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Now made in Australia, the Galvaing Floating Safety Barrier provides an extremely flexible, lightweight boom for the trapping and control of oil spillage in harbours, rivers and lakes. It can be extended to any desired length, and can be towed at 4 knots to surround and trap an oil spill, is easily handled, transported and stored.

The trapped oil is then attacked with Gamlen Oil Spill Remover, a chemical compound which converts the oil into a white emulsion which readily disperses on hosing and sinks to the bottom, leaving the surface clean and free from oil. End the oil spill menace with Galvaing Floating Safety Barrier and Gamlen Oil Spill Remover.

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The trapped oil is then attacked with Gamlen Oil Spill Remover, a chemical compound which converts the oil into a white emulsion which readily disperses on hosing and sinks to the bottom, leaving the surface clean and free from oil. End the oil spill menace with Galvaing Floating Safety Barrier and Gamlen Oil Spill Remover.

The Navy

Navy Ship to Shore W/T

Moreton Bay, 1903

By COMMANDER N.S. PIXLEY, M.B.E., V.R.D., R.A.N.R. (Retired)

Early in the year 1900, Captain Walton Drake, R.N., the Commandant of the Queensland Marine Defence Force, having requested that another Officer be appointed in his stead, an approach was made to Captain W.R. Creswell, at that time Commandant in South Australia and in command of the colony's gunboat PROTECTOR.

Captain Creswell had previously, a colourful career in the suppression of pirates off the Spanish and Portuguese coasts, spoke Portuguese fluently and retired from the Royal Navy to follow a diplomatic career. However, he rejoined the Navy and was appointed to South Australia.

He accepted the appointment to Queensland and became Commandant in May 1900, relieving Captain Drake, who subsequently became administrator of Norfolk Island and, incidentally, was responsible for finding, recovering and despatching to Sydney the SIRIUS' anchor.

Queensland had the gunboat GAYUNDAH and PALUMA, the torpedo boat MOSQUITO, together with a number of auxiliary vessels.

On April 10, 1901, a report which appeared in the Brisbane "Courier" states: "Mr. Nikola Testa's apparatus for sending wireless messages across the Atlantic Ocean: A receiver and transmitter, with the earth as a connecting medium. The transmitter receives electrical energy from the source of supply, intensifies it and serves it into the earth through which it passes in all directions."

"The cost of telegraphing messages with it," Mr. Testa says, "will be much less than cabling and messages may be sent more quickly."

On March 26, 1902, a notice appeared in the Brisbane "Courier" advising that a course of lectures on electricity would be given by Mr. E.C. Barton, M.I.E.E., the subject of the first lecture being "Wireless Telegraphy in Regard to Submarine Cables." The lecture to be illustrated with specially prepared diagrams: "A set of Hartz Radiators and a Bramley Coherer will be shown to work forming a complete Marconi apparatus on a small scale suitable to lecture room purposes."

The following day the "Courier" reported: "A large audience, consisting mainly of students, attended Mr. Barton's lecture in the Technical College, Marconi versus Cables an intensely interesting... at the outset Mr. Barton successfully demonstrated the reality of Marconi's discoveries and the discoveries of those who went before him, by showing an apparatus built by himself on Marconi's system in full working order... Mr. Barton went on to say that, for one thing the Marconi system was too slow—thirty-two letters per minute was..."
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GAYUNDAH, fitted with a lofty bamboo topmast and the W/T equipment, sailed in company with PALUMA for Moreton Bay to undergo gunnery and other exercises including, of course, the great experiment with the new system of wireless communication!

SUCCESS

The “Courier” on Friday, April 10, 1903, reports: “Last evening the following message was received per pigeon post from our special representative on board the GAYUNDAH: GAYUNDAH and PALUMA anchored one and a half miles south Tangalooma Point — weather fine, but very hot — perfect communication maintained with Marconi apparatus — Marconi Pole stripped to refit as it is slightly bent.”

History had been made: Even the reporter on board had gained sufficient confidence in the new method to discard the pigeon post, for his next message, as we read in the “Courier” next day, April 11: “At 9.30 p.m. last night our special representative on board GAYUNDAH sent the following Marconi-gram:

“Gun drill continued this afternoon and was fairly successful — blowing equally and raining — prize firing tomorrow. Marconi instruments were interfered with by rain but easily rectified and communication since has been good — Good night.”

SEQUEL

In a lecture on wireless telegraphy given by Mr. Hesketh on November 14, 1903, he said, “Through the courtesy of Captain Creswell, he had obtained the loan of the Naval Authorities’ Marconi apparatus.”

After giving a short evaluation of the history of the subject, he went on to say that, while he considered it most valuable for signalling between ships, between ships and the coast, or for isolated lighthouses where cables were not possible owing to rough water and rocky bottom, he did not think for a moment it could replace communication by wires where wires under normal conditions could be erected.
Nautical Notes from all Compass Points

ARGENTINA

Macchi MB-326G

Argentine Naval Air Arm has adopted a special version of the Macchi MB-326G. Designated MB-326K, the Argentine version has a maximum takeoff weight of 11,500 lb and a simplified avionics system. The life in TOW from 10,250 lb provides for extra fuel capacity and the considerably increased range which is a feature of the MB-326K performance.

Warships from the Royal Navy

After six years of negotiations, reschedulings and political vacillations, Argentina is getting six minesweepers of the non-magnetic 'Ton' class from the Royal Navy. They are, or were, HM Ships BENNINGTON, SANTON, IL-MINGTON, HICKLETON, TARLTON and BEVINGTON. The Argentine Navy has allocated to them the new names CHACO, CHUBUT, FORMOSA, NEUQUEN, RIO NEGRO and TIERRA DEL FUEGO, respectively.

The other four coastal minesweepers are only a small part of a massive programme to reequip the Argentine Navy, which is in urgent need of replacement and modernisation. It is reported that about £150m worth of warship orders for the Argentine Navy could be involved.

It is said that Argentina would like to buy six British submarines of the very successful OBERON class (2,410 tons) and four British general-purpose frigates of the equally well-proven LEANDER class (2,800 tons).

If the negotiations are completed without further political or financial argument, it is envisaged that two of the submarines and one of the frigates would be built in Great Britain.

It is to be hoped that some Argentine warships materialise this time. All this talk of minesweepers and frigates almost threatens to take us back to square one.

On January 11, 1962, the Argentine Embassy in London announced that it had decided to place orders with British shipbuilding firms for the construction of four general purpose frigates of the LEANDER class, two from John I. Thornycroft Co., Ltd., Woolston, and two from Yarrow & Co. Ltd., Scots- town, and six coastal minesweepers of the "Ton" class from John I. Thornycroft Co. Ltd., Woolston.

But only a few months later, on May 17, 1962, it was stated officially that the orders had been shelved for an indefinite period because of Argentina's financial position.

Well, it's a dead cert that Samuel White's will never build LEANDERS for Argentina, for they went out of business as shipbuilders not long afterwards, but Thornycroft's in their new group might get a look in, and compensate for past lost orders.
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BAYONNE: 99 Mill Street—Tel. 3542

Canadian warship flew a defaced Blue Ensign as the Jack. This was replaced by the national flag, which was then flown at both ends of the ship. Now, in its turn, has been replaced by the new Jack.

The first new Jack was presented to the Fleet by General Jean V. Allard, Chief of the Defence Staff, in a ceremony on board the carrier BONAVENTURE earlier this year.

Hydrofoil

HMCS BRAS D'OR (FHE-400) is Canada's ASW hydrofoil that is capable of all-weather operation. Her primary sensor will be a towed sonar, and the armament will be lightweight homing torpedoes. When foilborne, she rides on a canard arrangement of fixed, surface-piercing foils, the bow one being variable. Her characteristics are:

Weight 200 tons, length 151 feet, hull beam 21 feet, foil span 66 feet, speed 60 knots, gas turbine (foilborne) 30.000 s.h.p. and diesel (fullborne) 2.400 b.h.p. (see photo).

FRANCE

French Amphibious force

Details have now been released of the French Force d'Amphibie d'Intervention (FAI).

The force is commanded by a rear-admiral who has an inter-Service staff. He has under his command a seagoing group and a shore amphibious centre.

The seagoing group comprises the headquarters ship Malagache and a frigate, both equipped with a helicopter, plus numerous smaller landing craft.

A special assault group is carried by about 400 men, commanded by a colonel, who is also an army assistant to the admiral.

The amphibious centre at Lorient is under a Commander and forms the administrative and support base for the ships and also houses a study and experimental centre and a school.

The force is normally reinforced for amphibious operation by 600 Marine Commandos from Toulon and also by the carrier ARROMANCHES and her assault helicopters.

One up on Great Britain

It is understood that the French Government has recently ordered the construction of a nuclear-powered and ballistic-missile-armed submarine. According to unofficial reports the French Navy has re-activated the long dormant project to build a nuclear-powered fleet submarine of the hunter-killer type, which was tentatively to have been named RUBIS. This vessel was of basically similar design to that of HMS DREADNOUGHT in the Royal Navy.

It is reported that instead of this nuclear-powered but conventionally armed, submarine the French Navy is most eager to build a fifth nuclear-powered ballistic-missile submarine armed with sixteen tubes for Polaris inter continental weapons. If this ship (surely a 'ship' now, at this size, in preference to the traditional 'boat', which after all only survives because it was a diminution of 'submarine torpedo boat?') materialises France will therefore have one more deterrent submarine than Great Britain, which has four built or building.

The first French nuclear-powered and Polaris-armed submarine, LE RUBIS, a huge vessel of some 9.000 tons submerged, as heavy as a cruiser, was launched on March 39, 1967, and will, it is estimated, be completed next year and is scheduled to be fully operational by 1970. Her sister ship LE TERRIBLE was laid down on June 24, 1967, for delivery from the Cherbourg Naval Dockyard (which is also responsible for REDOUTABLE), in 1971 and is still going up for deterrent patrol in 1972.

The third giant submarine of this class, for which the suggested name was FORMIDABLE, was authorised in 1967 for completion in 1973. And at the end of last year (announced on December 7, 1967) it was officially decided that the French Navy would build a fourth nuclear-powered and Polaris armed submarine. She is provisionally scheduled to be completed in 1974 and will probably be named Foudroyant.

But the French Navy hopes to have a Force de Frappe of five Polaris submarines in operation by the mid-1970's, and as soon as possible the fifth nuclear-powered ballistic-missile submarine is expected to be ordered instead of the considerably smaller nuclear- powered submarines (which would have been armed with torpedoes only). The name of this fifth Polaris- armed submarine is IMPLICABLE, according to a buzz from France.

The Royal Navy has always argued that five Polaris armed submarines are the minimum number required to be practically certain of the
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always having two deterrent submarines on patrol. But the British government cancelled the fifth vessel, which the previous administration had confirmed it intended to build, and now only four are to be completed, RENOWN, REPULSE, RESOLUTION and REVENGIE. So France will be one up on Great Britain, and the Royal Navy will have to go on striving to keep just the one and a half deterrent submarines on patrol at all times. A pity when that wonderful new base at Faslane, HMS NEPTUNE, could easily have permed two from five.

IRAN

British and American Escorts

Two more so-called “corvettes” or small frigates are nearly ready to be turned over from their American builders to the Iranian Navy. MILANIAN (ex-PF 105), laid down on May 1, 1967, was launched on January 4 this year and is scheduled to be delivered on November 24. Her sister, KAHNAMUE (ex-PF 106), laid down on June 12, 1967, was launched on April 4, 1968, and is due to be delivered on January 24. They have a displacement of 900 tons standard and 1,115 tons full load and are armed with two 3-in. guns and two 40 mm AA guns. Diesel engines, give them a speed of 20 knots. The first pair of this class, BAYANDOR (ex-PF 103) and HAGNDI (ex-PF 104) were transferred to the Iranian Navy in 1964. All four were built by the Livingston Shipbuilding Co. of Orange, Texas.

But Iran will soon have more sophisticated vessels of the escort type. Four “destroyers” of the Vosper Mark S Frigate Type are being built, two at Thornycroft’s Southampton yard and two by Vickers at Newcastle and Barrow. These will have a displacement officially estimated at 1,200 tons, and in addition to the main gun forward, two secondary guns aft, an anti-aircraft and anti-submarine weapons will be armed with a quadraple “Seacat” surface-to-air guided-missile launcher. They will be powered by two Bristol Siddeley Olympus gas turbines and two Paxman diesels. The first ship of the class was laid down at Thornycroft’s yard on May 22, 1967, and was scheduled to be launched during July, 1968.

Israel will also soon take delivery of the former British “Battle”-class destroyer SLUYS, 3,361 tons full load, which has been renamed ARTYMES, now being refitted and modernised by the Vosper-Thornycroft Group.

ISRAEL

One more country gets

French warships

Israel is to receive six or seven patrol boats from France. These vessels, reported to have a displacement of about 200 tons, will have French-built hulls and Italian electronic equipment. They will be armed with “Gabriel” surface-to-air guided-missile launchers, two 21-in. torpedo tubes, and at least two 40 mm. anti-aircraft guns, thus combining all the armament features of missile boats, torpedo boats and gunboats, a modern trend being adopted by several navies. They are designed for a maximum speed of 45 knots and a cruising range of over 800 miles at 10 knots. The normal complement is 20 officers and ratings.

Israel is just one more on the lengthening list of countries obtaining their warship from France and while French shipbuilders must be laughing all the way to the bank the Government are doubtless clapping their hands, over their improving balance of payments.

INDIA

Flotillas from the Soviet Union

According to the latest count the India Navy is to receive over a score of warships from the Soviet Navy. They are reported to include four submarines of the “F” class, six medium escort ships or small frigates of the Petya class, six motor gunboats of the Poluchat 1 class, a submarine support-ship, and several other auxiliaries.

JAPAN

Propelling and Steering Gear

A new type of propelling and steering equipment has been developed by Ishikawajima-Harima Heavy Industries Co. Ltd., Tokyo.

Called the Duckpeller Model G, the equipment, as a single unit, includes all the necessary mechanism for propelling and steering a ship and is the largest of its kind ever manufactured in Japan.

It is suitable for tugs, push boats, ferries and floating cranes.

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The Beechcroft AGM-37A was the nation's first missile target system designed to match the performance of high-speed jet aircraft. It is in operation around the world in weapons systems qualification.

angle of 360 deg. and has good maneuverability.

Thrust per horsepower is large because of the propeller's high efficiency, and easy remote-control is possible.

Before the completion of the Model G, IH1 developed three models of the Duckpeller — Model S, Model M and L, and a total of 12 units of these models have so far been completed.

The unit, with a horsepower of 700 to 1000, was developed mainly for the large tugs which are needed to keep pace with the trend to larger vessels.

It has a spiral bevel gear. The propeller is a 4-blade Kaplan type, having a diameter of about 1800 mm.

The steering equipment consists of a hydro-electric propeller with a turning angle of 360 deg.

MALAYSIA

An $8,000,000 order with Vosper Thornycroft (UK) for six "fast patrol boats" of unstated detail as the initial equipment of its naval forces. They are presumed to be equivalent to three ordered for the Royal Libyan Navy, one of which recently completed its sea trials. These are equipped to carry eight Nord Aviation SS-12M or SS-11M wire-guided marine versions of the highly successful surface-to-surface and air-to-ground missiles. The SS-12M has a range of more than four miles, and is fitted with a special gyro-stabilised optical sight. Vosper has also designed a new 100 ft. guided missile patrol boat capable of carrying not only the Nord weapons but also the 11mm range Contraves Italian beam-riding missile, Nettuno, with Sea Hunter fire control and guidance system.

NATO

U.S. Missile To Be Adopted

Because of the sinking of the Israeli destroyer ELIATH by a Russian-built Styx missile, considerable interest inside NATO is now centred on the defence against the surface-to-surface missile, particularly for small ships.

The United States, Italy and Norway have formed a NATO group for the study of "Point Defence", as it is called, of ships from air and surface-launched missiles and are considering a joint NATO development programme of the U.S. Sea Sparrow missile.

The Sea Sparrow stems from the air-to-air Sparrow missile made by Raytheon and, in the U.S. version, is aimed by eye. In the proposed NATO version, however, it will have a power-driven track illuminator which it is claimed will materially cut down reaction time. Each nation will use its own target-acquisition radar.

If the scheme goes ahead, it is expected that some 100 to 200 missile-systems would be required to be in service by 1972-73.

A number of NATO ships use
the present U.S. Tartar/Terrier missiles, which have not proved very satisfactory and are to be replaced in the U.S. Navy by the Standard missile which will have improved surface-to-air and some surface-to-surface capability.

The Standard missile will be used for long-range defence, both against missiles and the missile-launching ships. Presumably those NATO ships already equipped with the Tartar/Terrier systems will adopt it.

The Sea Sparrow is a close-range missile fitted as secondary armament in large ships to deal with those missiles which have escaped the long-range Standard, or as the primary armament in ships too small to carry the Standard system.

Britain, of course, has her own missiles: Seawolf, to be replaced by Seadart, for long-range work; Seacat, to be replaced by the PX 430 now being developed, for short ranges.

**OPERATION 'NEW BROOM'**

"New Broom", the large multinational mine counter-measures operation mentioned in a recent edition has now been completed.

The area swept is off the Netherlands and West German coasts. Previously there was only a narrow channel through the area, which contained some 12,000 British mines dropped by Bomber Command during the war. The aim was to widen this channel, which had become congested owing to the increased number of ships using it.

During the War the mines, both acoustic and magnetic, took a heavy toll of German and neutral shipping—108 being sunk and another 103 damaged. Since the war some 70 ships have been sunk, but these were mostly in the 10 years up to 1955.

While a high percentage of the mines are now known to be safe, there are still many which could explode.

Concurrently with the sweeping, a complete hydrographic survey was carried out, as the area had not been surveyed since before the War. In addition, an underwater-obstacle survey was done by mine-hunters, working ahead of the main sweeper. They had already located some 40 wrecks, mostly of Wartime vintage.

Sixty-six ships from Britain, Belgium, France, Netherlands and Norway took part. The British force worked from Borkum in the Frisian Islands.

The operation was due to complete at the end of May.

**NETHERLANDS**

**Dutch Order $49m.**

Anti-Sub. Aircraft

The Government of the Netherlands has placed an order for a first batch of nine Atlantic anti-submarine aircraft, the first four to be delivered by July, 1969, and the remainder by March, 1971.

The order represents a total of $49 million including cost of spares and accessories.

As order for a second batch to follow soon is expected.

The contract will go to the European consortium SECBAT and the outcome of manufacturing programme is important for the outcome of manufacturing programme.

It opens up new perspectives for export orders, and at the same time strengthens European aeronautical co-operation.

The aircraft will be based at Valkenburg air base, supplementing Lockheed Neptune-equipped ASW squadrons already operating. The purchase is planned to restore a deficiency in ASW capability, following fire damage to the aircraft carrier Karel Doorman, which is not to be repaired. Grumman Tracker aircraft, supplied to the Netherlands under MAP and operated from the Karel Doorman along with ASW helicopters, are to be

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The boat has been designed by pupils of Atlantic College under the supervision of Rear-Admiral D. J. Hoare. The development of the boat at Atlantic College has been carried out over a period of four years, and this is the fourth prototype of its kind.

The aim of the designer has been to combine the advantages, in terms of safety and of carrying out rescues of the soft tube inflatable with a rigid buoyant underwater body which will reduce maintenance to a minimum and allow higher speeds to be achieved.

The new rescue boat has a length of 17 ft. 6 in., a beam of 7 ft, and her draught when the engine is lifted is 10 in.

Her dry weight, less engine and loose fittings, is 420 lb., the engine is a 50 h.p. Mercury which can give a speed of 30 knots.

Vosper Launches Two in a Day

On the same day two ships for the Royal Libyan Navy were launched recently. RLNS SOKNA at Porchester was the last of three gas-turbine fast patrol boats; and at Woolston the RLNS ZELTIN, a 2,000-ton maintenance and repair ship. The ZELTIN will dock patrol craft by flooding ballast tanks and opening a stern door. She will also form the operational and administrative headquarters for the fast patrol boat squadron.
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Fourth Survey Ship From
Brooke Marine
Also launched recently by Brooke Marine Ltd. was HMS PAWN, the last of an order for four coastal survey craft, under a design-and-build contract. Features include four Lister Blackstone turbo-charged marine diesels, a passive stabilizer system, simplified engine room watchkeeping controls, and special seakeeping qualities for both tropics and arctic.

Our picture (below) shows HMS BULLDOG, the first of the class.

United States Missiles
Not content with the sea-to-air missiles Tartar and Terrier, the U.S. Navy is producing a new version of them called the Standard. Now comes news that this too is to be replaced by an Advanced Surface Missile System (ASMS) some time in the mid-70's.

The new missile will be a modification of the Standard, but the launchers will be new and will be capable of a higher rate of fire than at present. The main difference between the new system and the Tartar/Terrier or Standard systems will be in the radar and target-acquisition field.

The U.S.N. has never had a close-range missile equivalent to Seacat, but is now modifying the air-to-air Sparrow for use in a surface-to-air role. Sea Sparrow is already fitted in the U.S.S. ENTERPRISE and the Americans hope to induce certain NATO countries to join them in a development of a more advanced, fully automatic version.

Automatic Charting
The U.S. Navy's Oceanographic Office is testing new equipment, developed by Deca, for automatic charting of river deltas and harbours.

The system, known as the Hydra Survey System, consists principally of an echo sounder, an electronic positioner, a timer and electronic equipment necessary to translate all collected information into computer language.

Battleship Commissions
The battleship USS JERSEY commissioned in April at Philadelphia for service in Vietnam.

The NEW JERSEY was first commissioned in 1943, paid off after the war and recommissioned again for the Korean War.

She is 887 ft. long, displaces 4,000 tons and has nine sixteen-inch guns capable of firing 2,700 lb projectiles over a distance of 23 miles. She will be manned by 70 officers and 1,400 enlisted men and will be used solely for shore bombardment.

The last of the 15-inch gun
The last two 15-inch guns in existence in this country have been placed in the Imperial War Museum.

The two guns, which weigh 100 tons each, were transported to the Museum from Shoeburyness at the end of March. In May they were mounted on a special concrete plinth and on August 8, Admiral of the Fleet, Sir Algernon Willis, inaugurated them.

Both guns were made during the First World War. One was mounted in HMS RAMILLIES and saw action in the Mediterranean in 1940 and 1941. The other gun was in HMS RESOLUTION from 1915 to 1938. After a period in store this was transferred to the monitor HMS ROBERTS, which, together with other Allied warships, bombarded German positions in Normandy and on Walcheren in 1944. The two guns have since been used for experiments at Shoeburyness.

Royal Navy to go Metric
The fathom, traditional nautical measurement of six feet, is to disappear from the Royal Navy's world-famous charts. In future depths and heights are to be indicated in metres.

It was decided to go metric in the Royal Navy's new-style charts following a study of the trend in the United Kingdom towards the adoption of the metric system.

All-gas goes to Sea
HMS EXMOUTH, the world's first all-gas-turbine major warship, has now completed her sea trials. She has been refitted and converted at Chatham Dockyard and is now fitted with one Rolls Royce Olympus for full power and two R.R. Proteus engines for cruising — both...
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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 C176, 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.

types, marine versions of these well-proved engines (see photo).

The Royal Navy can thus be seen to be still in the lead in this field, which it pioneered just after the War. The stated intention is to use this form of main engine for all future major warships.

The EXMOUTH's main engine can be controlled from the bridge. Benefits are — less space and weight, engine changes in 48 hours, simple to install, manpower savings up to 25 per cent. Astern power is by variable-pitch propeller.

More Negro Officers For

The Navy

The U.S. Navy, long criticised as the slowest of the three services to integrate, is speeding up recruitment of Negro officer candidates. Navy Undersecretary Charles F. Baird has just commissioned the first naval ROTC unit at a Negro college, Prairie View A&M in Texas. Some 24 officer candidates have already signed up. The Navy is also deploying recruiting teams of Negro officers around the country and it has selected 42 Negro enlisted men to attend the Naval Academy's prep school at Bainbridge, Md. Of the Navy's 12,300 officers, 330 are Negroes.

Ocean Catamaran

This is an artist's concept of a new class of submarine rescue ship (ASR) that will have a catamaran hull, which gives the ship stability when working in the open sea. The ASR will have mobile research and rescue facilities, a limited mobile salvage capability for submarines, and an ability to work with submarine rescue vehicles.
The Navy's experimental buoyant flak jacket has received favourable reports from test use by river patrol boat crews in Vietnam. Made of layers of nylon fabric, polypropylene felt, and polyethylene plastic foam, the air in the foam keeps the wearer afloat, and the nine-pound jacket provides protection against fragmentary ordnance. A second type of buoyant armour under development, incorporating ceramic material enclosed in plastic foam, would provide protection against armour-piercing projectiles up to 30-calibre.

Floating Armour

Aluminium Hydrofoil

The USS PLAINVIEW (GEH-1), the world's largest hydrofoil vessel, is being tested by Lockheed for delivery to the Navy later this year. The 220-foot, 300-ton aluminium craft is powered by two diesel engines when hullborne, and uses two jet engines when foil-borne (see photos). "In-flight," on two 13-foot, winglike foils, the PLAINVIEW obtains speeds in excess of 40 knots from two titanium propellers positioned in pods on the two forward struts, a third foil at the stern serves as a rudder and stabilizer. Height sensors located in the bow and stern provide information for the control display and automatic pilot. The PLAINVIEW will be manned by a crew of 20 officers and men.
**New Fleet Air Arm Fighter**

The Grumman Aircraft Engineering Corporation is currently carrying out a study on a new aircraft for the Navy.

The new aircraft, known as the VFAX, will be both fighter and attack roles and will be a two-man machine. It is expected to have variable swept wings and to be armed with new missiles as well as guns. The missiles will be either short-range- or medium-range, such as the standard ARM, or stand-off, such as the Condor and Maverick.

**U.S. Navy Nuclear-Powered Ships**

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<td>Comm. 1966-67: (Polaris)</td>
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<td>FY 1966</td>
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<td>FY 1968</td>
<td>SSN</td>
<td>Charleston</td>
<td>Comm. 1969-70: (Polaris)</td>
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*Type symbols: SSN attack submarine, 2SSBN fleet ballistic-missile submarine, CGN guided-missile cruiser, CVAN attack aircraft carrier, DLGN guided-missile frigate, DSV deep submergence vehicle (for research and ocean engineering).
The Zap, sources said, will be a solid-fueled *hypervelocity* rocket that will fly at speeds around 2,000 miles an hour and detonate with shattering effect over enemy flak sites.

Within two years the missile is expected to go aboard Navy fighter-bombers and also be used by the Air Force. Industry expectations are that production of the Zap will soar to several hundred thousand a year by about 1972, with annual spending of about $50 million.

Zap will have a conventional explosive warhead of unspecified size designed to go off just before it hits the ground with a special high-fragmentation effect.

The weapon’s fantastic speed is critical to the mission. With Zap, the pilot of a 1400 m.p.h. Phantom jet, for example, will be able to launch his weapon almost point-blank at an enemy target while zooming at supersonic speeds.

At the same time, with Zap’s new dispersing warhead the pilot won’t have to be too concerned with precise targeting.

Zap is actually an outgrowth of another new Navy missile under development called the Hart (hyper-velocity aircraft rocket, tactical) and envisioned as a successor to the current Zuni in the early 1970s.

The Zuni, one of the Navy’s standard air-to-surface weapons, is a nine-foot long, 107-pound missile with a five-mile range. It soars at about 1,300 m.p.h. The Navy has relied heavily on the Zuni in Vietnam, producing around 100,000 per year.

**Warships to be Retired**

On August 8 the Defence Department eliminated 50 Navy ships and eight Naval Air Squadrons as part of the programme to reduce federal expenditures by $45.357 million in the current financial year.

Major ships to be mothballed include the guided missile light cruiser Topeka, the anti-submarine carrier Randolph and the nuclear-powered submarine Triton.

**Nuclear Vessel Savannah Refuel**

The nuclear-powered freighter Savannah (15,584 tons gross), the world’s first commercial vessel with atomic power, sailed from New York during mid-August for Galveston, Texas, for her first refueling in the 64 years she has been operating (see photo above).
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The 20-knot ship, which was built at Camden, New Jersey, USA, in 1962 has sailed 330,000 miles on only 119 pounds of her nuclear fuel, U-235. If she had been a conventionally-powered ship she would have burned more than 95,000 tons of oil.

Hercules Hydroski

The Lockheed-Georgia Company is studying for the Navy the feasibility of adding the role of seaplane to the capability of the C-130 Hercules. This radio-controlled model features a hydroski and has an eight-foot wingspan. A full-sized single-mount hydroski, shaped to conform to the hull bottom, would measure 21 x 31 feet and would be hydraulically extended 10 feet.

Artist's conception of the U.S.S. NIMITZ, authorized as the Navy's next nuclear-powered aircraft carrier to be constructed for the fleet. Named in memory of the late Fleet Admiral Chester W. Nimitz, USN, the carrier will displace more than 80,000 tons, making it larger than the U.S.S. ENTERPRISE. Admiral Nimitz, who died in 1966, commanded the armada of 6,256 ships and 15,000 aircraft that defeated the Japanese fleet in World War II.

Captain Roskill's reputation as a naval historian and analyst of maritime strategy has already been firmly established by the extent and quality of his previous works. Included amongst these is his four volume work THE WAR AT SEA, which is a most thorough and comprehensive record of the naval aspects of the 1939-45 conflict as seen through British eyes. Following this came THE STRATEGY OF SEA POWER, a concise but penetrating study of the various broad aspects of British naval policy and strategy since “early times”, which confirmed Roskill’s place certainly amongst the most notable naval commentators and historians of this century — Corbett, Graham, Lewis, and Marder — if not with Mahan himself. In THE STRATEGY OF SEA POWER, a chapter entitled “Uneasy Interlude” considered briefly the events of the 1919-29 period, and it is this period, with its fabric of controversies and conferences, that Roskill has taken up and examined in depth in his latest work NAVAL POLICY BETWEEN THE WARS.

This book is subtitled I: The Period of Anglo-American Antagonism 1919-29 and in pursuing this theme Roskill has quite clearly undertaken a most extensive research into the documents, official reports, papers and private correspondence relating to this issue. From this mass of evidence — some indication of the extent of which can be gained from the meticulous footnoting — he has extracted and clarified the principal issues underlying the rivalries and friction between Britain and the United States, as the latter built up a navy “second to none”, to firstly challenge and subsequently exceed Britain’s long established naval supremacy. Anglo-American animosity over maritime issues, which extends back to the events surrounding the War of 1812, was exacerbated firstly by the “prerogatives of the sea” and “Belligerent Rights” which were contested at length at the Peace Conference of 1919 where the U.S. representatives opposed Britain’s traditional views on these matters, and again in 1922 after the failure of the Geneva Disarmament Conference.

By 1921 the threat of an Anglo-American naval building race had become serious and the policy of the British government was to strive for an agreement on the relative strength of the two nations’ navies and the subsequent negotiations finally resulted in the Washington Conference, its Naval Treaty of 1922 and the “Ten-Year Rule” combining to bring about the scrapping of much of the vast British fleet built up in the preceding decade, and effectively retarding any adequate policy of replacement and reconstruction in the following years. By sketching the personalities of the principal figures involved in these meetings and outlining the attitudes of their respective governments, the contemporary political scene, the protracted and complicated wranglings are brought vividly to life.

With equal impartiality Roskill examines the naval aviation controversy — the “aircraft v. the big gun” in the U.S.A., the viability of an independent Fleet Air Arm in Britain. Similarly, with equal effectiveness he discusses the problems of Imperial Defence, the repeatedly delayed establishment of the Singapore base complex, and the war of intervention in Russia in the confused aftermath of the Bolshevik revolution of 1917 — operations that until now had not been presented so clearly.

I am perhaps being over-zealous in my attitude toward factual accuracy, but as an Australian reader was disappointed when, under the well known photograph of the newly arrived Australian Fleet at Farm Cove, the caption read “... December, 1921”, when the picture was taken in 1913. Moreover, the fact that HMAS AUSTRALIA with torpedoed boilers still fitted, and her tops uncluttered, lacking director equipment, indicates that the picture was taken before her wartime modifications were implemented. The point is a minor one perhaps, but it is disconcerting to discover an elementary error that easily could have been avoided with a little care. The remainder of the illustrations, however, are well chosen to illustrate ideas in the text or prominent personalities involved, and many of the plates are published for the first time — the scenes of lines of battleships at anchor or at sea on manoeuvres, a time in which the pattern of comparative strengths of the principal naval powers and summaries of naval building programmes, estimates and personnel numbers covering the 1918-39 period are exhaustive in scope and reflect the overall thoroughness with which Captain Roskill has approached his task.

The decade following the Treaty of Versailles was a fascinating period in the development of naval affairs, a time in which the pattern and composition of the fleets that were to put to sea in 1939 was formulated through its several conferences. In a work that is at once both a work of reference and a comprehensive record of one of the most significant eras in naval history, Captain Roskill has successfully shed light on this previously neglected interlude, and one looks forward to a companion volume covering the next decade with the same thoroughness and perception.

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ROYAL THAI NAVY

By Rear Admiral Amorn Sirigaya — Director of Naval Operations Department

The Royal Thai Navy is charged with the responsibility of providing support for the security of the kingdom by planning, directing, and reviewing the operating forces of the Navy, and by training, and equipping sea forces in accordance with national security plans.

FOUNDATION OF THE ROYAL THAI NAVY

"On 20th November, 1906 A.D. I, King Chulalongkorn, am here to open this academy. It is my pleasure to see that the Navy has now established its root so that it will grow to be our strength in the future."

The Royal Thai Navy is one of the very old Navies (Rama V) in the world. It began, like all Navies in Europe, with a fleet of long canoes, which were then replaced successively by sailing boats and steamships.

It is well known among the Thai Navy men that the present Royal Thai Navy was founded by the Royal Command of King Chulalongkorn on November 20, 1906, which has been regarded as the Navy Day up to the present time.

OPERATIONAL FORCES

The Royal Thai Navy comprises the operational forces of combat ships, auxiliary vessels, service vessels, aircraft and marines. The Royal Thai Fleet is responsible for all activities of the ships and planes, while the land forces are operated by the Marine Corps.

All the navy personnel are strongly devoted to the courses that will safeguard and maintain the national independence and peace, and the security of the King and the religion.
The Royal Thai Fleet is divided into four squadrons and one naval air squadron in such a manner that ships of the same or similar type are attached to the same squadron for the proper mission commonly known as the Type organisation. Ships of the Type organisation may be formed into one or more task units in order to accomplish a specific mission as directed by the Royal Thai Navy.

The present activity of the Fleet includes the operations of HTMS PA NGAN and PGM 12 in South Vietnam.

### Four Squadrongs of the Royal Thai Fleet/Patrol Squadron

The first squadron of the Royal Thai Fleet is the Patrol Squadron whose duty is to carry out the surveillance patrol of Thai waters. The squadron consists of sloops, torpedo boats, and motor gunboats.

### Anti-Submarine Warfare Squadron

The second squadron is the Anti-submarine Squadron responsible for the escort duty and anti-submarine operations. The squadron consists of D.E., P.F., P.C., S.C., and C.G.C.
MINE WARFARE SQUADRON

The third squadron of the Royal Thai Fleet is responsible for both the minesweeping and the mine-laying operations. It consists of MSF., MMC., MSC., and ML/MS.

AMPHIBIOUS AND SERVICE SQUADRON

The Amphibious and Service Squadron is the fourth squadron of the Fleet whose duty is to carry out amphibious operations and other supporting services.

NAVAL AIR SQUADRON

The Naval Air Squadron of the Royal Thai Fleet is responsible for the efficient support of naval operations on land and at sea. The Squadron consists of anti-submarine aircraft and aircraft for the observation of ground supports.
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MARINE CORPS
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The Thai Marines have always been known to devote themselves and wish to have their names recorded on the Monument of Victory in the course of fighting for the national security.

OUR COVER
H.M.S. HERMES HELPS TRAIN R.A.N. FLYERS

An Australian Navy Skyhawk attack aircraft on the catapult aboard the strike carrier H.M.S. HERMES.

The Skyhawks were making carrier landings and take-offs from H.M.S. HERMES about 50 miles from the N.S.W. coast off Jervis Bay during late October. It is the first time these Australian jets had landed and catapulted from a carrier.

The aircraft will join the Australian carrier H.M.A.S. MELBOURNE in 1969.

(R.A.N. Official Photograph)
TRAINING AND EDUCATION

Year after year and in addition to the daily routines, the fighting forces and all the supporting units of the Royal Thai Navy relentlessly carry out their training and education programmes.

The Royal Thai Fleet pursue various phases of the training at sea, while the Marine Corps carry out their exercises, both on land and at sea.

Other activities within the Navy are those of the Music School of the Bangkok Naval Base, and the Naval Nursing School of the Phra Pinklao Hospital. The students of both schools are very active in their training and education.

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The Royal Naval Dockyard was established on January 9, 1889, with only one graving dock. By 1936, the Dockyard expands to two large docks with facilities to render the efficient repair and maintenance services of the Royal Thai Fleet within the last 20 years is the construction of Synchro-Lift docking facility at Sattahip Naval Base.

Sources of Navy Personnel

The Naval Personnel Department of The Royal Thai Navy will determine the requirements of personnel and will allocate the personnel yearly to all naval units. The Navy personnel comprises naval officers, non-commissioned officers, and recruits. Naval officers are graduates of the Naval Academy. Non-commissioned officers are from the Naval Ratings School and the naval recruits are from the Navy Recruits Centre. The numbers and qualifications of the personnel are specified and processed by the Personnel Department.
Young men from all parts of Thailand have joined the Naval Academy to become the career officers. The naval cadets are classified according to their course of study into three branches of service: Executive, Engineering, and Marine. Each course of study is a five-year curriculum.

The study programme includes the annual training at sea, both within and outside the Thai waters, with the aim of acquainting the naval cadets with the knowledge of their ships, the numerous chores on board, and the many Navy disciplines and traditions. The overseas cruise provides the cadets with the naval experiences in navigation, gunnery, academic sightseeing, and international harbouring procedures. A good relationship with foreign countries is evidently an additional benefit.

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**NAVAL RATINGS SCHOOL**

All men from all parts of Thailand receive an extensive education and training from the Naval Ratings School and then serve the Royal Thai Navy as non-commissioned officers. The attendants of the school are divided into various branches of service: Deck, Gunners, Torpedo, Marine, and Engineering.

The two-year course of a classroom study is supplemented by the training at sea, which is in this case limited within the Gulf of Thailand.

---

**RECRUIT TRAINING CENTRE**

The Recruit Training Centre is the school for the basic military training of the naval recruits. Young men of 20 years of age are annually recruited in accordance with the Royal Acts of Recruitment for the purpose of imprinting the military quality on their minds and attitude. The training includes basic infantry and basic seamanship.

After the completion of their three-month training, they will be selected and allocated to various departments of the Navy.
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The naval welfare includes sports, entertainments, and assistance programmes.

Sports: The Navy encourages its personnel in the games of rugby, football, tennis, swimming, and sailing.

Entertainments: The Navy arranges for dancing, music, and public lectures.

Assistance Programmes: The Navy provides an assistance for housing and land-lease, and other assistsances for the overall well-being of the Navy personnel.

The Navy is also open to the voluntary applications of professional people to the various posts of naval officers, non-commissioned officers, clerical, and labour personnel.

These people, both men and women from various institutes within the country and abroad, serve the Royal Thai Navy at their posts of their profession and skill. They are medical officers, clerks and skilled workers. The personnel of these different branches of service are the necessary adjunct to the Royal Thai Navy.

OTHER SOURCES OF PERSONNEL

The Navy is also open to the voluntary applications of professional people to the various posts of naval officers, non-commissioned officers, clerical, and labour personnel. These people, both men and women from various institutes within the country and abroad, serve the Royal Thai Navy at their posts of their profession and skill. They are medical officers, clerks and skilled workers. The personnel of these different branches of service are the necessary adjunct to the Royal Thai Navy.

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COMMANDER-IN-CHIEF OF THE NAVY

Rear Admiral Amorn Sirigaya was born on June 5, 1918, graduated from the Naval Academy, and later attended the Gunnery Course in U.S.A. He once served in the Korean War as the Commanding Officer of HTMS PRASAE. His appointment abroad was as the Naval Attaché at the Royal Thai Embassy in Manila. He is at present the Director of Naval Operations Department.

The Royal Thai Navy is under the control of the Commander-in-Chief of the Navy who is, in turn, responsible directly to the Supreme Commander. The present Commander-in-Chief is Admiral Charoon Chalermitiara. Admiral Charoon Chalermitiara, the present Commander-in-Chief of The Royal Thai Navy, graduated from the Navy Academy in 1933 and from the Submarine School in Japan in 1936. He also attended the Naval Officer College, the Naval War College, and the National Defence College. His notable positions in the Naval Service are:
- Commanding Officer of a submarine, Executive Officer of the Naval Academy, Aide-de-camp to H.M. King Bhumipol by royal appointment, Commander of the Anti-submarine Warfare Squadron, Assistant Chief-of-Staff of Operations, Naval Chief-of-Staff, Deputy Commander-in-Chief, Commander-in-Chief since 1966.

November-December-January, 1968-69
THE NAVY
Page Fifty-one
AUSTRALIAN SEA CADET CORPS
& R.A.N.R. SCHOOLCADETS NEWS

QUEENSLAND SEA CADET CEREMONIAL 1968

An "old boy" of the Southport School had a captive audience on the oval of the Brisbane Grammar School, GPS, rivals, when the Deputy Chief of the Naval Staff, Rear Admiral H. D. Stevenson reviewed the Annual Sea Cadet Ceremonial on Sunday, October 13, 1968. Cadets for the parade had been drawn from TS GAYUNDAH (New Farm, Brisbane), TS MAGNUS (Church of England Grammar School), TS PALUMA (Stafford, Brisbane) and TS TYAL GUM (Gold Coast). Over three hundred Officers, Instructors and Cadets went through the complicated manoeuvres of full battle drill before a large gathering of parents and well wishers.

After an address of welcome from the State President of the Navy League, Commander N. S. Pinley, M.B.E., V.R.D., R.A.N.R., the Admiral presented Cadet Forces, Medals to Sea Cadet Commander P. V. O. Fleming, former Commanding Officer of MAGNUS, Lt. Cmdr. L. Burke, R.A.N.R. Divisional Executive Officer and Lt. J. B. Mayne, A.S.C.C. Divisional Administrative Officer. Trophies for the various inter-Unit competitions were received by nominated Cadets from Units, and notable among these were the N.O.I.C's Shield for the most improved Unit, won by T.S. MAGNUS and the R.S.L. Shield, for the best metropolitan Unit won by T.S. PALUMA which as the Division's most efficient Unit also regained custody of the Divisional Colour held in 1967-8 by T.S. GAYUNDAH.

The Colour was transferred in a special ceremony held after the initial parade, and separated from it by a display in which a crew of eighteen cadets from T.S. GAYUNDAH paraded the 12 pdr. Field Gun. With the judicious aid of thunderflashes, the gun was fired three times and then withdrawn at the double.

For the transfer of the Colour, with the Colour borne by Lt. W. MacDonald, A.S.C.C., led the four Union back onto the parade area, where the Colour was transferred by the Admiral to Lt. D. J. L. J. Skennerton, A.S.C.C., then assumed control of the parade which concluded with the Ceremony of Sunset.

NEW SOUTH WALES DIVISION

The Annual New South Wales School Cadet Competition was undertaken by the Australian Sea Cadet Corp and the R.A.N.R. School Cadets for the quarter ending September 30, 1968. Periods of 7 days' continuous training were carried out by the following Units:

Sydney Grammar School Cadet Unit:
- HMAS WATSON (accommodation: 30-8-68 to 27-8-68)
- HMAS PENGUIN (training): 20-8-68 to 27-8-68

Sydney High School R.A.N.R. Cadet Unit:
- HMAS STALWART — 23-8-68 to 25-8-68
- HMAS WATSON — 25-8-68 to 30-8-68

In addition a Cadet Engineering Mechanic Course of 7 days duration was conducted in HMAS NIMRIBA from 25-8-68 to 1-9-68. The Cadets comprising 10 in number were selected from various Units. They are to be commended in their diligence and attention to study as all 10 passed the examination to qualify for the specialist badge.

Weekend training for Sea Cadets and Naval Reserve School Cadets took place in the following ships and establishment:
- HMS SYDNEY, July 12-14
- HMAS CRESWELL, July 19-21
- HMAS ANZAC, July 26-28
- HMAS DERWENT, August 9-11
- HMAS DERWENT, August 16-18
- HMAS WATSON, August 16-18
- HMAS VAMPIRE, August 23-25
- HMAS STALWART, Sept. 13-15
- HMAS ANZAC, Sept. 13-15
- HMAS WATSON, Sept. 20-22

On Sunday, July 21, Scots College R.A.N.R. School Cadets received a full days instruction in sailing at Snapper Island.

Arrangements were made for the Sydney Grammar R.A.N.R. School Cadets and the Scots College R.A.N.R. School Cadets to attend Long Bay Rifle Range for a 300 Shot on the week days of July 9 and 10, and August 20 and 21 respectively.

The Annual New South Wales Cadet Full Bore Rifle Championships were held in HMAS WATSON on Saturday, August 17. TS SYDNEY was again this year the winner of the Training Officer's Trophy.

On Sunday, September 22, the Annual Athletics Meeting was held at Cabil Park, Armidale, the host school being TS SIRUS.

TS HAWKESBURY, the new Cadet Unit at Gosford, received
Wishing all Naval League Members
A Merry Christmas and a
Happy New Year

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ATTENTION NAVY MEN
A number of Sea Cadet Units are in need of additional adult personnel with Service background to instruct Cadets. Anyone who may be prepared to give of his time on Saturday afternoons is asked to please contact the Cadet Liaison Officer, Lieutenant McPherson, H.M.A.S. WATSON, telephone 37-1311 extension 256 between 0800 and 1530 for further particulars.

The Units concerned are:

<table>
<thead>
<tr>
<th>Unit</th>
<th>Location</th>
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<tbody>
<tr>
<td>T.S. ALBATROSS</td>
<td>Wollongong</td>
</tr>
<tr>
<td>T.S. HAWKESBURY</td>
<td>Gosford</td>
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<tr>
<td>T.S. PARRAMATTA</td>
<td>Rydalmere</td>
</tr>
<tr>
<td>T.S. SIRIUS</td>
<td>Armcliffie</td>
</tr>
<tr>
<td>T.S. SHROPSHIRE</td>
<td>Canterbury</td>
</tr>
<tr>
<td>T.S. WARREGO</td>
<td>Hunter's Hill</td>
</tr>
</tbody>
</table>

Cadets range from 14 to 19 years of age and Units parade on Saturdays.

Official Naval Board recognition in July.

A Guard of Honour for 48 Sea Cadets was paraded for Rear-Admiral D. C. Wells, Flag Officer-in-Charge, East Australia Area on the occasion of the Legacy Memorial Service held in the Dockyard Chapel, Garden Island on Sunday, September 1.

T.S. WARREGO, the Hunter's Hill Unit, held their Annual Ball in the local Town Hall on Saturday, August 31. The Guest of Honour was Rear-Admiral D. C. Wells, Flag Officer-in-Charge, East Australia Area.

Officers, Instructors and Cadets from T.S. PARRAMATTA participated in the Opening Day Ceremony at the Royal Motor Yacht Club, Point Piper on Saturday, September 7.

On the last Tuesday in July, August and September, Selection Boards were convened in HMAS WATSON to determine the suitability both of Officers and Instructors for promotion and of personnel seeking appointment to the Cadet Force.

L. MACKAY-CRUISE
Lieut.-Cmdr. R.A.N.R.
Senior Officer

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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

ADDRESS

PHONE No.

STATE OR TERRITORY... POST CODE

AGE

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

JOIN THE
AUSTRALIAN SEA CADET CORPS
If you are between the ages of 13 and 18 years

The Australian Sea Cadet Corps is a voluntary organisation administered by the Commonwealth Naval Board and the Navy League of Australia.

The aim of the Australian Sea Cadet Corps is to provide for the spiritual, social and educational welfare of boys and to develop in them character, a sense of patriotism, self-reliance, citizenship and discipline.

Uniforms are supplied free of charge.

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 small 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, will receive 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 Officer, Australian Sea Cadet Corps
NEW SOUTH WALES: "El Abrigo", 4 Rangers Ave., Cremorne, 2090.
QUEENSLAND: C/- Box 376E, G.P.O., Brisbane, 4001.
SOUTH AUSTRALIA: C/- Box 1529M, G.P.O., Adelaide, 5001.
TASMANIA: C/-

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.

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**DEFENCE REPORT, 1968**

**THE ROYAL AUSTRALIAN NAVY**


The Royal Australian Navy is responsible in time of war for the following tasks, which it may undertake, when appropriate, with sister services:

- The detection and destruction of enemy forces which threaten our control of the sea areas or which are making use of the sea for purposes injurious to our interests.
- The provision of offensive and defensive support to friendly forces.
- The protection of military shipping and merchant shipping which is vital to the national economy.
- The provision of support facilities and ancillary services as required.

To carry out these tasks the Royal Australian Navy has a balanced fleet equipped with modern ships and aircraft. In addition to the 39 ships in service on June 30, 1968, the R.A.N. by the end of 1968-69 will have a further 12 new patrol boats in service, a third submarine in commission and new aircraft will be flying from the deck of the modernised carrier HMAS MELBOURNE.

In addition, two new destroyer escorts will be nearing completion in Australian shipyards and a fourth submarine is under construction in Britain.

Australia is an island continent situated on the periphery of Asia between two great oceans, and is relatively isolated from the rest of the world. The mobility, flexibility and state of preparedness of the R.A.N. makes it capable of quick reaction to any threat which might develop in Australia's area of strategic interest.

The R.A.N.'s continued modernisation programme, with significant progress in anti-submarine and anti-aircraft missiles, will give the R.A.N. more firepower and flexibility than ever before.

**OVERSEAS ACTIVITIES**

**VIETNAM**

The Royal Australian Navy has maintained one guided missile destroyer in the Vietnam area as an integral unit of the U.S. Navy's Seventh Fleet since March, 1967. The ships to undertake this commitment, HMAS ships PERTH and HOBART, have both served with distinction. Both ships have been engaged in bombardment tasks off the coast of North and South Vietnam destroying enemy supply routes and installations. On numerous occasions they have been engaged in action with enemy coastal batteries.

HOBART, in two periods of deployment to the area and PERTH in one visit, have together fired more than 30,000 rounds from their five-inch guns. Both ships have frequently commanded U.S. Navy task units when operating off the coast of North Vietnam.

The R.A.N. further increased its commitment to the Vietnam war in October, 1967 when eight naval helicopter pilots, four observer officers, four aircrews and 30 ground staff were deployed as an integral part of a U.S. Army assault helicopter company providing helicopter support to allied forces in South Vietnam. Eight helicopter pilots have also been provided to assist manning No. 9 Squadron R.A.A.F. in support of the Australian Task Force.

A clearance diving team has been attached to U.S. Naval forces in Vietnam since March 1967 while an R.A.N. detachment has served in the Australian National Line cargo ship IEPARIT as replacement for 18 members of the Seamen's Union since March 1967.

The troop transport, HMAS SYDNEY, has made eleven return passages to Vietnam since mid-1965. In the past financial year she made four passages to Vung Tau from Sydney, Brisbane and Adelaide.
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The patrol boat HMAS ATTACK turns on a burst of speed.

Two members of the R.A.N’s popular New Guinea Division prepare to take a flight in a Fleet Air Arm Wescas helicopter.

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**STRATEGIC RESERVE**

The R.A.N. has deployed continually two ships to the Far East Strategic Reserve under the operational control of the Royal Naval Commander Far East Fleet. Ships to have served in the reserve during 1967-68 are HMA Ships VAMPIRE, DERWENT, YARRA, PARRAMATTA, STUART and VENDETTA.

**EXERCISES**

In July 1967 four R.A.N. ships took part in the SEATO exercise SEA DOG in the South China Sea, together with ships and aircraft from the United States, the Philippines, United Kingdom, Thailand and New Zealand. The exercise was jointly sponsored by Australia and the United States and was directed by the Flag Officer Commanding the Australian Fleet.

In July and August 1968 six units of the R.A.N. took part in exercises off New Zealand with New Zealand, United States and British ships.

The minesweepers SNIPE, HAWK and GULL took part in a minesweeping exercise in the Singapore Straits, carrying Australian troops and their equipment.
area from June 9 to 17, following a similar exercise in the Philippines.

SURVEYING AND OCEANOGRAPHIC RESEARCH

R.A.N. hydrographic surveys were carried out primarily in the New Guinea area during 1967-68. The major survey vessel, HMAS MORESBY, established and surveyed shipping routes off the eastern coast of the Territory. The smaller vessel, HMAS PALUMA, continued her survey of the Howick Group and the restricted waters of Guina during 1967-68. The surveys were carried out primarily in the New Guinea area.

3 Support Ship: HMAS PALUMA

4 River Class (Type 12) Destroyer: HMAS YARRA, PARRAMATTA, STUART and DERNENT.

5 Coastal Minesweepers: HMAS HAWK, GULL and SHIPE.

6 Submarines: HMAS Submarines OXLEY and OTWAY and HMAS TRUMP which is operated by the R.A.N. on loan from the Royal Navy

8 Patrol Boats: HMAS ATTACK, ADVANCE, SAMARII, AITFAPUFA, ACUTE, ARCHER and AWARE.

Training Ships:
1 Battle Class Destroyer: HMAS ANZAC
1 Type 15 Destroyer Escort: HMAS QUEENBOROUGH

Operational Reserve:
3 Coastal Minesweepers: HMAS Ships CURLEW, TEAL and IBIS

SUPPORT SHIPS

1 Troop Transport: HMAS SYDNEY (also used for training)
1 Destroyer Tender: HMAS STALWART
1 Fleet Oilier: HMAS SUPPLY
1 Survey Ship: HMAS MORESBY
1 Coastal Survey Ship: HMAS PALUMA
1 Survey and Oceanographic Ship: HMAS DIAMANTINA
1 Reserve Training Ship: HMAS KIMBLA
1 Reserve Training Ship: HMAS Ships BASS and BANKS

THE FLEET

1 Aircraft, Carrier: HMAS MELBOURNE (Flagship)
3 Guided Missile Destroyers: HMAS Ships PERTH, HOBART and BRISBANE
3 Daring Class Destroyers: HMAS Ships VAMPIRE, VENDETTA and DUCHESS
4 River Class (Type 12) Destroyer: HMAS YARRA, PARRAMATTA, STUART and DERNENT.
3 Coastal Minesweepers: HMAS HAWK, GULL and SHIPE
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THE FUTURE

2 River Class (Type 12) Destroyer: HMAS Ships SWAN and TORREN, due for completion in 1969.
1 Oberon Class Submarine: HMAS ONSLOW due in Australia late 1970.

THE FLEET AIR ARM

Squadrons:
723 Squadron: Helicopter pilot training and search and rescue duties. Iroquois and Scout helicopters.
724 Squadron: Various types of aircraft involved in fixed wing pilot training, communications and Fleet requirement duties. Sea Venoms and Vampire trainers.
725 Squadron: Anti-submarine helicopter operational training and Fleet requirement duties. Wessex 31B helicopters.
817 Squadron: Front-line squadron of anti-submarine helicopters. Wessex 31B helicopters. (Mark 31B's from January 1969)
851 Squadron: Tracker training squadron for pilots, observers and aircrewmen. Twinengine conversion pilot training. Tracker and Dakota aircraft.

NEW SHIPS, SUBMARINES

The R.A.N.'s third guided missile destroyer, HMAS BRISBANE completed her final acceptance trials in May 1968. BRISBANE then began a programme of work-up training off the west coast of the U.S. under the direction of the Commander U.S. Fleet Training Group-Pacific.

Australia's first submarine for more than three decades, HMAS OXLEY, arrived in Australia in August 1967, and has taken part in training exercises with units of the Australian fleet. The second submarine of the class, HMAS OTWAY, underwent a programme of work-up training in Britain after commissioning on April 23, 1968.

Another two submarines of this class, HMAS Ships OVEN and ONSLOW, are expected to arrive in Australia in 1969 and 1970 respectively. The British submarine HMS TABARD, which was loaned to Australia, has returned to Britain and HMS TRUMP, the last R.N. submarine on loan to the R.A.N., will complete her service early in 1969.

Two destroyer escorts are nearing the final stages of building in Australian yards, HMAS TORRENS is being built at Cockatoo Island Dockyard, Sydney, and HMAS SWAN at Williamstown Naval Dockyard, Melbourne. They are expected to commission during 1969 and 1970 respectively.

On June 30, 1968, a total of eight patrol boats were in service with the R.A.N. The final 12 will enter service in 1968-69.
Conversions

The extended refit of HMAS MELBOURNE for alterations and updating of equipment necessary for operation of Tracker and Skyhawk aircraft is scheduled to be completed by the end of 1968 and the air group will be embarked early in 1969 for trials and work-up.

The modernisation of the weapons systems in the Daring class destroyers, HMAS Ships VAMPIRE and VENDETTA, will take place in 1970 and 1971 respectively.

Personnel

A total of 16,454 officers, sailors and Wrens was serving in the Permanent Naval Forces on June 30, 1968. The estimated strength on June 30, 1969, is 17,510. The officer strength on June 30 was 1,814 and will rise to an estimated 1,950 in the next year.

At the start of 1968 the R.A.N. College at Jervis Bay began degree courses in science and engineering for selected cadets. These cadets will undertake the first year of their studies at the college and if successful will study for three or four years at the University of N.S.W. Cadets may take their engineering degrees in either general or electrical engineering.

The R.A.N. continues to provide eight officers and a small number of sailors on loan to the Royal Malaysian Navy and trains R.M.N. personnel in Australia.

Fleet Air Arm

Operational flying training for Tracker and Skyhawk aircraft crews has begun in Australia under instruction of R.A.N. officers who have received training in the U.S. and Canada. Ground training of maintenance personnel is also being undertaken at the Naval Air Station, Nowra, N.S.W.

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Papua-New Guinea Division

The first four Pacific Islands officers to form the nucleus of the Papua-New Guinea Division completed a 12-months academic course at HMAS TARANGAU, Manus Island, in 1967 and in March 1968 began training at HMAS CERBERUS in Victoria with R.A.N. Supplementary List seamen midshipmen.

A further 33 recruits entered the P.N.G. Division during 1967-68, bringing the number of new recruits to a total of 4 officers and 104 sailors. A total of 32 older members continue to serve with the division at HMAS TARANGAU.

Seventeen P.N.G. sailors were serving in three patrol boats deployed in the New Guinea area on June 30.

W.R.A.N.

On June 30, 1968, a total of twenty-three officers and 595 Wrens carried out a wide variety of Naval duties in shore establishments.

A Women's Royal Australian Naval Service Reserve came into being on July 11, 1968. It will have an eventual strength of 600 reserves who will be available, if required, for full-time service.

Naval Reserve Forces

The Citizen Naval Forces had a strength of 4,047 officers and sailors on June 30, 1968. In addition there were 904 members of the R.A.N. Emergency Reserve. A total of 183 Reservists were serving full time with the R.A.N.

A strong training drive resulted in more than 90 per cent of R.A.N. Reserve personnel completing periods of continuous training in 1967-68. By the end of 1968, Reservists will have allotted for training purposes the patrol boats HMA Ships ARCHER, ARROW, ADROIT and ARDENT as well as the general purpose vessels HMA Ships BASS and BANKS.

Civil Personnel

A total of 10,654 civilians were employed by the Department of
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Provision has been made for the expenditure of $6.900m on further works in 1968-69. These will include the reconstruction of the Sutherland

New men for the Aircraft Carrier HMAS MELBOURNE

BUILDINGS, WORKS AND HOUSING

Expenditure on buildings and works during 1967-68 was $6.825m, being $246m less than the previous year. In addition $716m was advanced to the States under the Commonwealth/States Housing Agreement as payment towards the cost of 150 houses and flats for occupation by Naval personnel.

Major projects begun during the year included a new galley, dining and recreation building and three barrack blocks at the Junior Recruit Training Establishment, HMAS LEEUWIN, at Fremantle, Western Australia, further development at the Naval Armament Depot, Kingswood, New South Wales, and improvements to runways at the Naval Air Station, Nowra, New South Wales.

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Best wishes to R.A.N personnel from...

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Greetings to all R.A.N. Personnel from

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Wharf ($1.600m) and other improvements ($320m) at Cockatoo Island Dockyard, Sydney, the construction of wardroom and apprentices' barracks at HMAS NIRMBA, Quakers Hill, Sydney ($1.447m), barracks, sick bay, swimming pool and stores buildings at HMAS LEEUWIN, Fremantle, Western Australia ($1.080m), a barracks block for junior sailors at HMAS CERBERUS, Westerport, Victoria ($426m), an avionics workshop and further improvements to the Naval Air Station, Nowra, New South Wales ($350m), woodworking and preservation plant at the Naval Stores Depot, Randwick, New South Wales ($234m), new crane and miscellaneous technical facilities and extension of engineering services at Garden Island Dockyard ($1.160m) and the construction of fifteen houses at the Naval radio station at Coonawarra, near Darwin.

On June 30, 1968, 2,703 houses or flats were available throughout Australia and New Guinea for R.A.N. personnel and their families and another 177 were being built. Provision has been made in 1968-69 for $1.054m to be advanced to the States towards the cost of a further 321 married quarters for rental by service personnel and twenty additional houses will be authorised for construction under the 1968-69 Works Programme.

NAVY EXPENDITURE

The chart below shows the major categories of proposed expenditure for the Navy in 1968-69 compared with actual expenditure in the previous financial year.

<table>
<thead>
<tr>
<th>Estimated 1968-69</th>
<th>Actual 1967-68</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Pay &amp; Allowances</td>
<td>58.443</td>
</tr>
<tr>
<td>Civil Salaries</td>
<td>30.524</td>
</tr>
<tr>
<td>General Expenses</td>
<td>12.813</td>
</tr>
<tr>
<td>Maintenance Stores</td>
<td>29.775</td>
</tr>
<tr>
<td>Maintenance of Equipment</td>
<td>11.474</td>
</tr>
<tr>
<td>Maintenance of Buildings and Works</td>
<td>3.641</td>
</tr>
<tr>
<td>Naval Construction</td>
<td>47.449</td>
</tr>
<tr>
<td>Aircraft Purchase</td>
<td>481</td>
</tr>
<tr>
<td>Capital Equipment</td>
<td>14.103</td>
</tr>
<tr>
<td>Buildings, Works, Sites &amp; Housing</td>
<td>7.990</td>
</tr>
<tr>
<td>Recoverable Expenditure for other Governments</td>
<td>2.484</td>
</tr>
<tr>
<td>Total from Appropriations</td>
<td>215.150</td>
</tr>
<tr>
<td>Outlays from United States Credits</td>
<td>18.572</td>
</tr>
<tr>
<td>TOTAL NAVY</td>
<td>233.722</td>
</tr>
</tbody>
</table>

* In 1967-68 whilst expenditure was $3.047m it was offset by receipts of $3.025m. For 1968-69 the receipts will be paid direct to revenue.
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 financial 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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EXERCISE SILVER SANDS

A large scale NATO maritime exercise involving ships and aircraft from nine nations, began on September 16, in the North Atlantic Ocean.


Maritime forces for this NATO exercise were provided by Belgium, Federal Republic of Germany, Denmark, Norway, Portugal, United Kingdom, United States and Canada.

In all, more than 100 ships participated, including NATO's standing naval force Atlantic — a multinational squadron of destroyers and frigates currently consisting of vessels from the U.S., U.K. and Netherlands.

The purpose of “Silver Sands” was to exercise NATO and national forces and headquarters in their defence tasks both on the eastern and western sides of the Atlantic.

Fleet manoeuvres included anti-submarine warfare, air strikes, mine laying and sweeping, submarine operations and convoy escort for which a large number of merchant ships were chartered.

The exercise was designed to improve the co-operation and readiness of a multi-nation fleet and to demonstrate the ability of national maritime forces to integrate rapidly into an effective defence organisation.

Close Soviet surveillance on the NATO fleet engaged in the exercise was a highly organised operation with surface vessels and aircraft maintaining a regular watch on the activities of the allied ships.

It was apparent that the highest importance was attached by Russia to gaining the maximum possible information by strictly legal high sea snooping on all phases of the NATO exercise from spy ships working on a systematic pattern and sorties flown by long-range aircraft. The Soviet even had oilers stationed in pre-arranged positions to refuel the Russian ships.

At least 18 Soviet vessels were involved, including ships obviously under orders to keep a lookout while on passage through the exercise areas. Three KOTLIN class destroyers—one an improved ship of the class armed with surface to air missiles — trawlers equipped with complex electronic equipment and smaller craft participated in surveillance duties.

In the air, BADGER, BISON and BEAR reconnaissance aircraft, sometimes flying very low over ships, maintained a “fixed look-see” pattern of flights.

Stated a SACLANT staff officer: “The very close interest of the Russians was not unexpected and indeed added very much to the reality of the exercise as far as the ships and pilots of our aircraft were concerned. No doubt they were also making a comparison with their own manoeuvres held in the same area last July.”

There were no reports of harassment or interference with Allied ships, but there were strong indications of systematic monitoring of radio messages and the detailed recording of manoeuvres.

Russian Escort Destroyer of the KOTLIN Class

November-December-January, 1968-69

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A GLIMPSE OF OUR MARITIME FUTURE

By J. Hodkins

Australia's future role as a maritime nation is just getting under way, and her prospects are very bright.

Great Britain and Japan were forced to develop their sea communications because they are small island nations, very much off the coast of large continents; Australia, at the end of a chain of islands, adjacent to the most populous regions of the world and much more advanced economically than any of them, also has all of Oceania to the East and North. Sea-lanes are therefore of supreme importance to this island. Why have we not shown a strong maritime tendency already?

Until now, we have been very busy establishing ourselves in what was a strange and forbidding land, and we have done it well. Now we are ready for the great leap forward — in mining, primary and secondary industries, and export. Remembering that it took those other great maritime nations hundreds of years to achieve their pre-eminence, we, in spite of our pre-occupation with the land, have not done so badly. 

Shipping — the transport of cargo — is just one of the main arteries of commerce. It can be conducted on a more advanced basis by the trade winds. This “Lucky Country’s” produce, from mines, fields, and marts will spread to the vast populations to the North-West, North, and East of us. Most of it will be carried by sea, and we are preparing for that rapidly.

The spotlight of history and our current news is on the land, so we are preparing for that. But let us not forget the sea. Australia is the last link of the sea route to the Orient, and the first link to the Orient for Australia. The building of a Navy to protect Australia’s future role as a maritime nation is just getting under way, and her prospects are very bright.

Firstly, Australia’s coastal trade is the life-blood of the country. It is a major factor in the country’s trade, and it is the basis of the country’s wealth. The trade is carried on by small vessels, and the seamen who work on these vessels are the backbone of the country.

Secondly, Australia’s future role as a maritime nation is just getting under way, and her prospects are very bright.

Thirdly, Australia’s future role as a maritime nation is just getting under way, and her prospects are very bright.

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BOOK REVIEW

The Landing at Veracruz: 1914

Author: Jack Sweetman.
Published by the United States Naval Institute, Annapolis, Maryland, 1968

Review by: LT. STEPHEN SCARLETT

The landing at the Mexican port of Veracruz by the United States Navy in April 1914, is one of the most important events that has received little attention from historians in the United States. The incident is often described as a mistake, but actually it was a deliberate act of aggression that initiated a war. The incident occurred during the Mexican Revolution, a time of great turmoil in Mexico, and it led to the intervention of the United States in the country's affairs.

The incident was triggered by the arrival of the US Navy ship YPRES at Veracruz on April 21, 1914, carrying machine guns and troops. The arrival of the ship was not welcomed by the Mexican government, which had already expressed its opposition to the presence of foreign forces in Mexico.

The incident was immediately followed by a series of events that escalated the situation. The Mexican government declared war on the United States, and the US Navy blockaded the port, preventing the withdrawal of the troops. The incident ultimately led to the US intervention in the Mexican Revolution, which lasted for several years.

From this book, there emerges an interesting picture of President Wilson — a man rather different from the lover of peace who was to play such a leading part in the latter stages of the First World War. Wilson, who was one of the founders of the League of Nations — a body which was to prevent nations from resorting to violence in just such a way as the United States had done in 1914 at Veracruz. Mr. Sweetman points out Wilson's rather questionable foreign policy and his naivist ap-
testing reading. The landing party itself, it should be noted, was composed mainly of sailors from the crews of the warships, with only a small number of marines to stiffen the force.

Mr. Sweetman's description of the actual fighting is clear and very readable — enthralling, almost. His prose style is exceptionally good for an historian, being salted with a dry sense of humour. The early background to Mexican politics given in Chapter 1 is hilarious.

The book is well illustrated, with a dozen pages of photographs and a couple of reasonable maps at each end. The appendices are copious, containing more details about the operation than most of us would ever want to know.

In short, I feel I can recommend this book to anyone interested in history generally and naval and military history in particular. It is a well-written book about a sidelight of history which is little-known to most Australians, and which I, personally, found fascinating. The United States Naval Institute should be commended for putting out such a good book and I hope that other publications of this nature will reach us before long.

$1m IN NAVY ORDERS FOR ELECTRONICS

Contracts just let or about to be let for the supply of communications equipment to the Royal Australian Navy will be worth about $1 million to the Australian electronics industry.

The contracts just let went to Amalgamated Wireless (Australia) Ltd. and to Electronic Industries Ltd. The A.W.A. contract, worth $440,000, was for a further quantity of six 40-kilowatt fully automatically tuned transmitters. The chairman of A.W.A. Sir Lionel Hooke, said that the transmitters were an improved version of high-powered A.W.A. transmitters designed and manufactured at the company's North Ryde works in Sydney and operating in a number of Armed Services establishments.

Designed for remote control the new transmitters with their drive equipment embody advanced solid-state and micro-electronic techniques. The complete transmitters, drive equipment and remote control facilities will be handed over to the Navy as fully commissioned operating systems during 1969.

The second contract, worth $45,000, went to Electronic Industries for audio amplifiers. In addition, tenders closed on October 1, for the provision of seven 10-kilowatt transmitters for the Naval Wireless Station at Belconnen, A.C.T.

The total requirement for the station may be for 48 transmitters, with an estimated value of $534,000. The orders are understood to be part of a steady modernization of naval communications which will continue for some time to come.

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