather.

Three other squadrons of the "Big E" fly the A4C Skyhawk, a single-seat, subsonic light attack aircraft, capable of speeds in excess...
of 500 knots and of delivering a heavyweight punch in either conventional or nuclear weapons.

Another squadron flies the A1H "Skyraider", a single-seat propeller-driven bomber used primarily for low-level attack missions. Its speed is about 350 miles per hour. The "Skyraider" is recognized as the fleet's most versatile plane because of its capacity to transport a wide variety of weapons.

The RF8A Photo "Crusader" is the reconnaissance "eye" of the naval force. On nighttime missions, it uses flash flares, each one producing 125 million candlepower of light.

The E1B "Tracer", an all-weather twin-engine aircraft with an 18-foot "radome" mounted above the fuselage, is a radar early warning aircraft which extends radar alertness against the enemy.

A jet-powered helicopter, the "Sea Sprite", furnishes search-and-rescue capability as well as a variety of other services between ships. For example, the transfer of men and materials from one ship to another at sea.

Despite her massive size — a length of 1,123 feet, a width of 257 feet on the flight deck, and a height (keel to the top of the mast) equal to a 25-storey building — the "Enterprise" can manoeuvre with the ease of a destroyer and accelerate and decelerate faster than any conventional aircraft carrier.

Included in the most modern and complex equipment aboard the carrier is the "tactical data system". It takes only millionths of a second for the data processing and communications system to evaluate enemy threats and recommend counter-moves to shipboard commanders in the fleet.

Information relating to detection, location, tracking, speed, identity and size of enemy contacts is fed into the "brain" of the system. The situation is comprehended in a split second. Personnel instantly man the weapons needed to deal with the threat.

The "Big E" electronic equipment is equal to that of 300 powerful radio stations; sufficient generating capacity to supply the power needs of a city of more than two million persons.

The "Enterprise" in Vietnamese waters is the nuclear-powered guided missile frigate, U.S.S. "Bainbridge". This 8,400-ton ship is armed with "Terrier" surface-to-air missiles in twin launches mounted fore and aft, an anti-submarine rocket launcher (ASROC) and torpedo tubes, in addition to conventional weapons.

The Bainbridge's supersonic, solid-fueled, radar-guided "Terrier" missiles give her an anti-aircraft striking power far beyond the gannery limits of any warship in World War II. "Terriers" are also effective against surface targets at close or intermediate ranges.

This frigate can track hostile submarines for weeks at a time. The "ASROC" weapons system provides a deadly weapon against undersea craft. "Bainbridge" can detect a submarine at long range, quickly compute its course and speed, and fire acoustic-homing torpedoes or depth charges.

The Bainbridge is 564 feet long, has a beam of 56 feet, is powered by two atomic reactors, and can travel at speeds greater than 30 knots. All living space aboard is air conditioned.

These warships along with other units of the 7th Fleet are practical symbols of U.S. Naval strength, and evidence that the United States of America is committed to the defense of all free people whose liberty is menaced by communist aggression.
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