Napier Deltic Engines in service with fourteen of the World’s Navies.

Over 600 Deltic engines are in operation in various parts of the World including locomotives of British Railways and a mobile fire fighting unit in New York. In Australia six R.A.N. TON class minesweepers are powered by Napier Deltic Engines which are also fitted to A.N.L.’s roll-on roll-off ferry ‘Bass Trader’.

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THE NAVY
The magazine of the Navy League of Australia
Austarlia
Vol. 29
AUGUST-SEPTEMBER-OCTOBER, 1967
No. 3

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Plus sundry stories and photographs
The views expressed in articles appearing in this publication are those of the authors concerned
They do not necessarily represent the views of the editor, the Navy League, or official opinions or policy

Published by the Navy League of Australia, 66 Clarence Street, Sydney, N.S.W., 2000; Tel: 29-6531
Published by Percival Publishing Co. Pty. Ltd.

THE NAVY LEAGUE OF AUSTRALIA
PATRON: The Governor-General, His Excellency the Right Honourable Lord Casey, P.C., G.C.M.G., C.H., D.S.O., M.C., K.S.J.

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Sun Cadet Corps News: Various locations worldwide.
Navy Day is an appropriate time to review what is happening in the Royal Australian Navy today.

In the past 12 months, Australia's fighting ships and their men have ably displayed their professionalism in combat operations.

The guided missile destroyer H.M.A.S. HOBART, which has been attached to the U.S. Seventh Fleet, has been highly praised by the Americans for her high performance in Vietnamese waters. Her destruction of shore installations, trucks, small craft and other support equipment has effectively disrupted the Viet Cong's flow of supplies.

HOBART spent six months with the Seventh Fleet and she has now been relieved by her sister-ship H.M.A.S. PERTH. A Navy clearance diving team and R.A.N. helicopter crews are also contributing to the allied effort in Vietnam.

The Navy performance in Vietnam is significant in that it highlights the state of readiness and capabilities of our ships and men.

The Navy is becoming increasingly effective, too, with the delivery of new ships and equipment. The R.A.N. has developed and is continuing to develop along lines which make it capable of reacting immediately to any threat in Australia's area of strategic interest.

Recently, Australia's first submarine for 36 years, H.M.A.S. OXLEY, joined the fleet and three more sister-boats are under construction.

The first of 20 new 100ft. patrol boats have been launched and before the end of the year the flagship H.M.A.S. MELBOURNE will pick up her new Grumman Tracker anti-submarine and Douglas Skyhawk fighter-bomber aircraft from the U.S.

The third guided missile destroyer H.M.A.S. BRISBANE is expected to be delivered by the end of 1967 and the Australian-designed and built destroyer tender H.M.A.S. STALWART will be commissioned later this year. The two new Type 12 escort ships H.M.A.S. TOURENS and H.M.A.S. SWAN are due for completion in 1969.

Backing the growth in ships and equipment is the increase in manpower. There are now more than 16,000 men in the Permanent Naval Forces and the number is growing.

The Navy's role in the defence of Australia is a vital one and the R.A.N. is capable of fulfilling its obligations in the world of today.
A Message from the First Naval Member and Chief of Naval Staff

Vice-Admiral
Sir Alan McNicoll
K.B.E., C.B., G.M.

When this issue of “The Navy” Magazine comes to you H.M.A.S. HOBART will have returned from an arduous tour of duty off the coast of Vietnam; H.M.A.S. PERTH is now serving in her place. Until ships and the officers and sailors who man them engage in active duty one can never be sure that their equipment and training have been correctly selected — “the proof of the pudding is in the eating”.

I am glad to be able to report to you that our ships and men have given a very good account of themselves and have recorded very commendatory reports from the United States Navy. Australia should salute their efforts.

Within the limits of our resources the Navy is ready for whatever duty the Government and people of Australia ask of it.

Wishing the Navy every success from the famous
ROCK & ROLL HOTEL

North, South, East or West — The Rock and Roll is Still the Best
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August-September-October, 1967
THE NAVY Page Five
In the world of lifting and hoisting
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Look up and you'll see giant Favco Tower Cranes working on skyscrapers and helping to re-shape our cities into new and dramatic forms. Then there are Favco Deck and Wharf Cranes to facilitate the efficient handling of cargo in ports around Australia. Here you will see Favco totally enclosed Deck Cranes, Hydraulic Winches, Guyed Derricks and soon Favco's latest — the Universal Wharf Crane with in-built automatic latching specially designed to meet the needs of container handling in the future.

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The Royal Australian Naval Air Station, Nowra, New South Wales

H.M.A.S. ALBATROSS, the Royal Australian Naval Air Station at Nowra, N.S.W., will be open to the public on Sunday, 8th October, when the Royal Australian Navy will hold an Air Display and large Static Display of supporting facilities.

The name “Albatross” has been associated with the Royal Australian Navy Air Arm from very early in the life of the Service. In 1922, the Australian Government approved the purchase of a Sea Plane Carrier to be built at Cockatoo Island Dockyard. This vessel was the first “Albatross”.

The ship was commissioned in 1929 and a number of Naval Officers were trained as pilots and observers. Together with some R.A.A.F. pilots, they formed the first Naval Air Squadron of Fairey 3D aircraft. Her commissioned life was, however, short lived, and after four years “Albatross” paid off into reserve. During her commission, H.M.A.S. “Albatross” carried nine SEAGULL V aircraft which were maintained by R.A.A.F. personnel and flown by a mixture of Naval and R.A.A.F. aircrew.

In the years that followed a very small nucleus of Fleet Air Arm aircraft (SEAGULLS and WALRUS) were flying from our cruisers but this practice was dropped in the latter days of the Second World War.

H.M.A.S. “Albatross” was recommissioned in 1938 solely for the purpose of transfer to the Royal Navy as part payment for three six inch gun cruisers, “Perth”, “Hobart” and “Sydney”.

After the war, H.M.S. “Albatross” was sold to a Greek shipping line and once more returned to Australia, as the “Hellenic Prince”, carrying migrants from Europe.

In 1948, when the Royal Australian Navy revived the Fleet Air Arm, “Albatross” was the name aptly chosen for the Naval Air Station at Nowra on the N.S.W. south coast. The airfield, with its satellite at Jervis Bay, was built for the Royal Australian Air Force during World War II. In 1944 it was
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Every night your P&O cruise liner really soaves. There are parties, dances, movies, night clubs. Your cruise ship is your floating hotel. Once on board there are no expensive, hidden extras. Those you pay for, drinks and cigarettes, are duty free most of the time. There are shops that stock an amazing range of goods; hairdresses, laundries, and large, well-equipped playrooms for the children, supervised by trained houseies.

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Ask your Travel Agent or P&O for colour brochures.

SUMMER CRUISES (From Sydney)

WIMBALA December Cruise. 13 days, Dec. 2. To Noumea, Port Vila, Raratonga, Auckland, Sydney. One Class from $212.
WIMBALA Christmas Cruise. 13 days, Dec. 15. To Noumea, Port Vila, Raratonga, Auckland, Sydney. One Class from $242.
ORSOVA Australasia Cruise. 16 days. Jan. 4. Three classes.
ORSOVA Australasia Cruise. 16 days. Jan. 11. Three classes.
ORSOVA Happy New Year Cruise. 16 days. Jan. 25. To Nuku'alofa, Auckland, Sydney. One Class from $242.

Built in the U.S.A., the Bell Iroquois helicopter is powered by one General Electric T58-GE-3 turbo-shaft rated at 1,372 s.h.p. and has a maximum speed of 138 m.p.h.

This aircraft will join H.M.A.S. MELBOURNE early in 1968. A four-seat shipboard Anti-submarine Aircraft, the American-built Grumman S-2E Tracker is powered by two Wright R-1820-54WA nine-cylinder radial engines, each rated at 1,525 h.p. The Tracker has a service ceiling of 32,000 ft., economical cruising speed of 166 m.p.h. at 5,000 ft. and maximum speed of 280 m.p.h. at sea level. Maximum range is 1,352 miles, the internal fuel capacity being 2,763 Imp. gal.

The tracker weighs 18,213 lb., the maximum loaded weight being 24,474 lb.

Armament (internal) consists of two electric acoustic homing torpedoes, two Mk. 101 depth bombs, or four 255 lb. depth charges. External armament consists of six 5 in. HVARs, four rockets or 250 lb. bombs.

The S-2E has AGA-3 Javelin passive long-range acoustic search equipment and is associated Javelin active echo ranging equipment.

Dimensions of the Grumman S-2E Tracker:

Span: 72 ft. 7 in.
Length: 43 ft. 6 in.
Height: 16 ft. 35 in.
Wing Area: 999 sq. ft.

Twenty Traders have been ordered for the R.A.N. and are scheduled for delivery later this year.
August-September-October, 1967

THE NAVY

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another generation of Naval aircraft and so, with the expectation of assured fixed wing aircraft for some time hence, the Fleet Air Arm with Tracker anti-submarine and Skyhawk fighters looks forward to a very bright future in the Royal Australian Navy.

1967 is the twelfth anniversary of the Fairey Gannet's service with the Royal Australian Navy Fleet Air Arm. The aircraft will take part in the Air Display on Sunday, 8th October after which time it is to be phased out of service and replaced by the Grumman Tracker. The Sea Venom jet fighter is also to be replaced in squadron service by the Douglas A4G Skyhawk fighter.

The Open Day programme will commence at 12 noon when the Air Station will be opened to the public. Static Displays of equipment currently in use in the Royal Australian Navy, such as Safety Equipment, Aircraft A-4F, Piloted Target Aircraft, Jindivik Jet Target Aircraft, Fire Fighting demonstration and other supporting services.

At 4.30 p.m., H.M.A.S. "Albatross" Guard and Band will "BEAT THE RETREAT" (Sunset Ceremony) to conclude the afternoon's programme.

Enjoy...

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Photographed on the flight ramp at the Douglas Aircraft Company, Santa Monica, California, are two of the R.A.N.'s new Skyhawk fighter-bombers. The aircraft on the left is an A-4F, single-seat, jet-powered combat aircraft. The machine on the right is a TA-4F, two-seat training version of the A-4F. The R.A.N. has purchased eight A-4Fs and two TA-4Fs.
Wh: You see, we're selling power, not parts. That's why many strokes per power cycle. Less engine weight, fewer parts and half as much kick over and you head out for open water. Less The more comes later. Like when your engines engine weight means greater fuel capacity. Fewer parts, less maintenance. No wasted piston strokes, more responsive power. And that's the Detroit Diesel story. Pure and simple.

The Royal Canadian Navy was this year's host for the annual NATO naval communications competitions as part of Canada's centennial celebrations, held in Halifax, N.S. from June 12-16 and was under the auspices of Rear-Admiral J. C. O’Brien, Commander Maritime Command. This annual international competition originated in 1963. The most skilled and proficient communications personnel from NATO navies (with less than six years' naval service) compete against one another in a demanding series of tests. The competitions consist of a number of tests to measure speed and accuracy in receiving and transmitting naval messages by radio telegraph, teletypewriter and flashing light using NATO procedures. About 70 representatives from ten of the 15 NATO countries attended Canada for this year's competition. Last year, the competition was held at Flensburg, Germany, where nine countries took part. This year Canada initiated a new relay-type event to be added to the competitions and has presented a trophy for it. At the end of the competition, the visiting candidates were able to spend a few days at Expo '67 before returning home.

Two Canadian ASW Ships Planned. Saint John Shipbuilding and Dry Dock Corporation, Saint John, New Brunswick, has been awarded a Canadian contract of $47.5 m to build two supply ships for the Canadian Navy. Construction of the two ships, the "Protector" and the "Preserver", each of 22,000 tons, will start in the Saint John shipyard in the spring and will be completed late in 1969. The ships, with a length of 364 ft., are designed to provide operational support for the Navy's anti-submarine vessels on sea patrol. They will have a loaded speed of 20 knots.

Each ship will be able to transport and transfer at sea more than 12,000 tons of fuel and lubricating oil. They will also carry 1,250 tons of ammunition, stores and provisions. This will allow the ships of the fleet to remain at sea for considerably longer periods than at present.

Both ships will carry spare anti-submarine helicopters and will be capable of providing major maintenance for the Navy's helicopter destroyers. They will also have a limited capability of transporting army vehicles, helicopters, stores and maintenance personnel.

EGYPT

Russian Destroyers. The Soviet Union will supply the Egyptian Navy with destroyers armed with 150 mile range sea-to surface missiles. It is understood that the vessels will be of the "Kresty" or "Kolchak" class. This action is seen as a move to bolster Egypt's not too successful medium range missile programme, and was indicated as a possibility by Israel's Chief of Staff, General Rabin.

The Egyptian Navy is reported already to have 10 Russian built "Osa" class vessels and eight

Nautical Notes from All Compass Points

By SONAR

BRAZIL

Naval Rockets

Ships of the Brazilian Navy Maritime Corps are being fitted with R-115 solid-propellant bombardment rockets (photos) developed by Companhia de Explosivos Valparaisa. A turret-mounted eight-tube launcher allows the rockets to be fired singly or in salvo. Launch weight is 38.6 lb. including 6.8 lb. of propellant and a 2.07 lb. high-explosive warhead. The rockets are fired at an elevation of 45 degrees. The R-115 has a range of 4.7 miles.

CANADA

NATO Communication Competition

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“Komar” class missile boats with weapons with ranges up to 15-18 miles.

INDIA
Submarine Fleet.
India is to build up a submarine fleet and the Soviet Union is expected to supply at least part of it. The Minister of State for Defence Production, Mr. Bari Ram Bhagat, told the Council of State recently that India would obtain enough submarines for defence needs.
He did not say how many or from where India would obtain them. Observers believe Russia might supply at least four submarines.

JAPAN
Personnel Increase.
The Japanese territorial forces will be increased to 270,000 by 1971.
The Army will increase to 180,000 from the present 171,500, while the Navy and Air Force will be increased to 45,000 each, the Defence Bureau Chief, Mr. Yutaka Shimada, has recently stated.

Reparation Payments.
Japan has paid more than half its massive war reparations bill claimed by South-East Asian States.
Free economic co-operation was pledged to nations which had waived claims, the Japanese Foreign Ministry stated recently.
Japan has paid about $A712,500,000 out of a total of $A1,325 million.

NETHERLANDS
Air Defence Interception System
Additional Elliott 920 computer systems will be supplied to the Dutch Government for its automated Air Defence Interception System by Elliott-Automation. This operational system is claimed to be the only one in Europe capable of controlling supersonic F-104G interceptions.

Sonobuoys
A Ministry of Technology contract worth about $2m awarded to Ultra Electronics Ltd., covers the supply of Sonobuoy equipment. These listening and ranging devices are capable of detecting submarines after being dropped from aircraft.

NEW ZEALAND
Defence Credit.
While Uncle Sam doesn’t particularly want New Zealand dairy goods, he is offering a line of easy credit for New Zealand purchases of his armaments.
A recently revealed agreement, signed earlier this year, opens up $US15 million in credit with the U.S. Export-Import Bank for military material procurement by the Dominion.
The credit is for a term of seven years at 5.5 per cent interest. So far New Zealand has used it only for two Hercules C-130 troop-carrying transport planes worth SNZ5 million, but the purchase of army equipment is being negotiated.

Hardware on the Defence Ministry’s shopping list which could be covered include helicopters, a squadron of strike planes and armoured troop carriers or light tanks.
Such orders have so far been deferred because of the current balance-of-payments crisis. But there is a tempting target date: the U.S. credit offer expires on June 30 next year.

POLAND
Twenty years of the People’s Navy.
It is not often that news emanates from Poland about her Navy, but this year the People’s Navy celebrates its 20th anniversary, and an official screed has been put out. It states that the Navy’s strength rests not only on the high standard and spirit of its officer cadre and its excellent technical equipment but also on the co-operation of the allied Baltic Sea Forces: the Soviet Baltic Fleet, the People’s Navy of the German Democratic Republic, and the Navy of the Polish People’s Republic. These three fraternal fleets, it states, are united in one common aim, the defence of peace in the Baltic Zone.
The level of specialized training in the Polish Navy is at present very high. It is recorded that 33 per cent of naval officers graduated from higher military school or higher civilian university level colleges, and 99 per cent of seamen are secondary school leavers. Both the Heroes of Westerplatte Naval Academy, educating future officers, and the Training Centre of Naval Specialists, schooling petty officers and seamen, are turning out every year new generations of highly qualified experts for the Polish Navy. The curricula of both these schools include theoretical studies as well as summer practice during long cruises on board the training ships ORP “Izakra”, 560 tons, and ORP “Gryf”, 2,000 tons. The photograph is a very rare shot of Polish
"Komar" class missile boats with weapons with ranges up to 15-18 miles.

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The curriculums of both these schools include theoretical studies as well as summer practice during long cruises on board the training ships ORP "Pobieda", 560 tons, and ORP "Gryf", 2,000 tons. The photograph is a very rare shot of Polish
MOUNT ISA
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---

naval units under way, taken during
exercises of a flotilla of 'torpedo
cutters'. The two boats are MTBs
418 and 419, 70 tons.

SOUTH AFRICA
Coloureds' New Naval Uniform.
Members of the South African
Coloured Corps who are serving in
ships and establishments of the South African Navy — the survey
ship "Natal" has more than 40 col-
coured crew members — are to wear
a new naval uniform.

They will replace the grey com-
bat dress worn by all members of the
S.A.C.C. The new uniforms are
still being made and none have yet
been issued.

The basic uniform is a black serge
suit of the same style as the present
grey combat outfit, but will not have
shoulder straps. It is worn with a
white shirt and black socks and
shoes.

Coloured naval staff will wear the
normal South African naval cap
with the all-red embroidered lion-
and-anchor cap badge issued to able-
seamen in 1960 but later with-
drawn. In the summer the Serge
suits will be worn without jackets,
with the blue rank and branch
badges and shoulder titles on the
shirt itself.

Submarines from France.

According to despatches from both
Cape Town and Nantes, South
Africa has signed an agreement with
France for the order of three sub-
marines. They will be of the French
'Daphne' class: of medium hunter-
liner patrol type with a displace-
ment of 850 tons standard and 1,040
tons submerged, a length of 190 ft.,
a beam of 22 ft. and a draught of
15 ft. Diesel-electric propelling
machinery turning two shafts and
developing 1,300 horse-power on the
surface, and 1,600 horse-power sub-
merged give them a speed of 16
knots above and below water. They
have a complement of six officers
and 39 men.

It seems a pity that, when all the
13 warships in the South African
Navy are British-built or former
ships of the Royal Navy, South
Africa has been obliged to purchase
submarines from outside the United
Kingdom. When will the powers
that be learn that when for purely
political expediency warships are
withheld from foreign countries
they are merely giving warship
orders to the overtly rival yards South
African naval officers and ratings
have been trained in British estab-
lishments and would have been de-
lighted to have some of our highly
successful "Oliver" class submar-
ines, given the chance.

Research Vessel Named.
The 320-ton oceanograph research
ship which is to be built in a Dur-
han shipyard for the Council of
Scientific and Industrial Research is
to be named "Meiring Naude" in
honour of the president of the
CSIR, Dr. S. Meiring Naude.

SPANISH NAVY
NavShips Aids Spanish Shipbuilding
As a result of government-to-
government agreements between
Spain and the United States, the
U.S. Navy is assisting the Spanish
Navy in the construction of five
guided missile escort destroyers in
Spain and in the activation in the
U.S. of a light aircraft carrier being
leased to them by the United States.

Under terms of the agreements the
U.S. Naval Ships Systems Com-
mand is responsible for providing
technical support for both programs
to the Spanish Navy.

The escort destroyers, designated
DEG-7, are to be built in a Span-
ish shipyard with the U.S. Navy
providing complex material, working
plans, and technical assistance in
building, facility development,
training and maintenance. This asis-
tance includes the procurement of
the weapons and electronics systems
and the development of the com-
plete ship design. The U.S. will be
reimbursed by the Spanish govern-
ment for all direct assistance pro-
vided.

The American firm of Gibbs and
Cox is acting as design agent for
the complete ship system design
under contract to the U.S. Navy.
Equipment to be built in Spain will
be made to U.S. designs under lic-
ence with U.S. manufacturers. Cer-
tain contractor furnished material
and equipment which is beyond
Spain's current capability to produce
will be produced in the United
States.

The guided missile ships being
built in Spain are similar to the

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quarter commencing APRIL, should remit $1.80, JULY, $1.20 and
OCTOBER, &c.
U.S. Navy's DE-1052 Class. They will be about 480 feet in length with a 47-foot beam, and will displace over 4,100 tons. In addition to a five-inch gun, anti-submarine warfare torpedoes and rockets, they will carry a Tartar surface-to-air missile system similar to those aboard guided missile ships built for the U.S. Navy.

The contract for construction of the ships in El Ferrol del Caudillo, Spain, was scheduled to be awarded by the Spanish Navy in November of this year. The first ship is scheduled to be completed by September 1971, with the remaining four being completed at short intervals thereafter.

The DEG-7 programme represents a significant increase in Spanish shipbuilding and will require a major effort on the part of their Government and industry. The programme is part of Spain's broad effort to update and modernise their Navy. The Royal Navy has ordered the first ship is the 23rd and 24th of Southampton. Following a successful competitive tender, the order has been won by Messrs. Yarrow & Co. Ltd., of Scotstoun. The main machinery will be provided by Messrs. J. Samuel White & Co. Ltd., of Southampton.

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Descaling Co. Ltd. of Worksop, includes a frame fitted with powerful magnets holding the camera. It can be moved in azimuth and elevation by remote control in a depth of 1,200 ft.

The Westland WG13 utility helicopter which meets the joint requirements of the British and French Services, is to be powered by two gas turbines of unspecified type. The prototype WG13 is to fly in 1969 and service use will begin in 1972. Designed along classic lines with a single main rotor, the WG13 incorporates a number of features to increase reliability and reduce maintenance and operating costs. These features include a new form of rotor blade construction; plastics for some primary structure as well as doors and other secondary items; the use of printed circuits for electronics and electronics; a simplified rotor head of advanced design. The WG13 will be used by the British Army for field support and will have special equipment to permit it to fly at high speed and in bad weather over rough terrain. The British Navy version for anti-submarine duty will have a special undercarriage for high rates of descent and will be equipped with automatic, all-weather anti-submarine equipment. The French Army version will be equipped for reconnaissance and anti-tank duties and will be capable of carrying a wide range of weapons. The British requirement for the 8,000 lb WG13 reportedly totals some 350 machines. The French purchase is likely to be of the order of 250 aircraft. Although power plants are not yet specified, the most reasonable choice is the advanced technology Bristol Siddeley 360 turboshaft.

UNITED STATES OF AMERICA

New Nuclear Carrier

The United States Navy's second nuclear powered attack aircraft carrier will be named in honour of the late Fleet Admiral Chester W. Nimitz.

The $US427,500,000 USS 'Nimitz' will be the most modern warship in the world.

DEFENCE PLAN

The U.S. Navy is planning an anti-ballistic missile system using ships stationed off the Russian and Chinese coasts to intercept offensive rockets shortly after they have been launched.

The proposed defence, known as the Seaborn Anti-Ballistic Missile Intercept System, or SABMIS, would cost about $US2,000m ($A1,786m).

DEEP DIVING NUCLEAR SUBMARINE

Not content with "Aluminaut", "Deep Star", "Trieste", "Sealab" and numerous others, the U.S. Navy has now released details of a nuclear-powered deep-diving vehicle under construction by General Dynamics.

Known as NRI the submersible will be crewed by five sailors and two scientists and will be able to proceed down to 3,000 ft.

Previous deep diving vehicles' endurance has been limited because they depended on batteries for all their power. The NRI's endurance, however, is stated to be limited only by the amount of food that can be carried on board.

The ASW torpedoes, first developed in 1959, are being produced on the South Coast of the United States by the North American Aircraft Corporation. The ASW torpedo is to be used on the USN and USAF bombers for the USN and USAF and will be crewed by five sailors and two scientists and will be able to proceed down to 3,000 ft.

Previous deep diving vehicles' endurance has been limited because they depended on batteries for all their power. The NRI's endurance, however, is stated to be limited only by the amount of food that can be carried on board.

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NEW TYPE AMPHIBIOUS ASSAULT SHIP
The U.S. Navy Department has announced plans for the development of a new type of amphibious assault ship. This vessel is designated by the symbol LHA. She will be a large multi-purpose assault ship of the cruising type which will be capable of carrying and operating helicopters for vertical envelopment as well as landing craft for over-the-beach assault. She will combine in a single ship the advantages of currently used helicopter carriers and landing craft assault ships. The size and versatility of the vessel will permit the deployment of more elements of a Marine Corps assault force in a single ship.

No one can accuse the U.S. Navy of standing still. Their development of amphibious assault ships has been outstandingly progressive. Quite apart from the LST development, which has already soared up to the 8,400-ton size, there are the new LSD's (dock landing ships) of 13,650 tons, the new LPD's (dock amphibious transports) of 17,150 tons and the new LPH's (amphibious assault ships) of 18,340 tons, the last of the type we would call command ships or helicopter carriers.

Polaris & Poseidon
Polaris Fleet Ballistic Missile.

The full scale engineering mock-up model unveiled at the Lockheed Missile and Space Co. is three feet longer than the 31-foot Poseidon and measures six feet in diameter compared to its four-and-a-half-foot little brother.

(Refer also these notes, May-July, 1967, page 41.)

WORLD FREE DIVE RECORD
A 32-year-old Navy diver has set a new world free dive record of 212 feet 7 inches. Engineman First Class Robert A. Croft made the historic dive without a breathing apparatus.

The previous world's record of 200 feet was set in 1913 by a Greek seaman. A Frenchman challenged the record last June, but failed by over three feet.

Croft, who can hold his breath for five minutes underwater, made the dive off Ft. Lauderdale, Fla. immediately after his success he was introduced into the Swimming Hall of Fame.
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Presumably the new LHA's will still more nearly approach the shape and scope of support carriers.

MOBILE SUBMARINE TARGET
Northrop Ventura Division has received initial funding of $2.1 million on a $14.5 million U.S. Navy contract to develop and build the Mk. 30 mobile A.S.W. target. The target will be the same size and shape as a standard torpedo, but will simulate the sonar echo and sound of a full-scale submarine.

IROQUOIS HELICOPTERS
The U.S. Navy has awarded Bell a $1.3m. contract for 18 UH-1E Iroquois helicopters for delivery March-August 1968. This supplements a definitised contract for 48 UH-1E's placed with Bell in November, 1966.

RESCUE SUBMARINES
The Navy plans to build a total of six Deep Submergence Rescue Vehicles (DSRV), the first of which is to undergo sea trials in mid-1968. The first two will be built by the Lockheed missiles & Space Company. The craft, capable of operating at depths in excess of 3,500 feet, will be able to rescue 24 men. It is carried piggy-back fashion on a mother submarine to the area of a submarine in distress (see photos) as shown in the top photo. The three inter-connected spheres, designed to withstand pressure, will go inside the craft. The bell-shaped portion at the bottom connects the rescue craft with the sub in distress.
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The principal objective of the Navy League of Australia is to stress the vital importance of Sea Power to the Commonwealth of Nations and the important role played by the Royal Australian Navy.

The League, in conjunction with the Commonwealth Naval Board, administers the Australian Sea Cadet Corps, by providing finance and technical sea training for boys who intend to serve in the Naval or Merchant Services, 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 Naval Service.

We invite you to swell our ranks and so keep up to date with Maritime Affairs to help to build an ever-increasing weight of informed public opinion. The Navy League will then become widely known and exercise an important influence in the life of the Australian Nation.

The League consists of Fellows and Associates. All British subjects who support the objectives of the League are eligible for membership. Members receive copies of the League's magazine "The Navy".

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August-September-October, 1967
H.M.A.S. WATSON — Open Day

2nd OCTOBER, 1967

One of the first major functions during the 1967 Navy Week in Sydney will be at H.M.A.S. WATSON, when this establishment will be open for public inspection from 1 p.m. to 5 p.m., on Monday, 2nd October.

HOW TO GET THERE
H.M.A.S. WATSON is located at South Head, with an Army establishment adjoining. The entrance gates are in Cliff Street, Watson’s Bay. Buses from Central Railway Station along Watson Drive to a car park. Visitors arriving by private car should drive through the entrance gates. They will then be directed along Watson Drive to a car park.

WE FIND, WE FIX
Visitors to H.M.A.S. WATSON on Monday, 2nd October, 1967, will gain an insight into the workings of a training establishment which conducts Navigation, Aircraft Direction, Torpedo and Anti-Submarine Training. In these fields assumes great importance in the United States, Australia, and the United Kingdom. The training load, and with Officers’ Tactica courses, pre-commissioning and pre-work-up training and the training of personnel for mine-sweeping duties there is an increasing burden on the school as the R.A.N. continues to expand. To assist in T.A.S. training the school is provided with actual weapons and material aspects of A.S.W. Future developments in this field will include the acquisition of new equipment and the laying of new lawns and attractive rockwork.

COMMAND

T.A.S. SCHOOL
T.A.S. training moved from RUSHCUTTER to WATSON in 1956. Since then it has continued to train officers in tactical and material aspects of A.S.W. Additional training in the operation of sonar equipment and U.W. sailors is provided in the school’s main training load, and with Officers’ Tactica courses, pre-commissioning and pre-work-up training and the training of personnel for mine-sweeping duties there is an increasing burden on the school as the R.A.N. continues to expand. To assist in T.A.S. training the school is provided with actual weapons and material aspects of A.S.W. Future developments in this field will include the acquisition of new equipment and the laying of new lawns and attractive rockwork.

OC of WATSON’S T.A.S. School is Commander B. CLEARY, R.A.N.

NAVIGATION DIRECTION SCHOOL
WATSON’S N.D. School is the direct descendant of H.M.A. Radar
The problem of training, set by the purchase of modern minesweepers for the R.A.N., have been met by WATSON'S T.A.S. School. This group receives instruction around the model of the stern section of one of these vessels.

Training Establishment which started operations at South Head towards the end of 1943 and commissioned as H.M.A.S. WATSON in 1945. Its present O.I.C. is Commander R. RUST, R.A.N. Although many changes have taken place in the radar branch since World War II, the main function of the school is as it was then, to train personnel in the use of radar.

Radar Plot sailors are taught to operate radars, and to plot radar and other action information so that the command can readily appreciate the situation. The WRANS also have an R.P. Branch and as well as relieving sailors for sea duty they give a welcome relief from an all male training staff.

Though the school still occupies the old green huts and can't boast of plush buildings to match those of the T.A.S. School, it can point with pride to a most modern installation — the SOLARTRON trainer. In this trainer two "ships" are provided with a realistic radar picture on which can be displayed a variety of controlled targets and a coastline allowing the simulation of most aspects of naval operations.

The introduction of a Supplementary list of officers with short service commissions has increased the importance of the school's Navigation commitments. S.L. Mids receive all their shore navigation training here.

Photographed on an occasion of "dress ship" at WATSON, this view of Sydney Harbour is incomparable.
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The Navy League Says "Thank You"

Not surprisingly, WATSON's Chapel at St. George the Martyr has become one of the highlights of a tourist's visit to Sydney.

H.M.A.S. WATSON
PROGRAMME OF EVENTS
Monday, 2nd October, 1967

Visitors are requested to ask any sailor for the location of displays and demonstrations.

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— Thirty-Four

ANNUAL REPORT OF THE QUEENSLAND DIVISION OF THE
NAVY LEAGUE OF AUSTRALIA, FOR THE YEAR ENDED
30TH JUNE, 1967

Adminstration.

At the Annual Meetings of the Navy League Federal Council and the Sea Cadet Council held at Navy Office, Canberra in September 1966, which I attended, two important matters were discussed—

1. The Navy League of Australia having become the Navy League of Australia Inc. and therefore registered as a Public Company with its Memorandum and Articles of Association.

2. Proposal to Rationalize the Australian Sea Cadet Corps which had been prepared at the request of the Naval Board.

With reference to 1. Implementation of the requirements by the Queensland Division and its Branches is proceeding. This necessitates prompt co-operation by all concerned to make implementation of the requirements of the Memorandum and Articles of Association.

Regarding 2. The Sea Cadet Council appointed a Sub-Committee to investigate the Rationalisation proposals, visiting Divisions where necessary and to submit their recommendations.

On 11th May, 1967, I attended meetings of the Navy League Federal Council and the Sea Cadet Council held at Navy Office, Canberra, which had been called to consider the report of the Sub-Committee.

After several amendments were agreed upon, the recommendations of the Sub-Committee were endorsed by the Federal Council which recommended that they be placed before the Naval Board.

Briefly, Rationalisation would mean that the Naval Board would accept full responsibility for the control and administration of the Australian Sea Cadet Corps, thus relieving the Navy League of its financial responsibility in this regard. The League would, with its Branches, still have an important role particularly in the areas where Units exist, quite apart from the fact that implementation of the various phases of Rationalisation would take a considerable time to complete.

The Sea Cadets.

We have had another year of progress; our 7 Sea Cadet Units have the largest number of Cadets of any State.

The addition of a strong and active Navy League Branch in Townsville and the formation of a Sea Cadet Unit, T.S. CORAL SEA which has been approved by the Naval Board, will bring the total number to 8. Land has been obtained and finance for a Headquarters Building is well under way.

The Navy League Shield, awarded annually to the Unit judged to be the most efficient in Australia, was won by T.S. "Paluma" and presented by our Patron, His Excellency the Governor, who attended the dedication of their fine Headquarters.

There are 37 Sea Cadet Units in Australia and, during the seven years of Shield competition, this is the third time it has come to Queensland. T.S. "Magnus" and T.S. "Gayundah" having previously had this honour.

At Mackay, T.S. "Pioneer's" new Headquarters on the sea front were officially opened by our Vice-President, Dr. Athol Robertson. "Pioneer", currently holds the A.M.P. Shield, awarded annually to the Unit judged to be the most efficient in Australia, presented by our Patron, His Excellency the Governor, who attended the dedication of their fine Headquarters.

T.S. "Gayundah", having previously had this honour, continues its high standards and is constantly improving its Headquarters and facilities at the Church of England Grammar School. T.S. "Gayundah". At a parade, Rear Admiral R. J. Peel, Flag Officer Commanding the Australian Fleet, presented the Cadet Forces Medal, awarded for 12 years continuous service, to Sea Cadet Lieut. Commander L. D. M. Roberts, Sea Cadet Lieutenants W. H. Paddon, J. C. Walker and W. M. McDonald. These are the first awards in Queensland. Navy Week.

Various functions were held in co-operation with the Naval Association. The official guest, Captain W. D. Haslam, O.B.E., R.N., attended the Navy League Dinner held at H.M.A.S. "Moreton" and also took the salute at the annual Sea Cadet parade at New Farm Park. As usual, the R.A.N.R. Band took part and our thanks are due to the Bandmaster and members of the Band.

Unit Welfare Committees.

These continue their untiring efforts for the welfare of the Cadets in the respective Units and deserve commendation.

Commander D. J. Robertson, Naval Officer-in-Charge, Queensland, will be leaving us in August for H.M.A.S. "Albatross" with the good wishes of all in the Queensland Division and our appreciation of his enthusiasm and continuous interest in the Sea Cadet movement.

The Naval Association of Australia (Queensland Division) has since the commencement of the Sea Cadet movement in 1954, given continuous and strong interest and support in many practical ways, whilst the majority of the officers and instructors of the Units come from this Association.

Finally, sincere thanks to all officers and instructors of the Corps who willingly give so much time to the cause and also to the Branches for the splendid results achieved.

N. S. PIXLEY. President.
**Diamantina's Scientific Role**

H.M.A.S. Diamantina, under the command of Lieutenant Commander D. L. Murray WARD, R.A.N., recently returned to Sydney after a six-week geo-physical survey of the floor of the Coral Sea.

The object of the survey was to determine the geological origin of the Coral Sea basin and neighboring Queensland and New Guinea. In addition, much of the data concerning thickness, structure, and composition of the ocean floor will be of interest to petroleum companies in assessing the oil potentialities of the offshore areas.

The senior scientist of the party carried in H.M.A.S. Diamantina for this survey was Mr. L. V. HAWKINS, senior lecturer in geophysics at the University of New South Wales.

The University is, together with the Lamont Geological Observatory in the U.S.A., sponsor of the research programme.

Personnel of the ship's company took part in all aspects of the survey.

In addition there was a guest on board — Dr. Maurice EWING, Director of the Lamont Observatory and well known geo-physicist.

The survey, a two-ship operation involving H.M.A.S. Diamantina and the research vessel Vema (Master, Captain H. C. KOHLER) owned by Columbia University, entailed detailed measurement of depths, profiles of the sea-bed, effects of gravity and magnetic anomalies, and seismological and heat flow data.

Because of the extreme accuracy required, navigation by satellite was used much of the time.

Previous surveys of the Coral Sea, in many of which H.M.A.S. Diamantina took part, concerned themselves with currents and content of sea water. This survey just completed has taken the further step of probing beneath the ocean to study the mantle of the earth itself.

Although final results await analysis, it is true to say that as a result of the investigations there has been amassed more information than ever before about the floor of the Coral Sea.

**WILLING TO TRY**

Ship's engineers are frequently Scotsmen, and this particular ship was no exception. It had just picked up survivors from a sinking ship in the cold North Sea and the captain was bustling about trying to comfort them. In a stern voice he bellowed down to the engine room:

"Have you got a mackintosh to keep a lady warm?" A Scottish accent drifted up: "Nay, but there's a McGregor that's willing to try."
JOIN THE
AUSTRALIAN SEA CADET CORPS

If you are between the ages of 13 and 18 years

Cadets are not required to undergo any medical examination and are fully insured against accident while on duty.

Parades are held on Saturday afternoons and certain Units hold an additional parade one night a week.

The interesting syllabus of training covers a wide sphere and includes seamanship, handling of boats under sail and power, navigation, physical training, rifle shooting, signalling, splicing of wire and ropes, general sporting activities and other varied subjects.

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

QUEENSLAND: C/- Box 376E, G.P.O., Brisbane, 4001.
SOUTH AUSTRALIA: C/- 30 Pirie Street, Adelaide, 5000.
TASMANIA: C/- 11 Quorn Street, Sandy Bay, 7005.
VICTORIA: C/- Room 8, 8th Floor, 528 Collins St., Melbourne, 3000.
WESTERN AUSTRALIA: C/- 182 Coode St., Como, 6152.
AUSTRALIAN CAPITAL TERRITORY: Industry House, National Circuit, Barton, 2600.
NORTHERN TERRITORY: Box 444, P.O., Darwin, 5794.

TO: The Senior Officer,
Australian Sea Cadet Corps

I am interested in joining the Australian Sea Cadet Corps and would be pleased to receive further information.

NAME

STREET

STATE OR TERRITORY

PHONE No. (Please print clearly)

AGE

Please address your envelope to the Senior Officer in your State or Territory—see list of addresses above.

Page Thirty-nine
Report of Activities and Training Undertaken by the New South Wales Division for the Quarter Ending June 30, 1967.

Periods of continuous training were carried out in the following establishments:

- H.M.A.S. CRESWELL, 14th to 21st May. General Boatwork.
- H.M.A.S. WATSON, 14th to 21st May, Cookery Badge Course.

Harbour and weekend training took place in the following ships and establishments:

- H.M.A.S. WATSON, 7th to 9th April.
- H.M.A.S. ALBATROSS, 7th to 9th April.
- H.M.A.S. CRESWELL, 7th to 9th April.
- H.M.A.S. PENGUIN, 21st to 23rd April.
- H.M.A.S. PENGUIN, 5th to 7th May.
- H.M.A.S. WATSON, 5th to 7th May.
- H.M.A.S. STUART, 5th to 7th May.

A standard N.B.C.D. course for Officers and Instructors commenced in H.M.A.S. PENGUIN on 11th April and continued each Tuesday and Thursday evening until the final examinations which were held on Thursday, 18th May. Fourteen Officers and Instructors attended the course and all passed the standard N.B.C.D. examination. Ten members also sat for the advanced N.B.C.D. examination and eight were successful. It was gratifying to read in the Course Officer’s report that all concerned had displayed a keen and intelligent interest and that their punctuality, attendance, dress and bearing were well above average. This indeed reflects credit upon the Division and the Officers and Instructors concerned have been commended for their diligence.

The Annual Church Parade was held in Garden Island Dockyard Chapel on Sunday, 7th May and the Division was inspected by Rear Admiral T. K. MORRISON, C.B., C.B.E., D.S.C., Flag Officer-in-Charge, East Australia Area. A total of 340 Cadets were on parade.

Boards were convened in H.M.A.S. WATSON on six separate occasions for the purpose of examining Officers and Instructors recommended by Unit Commanding Officers for promotion and to consider the suitability of applicants for appointments within the Corps.

The number of Cadets joining during the quarter under review well exceeded the number of discharges. In the latter case this included a percentage entering the Permanent Naval Forces. The ever increasing number of senior Cadets joining the R.A.N., whilst most gratifying, has nevertheless created a problem in that certain Units are suffering from a lack of Cadet Petty Officers and Cadet Leading Seamen.

The Officers, Instructors and Cadets of this Division continue to display a high level of enthusiasm and morale is high notwithstanding the adverse conditions under which present some of the Units operate.

L. MACKAY-CRUISE
Lieut-Commander R.A.N.R.
Senior Officer
Navy Week In Australia

Navy Week is one week in each year when Australians from coast to coast are urged to pay grateful tribute to those who have served and those now serving Australia at sea. During this week it is fit and proper that a nation of free men and women give well-deserved honour and recognition to the patriotic and victorious achievements of its men of the sea. It is the week for Australians to re-dedicate themselves to those principles of freedom and self-government which they cherish. It is a week in which grateful citizens should salute their Royal Australian Navy and make sure that it is adequate to fulfill its contribution to our national security.

In the Royal Australian Navy the month of October has always held special significance. The 21st commemorates the 162nd anniversary of the victory of the Battle of Trafalgar. Fought in the Atlantic, off the southern coast of Spain, it was the last great Naval battle to be fought under sail alone.

Fifty-four years ago, on 4th October, 1913, the Australian Fleet steamed into Sydney Harbour. Navy Week 1967 was planned to coincide with the anniversary of the Fleet's entry.

The arrival of the ships in 1913 was an event Australians had looked forward to for half a century. They were their own ships, paid for by their own money and manned in large proportion by their own men; the nucleus of what they hoped would be their own Fleet.

The Squadron comprised the Battle Cruiser "Australia"; Light Cruisers, "Encounter", "Sydney", "Melbourne" and the Torpedo Boat Destroyers, "Warrego", "Parramatta" and "Yarra".

It is appropriate at this time to recall the words expressed by the then Prime Minister of Australia, The Honourable Sir Joseph Cook:

"Since Captain Cook's arrival, no more memorable event has happened than the advent of the Australian Fleet. As the former marked the birth of Australia, so the latter announces its coming of age, its recognition of the growing responsibilities of nationhood, and its resolve to accept and discharge them as a duty both to itself and to the Empire. The Australian Fleet is not merely the embodiment of force. It is the expression of Australia's resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage it has received, and which it holds and cherishes as an inviolable trust. It is in this spirit that Australia welcomes its Fleet, not as an instrument of war, but as the harbinger of peace."

Programme of Events arranged for Navy Week, '67

NEW SOUTH WALES
AUSTRALIAN SEA CADET CORPS

All Units of the Australia Sea Cadet Corps will be open for public inspection on Saturday, 30th September, 1967, between 2.00 and 4.00 p.m. Cadets will be provided to conduct visitors on tours of inspection.

A list of the training ships together with the names of their commanding officers is detailed hereunder:

<table>
<thead>
<tr>
<th>TRAINING SHIPS</th>
<th>ADDRESS</th>
<th>COMMANDING OFFICER</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALBATROSS</td>
<td>Wollongong Harbour Front, Below Flagstaff Point, WOLLONGONG</td>
<td>Lt. Cmdr. D. Lindsay.</td>
</tr>
<tr>
<td>CONDAMINE</td>
<td>East Esplanade, MANLY.</td>
<td>Lt. A. Alexander.</td>
</tr>
<tr>
<td>PARRAMATTA</td>
<td>Ella Street, RYDALMERE.</td>
<td>Lt. A. Stevenson.</td>
</tr>
<tr>
<td>SIRIUS</td>
<td>Cahill Park, Levey Street, ARNCLIFFE.</td>
<td>Lt. I. G. Pirie.</td>
</tr>
<tr>
<td>TOBRUK</td>
<td>R.A.N. Drill Hall, Off Nobby's Road, NEWCASTLE.</td>
<td>Lt. V. C. Williams.</td>
</tr>
<tr>
<td>WARREGO</td>
<td>Gale Street, WOOLWICH.</td>
<td>Lt. K. Tovey.</td>
</tr>
</tbody>
</table>

Navy League Ball

(New South Wales)
1967

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Tel.: 35-1147.
Or
Mrs. DAVID LEACH,
22 Wylde Street, POTTS POINT, N.S.W. 1111.
Tel.: 35-1377.
NEW SOUTH WALES

Monday, 2 October 1:00-5:00 p.m.
Tuesday, 3 October 12:30-1:30 p.m.
       1:30-2:00 p.m.
Wednesday, 4 October 12:30-1:30 p.m.
Thursday, 5 October 12:30-1:30 p.m.
Saturday, 7 October 1:30-5:00 p.m.

Sunday, 8 October 10:00 a.m.
          11:00 a.m.
            12 Noon-5:00 p.m.

Open Day — H.M.A.S. Watson (refer separate article)
R.A.N. Band Recital — Hyde Park
R.A.N. Band to lead Waratah Princess in procession from Hyde Park to Town Hall.
Ships and Establishments of the R.A.N. to dress.
R.A.N. Band Recital — Australia Square
Underwater cutting display and other events by the R.A.N. diving team — Australia Square

Waratah Spring Festival Pageant — R.A.N. Band to participate
Garden Island Naval Dockyard and H.M.A. Ships open for public inspection (refer map centre of this journal)
Special commemorative Church Services:

• St. Mary's Cathedral
• St. Andrew's Cathedral
• H.M.A.S. Albatross, Naval Air Station, Nowra, open for public inspection (refer separate article in this journal)

SOUTH AUSTRALIA

Monday, 2 October 5.30 p.m.
Wednesday, 4 October 12.30 p.m.
Friday, 6 October 8.00 p.m.
Saturday, 7 October 5.30 p.m.
Sunday, 8 October 12 Noon-5.00 p.m.

Official Opening of Navy Week, Naval Memorial House, by the Lord Mayor
Wreath Laying Ceremony, National War Memorial
Naval Association State Ball, attended by Lord Mayor Renmark sub-section annual dinner
Church Services, St. Xavier's Cathedral (morning) and Holy Trinity Church of England (afternoon)
Special Naval Display at Mount Gambier

QUEENSLAND

Friday, 29 September 7:30 p.m.
Saturday, 30 September Evening
Sunday, 1 October 11.00 a.m.
       3:00 p.m.
Wednesday, 4 October Evening
Tuesday, 3 October Navy Day

Navy Golf Day (Nudgee)
T.S. PALUMA open for public inspection
Old Ships' Re-union at H.M.A.S. MORETON
Annual Seafarers Service at St. John's Cathedral
Naval Service of Remembrance and wreath laying at Anzac Square

R.A.N.R. Training Establishment open to ship's company visitors, T.S. GAYNDAH open to visitors
School talks given by members of the R.A.N. and Navy League
Wardroom "At Home" at H.M.A.S. MORETON
Unveiling of Naval Memorial at Ipswich
H.M.A.S. ANZAC open for public inspection at Naval Wharf, New Farm
H.M.A.S. ANZAC open for public inspection at Naval Wharf, New Farm
Sea Cadet ceremonial parade at New Farm Park
Navy Bowls Day at Wavell Heights Bowling Club

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Saturday, 30 September  
Navy race meeting at Belmont Park. Band of R.A.N.R. will perform

Sunday, 1 October  
Church parades at St. George’s and St. Mary’s Cathedrals — Perth. The R.A.N.R. band will play in St. George’s Cathedral

Tuesday, 3 October  

3.00 p.m.  
Wreath-laying ceremony and commemorative service — Fremantle War Memorial

52 Tower Street, Leederville, W.A.  —:—  Phone: 28-1031

ALSO PICTON JUNCTION — PHONE 5-4217

17th Passing Out Parade of junior recruits — H.M.A.S. LEEUWIN

Wednesday, 4 October  
March through Fremantle by officers and sailors of the R.A.N.R., followed by supper in Mayor’s Parlour.

Thursday, 5 October  
11 a.m.  
The White Ensign will be flown at the State War Memorial in Kings Park, Perth, and the Fremantle War Memorial.

Friday, 6 October  
Navy reunion dinner — Drill Hall, H.M.A.S. LEEUWIN. R.A.N.R. band will beat “Retreat” at conclusion.

Saturday, 7 October  
Navy Trotting Meeting, Fremantle.

Sunday, 8 October  
Open Day at H.M.A.S. Leeuwin. R.A.N. Band will “beat Retreat” at conclusion.

VICTORIA

Sunday, 1 October  
Navy commemoration service at St. Mark’s Church of England, Forest Hill

Tuesday, 3 October  
Navy League Ball — Palais de Danse, St. Kilda

Wednesday, 4 October  
Lunchtime  
Band and P.T. display in National Mutual Plaza, Melbourne

Thursday, 5 October  
p.m.  

Friday, 6 October  
Navy Week Ball at H.M.A.S. LONSDALE. The Honorable D. L. Chipp, M.P., Minister for the Navy and Mrs. Chipp will be guests of honour

Saturday, 7 October  

Sunday, 8 October  
Navy Church Services — St. Paul’s and St. Patrick’s Cathedrals

March to Shrine of Commemoration. Ceremony followed by a reception at H.M.A.S. LONSDALE

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Page Forty-seven  THE NAVY  August-September-October, 1961
Visitors are requested to listen for details of events which will be broadcast over the public address system.
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THE NAVY
August-September-October, 1967

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The Royal Canadian Navy Today
A Survey —
By COMMODORE H.A. PORTER, R.C.N.
Director General Maritime Forces Canadian Forces Headquarters

The Royal Canadian Navy today stands as a partner in the unification and integration of this nation's three armed forces. Through this partnership is evolving a new force shaped to meet the changing demands of a constantly changing world.

As a result of this modernization and streamlining, the R.C.N., and the men, ships, aircraft and submarines that comprise the fleet continue their important duties through the new Maritime Command.

The Maritime Command is one of six major commands under which the navy, army and air force have been re-organized. The others are Mobile, Air Defence, Transport, Training and Material.

This integration of Canada's three services plays, within and airmen into six functional commands, and the pending unification has, of course, provided a challenge which is both exciting in scope and demanding in detail. It has cured Canada to be a centre of attention for military planners from many nations.

While at today's stage of integration and unification Canada still has the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, it is intended that these names will eventually disappear. When this happens all Canadian servicemen will be members of the Canadian Armed Forces. With this will come a distinctive uniform for all servicemen. Four hundred charcoal green uniforms are now undergoing trials.

While a navy communication rating in the future might find himself operating his equipment: at what is now army or air force base, it has been approved by Parliament that no officer or man now serving will be asked to perform duties in the new force which they could not have been asked to do under the three service concept.

For example, a naval gunner will not be asked to man a gun in a tank nor to serve with the artillery. And, air force pilots will not be asked to become qualified for carrier operations.

There will, however, be avenues established to enable those who wish to expand their career field to do so.

As I mentioned, the Maritime Command is today the operational unit and authority for the fleet.


Maritime Command directs all R.C.N., and R.C.A.F. Maritime forces on the Atlantic and Pacific coasts, together with their logistics and administrative support facilities.

A sub-command, the Maritime Command Pacific, commanded by Rear-Admiral J.A. Charles, is located at Esquimalt, B.C., and directs and controls ships and aircraft based on Canada's west coast.

Maritime Command is an outgrowth of two integrated R.C.N. and R.C.A.F. headquarters, one at Halifax, the other at Esquimalt, which have been directing maritime operations since 1939 with ships and aircraft allocated by the Navy's Atlantic and Pacific Commands, and the R.C.A.F.'s Maritime Air Command.

The new command absorbs the functions of three former authorities, the Navy's Flag Officer Atlantic Coast and Flag Officer Pacific Coast and the R.C.A.F.'s Air Officer Commanding Maritime Air Command.

The Maritime Commander retains the additional appointment of Commander, Canadian Atlantic Sub-Area under NATO's Supreme Allied Commander Atlantic.

Maritime Command provides Canada with the combat-ready sea and air forces required to meet defense commitments, primarily in the anti-submarine field. In addition, the command is responsible for provision of sea lift in support of Mobile Command and for the operational training of its own forces and the immediate support services attached to the Command.

The Command is also responsible for the co-ordination of search and rescue operations in the Atlantic and Pacific regions.

Forces allocated to the Maritime Commander are 34 warships, including the aircraft carrier "Bonniv vent", destroyer escorts, helicopters, submarines, ocean escorts and operational support ships. Twenty-five of these ships are based at Halifax.

Maritime Command air strength includes two Navy anti-submarine squadrons and three utility and experimental squadrons based at Canadian Forces Base (C.F.B.) Shearwater, near Halifax, and a utility squadron at Patricia Bay, near Victoria, B.C.

R.C.A.F. squadrons attached to Maritime Command are two squadrons of Argus anti-subsanine aircraft, a rescue squadron and an Avro Conversion Unit at C.F.B.
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The Destroyer Escorts, ST. LAURENT (DDE 205) and ASSINIBOINE (DDE 234) of the "St. Laurent" class. Vessels of this class are fitted with variable-depth sonar, which equipment is clearly visible at the stern. Designed to carry helicopters, the ASSINIBOINE is shown landing a SEA KING anti-submarine helicopter. Gunhouses are made of fibreglass.

Greenwood, N.S. At C.F.B. Summerside, near Charlottetown, P.E.I., there is a squadron of Argus, a Neptune operational training squadron and an experimental unit. At C.F.B. Comox, near Victoria, B.C., there is a squadron of Neptune aircraft.

Personnel strength of Maritime Command is approximately 18,000 officers, men and women. Admiral O'Brien's headquarters for Maritime Command is located in H.M.C. Dockyard, Halifax, N.S.

H.M.C. Dockyards at Halifax and Esquimalt provide direct support to the fleet, including repairs and stores, as well as motor transport and fire-fighting facilities for ships alongside and shore establishments.

At Halifax, H.M.C.S. Stadacona, now C.F.B. Halifax, is an integrated base providing the three services in the Halifax-Yarmouth area, excluding C.F.B. Shearwater, with personnel facilities such as pay, service documentation and administration.

The commanding officer of C.F.B. Halifax administers welfare services and married quarters for the three forces in the immediate area and provides administrative and logistics support for the militia located in the area. C.F.B. Halifax houses the fleet school which carries out operational and formal trades training for the fleet, and the Maritime Warfare School which provides specialized training for R.C.N. and R.C.A.F. officers.

H.M.C.S. Naden at Esquimalt, now C.F.B. Esquimalt, provides similar services on the west coast.

Canadian Forces Bases at Greenwood, Summerside, Comox, and Shearwater, as components of Maritime Command, provides operational training for officers and men in Maritime Air Operations.

This, then, forms the basis on which the Maritime Command is organised. The operational capability of the command, although smaller in numbers of men and ships than a few years ago has, I believe, remained effective. In fact, during 1967, the anti-submarine capability of the fleet is being expanded. During this year plans include:

Completion in late summer of an extensive refit and modernisation of the aircraft carrier "Bonaventure";

Commissioning of a second O-class submarine;

A start this year on the construction of two operational support ships;

A continuation this year of the modernisation program for the seven Restigouche class destroyer escorts;
Awarding of contracts for the construction of four improved helicopter-destroyers:

Completion of a modernisation program for CSIF (Tracker) aircraft;

Improvement of the ASW Systems in the Argus aircraft.

Our surface anti-submarine force will continue to be headed by the aircraft carrier "Bonaventure" which, since last spring, has been undergoing an extensive refit and modernisation program at Davie Shipbuilding Limited, Lauzon, Que.

With the return of the "Bonaventure" to operational duty, Tracker aircraft from VS 880 Squadron and Sea King helicopters from HS 50 Squadron will rejoin for normal fleet operations and training.

The Oberon class submarine "Oromunda" was commissioned in June at the Chatham, England, Naval dockyard and shortly will join her sister submarine "Ojibwa" for duty on the Atlantic coast.

A Sikorsky Sea King helicopter used for anti-submarine warfare. "Choppers" of this type operate from surface ships, especially equipped with a landing platform. Helicopters of this type are currently in service with the U.S. Navy and the Japanese Maritime Self-Defense Force.

A third submarine, to be named "Okanagan", (all three are named after tribes of Canadian Indians) is also under construction at Chatham and will be commissioned in 1968.

While intended for training of the maritime forces in peacetime, these submarines are fully capable of carrying out operational roles under combat conditions.

A fourth submarine, the "Grisse", continues to operate on the Pacific coast. The "Grisse" is a former U.S. Navy Balao class submarine on loan.

Contracts were awarded last December to the Saint John Shipbuilding and Drydock Co. Limited, in Saint John, N.B., for the construction of two operational support ships.

Both will be similar to H.M.C.S. "Provider", which is now serving with the fleet. The "Provider", which was the largest ship ever built in Canada for the R.C.M., was designed to support anti-submarine ships with fuel, ammunition, stores, and provisions so enable them to remain on task for longer periods.
Best wishes to R.A.N. Personnel on Trafalgar Anniversary from . . .

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The anti-submarine destroyer escort RESTIGOUCHE. It has been reported that she will shortly be fitted with variable-depth sonar and ASROC.

The D.D.H.s will have an all-weather, point defence surface-to-air missile system, the Canadian Sea Sparrow, which will also be fitted in the new operational support ships for protection against air attack.

These ships will have a length of 423 feet and beam of 48 feet, compared with 366 and 42 feet for existing D.D.H.s.

The D.D.H.s use of the large Sea King anti-submarine helicopters will not be their only tie with the aviation world. Gas turbine plants will power the ships. These are marine versions of engines which power some of today's jet passenger and military aircraft.

Use of gas turbine engines will enable an immediate start for the ship with the ability to give instant acceleration to full power. This is in contrast to the lengthy time required to achieve the same results from steam plants.

The gas turbine engines will result in improved working conditions. Gone will be the familiar boilers and hot machinery spaces. Instead of being refitted in the ship engines will be taken ashore for modernisation for the Restigouche class destroyer escorts will include improved detection systems and the A.S.R.O.C. anti-submarine weapon system.

A.S.R.O.C. anti-submarine missiles, actually rocket assisted torpedoes, are launched in conjunction with submarine detection equipment on board warships. The projectile is fired through the air to a point near the target when it enters the water to continue the attack with the aid of built-in homing equipment.

A.C.R.O.C. and new sonars along with improved torpedoes being procured for all ships, will greatly increase the A.S.W. capability of the seven ships of the Restigouche class.

Four helicopter-destroyers (D.D.H.s) to be ordered will be among the most advanced A.S.W. warships in the world. While primarily anti-submarine in design, each will have secondary capabilities of gunfire and reconnaissance support for landing operations and engagement of light surface forces with gunfire. Each will carry two CHSS-2 Sea King anti-submarine helicopters.

The modernisation program for the Restigouche class destroyer escorts will include improved detection systems and the A.S.R.O.C. anti-submarine weapon system.

RESTIGOUCHE, the only carrier in the Royal Canadian Navy. She is fitted with a steam catapult and angled deck. Plans are being formulated to strengthen the flight deck and elevators also improve the aircraft arresting gear.

Aircraft carried include Grumman Tracker and Sea King helicopters.

BONAVENTURE, the only carrier in the Royal Canadian Navy. She is fitted with a steam catapult and angled deck. Plans are being formulated to strengthen the flight deck and elevators also improve the aircraft arresting gear.

Aircraft carried include Grumman Tracker and Sea King helicopters.

The D.D.H.s will have an all-weather, point defence surface-to-air missile system, the Canadian Sea Sparrow, which will also be fitted in the new operational support ships for protection against air attack.

These ships will have a length of 423 feet and beam of 48 feet, compared with 366 and 42 feet for existing D.D.H.s.

The D.D.H.s use of the large Sea King anti-submarine helicopters will not be their only tie with the aviation world. Gas turbine plants will power the ships. These are marine versions of engines which power some of today's jet passenger and military aircraft.

Use of gas turbine engines will enable an immediate start for the ship with the ability to give instant acceleration to full power. This is in contrast to the lengthy time required to achieve the same results from steam plants.

The gas turbine engines will result in improved working conditions. Gone will be the familiar boilers and hot machinery spaces. Instead of being refitted in the ship engines will be taken ashore for modernisation.
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A model of a new Operational Support Ship, two of which have been ordered. It is understood that these vessels will be armed with three-inch guns and ASROC, and will be able to transport vehicles and other bulk equipment.

The Helicopter Carrier and Supply ship PROVIDER was completed in 1963. She is equipped with a modern eight berth hospital and can carry six Sikorsky helicopters. Her decks are fitted with 32 electro-hydraulic winches to facilitate the ship-to-ship and ship-to-shore movement of cargo and supplies.

The Helicopter Carrier and Supply ship PROVIDER was completed in 1963. She is equipped with a modern eight berth hospital and can carry six Sikorsky helicopters. Her decks are fitted with 32 electro-hydraulic winches to facilitate the ship-to-ship and ship-to-shore movement of cargo and supplies.

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Commodore Henry A. Porter was born in Chemainus, B.C., on August 17, 1920, and joined the RCNR as an ordinary telegraphist in November, 1939. He was selected for officer candidate training and was promoted to sub-lieutenant in 1942.

He served in the wartime destroyer Kootenay and specialised in communications. In 1947 he also qualified as a pilot in naval aviation. Commodore Porter commanded the ocean escorts La Hulloise and Lauzon and was officer in charge of the communications school on the east coast. In 1955 he became director of naval communications at naval headquarters in Ottawa. Two years later, he was appointed on the staff of the flag officer Pacific coast, initially as the armed forces co-ordinator of B.C. Centennial activities and subsequently as commander of the Fourth Canadian Escort Squadron and commander cadet training.

He returned to headquarters in 1960 as director of naval training and later was appointed assistant to the chief of naval staff. After the integration of Canadian Forces Headquarters, he served as naval advisor to the chief of personnel. In April, 1965, he took command of the aircraft carrier Bonaventure at Halifax. Commodore Porter was appointed director general maritime forces at Canadian Forces Headquarters in August, 1966.
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Rear-Admiral John C. O'Brien, of Montreal, was born on December 16, 1918. He entered the Royal Canadian Navy as a cadet from the Royal Military College of Canada, Kingston, Ont., in 1937. He trained and served with the Royal Navy, in monitors, battleships and cruisers.

In October, 1940, he joined the Canadian destroyer Saguenay for North Atlantic escort duties.

In 1942 he specialized in communications and served for two years as flotilla signals officer in the RN's fourth destroyer flotilla. This was followed by signal duties in Canada.

He went to the Admiralty to serve on the Royal Navy signal book committee for most of 1946, after which he took command of the destroyer present. Two years later he became officer-in-charge of the communications school in Halifax. After a year on the staff of the Supreme Allied Commander Atlantic, Norfolk, Va., he became executive officer of HMCS Stadacona, RCN barracks at Halifax in 1953 and was later executive officer of the aircraft carrier Magnificent.

In July, 1955, he became director of naval training at naval head-
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Annual Report and Balance Sheet of the New South Wales Division of the Navy League of Australia — presented, 28th August, 1967

It is with much pleasure that I present the Committee's report for the year ended June 30, 1967.

This meeting, the first Annual General Meeting of the New South Wales Division of the Navy League of Australia, was held in the commencement of a new era.

Following the Incorporation of the League into the Australian National League of Defense, Alumipaque Limited by Guarantee and not having a share Capital, and the issue of a Licence by the Attorney-General to omit the word Limited from its title, each Division of the voluntary unincorporated organisation applied for consent to become a Division of the new League.

Formal consent was given by the Federal Council at its Annual Meeting held in Canberra on September 24, 1966, and Warrants of Commission bearing the Seal of the Company were issued to each Division. The Warrant of this Division is displayed at the Administrative Headquarters, 66 Clarence Street, which is the office of the Honorary Treasurer, Mr. R. I. Rae.

The first regular meeting of the Division was held in February 1967 and at its meeting on March 14, 1967, accepted the assets of the New South Wales Division of the voluntary unincorporated organisation and thus rationalised all earlier determinations.

This welcome change will facilitate the administration and we hope will attract new members.

The League, and this Division particularly, is deeply indebted to our Honorary Solicitor, Mr. John Bowen, for his guidance and preparation of the legal procedures involved in the negotiations.

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Mr. Dennis Trickett, for the continued improvement in the presentation of this journal which has resulted in increased sales outside of League membership. His editorial featuring a foreign navy has been the subject of much favourable comment as also have been the many topical snippets.

Finance

The audited financial statement, which will be presented shortly, shows that during the year an increase occurred in our funds and the accounts are in a healthy state. Grants to Sea Cadet Units totalled $1,922.89, whilst a further $1,968.00 was spent in providing sporting trophies, leaves, insurance, typist expenses, travelling expenses, etc.

The League, has been endorsed in principle by the Federal Council and investigation has commenced of methods for its implementation.

Amongst the ships visited were the Aircraft Carrier U.S.S. BENNINGTON and the U.S. Coastguard Icebreaker GLACIER. Such visits are warmly welcomed by the Officers and Ships Companies of the ships concerned and are much appreciated by the members and their friends.

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THE NAVY
August-September, 1967

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Navy League Ball

The magnificent sum of $2,000.00 was handed to the New South Wales Division by the Ladies Committee. It is the largest sum the Committee has ever raised, and this tremendous result is itself a tribute to the wonderful work and successful endeavour of the members of this Committee under the able Presidency of Mrs. T. K. Morrison, wife of the Flag Officer-in-Charge, East.
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Australia area. Your Committee is very grateful to the President and every member of the Ladies Committee and regrets its inability to pay more than a great big "Thank you", together with the assurance that the monies will be wisely spent on the objectives for which it was raised.

Appreciations
Your Committee desires to record its appreciation to P & O Orient Lines of Australia Pty. Ltd. for the use of this room this evening and for providing facilities for the Monthly Committee Meeting.

Mr. J. K. Bowen our Honorary Solicitor and his partner Mr. J. B. McMillan.

Mr. R. I. Rae, our Honorary Treasurer, and Messrs. Robertson, Darling and Co. our Honorary Auditors for their careful supervising of our accounts.

THE NAVY LEAGUE OF AUSTRALIA NEW SOUTH WALES DIVISION

BALANCE SHEET AS AT JUNE 30, 1967

1966

$10,612

1967

$11,904

ACCUMULATED FUNDS

Balance — June 30, 1966

Less: Loans to units at that date, now converted to grants to units

Add: Surplus of income over expenditure of the year ended June 30, 1967

Employed as follows:

Fixed Assets — at Cost

Office Equipment

Film Projector

Sea Cadet Equipment

Less: Provision for depreciation

Investment — at Cost

Sydney County Council Inscribed Stock

Loans to Units — Interest Free

Current Assets

Sundry Debtors

Bank of New South Wales — Current Account

Deduct:

Current Liabilities

Sundry Creditors

Ada McMaster Trust

$11,055

(Sgd.) A. A. ANDREWS,
Secretary.

(Sgd.) H. A. SHOWERS,
President.

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August-September-October, 1967

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THE NAVY
August-September-October, 1967

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Greetings to all H.M.A.S. Cerberus personnel and families from .

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MANUS ISLAND R.A.N. BASE CONTRACT LET

The Federal Government has let the first contract in a plan to improve the Royal Australian Naval Station at Manus Island, New Guinea.

Improvements costing $3.5m are being made over a number of years to accommodate the 100 foot patrol boats which will be used by the Papau-New Guinea division of the R.A.N.

The improvements will include a 500-ton slipway, a crane, barracks, workshops and headquarters building.

SURGEON REAR ADmirAL COPLANS

The Medical Director-General of the Royal Australian Navy, Acting Surgeon Rear Admiral R. M. Coplans, has been confirmed in the rank of Surgeon Rear Admiral.

Surgeon Rear Admiral Coplans joined the R.A.N. in 1948 after having served ten years in the Royal Navy. He is a specialist in aviation medicine and hygiene and has held appointments in the Navy’s main medical establishments.

ANTISUB SCHOOL

Thirty representatives from the United Kingdom, the U.S.A., Canada and Australia, attended the 6th annual anti-submarine warfare school which opened at the R.A.N. Air Station, Nowra, on Monday, June 5.

Delegates to the R.A.N. and R.A.A.F. Australian Joint Anti- submarine School were welcomed by the Flag Officer in Charge, East Australia Area, Rear Admiral T. K. Morrison, C.B., C.B.E., D.S.C.

During the week long conference, information was exchanged on the latest developments and tactics as well as anti-submarine training methods.

The destroyer H.M.A.S. ANZAC made an official visit to Tonga from 3-7 July for the Coronation of King Taufa’ahau Tupou IV. During her stay the was open for public inspection.
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THE NAVY

August-September-October, 1963

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PATROL BOATS

On July 14 H.M.A.S. ASSAIL was launched from the yard of Evans Deakin and Company Pty. Limited, Brisbane, by Mrs. L. B. Evans, whose husband has been business adviser to the Department of the Navy since 1953. ASSAIL is the third patrol boat to be launched; the first of the class M.A.S. ATTACK, was launched on April 8 and the second H.M.A.S. AITAPE on July 6 (see photo). Twenty of the boats have been ordered, five to be operated by the R.A.N. in the Papua-New Guinea Division at Manus Island.

DATA LINKS FOR DEFENCE

The Defence Department has taken its first step toward a nation-wide data transmission network for the armed Services with the installation of data links between Canberra and Sydney.

Four I.C.T. 7013 transceivers have been installed, each transmitting and receiving information over ordinary switched telephone lines. The sale is worth $30,000 to I.C.T. and is the forerunner of further orders as the department develops the network.

Two of the transceivers are in operation in Sydney and the other two in Canberra.

Information transmitted from Sydney will enable the Canberra defence data processing centre to have data available rapidly to give an efficient management reporting system.

Next in line for the installation of I.C.T. data links are other defence stations in Victoria and South Australia.

VAMPIRE VISITS KOREA

The Daring class destroyer, H.M.A.S. VAMPIRE, visited South Korea during August. She was in Chinhae from August 8-10 and Inchon from August 11-15. VAMPIRE is at present serving with the British Commonwealth Strategic Reserve based in Singapore. Her Korean visit followed a short stay in Hong Kong.

DEEPEST SUBMARINE CANYON

Marine scientists have discovered the world's deepest known submarine canyon - off the Australian coast. The party of four was working from H.M.A.S. DIAMANTINA with R.A.N. echo-sounding equipment. The canyon, called by the scientists Esperance Canyon, is about 20 to 30 miles off the Western Australian coast at Esperance. It is 20 miles wide and 6,000 feet deep — about 2,000 feet deeper than the previous deepest known canyon — the Monterey Canyon, south of San Francisco off the Californian coast. The deepest "regular" point in the ocean—as opposed to the sudden canyons—is Challenger Depth, off the Marianas Islands in the Pacific — 35,640 feet.
REST AND RECREATION LEAVE
Sydney and Brisbane, including Queensland's Gold Coast, have been selected as rest and recreation leave centres for American servicemen from Vietnam.
It has also been agreed that members of the Australian forces in Vietnam come within the provisions of the leave scheme, which commenced during September.
Initially it is expected that only small numbers will be flown to the "R & R Centres". These numbers could build up to a maximum of 1,000 personnel at each site at any one time.
It is understood that troops will spend an average of five days in Australia.

CHANGE IN DESTROYER COMMAND
Captain K. W. Shands, at present serving as Director of Tactics and Weapon Policy at Navy Office, Canberra, will take command of the guided missile destroyer H.M.A.S. HOBART on her return from Viet-

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THE NAVY
August-September-October, 1967
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The editor invites persons to submit articles and photographs for inclusion in the magazine, but regrets that no payment can be made for contributions submitted. Contributions should be addressed: The Editor, "The Navy", Box C178, Clarence Street Post Office, Sydney, N.S.W., 2000, 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.

Australian Fleet was Exercise Director, his deputy being Rear Admiral D. W. Cooper, U.S.N. The chief of the SEATO Military Planning Office, Major General Ah-hichart Dhiradhamrong, has announced that the second exercise scheduled for early 1968 is to be a ground command post exercise in Thailand. The last to be held for the training year will be a maritime amphibious exercise in the Philippines.

The three exercises are part of a five-year programme of defence training approved by the SEATO Military Advisers at their meeting in Bangkok in December, 1967, and are organised to train and increase the effectiveness of the armed forces of participating member nations for collective defence purposes.

JOINT SERVICE COLLEGE SYSTEM
The Minister for Defence, Mr. Fairhall, announced on July 18, long term planning, which is in progress in the Department of Defence, looking to the establishment of a Joint Service College system which would provide education at the tertiary level for cadets of all three Services in conjunction with their military/professional training. Recent announcements have been made regarding arrangements by the Navy and the Army with the University of New South Wales to provide their officer cadets with academic training through affiliation of their existing colleges with the University.

THIRD INDUSTRIAL MOBILISATION COURSE
Thirty-seven representatives of the Armed Forces, Queensland industry, State and Commonwealth Departments, attended the course which commenced on Monday, August 5, at the R.A.A.F. Base, Amberley, Queensland.

The course was designed to focus attention on the adequacy of the industrial backing to Australia's Armed Forces, particularly, as Queensland's industrial growth has added greatly to Australia's defence production potential in the event of a national emergency.

R.A.N. COLLEGE STUDENTS TO OBTAIN DEGREES
The Royal Australian Naval College has been accredited as a tertiary-level college by the University of New South Wales, to undertake its first year studies in the faculties of Science and Engineering. Cadet midshipmen selected for a degree course will study a combined science-engineering syllabus at the R.A.N. College and sit for University of New South Wales examination papers at the end of the year. Those who pass their first year will be sent to the University to complete their degree courses and it is intended that they will live in university colleges. During vacations they will go to sea or be given specialist naval training in shore establishments.

Present junior entry cadets who should matriculate at the R.A.N. College this year, will be eligible to join newly entered senior cadets for university study, which will commence with the 1968 academic year.

The scheme represents a highly significant development in the training of junior officers and reflects the need for the highest skills in today's modern Navy.

Contributions Invited

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August-September-October, 1967
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Page Seventy-four
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Best of wishes to the Navy Boys from . . .

WRANS TO SERVE OVERSEAS

The first members of the Women's Royal
Australian Naval Service (WRANS) to serve
in a naval establishment overseas, left Sydney
for Singapore on August 3.

The WRANs are: Chief WRAN Lois
Grace Redpath, Leading WRAN
Elizabeth Mary Sanders and Leading
WRAN Natalie Hall Thom.

The girls will be based at the
Royal Naval shore establishment
H.M.S. "Terror" for one year.

Two more WRANS and a WRAN
officer are scheduled to serve in
Singapore and should leave Aus-
tralia during October.

Since the inception of the
Women's Services during World War II,
servicewomen have been legally
liable for service beyond Australia.

It has always been the practice
however, that apart from nursing
sisters, women do not serve over-
seas although some Army service-
women served in Papua New Guinea
in the later stages of World War II.

In later years there has been no
service need for women to serve
overseas as they have always been
needed in Australia to enable men
to be released to fill overseas posts.

The change in policy was decided
upon to give the Services more
flexibility in the posting of trained
personnel in mustering where
women may replace men.

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Add a cup of VERSATILITY,
Sufficient RESPONSIVENESS;
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Sufficient RESPONSIVENESS;
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A lot of PERSEVERANCE and
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Blend with OTHER BRANCHES
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A sufficient amount of DEPENDA-
BILITY,

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A sufficient amount of DEPENDA-
BILITY,
The Royal Netherlands Navy

"Water is our element,
The sea thunders our glory".

By Lieutenant Commander H.J.L.C. BAX, R.Neth.N.

The Netherlands and the sea
The two lines above are a well-known saying in the lowlands and sum up the history of this remarkable nation which owes its existence to the water and the sea. After years of struggle, three-quarters of our territory has been wrested from the sea, and our people, with great perseverance and skill, continue to reclaim more land.

It is understandable that in this riverdelta country the people living beside the many waterways have had to look for a way of life suitable to their environment. It was unavoidable that this would be found on the element on which, in fact, our nation was born: water, and in particular the sea.

Thus, on the shores along the North Sea a nation of shipbuilders, fishermen and seamen was born. They sailed to the far corners of the earth to trade and they returned with valuable cargoes. Commercial spirit, courage and good seamanship made the Netherlands a seagoing nation par excellence.

In the 15th Century the Netherlands with their ships ruled world trade and the merchants with their own ships and capital were capable of waging war against any who attacked their rights at sea. The Dutch were the first to believe in and fight for "The freedom on the sea" (Mare Liberum). Afterwards this principle was also chosen by England as the starting point for her maritime policy. Free overseas trade and the maintenance of a high standard of shipping were and still are of prime national importance to the Netherlands.

Forming Maritime Power
In the 16th and 17th centuries Dutch seamen and merchants had opened trade routes to the East and West Indies. Voyages of discovery were undertaken and trading posts and colonies established in East Asia (Indonesian Archipelago), Malacca and Ceylon, Africa (Cape colony and the gold coast), North America (New Amsterdam-New York), South America (West Indies and Brazil) and Australia (Tasmania and New Zealand).

Trading companies were started (East and West Indian Companies) and Dutch seamen navigated all the oceans of the world.

The Independence won in 1648 after 80 years of war with Spain was due mainly to the rough sea-men who managed to inflict heavy losses on the enemy on land as well as sea (e.g. the capture of the Spanish silver fleet off Cuba by vice-admiral Piet Hein in 1628, and the liberation of besieged towns from the waterforts—Den Briel, Alkmaar, Haarlem, etc.). The Spaniards scornfully named these seamen "Beggars of the Sea", a name which Dutch seamen came to hold in high esteem. These sea-beggars were in fact, the founders of our navy. The navy originally consisted of five

H.N.M.S. KAREL DOORMAN, the only aircraft carrier in the Netherlands' fleet. She is fitted with an angled flight deck, steam catapult, mirror sight landing system and new anti-aircraft battery of two, 40 mm guns.
admiralties which operated completely independently of each other and quite often thwarted each other. The rapid rise of the Netherlands as a sea faring nation naturally gave rise to rivalry, not only in trade but also in shipping, which inevitably led to conflict. The Netherlands under their famous admirals M. A. de Ruyter, M. H. Tromp, Cornelis Tromp, Witte de With, Evertsen, Banckert, Van Galen and others had to fight three wars against the English and French. They also had to fight the Dunkirk privateers in the Channel and the Algerian pirates in the Mediterranean in order to secure safe passage for their merchant vessels. Expeditions to the Baltic were necessary to help the Danes against the helmincy of the king who ruled Sweden at that time. When England and France went to war with Spain in 1675, a Dutch squadron was sent to the Mediterranean to aid their hereditary enemy Spain. At Syracuse the French were beaten but the Netherlands suffered a great loss as her most famous admiral, M. A. de Ruyter, was killed. The Netherlands were able to keep command of the sea until the latter half of the 17th century.

The Cruiser DE ZEVEN PROVINCIEN is fitted with one twin launcher aft for "Terrier" guided missiles. Her 8-inch guns have a rate of fire of 15 rounds per minute, are fully automatic and fully controlled, and have 60 degree elevation.

In April, 1675, the fleets of the greatest sea powers were as follows: England, 92 ships with ordnance and 3 freshships. France, 96 ships with ordnance and 4 freshships. The Netherlands, 136 ships with ordnance and 40 freshships. Owing to the shallow home waters most of the Dutch ships however had only two decks, while the French and British ships had three. It is evident that even after the wars with England the Dutch fleet was still exceptionally powerful.

Afterwards history shows a period of deterioration in the maritime power of the Netherlands, but in the national interest the Netherlands had to keep sailing and would and could not allow itself to be swept from the seas.

The Royal Netherlands Navy in the Second World War

The Netherlands took part in the second world war on the side of the allies with an excellent merchant navy but with a Royal navy which was far too small to protect the home country and the overseas territories in East and West. When the Netherlands were occupied by the Germans in May 1940, the Royal Netherlands Navy crossed over to Britain and continued the war from there. The largest part of the fleet however, was stationed in the Dutch East Indies awaiting the extension of the war to the Pacific. After the treacherous attack on Pearl Harbour (December 1941), the Netherlands were one of the first nations to declare war on Japan and in the early stages of the war, Dutch submarines and aircraft (Fleet Air Arm), were able to inflict heavy losses on the enemy.

In the first days of the Pacific war the Dutch submarine squadron operated independently in Indonesian waters, intercepting Japanese convoys and helping the British on Malacca, but later, it was joined by American, English and Australian ships from the ARDA fleet. At the end of February, 1942, this "striking force" under the command of Rear-Admiral Karel Doorman fought the Japanese in the Java Sea battle. Most of the allied ships went down fighting, including the Dutch cruisers H.N.M.S.'s Java and De Ruyter.

The Netherlands East Indies awaiting the new threat which was looming about ten years (1945-1955). The Dutch East Indies Navy could sail home at last, only a small part of the pre-war fleet was still in existence, and this was so old and worn that it could hardly be called a fleet.

We had to renew our fleet completely if we wanted to take our place once again as a maritime nation, and also be prepared for the new threat which was looming from the East.

The Fleet of Today

The new fleet was built in about ten years (1945-1955). The greater part of this fleet was built at our own docks and dockyards, some of the ships were acquired from the United States.
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PHOTO NO.2: THE PRINCIPAL ASSIGNMENTS OF AN ANTI-SUBMARINE DESTROYER ARE AS FOLLOWS: TO PROTECT OWN UNITS AGAINST SUBMARINE ATTACKS; TO PROTECT MERCHANT SHIPPING, WHETHER IN CONVOY OR INDEPENDENTLY AGAINST SUBMARINE ATTACKS; TO TRACK DOWN AND DESTROY ENEMY SUBMARINES (OFTEN IN CO-OPERATION WITH AIRCRAFT); TO PROTECT NAVAL UNITS AND CONVOYS FROM SURFACE SHIP ATTACKS. THESE SHIPS HAVE AN EXTENSIVE APPARATUS FOR TRACKING DOWN AND DESTROYING SUBMARINES. THE 4.7 INCH GUNS ARE FULLY AUTOMATIC WITH A RATE OF 50 ROUNDS PER MINUTE. ALL THE GUNS ARE RADAR CONTROLLED. AGAIN GREAT ATTENTION HAS BEEN PAID TO THE SHIPS OWN PROTECTION. THESE TWELVE DESTROYERS WERE COMMISSIONED IN THE YEARS 1954-58 AND WERE BUILT IN THE NETHERLANDS WITH NETHERLANDS CAPITAL. THE DESTROYERS OF THE FRIESLAND-CLASS ARE THE FASTEST SHIPS EVER TO BE PART OF THE NETHERLANDS ROYAL NAVY.
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THE NAVY

LOMMA
August-September-October, 1967

The frigates of the Van Amstel class were received from the United States under the M.A. programme. They will be returned to the United States during 1967, 1968.

Frigates 'Beast of Prey' class:
H.N.I.M.S. "Wolf" (F 817), H.N.I.M.S. "Fre" (F 818), H.N.I.M.S. "Hermelin" (F 819), H.N.I.M.S. "Vos" (F 820), H.N.I.M.S. "Panter" (F 821) and H.N.I.M.S. "Jaguar" (F 822).

Displacement: 818 tons standard; engine power 1,500 s.h.p. — 15 knots; complement: 96.

Armament: 2 depth charge throwers; 2 depth charge rails; 1—3 inch; 6—40 mm (A.A. in pairs); 1 hedgehog. H.N.I.M.S. "Panter" and "Jaguar" 4 depth charge throwers; 4—40 mm A.A.

The principal assignments of frigates are: Close range protection of merchant convoys against submarine attacks; Contributing to close-range protection of merchant convoys, principally in coastal waters; Patrolling coastal waters against enemy light surface naval units and aircraft attacks on anchorages and harbours.

For close range protection of merchant convoys frigates are combined into 'escort groups'. The 'Beast of Prey' class frigates were given to the Netherlands by the United States in 1954-56 under the M.A. programme.

The construction of two anti-submarine warfare frigates, fitted out with surface to air guided missiles is being prepared. It is the intention of the Royal Netherlands Navy that the actual dockyard construction will start in 1968.

Submarines (6):
H.N.I.M.S. "Walrus" (S 802) and H.N.I.M.S. "Zeelus" (S 803).
Displacement: 1,520 tons standard; machinery: Diesel electric 6,500 b.h.p. — speed 20 knots (surface); Electric motors 2,700 s.h.p. — speed 10 knots (submerged); complement: 79.

Armament: 10 torpedo tubes. Equipped with Snot apparatus.
H.N.I.M.S. "Potvis" (S 804), H.N.I.M.S. "Pon" (S 805), H.N.I.M.S. "Dolfijn" (S 808) and H.N.I.M.S. "Zeehond" (S 809).

Recently constructed, conventionally powered submarines, H.N.I.M.S. "Potvis" has a hull consisting of three cylinders arranged in a triangular shape. The upper cylinder accommodates the crew, navigational equipment and armament. The two lower cylinders house the propulsion machinery — diesel engines and electric motors. The three cylinders are fitted in a pressure-light steel hull.
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H.I.N.I.M.S. "Wildervank" (M 803),
H.I.N.I.M.S. "Steenwijk" (M 804),
H.I.N.I.M.S. "Giessen" (M 805),
H.I.N.I.M.S. "Ronsmond" (M 806),
H.I.N.I.M.S. "Waalsdijk" (M 807),
H.I.N.I.M.S. "Axel" (M 808),
H.I.N.I.M.S. "Naaldwijk" (M 809),
H.I.N.I.M.S. "Abcoude" (M 810),
H.I.N.I.M.S. "Aalmeer" (M 811),
H.I.N.I.M.S. "Drachten" (M 812),
H.I.N.I.M.S. "Ommen" (M 813),
H.I.N.I.M.S. "Meppel" (M 814),
H.I.N.I.M.S. "Giethoorn" (M 815),
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H.I.N.I.M.S. "Venlo" (M 817),
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H.I.N.I.M.S. "Goes" (M 819),
H.I.N.I.M.S. "Naarden" (M 820),
H.I.N.I.M.S. "Sneek" (M 821),
H.I.N.I.M.S. "Grijpskerk" (M 826),
H.I.N.I.M.S. "Hogeveen" (M 827),
H.I.N.I.M.S. "Stoppenburg" (M 828),
H.I.N.I.M.S. "Eerde" (M 829),
H.I.N.I.M.S. "Sittard" (M 830),
H.I.N.I.M.S. "Gemert" (M 841).

Displacement: 149 tons standard;
engine power: 1,050 s.h.p. — speed: 15.5 knots; complement: 38.

Armament: 2 — 40 mm A.A. (in pairs).

Coastal Minesweepers 'Beemster-
class' (14).
H.I.N.I.M.S. "Beemster" (M 845),
H.I.N.I.M.S. "Boedem" (M 846),
H.I.N.I.M.S. "Belzen" (M 847),
H.I.N.I.M.S. "Beilen" (M 848),
H.I.N.I.M.S. "Bocelo" (M 849),
H.I.N.I.M.S. "Borne" (M 850),
H.I.N.I.M.S. "Boumen" (M 851),
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H.I.N.I.M.S. "Briel" (M 856),
H.I.N.I.M.S. "Bussum" (M 857) and H.I.N.I.M.S. "Brouwershaven" (M 858).

Displacement: 330 tons standard;

Armament: 2 — 20 mm A.A. (in pairs).

Inshore Minesweepers (16).
H.I.N.I.M.S. "Alblass" (M 868),
H.I.N.I.M.S. "Buitenmaker" (M 869),
H.I.N.I.M.S. "Bredastraat" (M 870),
H.I.N.I.M.S. "Van Harnel" (M 871),
H.I.N.I.M.S. "Van Straelen" (M 872),
H.I.N.I.M.S. "Rosmalen" (M 873),
H.I.N.I.M.S. "Chomp" (M 874)
This supply ship is not only fitted out as tanker for liquid fuels, lubricants and water but also equipped for transportation of food, clothing, ammunition, etc. This ship has an excellent refrigeration plant for the preservation of food. The helicopters on board have two fold function: they can be used to transfer light loads from the supply ship to the other ships and also participate in the defence of the fleet (i.e. anti-submarine attack).

Other Ships.

As well as the aforementioned ships the fleet also includes vessels of various other types e.g.: diving tenders, a training vessel (H.N.I.M.S. "Urania" for midshipmen), tugs, tenders, depot ships, supply ships, landing craft, a net layer, communication vessels etc. The entire fleet consists at present of about 130 ships.

Fleet Programme.

With regard to replacement or modernisation the following fleet plans are at present being realised: six new frigates of the Van Speijk class; in two Netherlands dockyards six new frigates are being built. They are of the Leander type British frigate but fitted out with Dutch electronic and fire control equipment.

The names of these frigates are:

- H.N.I.M.S. "Van Speijk" (803), H.N.I.M.S. "Van Galen" (803),
- H.N.I.M.S. "Van Nea" (804),
- H.N.I.M.S. "Tjerk Hiddes" (803),
- H.N.I.M.S. "Isaac Sweerts" (808) and H.N.I.M.S. "Evertsen" (807).

These frigates are now being completed and will join the Netherlands fleet during 1967-68.

Submarines.

The construction of the new one cylinder submarines (1964) is taking place from 1966-68.

Tanks.

The tasks of the Royal Netherlands Navy are:

- Within Nato participating in detection and combating of submarines in the North Atlantic, the Channel and southern part of the North sea and self defence of units and convoys against attack by aircraft and surface ships.
- Within Nato participating in combat against the mines threat in the Channel and the southern part of the North sea.

The newly constructed frigates VAN GALIEN is modelled on the British "Leander" class frigates and is fitted with two quadruple launchers for "Seacat" close-range anti-aircraft missiles. She also carries a helicopter armed with bombing torpedoes.
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H.N.M.S. HOLLAND. This anti-submarine destroyer was completed in December 1954, and is equipped with turbines built before the Second World War, and which were originally intended for installation in destroyers of the "Gerard Callenburgh" class, then under construction in 1940.

The protection of coastal waters includes organising of convoys, taking part in the protection of bases and support points of the Royal Netherlands Navy, and maritime harbour defence.

Additionally the Royal Netherlands Navy has a number of tasks to fulfill, principal of which is the one in the overseas areas of the Kingdom.

Further national tasks are performed by the pilotage service, the hydrographic service, the fishery protection, and in co-operation with the Netherlands fleet air arm—the search and rescue service.

Finally there are tasks reserved for the Royal Netherlands Navy when the Netherlands must meet obligations under the United Nations Charter. Contingents of the Marine Corps and various units of the Navy are earmarked for this purpose.

For instance, the Royal Netherlands Navy has its principal naval base in Den Helder. Den Helder, situated in the most northern point of the province of North Holland, has been the home of our navy throughout the years. After the Second World War from 1952-1966, the harbour and its facilities have been enlarged and modernized. The Naval dockyard and Academy are situated in Den Helder, as well as schools for navigation, A.S.W., gunnery and electronics. Besides Den Helder there are two other harbours in which the navy has facilities, Vlissingen in Zeeland and Hellevoetsluis near Rotterdam. Vlissingen is the largest of the two.

In both these bases part of the reserve fleet is stationed.

Apart from these two bases the Navy has a depot in Amsterdam with the communication and technical schools, while the recruiting centre is situated in Hilservum near the Loosdrecht lakes.

Overseas the Navy has a base in Willemstad on Curacao in the West Indies.

The Fleet Air Arm.

Apart from the squadrons stationed aboard H.N.M.S. "Karel Doorman" (sq. 4 S-2A Grumman Tracker and sq. 8 S-34 "I Sikorsky helicopters), the Netherlands Navy has its main airfield at Valkenburg near The Hague. A smaller airfield is at 'De Kooy' near Den Helder. The aircraft of the Netherlands Naval Air Arm are incorporated in the following squadrons:

Squadron 230—SP-2H Lockheed Neptune, maritime patrol aircraft stationed at Valkenburg;
Squadron 1—C-5A Grumman Tracker A.S.W. aircraft and (1) UH-1 Agusta Bell helicopters, stationed at Curacao (West Indies);
Squadron 1—C-5A Grumman Tracker A.S.W. aircraft stationed at Valkenburg;

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The tasks of the Netherlands Marine Corps.
The Marine Corps is an integrated unit of the Netherlands Navy. As part of the navy, the marine corps is assigned the task of operating on the border of land and sea. Through this, this corps has an amphibious task and can operate all over the world as it says in its emblem.

"Qua Patet Orbis" (so far as the world reaches)

During the recent years with crises all over the world, the Netherlands Marine Corps has been offered to the United Nations as a unit which can perform a peacekeeping task where ever and whenever needed. Within a matter of hours this corps can meet this task.

The national task of this corps is the military training of all naval personnel. They have guard duties and provide sports instructors, farmers, divers, parachutists and commanders. In other words this corps is a highly specialised military unit. The approximate strength is 3000 officers and men.

Total strength of the Royal Netherlands Navy (inclusive marines).
The strength of the Navy in peacetime is about 22,000 officers and men. When mobilised the strength will be around 40,000.

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The number of Unis in this Division remains unchanged at eight although it is anticipated that within the next six months the new proposed Unit at Gosford will receive official Naval Board recognition. The frustrating delay in this case has been due entirely to the length of time it has taken to obtain a lease on a suitable waterfront site but at long last this is coming close to reality.

An encouraging aspect has been the increase in the number of Cadets in New South Wales and we now have on strength in the region of 400, an increase of approximately 100 Cadets over the previous year. However, notwithstanding the larger number of Cadets the Division is suffering from a lack of senior ranks owing to the large percentage of this age group entering the Permanent Naval Forces.

Fifty-three Cadets are recorded as joining the Royal Australian Navy over the past 12 months, and when one takes into account that this figure is actually the number accepted for service it will be realized that this is a particularly high percentage of our overall strength. There again we know that quite a few Cadets are discharged from the Corps and because their appetite has been whetted by their nautical training subsequently join the Service. We are proud to think that we are a source of recruitment for the R.A.N. and every effort is made by us to encourage this aspect. It would be of little use to provide billets for Cadets but naturally with the increasing commitments of the Royal Australian Navy, coupled with our own growth, it is becoming increasingly difficult to obtain sufficient postings to cater for all those wishing to participate. Continuous training is, of course, a most important facet of the Corps' activities. Various avenues have been and are being explored at the moment to find a solution. I should like to quote one instance which also shows our very close liaison with the Army. At the invitation of Colonel Peach, the Commandant of 2nd Cadet Brigade Headquarters, a visit was recently made by myself and my Staff Officers to the Army Training Camp named "Gan Gan" situated close to Nelson's Bay. Staff Officer (Reserves) Commander J. Beckley who has displayed considerable interest in the activities of the Corps also inspected the Camp. Regrettably after considerable discussion and deliberation there was little alternative but to arrive at the conclusion that it would not be practical for a number of reasons to recommend a Sea Cadet Camp at "Gan Gan".

At the Annual Church Parade the Division was again honoured to be inspected by Rear-Admiral Morris, the Flag Officer-in-Charge, East Australia Area. The T.S. "Toruk" (Newcastle) was adjudged the "most efficient" Unit in the Division for 1967 although from all accounts selection was not an easy task as the efficiency and keenness displayed by the majority of Units during their annual inspection was most noteworthy.

The Royal Australian Navy and the Navy League of Australia and in particular the Ladies Ball Committee, this Division expresses its grateful appreciation for the assistance both financial and otherwise received over the past year.

In concluding I should like to take the opportunity of mentioning the pending rationalisation of Naval Cadets. This will naturally have its attendant problems, but I know I speak for all my Officers and Instructors when I say we view the pending changes with excitement and as a challenge for us to prove without any question of doubt that Naval Cadets can take their place alongside our Army and Air Force Cadet counterparts.

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