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PLUS SUNDER STORIES AND PHOTOGRAPHS

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MESSAGE FROM . . .
THE MINISTER FOR DEFENCE
The Honourable D. J. KILLEN, MP

The long and prosperous peace enjoyed by this country has encouraged some Australians to accept it as a continuing certainty which can be secured with little obligation.

Nothing in history encourages the view that a country can secure its defence by being casual about its responsibilities. That is a lesson the Government respects.

Of the objects for which the Navy League was established, none is more important than the need “to spread information showing the vital importance of maintaining sea and air power”. This will contribute to sharpening public awareness that peace at no cost is unlikely to endure.

I commend both the League and “The Navy” magazine on their worthwhile and valued continuing support of our Navy’s interests.

My good wishes go to you in Navy Week.
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A Message from
the Chief
of Naval Staff

VICE-ADMIRAL
H. D. STEVENSON, CBE

This will be my last message to the Navy League of Australia before I retire. Sad though it may be to leave the RAN after 44 years' service I am happy that I am leaving a navy poised for progress and the achievement of capabilities that may at times have appeared doubtful.

The events of the past six months must give the RAN reason for some optimism. Statements from the Government have been encouraging and it does seem that more emphasis is being given to maritime considerations. On 25 May the Minister for Defence announced the planned expenditure of more than $12,000 million in real terms on defence over the next five years, and stated that there would be an immediate increase in the level of Service activities, including Fleet steaming time. This level of expenditure should mean that more money will be available for items of capital equipment. The Prime Minister in his statement on the world situation on 1 June referred to the Government's “determination to act to improve our defence capabilities”, and elsewhere both he and the Defence Minister have stressed the importance of our maritime environment to our defence. In these circumstances it is not unreasonable to look forward to an expanded capital equipment programme and possibly to Navy improving its slice of the “Defence Cake”.

I believe that, amongst the responsible elements of the Australian community, there is a general awareness of defence issues. Much of this awareness can be attributed to the work of such organisations as the Navy League. There has been a sensible campaign conducted by members of the Navy League to inform the people of Australia of the importance of seapower. I am grateful to those who have devoted so much of their own time to this cause and I endorse the sensible line that most writers have taken.

It is important to avoid the temptation to overstate the case for defence in a dramatic bid for support. This attitude can discredit soundly based arguments for defence. For the thinking members of our community a balanced statement of the real issues should be sufficient to highlight the importance of maritime forces to Australia. So many of you have recognised that navies are something more than a military weapon and that the effectiveness of seapower is enhanced by the intrinsic quality of flexibility. This is so important to a country in Australia’s strategic situation.

I thank you for your help and your good company and know that you will give the same quality of support to Tony Synnot.

Good luck.
Instead of acceding to the Editor's request to send a "message" to readers of "The Navy", I propose to offer a brief comment on several subjects attracting public interest at the present time.

Defence: When I read the Prime Minister's statement to Parliament on foreign affairs and defence several months ago I gained the clear impression that he was drawing attention to the immense military strength of Russia in a global context. It is unfortunate that Mr Fraser's far-reaching survey has degenerated into an argument on naval activities in the Indian Ocean, a vast geographical area but in fact only part of a much greater international canvas.

It is perhaps natural, but nevertheless regrettable, that we tend to reduce anything that is said on world events to a purely local level. Australia is a big country and we need to think in the widest terms.

Shipbuilding: It is quite extraordinary that a nation dependent upon the sea for what is virtually its continued existence, cannot support a viable maritime industry; and yet this seems to be our situation. Surely government, business management and unions are not so obsessed with other particular problems and interests that a commonsense solution cannot be found?

Cadets: The government's new cadet scheme calls for community participation. The Navy League is well aware as a result of practical experience of the difficulties, especially the financial problems, involved in running a cadet training organisation. Hopefully, defence authorities and appropriate civilian organisations will soon get together and devise a workable arrangement in which the Services and the wider community will each have their part to play.

I ask all members of the League to continue their efforts to promote the maritime well-being of Australia. If ever there was a time for action instead of talk, this is it.
The Soviet Military Machine: Morale, Muscic, and Megatons

By ROBERT D. HEINL, JR., in "Sea Power", the Official Publication of the Navy League of the United States

Colonel Robert Debas Heinl, Jr., USMC (Ret.), recently returned from a visit to the Soviet Union. Following is a four-part report on how big and mighty the armed forces, the Navy, "the China problem", and Soviet military expenditures.

In the deep provincial city of Kazan, north-west of Moscow, the huge billboard shows two AIM-72s zooming skyward above the clouds. Wording on the sign proclaims: "An Officer's Profession is a Sacred One."

The Army and the People are One," reads the caption. Underneath, in slightly smaller letters, is the message that throughout the Soviet armed forces all men are regarded with love and respect, that the officers are highly respected, that the citizens are bred and taught to feel that the military (and women) they lead are loyal children of the motherland, that burning patriotism, ideological conviction, a high level of culture and wide experience, is theFILES are in and about Moscow or Leningrad, but some are as far afield as Kiev, Samandar and Vladivostok.

The Air Force is based in Moscow, (with one major exception, the fighter-air force in Leningrad). The forces are divided into the Ground Forces, Strategic Air Forces, and the Navy Air Force Defense Forces, and the so-called special forces such as the KGB, GRU, and MVD.

Every Soviet young man is obligated to two years' military service, but selection and training of the professional officers and career men who form the armed forces begins at childhood. All of a Russian child can read he has military picture books. Later, his nursery rhymes and readers are militaristic. The young Soviet, with military toys abound, as can be seen in Moscow's giant children's department store or in "GUM" the even more enormous State Department Store on Red Square. At age 10, the child joins the Pioneers, the militarised official and popular youth organization. The Pioneers have a military-type organisation and stress strongly militarised presentation of the Soviet military. At 14, young men graduate from Komsomol, the 35 million member Communist Youth Movement, and remain there until age 28. The US armed forces, in contrast, have a professional, career force of about 25 million strong, that corresponds to American Scout movements.

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AN ANCIENT FOE IN THE EAST

While most military watchers focus on the Middle East, Africa or in Central Europe, Russia looks over its eastern flank where the rough one-third of Russia's huge armed forces are deployed today along the world's longest and most tense frontier, which meanders 6000 miles across Asia from Kashmir to Vladivostok.

Mutual fears and old grievances shadow virtually every mile of this heavily guarded, remote border. Russia can no longer "set the Golden Horseshoe" of Genghis Khan, which strode and sacked their way across Asia to the Donner River 750 years ago. China, for its part, cannot forget the "unequal treaties" of the 19th century, by which China was expanded into East Asian lands China considers.

As in the fierce religious wars of the Middle Ages, a "Protestant" Peking strives to topple the Kreml, the Marxist "Vatican" in Moscow. This bitter ideological contest is sharply portrayed when Russia and China are on opposite sides of the long frontier have "and have not" countries.

Each of the contending giants holds strategic outposts from the other Russian nuclear and conventional forces are in a very striking distance of Lop Nor. China's nuclear development establishment in western Sinkiang, the military base of Manchuria, the Ruler of China and seat of the Chinese industrial base, is bounded on three sides by Russia and China are on opposite sides of the long frontier have "and have not" countries.

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Russia's forces east of Lake Baikal ring the Chinese border, constitute in reality a second major army within the Russian armed forces. Their strength, which has been steadily building up since the late 1960s, has now made the Amur, one of the USSR's largest, more than 40 million men under arms. Today the figure is 5 million.

The main target of Soviet forces, therefore, is not China, but the communist China is the second largest armed force in the world. For China has the world's largest population (380 million) while China, with more than 700,000,000 people, has about 3.8 million in uniform. On a per capita comparison between the two population, this makes Russia less than twice as heavily armed for her size.

No two armed forces could be more different than those of the two giants.

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**BITS AND PIECES**

Surviving around the Australian coast in "bits and pieces" are eight RAN warships dating from 1870 to 1946. These derelict museum ships are the monitor CERBERUS, gunboats GAYUNDAH and PROTECTOR, destroyers PARRAMATTA and SWAN, submarines J3 and K9, and the tank landing ship LAE.

Undoubtedly other smaller RAN vessels still exist as wrecks or breakwaters, however, lack of space precluded their inclusion in this article.

**CERBERUS**

The oldest surviving warship to have seen service with the RAN is the ex-Victorian monitor CERBERUS. She was built in 1870 at the yards of Palmer Shiplbuilding & Iron Co. Yarraw on Tyne, England, and journeyed out to Australia under both steam and sail.

CERBERUS was built to counter the mythical Russian threat of the nineteenth century, but in fact never fired her guns in anger nor left the enclosed waters of Port Phillip Bay (except for the delivery voyage) during her entire career.

CERBERUS served with the Victorian State Navy until 1901 when she joined the Commonwealth Naval Forces. She was a very powerful ship armed with two eleven-ton, ten-inch guns (which still remain onboard today) and was more than a match for the Royal Navy 'men of war' based in Sydney.

In 1911, she was integrated into the RAN and during World War I acted as a depot ship and port guard ship. In 1921, she commenced duty as a depot ship for the six J class submarines, finally paying off from service in April 1924, when she was sold to the Melbourne Salvage Company. The new owners scrapped the monitor of all valuable fittings and towed the vessel to Black Rock in Port Phillip on 2 September 1926, where she was sunk as a breakwater approximately 100 yards off the beach.

The old vessel still remains at Black Rock, performing the role for which she was sunk, fifty years ago. In 1970, the Cerberus Preservation Trust was formed to study the feasibility of raising the monitor and completely refitting the vessel to her former self.

When I visited CERBERUS earlier this year, the silhouette of the former monitor was easily recognizable against the backdrop of the grey waters. Signs had been erected on board warning of the penalties if she was boarded, but despite this, the entire vessel had been vandalised and was the recipient of numerous ugly marks left by amateur graffitiists.

When and if sufficient finance can be raised to rescue CERBERUS, Melbourne and Australia will possess a unique vintage warship.

**GAYUNDAH & PROTECTOR**

Two other pre-Federation gunboats exist on the Queensland coast, like CERBERUS, in 'bits and pieces'. The Gayundah was built in England during 1884. Gayundah and her sister ship Paluma were taken over during construction for the Queensland Navy, being originally laid down for a South American republic. In 1901 they became units of the Commonwealth Naval Force and subsequently joined the RAN in 1911.

The cement filled remains of Gayundah have lain ashore at Woody Point, Redcliffe, in Moreton Bay, Brisbane, since 2 June, 1958, when the gunboat (then converted to a gravel lighter) was toed to her last resting place to serve as a breakwater holding up the clay cliffs which were threatening to collapse. Gayundah is in very bad condition and seems destined to remain beached ashore for many years to come. The built up bows acquired by her at Cockatoo Dockyard during World War I still remain, but immediately behind these decks are smashed to pieces.

Located a short distance from the holiday resort, Heron Island, is the ninety-two year old Protector. She holds the distinction of being the first Australian ship of any type to see war service. This historic event occurred in 1900 when, at the request of the Chinese Imperial Government, Protector aided government forces during the Boxer Rebellion. Following this action, she returned to Australia to join the newly created naval force.

She was employed during World War I, initially on patrol duties, and subsequently as a tender to the submarines AE 1 and AE 2. After the war Protector saw service as a depot ship. In June, 1924, she paid off and on 10 September, was sold to T. Hill of Melbourne. After private use, Protector was requisitioned by the United States Army in July, 1943.

Whilst under tow to New Guinea, the vessel ran aground at Heron Island and now serves as a convenient breakwater. Her present condition is poor, having been subjected to the continuous pounding of water and winds for over thirty-three years. The wooden decks have all but disappeared and the vessel rests on an angle in shallow waters off the resort island.

**PARRAMATTA**

Lying in the mud flats on the Hawkesbury River just north of Sydney, are the remains of one of Australia's first torpedo boat destroyers, Parramatta. Built in England, Parramatta served with the RAN from 1910 to 29 April, 1928. In October the following year she was dismantled at Cockatoo Island Dockyard and with her sister ship Swan was handed over to the New South Wales Department of Prisons, which envisaged employing the vessels as convict hulks. Public outcry forced these plans to be scrapped and in 1933 both destroyers were put up for auction.

As a joke, Mr George Rhodes, a resident of Cowan, offered 6 pounds for each vessel. To his surprise no other offers were received and Mr Rhodes became the "proud" owner of two 700 ton destroyers. Subsequently sold to a local fisherman. Parramatta was converted to a gravel barge for ser-
and a pigeon holed drawer system.

It is impossible to ascertain whether these were built with the destroyer service on the Hawkesbury River. On 8 December, 1934, she broke loose from her moorings and was forced onto the mudbanks opposite the northern point of Milson Island. For almost forty years she remained untouched embedded in the mud a short distance from the shore.

In 1973, the Naval Historical Society of Australia instituted plans for the removal of Parramatta's bow and stern sections and to relocate them as a memorial in the city bearing her name. The bow and stern were successfully removed and transported to Parramatta for safe storage until the memorial site was chosen. Despite being subjected to the forces of nature since 1934, Parramatta's name was visible on board it is possible to view her name the still waters of the Hawkesbury River (R. Gillell).

Located on the same deck but blocked off from the provision room are three more cabins which were used for crew accommodation. Floor sections of two of these cabins have fallen through revealing the flooded four-inch gun magazines and fuel tanks. Arising from the magazine is an access tube from which ammunition was passed to the four-inch gun. The ladder inside the tube is still intact but to reach the other cabins via this method is almost impossible.

The mid section of Parramatta contains five cabins (P. Fairbairns). The only inhabitant of this cabin was a very large moth who disliked the presence of his intruders.

PARRAMATTA on the Hawkesbury River mud flats 2 February, 1976. The forward portion of the vessel still contains five cabins (P. Fairbairns).

Evidence of Swan's existence is difficult to confirm, but during recent low waters on the Hawkesbury River the metal was seen protruding above the water, approximately two hundred yards up from the railway bridge and ten yards offshore. This part of the river is very deep and the sighting of Swan occurred only after a search with only the hull remaining, boasts, several growing trees and the last part of the upper deck which overhangs by approximately twelve feet. Looking further aft where the turbine room once was, bits of scrap metal are resting in the muddy waters on the old hull. At this point on board it is possible to view the extent of damage to Parramatta.

The vessel has cracked into two pieces, the bow angled downward toward the stem and the stern resting on a slope to port.

The deck on the stern is rusted throughout and the compartments below, the 12 pounder magazine, 12 pounder stern door and oil fuel tanks are also completely flooded.

Like Parramatta, Swan also broke from her moorings in 1934, but unlike her sister-ship, evidence of Swan's existence is difficult to confirm, but during recent low waters on the Hawkesbury River the metal was seen protruding above the water, approximately two hundred yards up from the railway bridge and ten yards offshore. This part of the river is very deep and the sighting of Swan occurred only after a search with only the hull remaining, boasts, several growing trees and the last part of the upper deck which overhangs by approximately twelve feet. Looking further aft where the turbine room once was, bits of scrap metal are resting in the muddy waters on the old hull. At this point on board it is possible to view the extent of damage to Parramatta.

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PARRAMATTA photographed on 21 August, 1976. In the foreground only the hull remaining, boasts, the stores and engineer's spare gear room remains and behind it the turbine room filled with bits and pieces of metal, provides a unique contrast to the still waters of the Hawkesbury River (R. Gillell).

In 1919, six 'J' class submarines were transferred from England, as an outright gift to the RAN. The 'J' class led under their careers and most were paid off after only a few years service. J1, J2, J4 and J5 met their ends being scuttled off the Victorian coast during 1926 and 1927. J2 and J7 were sunk as breakwaters at Swan Island in January, 1926, and off Hampton in Port Phillip Bay respectively.

The remains of J3 lie in a short distance from the Army Base on Swan Island. The submarine is a picture of rust, but despite this she still retains her original appearance. The status of her sister-ship J7 cannot be determined and it is therefore impossible to say whether she still lies on Hampton or not.

The only other submarine to see service with the RAN (excluding the four Oberon class now operational) and still to be in existence today is the ex Dutch submarine K9.

K9 lies approximately 100 yards off Fionsa Beach for Submarine Beach as it has become known to the locals, near Seal Rocks on the New South Wales coast. The submarine was originally beached "high and dry", but over the years the hull has gradually slipped further out to sea. The conning tower remains visible from the shore with the scrap metal being carried on board. The submarine has no bow section and the hull was washed clear of sand, also appears.

K9 escaped from Java prior to its fall to the Japanese in 1942. She served off the RAN on the RAN's action off the Dutch coast, creating problems with the scrap metal being jammed between the rocks on the water's edge. The possibility of Lue being intact under the water is remote, but until divers can reach her this can neither be confirmed nor denied.

K9's sister-ship, LST 3022 was sold out of service on 4 June, 1950, to R. R. Coote, who later resold the vessel to the Queensland Cement and Lime Co, in September, 1954. Renamed Coral she still serves as a virtual wreck.

ACKNOWLEDGEMENT: Thanks are due to P. Fairbairn and W. Fairbairn for their assistance in compiling information and photographs for HAAS PARRAMATTA and to Mrs Morgan of Seal Rocks for the photographs of the submarine K9.

K9 on 'Submarine Beach' late 1945. Today, only the conning tower remains visible, subsequently slipped into deeper waters. Locals have told me that the only remaining evidence of Lue's wreck are several metal plates (most probably pieces of scrap metal then being carried on board) jammed between the rocks on the water's edge. The possibility of Lue being intact under the water is remote, but until divers can reach her this can neither be confirmed nor denied.

Lue's sister-ship, LST 3022 was sold out of service on 4 June, 1950, to R. R. Coote, who later resold the vessel to the Queensland Cement and Lime Co, in September, 1954. Renamed Coral she still serves as a wreck.

ACKNOWLEDGEMENT: Thanks are due to P. Fairbairn and W. Fairbairn for their assistance in compiling information and photographs for HAAS PARRAMATTA and to Mrs Morgan of Seal Rocks for the photographs of the submarine K9.

ANNIVERSARY CEREMONY TO COMMEMORATE SINKING OF GERMAN RAIDER EMDEN

The Mittagong Sub-branch of The Returned Services League of Australia (New South Wales Branch) is planning to commemorate the anniversary of the sinking of the German raider EMDEN by HMAS SYDNEY on 9 August, 1914. The ceremony is scheduled to take place on Tuesday, 9 November, 1976, and further information may be obtained from Mr A. J. Holloway, 7 Hoskins Street, Moss Vale, NSW, 2577, telephone (048) 91 2074.

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THE NAVY

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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 rededicate 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 fulfil its contribution to our national security.

In the Royal Australian Navy the month of October has always held special significance. The 21st anniversary of the victory at 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.

Sixty-three years ago, on 4 October, 1913, the Australian Fleet steamed into Sydney Harbour Navy Week, 1976, 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 Australia, Parramatta and Yaxra; Destroyers Warrego, Parmaatta 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 untarnished 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."

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HMAS NIRIMBA

HMAS NIRIMBA is the Royal Australian Navy Apprentice Training Establishment (RANATE) and is responsible for the training of Naval artificers in the various trades required in a modern and technical Navy.

Nirimba was formerly an airfield and as such has had long connections with Australian aviation. Once part of a large property owned by local settlers, it was used by early aviators experimenting with power and glider flight. Part of the original airfield, outside the boundary of Nirimba, is still being used by the Department of Transport (ATG) for light aircraft.

In the very early years of World War II, the aerodrome was used as an alternative for RAAF Richmond and in 1942 it was used by the USAF as an operational airfield. Later in the war it was commissioned as a support airfield for the Royal Navy's Pacific Fleet.

Programme for Open Day

Programme for Open Day, Sunday, 10 October, 1976

11.00 am
Nirimba open to visitors (barbecue facilities available).
11.30 am-4.30 pm
12.15 pm
Gymnastics display. RAN Band recital.
1.15 pm
RAN helicopters flying display.
2.00 pm
Sepak Takraw — Malaysian football.
3.10 pm
Gymnastics display.
3.00 pm
Sepak Takraw — Malaysian football.
4.20 pm
RAN helicopters flying display.
5.00 pm
Ceremonial spectacular — Beat Retreat.
5.30 pm
Visitors depart.

At the end of the war, the RAAF once again assumed control and the airfield became known as RAAF Schofields. During this time it was the base for the No 22 City of Sydney Squadron.

In 1951, the RAN took over the field as an Aircraft Repair Yard for the Fleet Air Arm. The School of Air Maintenance being moved here the following year. HMAS Nirimba was commissioned in April, 1953. It was not until July, 1956, when the RAN's Apprentice Training Scheme was introduced, that Nirimba was established solely as the training centre for all Naval pre-apprentices.

Vacation training of university undergraduates, both uniformed and civilian, is becoming an increasing commitment of Nirimba.

Outside normal working hours, a large number of activities are available to apprentices. Theatre parties enable apprentices to visit most of the cinemas in Sydney, and for a small charge and cinema for about $1. Nirimba is also shown in the Nirimba Assembly Hall one night a week. A library, gymnasium and television rooms are provided, as well as a canteen in which parents and friends may be entertained. Also, in each divisional block specially decorated guest rooms have been made available.

Nirimba has facilities for most popular sports — rugby, Australian football, soccer, hockey, athletics, tennis, basketball, cricket and others. There are clubs for those interested in rifle and trap shooting and boxing.

Nirimba has teams in the normal weekend competitions with consideration and, if the RAN apprentice training, is the successful completion of an apprentice training.

A master plan to replace the existing wartime structure by brick buildings has been drawn up and is being implemented. This includes new accommodation buildings and dining rooms for both the ship's company and apprentices and a sporting complex with swimming pool.

Nirimba offers young men of today a chance to learn a trade under the best possible conditions and with modern equipment. The opportunities for further studies at the Royal Melbourne Institute of Technology or the University of New South Wales are available.

They are also offered the facilities to pursue any of a large number of activities and sports in free time. These are prospects that few other employers could offer.

The future

The opportunities for promotion are considerable. On completion of his first two years of apprenticeship, a technical sailor is promoted to the rank of Leading Seaman. He spends a minimum of two years in that rank to complete his apprenticeship and, if he has qualified in other respects, could become eligible for promotion to the rank of Leading Seaman at this time.

A minimum of three years is necessary in that rank before promotion to Petty Officer. After four years' service as Petty Officer, promotion to Chief Petty Officer can be considered.

Outstanding apprentices have an opportunity to compete for cadetships at the RAN College. HMAS Creswell, Jervis Bay, ACT. Other avenues for promotion to commissioned rank are available to personnel after completing their apprenticeships.

Should a technical sailor decide to leave the Navy after serving his term of engagement, he will find that as a highly trained technician he will be much sought after in private industry.

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Name
(Mrs)
(Miss)
(Rank)

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Enclosed is a remittance for $6.00 being my first annual subscription.

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South Australia — 9 Albert Place, Camden Park, 5038.
Western Australia — Box 735, PO, Fremantle, 6160.
Australian Capital Territory — 12 Darmody Street, Westergan, ACT 2614.

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THE NAVY

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CADETS AND THE COMMUNITY

By Commander F. G. EVAN, MBE, VRD, RANR, Federal President, The Navy League of Australia

In a statement to Parliament in May this year announcing details of the new cadet system, Defence Minister Jim Killen listed three factors considered by the Government in deciding the future of the cadet movement. One related to the character-building aspects of Service-sponsored youth training; another to the question of cost; and the third was the desirability of involving the community in the new scheme. It is this latter I wish to refer to.

The cadet organisation when the Labor Government approved its abolition in 1975 involved the civil community hardly at all. The principal contribution, and a vital one, had for a number of years come from the small number of citizens who staffed and taught cadets in the several hundred cadet units scattered throughout Australia.

An exception could be found in the small naval element of the cadet movement — the "Naval Reserve Cadets". The greater part of the NRC had until 1973 been known as the Australian Sea Cadet Corps, the youth training wing of the Navy League of Australia; fortunately for the NRC it had retained some links with the Navy League which, together with a sympathetic naval administration enabled it to survive the difficulties of late 1975 virtually unscathed.

PUBLIC PROTEST

The decision to abolish cadet training was followed by a good deal of public protest. As far as one can judge the most persistent criticism of the decision came from those most closely in touch with cadet activities (and probably best able to see the advantages), the headmasters and members of school staffs, and perhaps most of all from the volunteer officers and instructors who manned the cadet units. Wider public support was at best lukewarm ("support in principle, but leave the action to someone else") and the cadet organisations were fortunate to have had the support of the present Prime Minister and Defence Minister throughout their troubles.

Starting off as an economy measure in a defence department short of funds, the cadet question unfortunately developed into a political issue, even if overshadowed by the greater political events which developed in 1975. It is clear that the old continuity of existence can no longer be taken for granted, and unless the cadet movement and its supporters can achieve wide public support continued survival is by no means certain.

NAVY LEAGUE PROPOSALS

In a submission on cadets to the Defence Minister in February, 1976, the Navy League compared the cadet systems of Britain, Canada, the United States and New Zealand alongside our own. The League was able to do this as in the preceding twelve months we had been in touch with the Navy Leagues of these countries in an endeavour to find out where "cadets" fitted into their defence organisations (particularly into the integrated defence structures of the Commonwealth countries, how they were financed and so on).

As a matter of general interest, our survey indicated that Australian cadet numbers were not excessive by Commonwealth standards, although the ratio of cadets to parent Service was out of balance (ranging from 12.5% NRC to RAN to 104% Army School cadets to regular Army), and that we had a comparatively high per capita cost: Cadets in the Commonwealth countries all depended heavily on defence funding. The United States does not have a directly comparable cadet system and warrants separate mention.
Community Support for Cadets Overseas

Commonwealth countries we con­

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other Commonwealth Navy

sea cadets. This is almost certainly

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Sea Cadet Corps continues to

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ATC In CANADA the Navy League

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responsibilities towards their sec­

to the entire New Zealand cadet

mission, we learned that m SOUTH

organisation: the equivalent of our

major support lor the sea cadets in

AFRICA the Navy League provides

Civil Air Patrol, itself an auxiliary of

USAF the naval element con­

funded by that body both nationally

help’s are the order of the day

against a background of almost total

backing for sea cadets at least,

which clearly indicate community

rangements in other countries,

Page Twenty-four

The Canadian Cadets arrived in

Amanda, Stockholm, on July 21.

The cadets were kept well and

true on their toes with activities rang­

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eral seamanship.

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The Replacement Syndrome

By A. W. Graebrook

"The Replacement Syndrome" — meaning Replacement for Replacement's sake — is a phrase we are reading with increasing frequency in defence orientated publications or articles.

Frequently used in a derogatory context, some critics claim that Australia is justifying major equipment procurement projects simply on the grounds that existing similar equipments are worn out.

In principle, the critics' logic is simple and indisputable. Before any significant defence procurement project is approved, it must be demonstrated that the project concerned is the most cost effective way of satisfying a tactical requirement in the Australian strategic context. No nation should buy a new air superiority fighter, patrol boat or tank simply because the old ones are worn out. There must be a need for the new items in future.

Symptomatic of "The Replacement Syndrome", the critics say, is the Army's purchase of new Leopard tanks to replace the worn out Centurion tanks. It is argued that there is no role for tanks in Australia's strategy of Continental Defence in Depth. Similar allegations are being made about the proposed new air superiority fighter (to follow the Mirage), and the RAN's new guided missile frigate (described as "replacements" for the Daring Class destroyers Vampire and Vendetta).

Turning to naval matters specifically, some critics comments about the "Replacement Syndrome" and the two new guided missile frigates, are unsubstantially based — to put it charitably. This is so particularly when "Replacement Syndrome" allegations are coupled with the claim that 'highly mobile fast patrol craft' are a better method of investing the taxpayers' money. The guided missile frigates will fill fundamentally different strategic and tactical roles to those that would be filled by 'highly mobile fast patrol craft' in any event. The latter craft cannot deal with submarines, are defenceless against aircraft and, whilst they are highly mobile tactically, lack strategic mobility without expensive support.

Two key features of naval procurement programmes are frequently overlooked — old ships wear out and machinery reach the end of their useful lives or because their weapons and sensors become obsolete. Secondly, weapons and sensors now account for some sixty per cent of the "sailway cost" of a major warship.

These two points are vital when considering the extent to which the two new FFGs will be replacements for HMA Ships Vampire and Vendetta. The two Daring Class ships are specialist ships — gun platforms for shore bombardment and limited close range defence against air attack — roles manifestly vital in the Vietnam War but, some claim, less so in the 1980s. Vampire and Vendetta happen to have similar sized hulls and speeds to the new FFGs — that is the only real similarity between the two types. The FFGs are multi-purpose escorts performing four (and not one) major weapons functions.

- Two general purpose helicopters, incorporating air-to-surface missiles for dealing with fast attack craft, and to provide constant medium range ASW protection.
- An area defence guided missile system, effective against first class strike aircraft.
- A surface-to-surface guided weapons system effective against modern aircraft.

The FFGs are multi-purpose escorts performing four (and not one) major weapons functions.
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An artist's impression of the guided missile frigate (FFG) two of which are being purchased for the Royal Australian Navy from the United States.

Far better, some have argued, to have the deployment of options of more smaller ships, each with (say) two weapons systems. This is an argument in favour of greater deployment flexibility at the expense of some cost effectiveness.

One thing is clear. The two new FFGs are not symptomatic of "The Replacement Syndrome". Reference to the ships as replacements for Vampire and Vendetta may be convenient, but can be misleading if the observer takes the term "replacement" too literally. The FFGs are scheduled for completion, to fill an essential but very different role, at a time when manpower is available as a result of the retirement (for hull and machinery reasons) of Vampire and Vendetta.

All this is not to say that replacement as such is undesirable. A need for simple replacement of hulls and machinery may arise when hulls and machinery are worn out but there is a need for carrying weapons and sensors of existing type.

An outstanding example of this is the RAN's Mine Clearance Squadron. The six existing ships' wooden hulls are aging rapidly — three have already been condemned. Their mine clearance systems are still effective. Their hulls and machinery must be replaced if their essential mine counter-measures systems are to be available to fill a clear strategic and tactical role.

Replacement may be necessary when a need is perceived for the maintenance of technology and tactical developments. This can apply even if there is no immediate or perceived threat requiring the availability of the system concerned.

"The Replacement Syndrome" has been the subject of comment by some well-meaning and knowledgeable critics. It has also been misunderstood and wrongly applied by others. The dangers of unnecessary replacement are obvious. This may be the reason we have seen little evidence of "The Replacement Syndrome" in naval equipment procurement programs.

United States Navy to Construct Large Surface Effect Ship

The Navy has received the go-ahead to design, construct and test a prototype 3000-ton surface effect ship (SES).

Authorization came in a memorandum to the Secretary of the Navy from Deputy Secretary of Defense W. P. Clements.

Secretary Clements said the decision was based on a personal, thorough review of the Navy's SES programme. He further stated that "innovation of SES production will be considered only after a minimum of two years of at-sea testing of the prototype, including fleet operation in simulating anticipated operational-ship capabilities in a realistic environment."

The Navy is testing two 100-ton surface effect ships. Surface effect ships ride on internally generated cushions of air.
THE NAVY LEAGUE OF AUSTRALIA
(Registered in ACT)

Notice is hereby given that an Extraordinary General Meeting of the League will be held at the Royal Melbourne Yacht Squadron, The Esplanade, St Kilda, on Monday, 25 October, 1976, at 8.30 pm, for the purpose of considering and if thought fit of passing the following resolutions:

That the special resolution for amendment of the Articles of the League, passed by the League in general meeting on 27 October, 1976, is hereby rescinded.

That the Articles of Association of the League be altered as follows:

1. By inserting in Article 43 after paragraph (c) and before paragraph (d) the following paragraphs:

(c) Federal Council.
(d) Federal Vice-Presidents (2).

2. By deleting Article 110 and inserting in lieu thereof the following new Article:

110 Each Division shall pay to the Federal Treasurer of the League in general meeting three months after March 31 in each succeeding year a contribution made up as follows:

(a) Two dollars ($2) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division an annual subscription of six dollars ($6) or less, and
(b) Thirty-three dollars ($33) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division a life membership fee of One Hundred Dollars ($100), and
(c) Ten cents (c) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division a life membership fee of One Hundred Dollars ($100), and
(d) Ten dollars ($10) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division a life membership fee of One Hundred Dollars ($100), and
(e) Ten dollars ($100) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division a life membership fee of One Hundred Dollars ($100).

provided however that the minimum contribution to be made by each Division under paragraphs (c) and (d) of this Article shall be Fifty dollars ($50) per annum, and provided further that the Federal Council may from time to time increase or reduce the annual contribution to be paid pursuant to this Article by each Division.

3. By deleting Article 169 and inserting in lieu thereof the following new Article:

169 Each Territorial Branch shall pay to the Secretary of the Executive Committee of its Division within three months after March 31 in each succeeding year a contribution made up as follows:

(a) Two dollars ($2) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch an annual subscription of six dollars ($6), and
(b) Thirty-three dollars ($33) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One Hundred Dollars ($100), and
(c) Ten cents (c) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One Hundred Dollars ($100), and
(d) Ten dollars ($10) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One Hundred Dollars ($100), and
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(v) Ten dollars ($100) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One Hundred Dollars ($100), and
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(y) Ten dollars ($100) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One Hundred Dollars ($100), and
(z) Ten dollars ($100) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One Hundred Dollars ($100), and


2. To receive the financial statement for the year ended 30 June, 1976.

3. To receive the accounts of the Victorian Division for the year ended 30 June, 1976.

4. To elect the Executive Committee for 1976-77.

5. To appoint an Auditor.


By Order of the Federal Council.

O. V. DIMMITT,
Secretary.

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**JANES FIGHTING SHIPS: 1976/77**

Edited by Captain John E. Moore, RN, FRGS

Mactomand and Janes

£25.00

Reviewed by: Lt Cmdr A. W. Grazebrook, RD, RANR

Once again, this handy annual has fully justified the eager expectation with which its publication is awaited each year by the Defence Community.

Perhaps the first aspect that will be noted by the regular reader is the new format. This, we are told in the foreword, has been made possible by new methods of printing.

A greatly improved form of layout has been incorporated for the smaller craft. Thus each small craft is listed in columns with her pennant number, builder, and commissioning date — a great improvement on the somewhat jumbled mass of data that was used previously in describing the smaller craft. If on a slightly critical note may be permitted, it would refer to the confusion surrounding some of the smaller ships built for our Navy and later transferred to another. In these cases, both the original date of completion and the date of commissioning in their second Navy are of interest, and the list is not quite as clear as it might be from the inclusion of both.

The improvements in the standard of silhouette provided with the larger national sections has continued at an accelerated rate. The larger scale (1:1200) is a great improvement. These silhouettes are essential to the serious reader wishing to distinguish the finer points of difference between the various escorts and large ships of individual names — particularly when points of difference are confined to sensor systems, aerofoil, etc.

The very useful separate sections on maritime aircraft and naval missiles continue to provide an excellent international comparison between each nation's achievements and armament in these areas. A very substantial supplement to the usefulness of the book has been achieved by the inclusion this year of sections on radar, torpedoes and sonar equipment.

These improvements have resulted in a larger book — 831 pages, compared with 670 some three years ago. The extra pages have been used to improve the book substantially. Whether the economics of the new printing methods have enabled the publisher to improve the book without an increase in cost (as distinct from price) we do not know. In any case, the better book is worth the increase in price.

Turning to the content of the book, the Editor has chosen USS NIMITZ (CVAN) as the subject of his frontispiece. This may be because the photographs of the new Russian Seawolf Air Platform KIEV available at the time of printing were simply too poor for a frontispiece. Whilst NIMITZ is undoubtedly a major technological achievement the 1976 commissioning of KIEV heralds far more in the broad sense of development in maritime warfare. KIEV is the first of a new generation of SAHPs for fixed wing aircraft (ie VSTOL aircraft). The significance of this is shown by the number of maritime powers moving towards the acquisition of this type of craft.

Whilst on the subject of KIEV, some photographs appear to show her to have a wooden flight deck — a point which may well surprise those readers of naval history who compare the 1945 fate of the 724 men killed in the damage to the wooden flight decked USS FRANKLIN (CV13) with the fate of the 8 men killed in similar circumstances in the armoured flight decked HMS FORMIDABLE in the same year.

Other items in this year's Russian Section include details of their new oceangoing LSTs of the RAPOCHKA type — larger ships that some other published sources have indicated — and new of the building of further ships of the KARA Class GW cruisers and the 220 ton SSGW armed hydrofoils.

The Editor has been assisted this year in the compilation of the Australian Section by Sydney's Graeme Andrews. The Section shows the advantage of local involvement. However, preparation of the book runs alphabetically, beginning with "A." Inevitably, this tends to make our section a little stale — we must await the 1977/78 edition for the inclusion of details of the Australian version of the FFGs, HMS TOBRUK, modernisation of PARRAMATTA, STUART and DERWENT, and so on.

In the regional sections, the South Korean Navy is moving to replace her ex U.S. World War II vintage escort ships — with CODOG propelled SSGW armed, Korean built frigates.

The Indians are proceeding with their Leander programme, four of the intended six being in commission. Interestingly, they have abandoned their plan to build locally, the French designed A69 class escort frigate in favour of the acquisition of Russian Nanuchka class SSGW armed corvettes — a change in choice of type involving a switch from the Indian Navy's interest in the Indian section is the replacement of a Type I2 frigate 4.5 inch turret by Russian made Styx SSGW launchers. We must await the next edition to see on what equipment the Indians are spending their doubled naval budget.

The Singaporean Navy grows steadily — some would say spectacularly. The tactical role of the...
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BOOK REVIEW CONTINUED
A growing number of Fast Attack craft is clear — an obvious choice for the confined waters and major shipping channels of the area. The role of the nine LSTs, however, may puzzle (if not worry) some of Singapore's immediate neighbours.

Many of the larger units of the erstwhile South Vietnamese Navy have joined the Philippines Navy to provide that nation with a number of somewhat obsolete naval forces.

The Indonesians are listed as possibly acquiring a total of six Attack class patrol boats. Happily, only two have been transferred — the remainder are not the RAN's much needed Attack class, but smaller craft being built in New South Wales especially for the Indonesians.

Older Australians will note with sorrow the final demise of Turkey's Bathurst class A.M.S.s. the last two (formerly H.M.A. Ships BROOME and GERALDTON) having been deleted this year.

The evolution of the Turkish Navy as a whole is an interesting illustration of the importance of new weapon and ship types on the choice of replacement of WWII vintage U.S. built destroyers and submarines. Right in the front line of NATO, with passage through the Bosphorous a probable US/N strategic objective in the event of hostilities, the Turks are choosing frigates for ASW work — SSGW armed fast attack craft (grown almost to corvette size) and submarines — with local construction of all types.

The U.S. section is again of great interest, as befits what is still the world's largest maritime force. The USS Ohio, the first of a new generation of SSBNs has been laid down. The SSN programme (nuclear-powered attack submarines) is going ahead and, as with any other support, continues to attract a sizeable share of funds.

Details are included of two proposed types of SAPs — VSTOL support ships (VSSL). It appears easy for the U.S. Navy to make proposals but Congressional approval is infinitely more difficult and less likely.

All in all, this year's Janes is above the high standard of presentation achieved in previous years. If there is a little less new development information this year, that is because there have been relatively few developments. The editor is to be commended for not 'jinking to the level of some sectors of the general media fabricating or inflating news when there is no real news.
Seasonal Greetings to the RAN

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AUSTRALIAN DEFENCE
Presented to Parliament by the Minister for Defence, the Honourable D. J. Killen, MP
November 1976

INTRODUCTION

The first responsibility of government is to provide the nation with security from armed attack and from the constraints on independent national decisions imposed by the threat of such attack. This White Paper sets out the Government's position in this respect. It states the Government's estimates of the circumstances that uphold or that could jeopardise Australia's security. It gives the Government's views about future prospects. It describes the Government's policies for supporting those circumstances favourable to Australia, and the practical defence measures planned to provide the nation with insurance against any unfavourable change. It describes the Five Year Defence Program, within which projects will continue to be developed for later final financial decision in accordance with the normal processes of Government consideration.

CURRENT REQUIREMENTS FOR DEFENCE CAPABILITY

The guidance derived from our present assessments and from our consideration of the likely requirement and scope for practical military measures may be summarised as follows:

- the force-in-being should be capable of performing current and foreseeable tasks and dealing with selected shorter-term contingencies - for example, maintenance and expansion of the training base; sea control in areas of Australia's maritime jurisdiction; quick detection of and response to any maritime or coastal harassment; aid to the civil power in counter-terrorist operations, as requested and appropriately authorised; exercising with allies and regional defence associates; maritime surveillance and display in areas of Australian interest; support for defence co-operation programs; and contributing to UN peace-keeping;

- the force should be of a size and versatility and possess or have under development or acquisition the structure, equipments and professional skills adequate for timely expansion against a range of contingencies of various types and timings, as indicated by the strategic guidance from time to time and having regard to the long lead times of certain equipments and skills;

- the force-in-being and planned should have a substantial capability for independent operations;

- the force should at all times demonstrate Australia's serious attitude to defence matters, military competence and capacity to absorb and operate high-technology equipments;

- the capacity to operate effectively with the US should be maintained to the extent relevant to likely commitments.

Our assessments of the international situation have not revealed any present likelihood of our being called upon to provide any direct military assistance to our allies or other defence associates. Were this sort of situation to arise in future, in certain circumstances we would be able usefully to support local forces by making available equipments or skills in which they were deficient. Subject to our own national priorities we should expect that such contributions could be provided from our force-in-being at the time.
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In addition to our strategic prospects, Australia's physical environment provides further important guidance regarding the specific characteristics that we need in the Defence Force.

ENVIRONMENTAL FACTORS

Factors such as geography, population size and distribution, infrastructure, industrial capacity and resources distribution combine to create enduring features in our physical environment.

Our country is an island continent, with an extensive maritime resource area. We have no land frontiers. Except in the Torres Strait area, any approach to our continent would involve a transit of the open ocean, by sea or air. Any confrontation or conflict would be, initially at least, maritime in character. The population is relatively small and is largely urban, coastal and concentrated in the south-east. Defence infrastructure or relevant civilian infrastructure are still limited in the north and west.

The physical environment of Australia suggests that the characteristic of our force structure should include:

- a good capability for external intelligence;

- capacity for the regular surveillance and patrol of our ocean approaches and maritime resources zone;

- naval and air strike components to deter potential adversaries;

- readily transportable and mobile land forces, with adequate capability for reconnaissance, to meet hostile incursions at remote localities;

- mobile air defence elements;

- elements for the protection of shipping from attack or other interference in Australia's focal areas and port approaches;

- a capability for sustained operations at long ranges from bases and in areas remote from sources of logistic support.

MILITARY CAPABILITIES PLANNED FOR THE FUTURE

In determining the resources to be allocated to defence, account has been taken, as already described, of our strategic circumstances, physical environment, military technology and the basic concepts pertaining to the development of the Force. Within this context, the Government has examined broad policy choices available for the kind and size of forces that should be provided. To compose a program, it has examined different levels of total expenditure and different rates of annual growth in expenditure. Through this process, the Government has approved a financial planning ceiling of some $12,000m (in January 1976 prices) for the five year period 1976-77 to 1980-81.

The Five Year Defence Program (FYDP) represents the best present assessment of the ways in which the capabilities of our forces should be varied or enhanced. That assessment has to be looked at again each year, or earlier if there is a significant change in strategic outlook. The FYDP is a planning and programming framework.

HMAS DERWENT, a River class destroyoer escort was commissioned during April, 1974. Of her live sisters, Yarra, Parramatta and Stewart are currently being refitted and modernised whilst work on Torrens and Swan will be undertaken in 1981.
A flight of Skyhawk single-seat attack bombers.

The weapons and equipment form a part of the defence capability. The Defence Force depends also for its effectiveness on manpower, on decisions that have been included in the 1976-77 Budget.

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The strategic assessment made by the Government affirms the need for a highly effective intelligence system. Defence policy depends critically on a high level of performance of intelligence monitoring and assessment of international events so as to discern changes in adequate time. As well as the need for basic assessment of the existing and potential military capabilities, deployments and strategic motivation of other countries, intelligence has the responsibility for monitoring developments which could produce pressures or threats against Australia's interests to which a defence response may be needed.

Our capabilities and arrangements for meeting these requirements are good. Beyond our immediate environment, we draw considerable benefit from arrangements developed over many years with cooperating countries.

Intelligence assessment in support of its facilities and supporting infrastructure, and on its scientific, technological, industrial and other forms of civilian support.

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MARITIME SURVEILLANCE, RECONNAISSANCE, AND OFFSHORE PATROL

The physical environment of Australia emphasises the importance of maritime surveillance, reconnaissance and offshore patrol, including affirmation of our sovereignty in Australian waters and maritime resources zone. The increasing demand for surveillance and patrol, especially following the probable large increase in the resources zone area, is likely to continue.

The Defence Force has a variety of elements able to carry out these roles. Some will be strengthened and their capacity will be enhanced during the program period. The forces involved will continue to be trained in defence roles, but will provide an increasing contribution to civil purposes.

Largely because of Australia’s geographic environment, Long Range Maritime Patrol (LRMP) aircraft will be required at an early stage of the perception of any potential threat, to undertake increased surveillance and intelligence gathering. The present LRMP force consists of ten P3B Orion aircraft based at Edinburgh and twelve Neptune aircraft based at Townsville. The Neptune aircraft will be phased out by 1979 when deliveries of the new P3C Orion commence.

The Government has decided to increase the current order for eight P3C Orion aircraft to ten. Edinburgh will become the home base for the total LRMP force and some improvements will be made there to the technical support and airfield facilities. Some aircraft will be deployed on a rotational or, with quick response-time, on a short-term basis to various RAAF bases, notably those at Pearce, Learmonth, Darwin and Townsville.

The new aircraft will have greater speed, range and endurance, and better sensor capability than the Neptune aircraft. An Orion aircraft has a radius of action of over 2000 miles. It can, in one sortie, sweep an ocean area of 300,000 square miles and in so doing detect all surface targets of about 2000 tonnes or greater. For a task 500 miles from its deployment airfield, it can be on station within two hours and remain on task for about eight hours.

For detection and localisation of quiet submarines, the new aircraft are planned to be fitted with the Australian-designed and developed Barracuda sonobuoys, and with processing equipment developed in Britain.

Patrol craft provide a capability for patrol, apprehension, intelligence, coast-watching, sovereignty visits, survey, and support of law enforcement by civil authorities (such as Customs, Fisheries and Health). They are also used for search and rescue, fleet support, hydrography and Naval Reserve training. At present seven of the twelve patrol boats are based on Cairns and Darwin for defence and civil surveillance and patrol.

The Government has decided to acquire some fifteen new patrol craft with speed, range and seakeeping qualities superior to those of the Attack Class now in service. These new craft will enter service in the period 1979 to 1984. The first one or two will be built overseas and the remainder in Australia. The Attack Class is expected to retire from service from about 1982.

Patrol craft can best be used in conjunction with aircraft. Having regard to the probable substantial increases in the resources zone and consequent protective responsibilities, the Government has decided that consideration be given to acquiring a new helicopter. The Government has directed that the necessary measures be taken to obtain effective use of our existing patrol craft, augmented by co
operating aircraft and other ships, should provide a sufficient capability for surveillance and patrol of selected areas. Increasing use will be made of other sources of information - particularly from the Australian fishing fleet - in improving the efficiency of long-range defence, military and civil incursions into our waters.

The Program allows for continuing research on over-the-horizon radar, discussed in a later chapter. An operational system could not be acquired until beyond the program period. Knowledge of new techniques applicable to conventional radar is being maintained. Technologies of sensors and systems operating at visual and infrared wavelengths are being examined. Many other vehicles and systems contribute substantially to surveillance, including aircraft, submarines, direction finding and sonar detection systems. In addition, through co-operative arrangements with allies, Australia has access to the skills, technology and products of advanced methods for surveillance and information gathering.

**STRIKE, RECONNAISSANCE AND DETERRENCE**

Australia's strategic and geographic circumstances call for strike forces that can deter attack. The Australian environment also calls for emphasis on strike against maritime targets.

The land-based strategic strike capability resides principally in twenty-four F111C aircraft. These provide a core whose effectiveness can be markedly enhanced by improvements to weapons and sensor systems as the technology becomes available.

The Government has decided to fit by 1980 sensors to four of the F111C aircraft, to provide an all-weather, long-range reconnaissance capability. Various precision-guided munitions now under development are being considered. These include electro-optical guided missiles and bombs, missiles that can be air-launched at long ranges from the target, and other weapons that would markedly increase aircraft effectiveness and improve their chances of survival.

Weapons effectiveness can also be enhanced by aircraft systems for identifying targets in poor weather conditions, and for providing targeting signals to guide weapons accurately to their target. Aircraft survivability can also depend on the use of electronic countermeasures systems.

The Government has decided on the progressive acquisition of such capabilities for the F111C force. Experience in the use of these advanced technological systems can begin to be gained by the early 1980s.

The Program plans the acquisition of a training capability in air-to-air refuelling. Air-to-air refuelling would give the strike aircraft, and also the planned new tactical fighter aircraft, additional range, and permit increased weapon loads and greater flexibility in the use of airfields, and improved recoverability in bad weather conditions.

The potential for strengthening maritime strike has been greatly increased by overseas developments in anti-shipping missiles, which are now so cost effective that they are considered necessary for defence. Such missiles include the French Exocet, the Italian Otomat and US Harpoon.

Harpoon is part of the weapon fit of the two new guided-missile frigates (FFG's) being acquired this year. This ship-skimming missile has an over-the-horizon capability and delays radar detection by approaching its target at very low altitude.

A further limited acquisition of anti-shipping missiles for destroyer escorts in 1981. This work is currently under consideration.

The potential for strengthening surface strike has been greatly increased by overseas developments in anti-shipping missiles. The primary new system is the French Exocet, which is now being acquired for the Royal Australian Navy by a major deal. The Exocet is a ship-skimming missile, with an over-the-horizon capability and a high degree of precision.

These two new guided-missile destroyers (DDG), six River Class destroyer escorts (DE) and three Charles F. Adams Class guided-missile destroyers (DDG)

The two Daring Class destroyers and the four new guided-missile destroyers are being extended by a modernisation program for three, and a half-life refit of the fourth. The work on these ships should be completed before 1981.

The Program allows for the acquisition of a third guided-missile destroyer. The Government has decided on the acquisition of a third FFG to begin in 1982. The work is now under way.

Looking to the early 1980s, a range of possible systems are being considered. These include the French Exocet, the Italian Otomat and the US Harpoon.

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escorts is due to retire, the Government has commenced investigations into the concepts, characteristics and cost of follow-on destroyers, preferably for construction in Australia.

These investigations will be in conjunction with those of missile-armed patrol boats. The number of destroyers to be acquired will also depend on the decision whether to replace the aircraft carrier HMAS Melbourne in the longer term.

For training junior naval officers at sea, it is planned to purchase or construct a new training ship to enter service in the early 1980s. This ship would be much smaller and more effective in the training role than the present training ship, HMAS Duchess.

NAVAL AIR WARFARE

The carrier HMAS Melbourne and its selected mix of fleet aircraft provide a naval strike capability against maritime forces or land targets. HMAS Melbourne and her aircraft also provide air defence at sea, reconnaissance and surveillance, anti-submarine warfare and facilities for command and control of the Fleet.

The Fleet Air Arm is equipped with sixteen A4G and TAA Skyhawk aircraft for strike, air defence and ground attack; thirteen S2E Tracker aircraft for maritime reconnaissance and anti-submarine warfare (reduced from twenty, following a fire at HMAS Albatros on 4 December, 1976 — Editor's note), and nine Sea King anti-submarine helicopters. An additional six S2E Tracker aircraft are to be purchased. Other naval attack helicopters, including Macchin trainers, Wessex helicopters and HST748 aircraft, are also used in general support.

Investigations have shown that the life of HMAS Melbourne can be extended to 1986, and that it can provide a cost-effective contribution to a variety of our capabilities into the 1980s. The life-of-type of the carrier's aircraft extends beyond 1985.

The contribution and the form of capability appropriate in the future once HMAS Melbourne retires are force structure questions having major operational financial and manpower implications. These are, and have been, the subject of intensive examination in the Defence organisation. It is not a matter requiring decision at this time. A series of operational and analytical studies of naval air power, of the defence of sea lanes and communications, and of other kinds of naval air warfare, is continuing. Alternative capabilities are being investigated which involve ships and aircraft. The aircraft might be either sea-based or land-based although a combination of both may prove desirable. In choosing among the various options, account must be taken of the availability and vulnerability of major force units, and the opportunities for exploiting technology which has implications for naval warfare in the future.

The ultimate decision will have far-reaching implications for the shape and size of the Navy. The Government proposes to instigate a funded project development at an appropriate time.

SUBMARINE AND ANTI-SUBMARINE WARFARE

Submarine Warfare

Submarines are a potent deterrent in the longer term. It is planned to purchase or acquire an underwater launched anti-ship cruise missile which is being considered within the Program.

After 1978, two of the six Oberon submarines will be in dockyard hands at any one time undergoing scheduled refits. From 1979, submarines will be based at Cockburn Sound.

Anti-Submarine Warfare

The effectiveness of submarines, and the complexities of the medium in which they operate pose very difficult problems for the defender and impose a disproportionately high strain on his resources. Emphasis has been given to indigenous development of a variety of new and more effective systems for anti-submarine warfare, and to the collection of data on the acoustic properties of the oceans surrounding Australia.

The principal element in our anti-submarine forces are the four Oberon and twelve Neptune long range maritime patrol aircraft (to be replaced as described), the thirteen (reduced to ten, following a fire at HMAS Albatros on 4 December, 1976 — Editor's note), S2E Trackers (to be increased as described), the nine Sea King helicopters, the eleven destroyers and the Oberon Class submarines.

Tracker aircraft and Sea King helicopters can be operated in either a sea or land-based role. Studies are being undertaken into the possibility of increasing the capability of Sea King helicopters in the 1980s, and the fitting of minehunting equipment for use with Barra and other sonobuoy systems.

AFLOAT SUPPORT

A modern underway replenishment ship can supply fuel, ammunition and other stores at sea, and is able to act as a mobile base for some destroyers, for example, may be deployed on task for longer periods and greater ranges.

The Program includes the acquisition of an underway replenishment ship to enter service by 1980, when the fleet oiler HMAS Supply is due to retire. Funding is also being given to the later acquisition of a second ship to provide added capacity. The Program is designed and developed glass-reinforced plastic craft fitted with modern minehunting and mine disposal equipment.

The Government has decided to proceed with the initial prototype design and acquisition of long lead items for two prototype vessels. The objective is to have new operational minehunting craft entering service during the first half of the 1980s.

A small number of practice mines of several types are used for submarine mine-laying and countermeasures exercises. The potential for air-drop mining exists in the Long Range Maritime Patrol aircraft and in naval fixed wing aircraft. Investigations are proceeding of the merits of mines of various types and when they might be acquired.

STRATEGIC MOBILITY

The distances involved in our physical environment demand that long-range mobility by land, sea and air should be available to the force from the Defence inventory, complemented by civil aircraft, merchant shipping and other transportation facilities as may be available. Within Australia, roads and railways. The decision to require an amphibious heavy lift ship (HMAS Tobruk) will provide, independently of established port facilities, a capability for the sea movement of heavy military cargoes such as vehicles, weapons and equipment of armour, engineer, terminal and airborne construction units, as well as up to about 500 troops. The ship

HMS SUPPLY to to retired in 1980.
The possibility of introducing laser and photographic techniques for shallow water survey is being examined. It could, if proven, considerably enhance the capability for data collection at a small increase in cost.

**ELECTRONIC WARFARE**

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THE NAVY

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THE NAVY

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SENIOR OFFICERS, NAVAL RESERVE CADETS:
NEW SOUTH WALES: Staff Office Cadets, HMAS Watson,
Watsons Bay, NSW, 2030.
QUEENSLAND: Staff Office Cadets, HMAS Morton, Box
4406, PO Box 4406, Brisbane, 4001.
WESTERN AUSTRALIA: Staff Office Cadets, HMAS
Leeuwini, PO Box 58, Fremantle, 6160.

TO: The Senior Officer,
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STATE OR TERRITORY
STATE OR TERRITORY
PHONE No
AGE AND DATE OF BIRTH

(Signature)

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

Nov/Dec/Jan, 1976-77
THE NAVY
Report of the Federal President
presented to the
Federal Council of the Navy League of Australia
on 27 November, 1976

I submit the following report for consideration by the Federal Council and Members of the League.

THE SEA CADET MOVEMENT

The affairs of the Naval Reserve Cadets have occupied an unexpected amount of time during the past twelve months. It is unnecessary in this report to relate the details of the previous Government’s decision to abandon cadet training, and the series of events which led to the introduction of a revised cadet scheme by the present Government.

It is however appropriate to say that the Federal administration of the League had commenced a study of the cadet situation some months before the abolition decision was made. The object of this study was to ascertain how and where non-regular cadets fitted in to a centralised defence system, a move at that time underway in the Australian Defence Department.

Although our enquiries conducted mainly through overseas Navy Leagues, were by no means complete when cadet problems came to head, we had sufficient information to submit a Paper on cadets to Defence Minister Killen in the early part of 1976.

From this however the Naval Administration and League had managed to obtain a twelve-month reprieve from Defence Minister Morrison for the NRC. Mr Morrison must be given credit for honouring a Naval Board/Navy League agreement made some years ago which provided for the kind of event which actually happened.

Following discussions between members of the Naval Staff and the League, a number of proposals for continued League participation in NRC affairs, and designed to strengthen that organisation, have recently been sent to the Divisions for consideration. It is hoped that after our Federal meeting we will all have a much clearer idea of where we are going in this important area of activity.

MARITIME AFFAIRS

It would be foolish to detail in this report without making it tiresome, our involvement in many of the events which have occurred in the maritime world during the past twelve months or so — from changes in defence organisation through visits by nuclear-powered warships to vexatious and serious problems on the waterfront generally.

One can say however that the League’s ‘open’ membership has enabled your office-bearers to draw upon a wealth of experience and to achieve more by reasoned argument and discussion than by the admission of policies or views we do not share. I believe it has been possible to achieve more by reasoned argument and discussion than by the admission of policies or views we do not share.

Regrettably almost everything that happens in Australia today is accompanied by dissertation, often carried to unreasonable lengths. I feel that one of the problems is a tendency for many community leaders to open their hearts too readily to naturally inquisitive media reporters. "Instant" decisions are made and attitudes adopted in front of large audiences and the authors often get stuck in ill-considered positions. This makes it very difficult to obtain a commonsense solution to even the simplest problems.

I have offered this small philosophical comment as your spokesman and authors have conscientiously sought to avoid “confrontation” situations with those whose policies or views we do not share.
or quoted in the daily Press. This could not happen unless the editors concerned saw some merit and public interest in the subjects raised and it is something of a challenge to us to continue this standard of writing.

Frankly, in addition to the technical and semi-technical articles which appear in THE NAVY, one would like to see an increased "local" content — accounts and photographs of the many social and other events which take which place around the country.

At the present time the publishers of THE NAVY print a limited number of copies for each edition — the quantity we are reasonably certain of selling; we simply cannot afford to print spare copies. If we could be sure of an increased circulation more copies could be printed at a price and this, in turn, would make the magazine more attractive to advertisers, the magazine could be improved so that it was more attractive to readers — and so back to advertisers, etc., etc.

It is really up to the Divisions to add the personal touch which I believe we would all like to see.

Under this same heading I would like to acknowledge the interest shown in the League's activities by a number of leading newspapers, notably "The Canberra Times", "The Sydney Morning Herald" and "The ABC and Melbourne Channel 7". There may well be others of which the Federal Council does not possess a record.

IN CONCLUSION
It is not hard to foresee difficult times ahead for Australia, due to both internal and external pressures. A good deal will depend upon the stability of organisations such as the Navy League and others prepared to take an active interest and to play a part in our national affairs. So far as the League is concerned, the work will have to be done not only in Canberra and the Capital Cities, but wherever there are Navy League members. Each one of us has something to contribute to what is, essentially, a very fortunate country.

Finally, I wish to express gratitude to my immediate colleagues, the Vice Presidents, parambulating Captain Len Vickridge and author Tony Grangebrook and to Secretary Vic Dinnett, for their hard work on behalf of the League and advice to me.

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Since my last Annual Report, a year ago almost to the day, a couple of matters that concerned us then have been resolved and one, of finance, has not changed significantly for the better.

The important subject that then claimed our attention was the proposed disbandment of cadet forces and this was averted through a scheme introduced recently and announced by Defence Minister, Jim Killen, particularly relating to community development, now is the time for the League to find ways and projects of which to work towards funding. At local unit level most active committees comprising parents and other interested people working for their particular unit. However, the Navy League itself should look at the overall State Division of the NRC and in conjunction with them perhaps decide upon areas for assistance such as financing the exchange visits between cadets of different countries, and providing books and other equipment for NRC not available from the RAN. There are other ways in which the League can provide useful support facilities.

It is further suggested at this point that perhaps we should examine the stated League's objectives of many years standing and see if they are an accurate definition of what we want to achieve; if they are indeed relevant and keeping pace with this fast changing world and its values within the maritime environment in which we chose to function.

You will see from the financial statement that we are not in a strong position. During the year, we sent out 50 letters to companies it was thought and indeed were closely associated with the maritime world of this country. We received just over $200 from four companies with one company subscribing half of this amount.

The rents for Navy League properties used for NRC training have still not been received although this matter is followed up almost weekly. The hold up now lies in Canberra, with the Department of Administrative Services. Although some States have been receiving their rentals, it has depended on the interpretation of the regulations by individual State heads of the Department of Administrative Services.

Also included in our receipts is an amount of around $500 which is a bequest from the late Mrs Enid Betty (Laver) Heath. This is a magnificent gesture and of course very modest sums of money. It seems we had lost our "raison d'etre" with the new arrangements, but it can offer significant support.

The League's other roles could be directed more towards supporting our own and certain merchant navy affairs; emphasising the appropriate needs as we see them for example in the island continent; advocating points of view within the ambit of its knowledge and capabilities on selected maritime matters, particularly if subject of current public debate and we can make a sound contribution.

Of course one of the better ways to improve our finances is by extending our membership and increasing our activities and activities to suit the circumstances as they arise.

In closing, I wish to thank all the League members and those of the Committee for their support during the year and express formally my appreciation to them.
"The Civilian Arm of the Navy"

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 supports the Naval Reserve Cadets who are administered by the Royal Australian Navy, which Service provides 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".

DIVISIONS
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Tasmania — 3 Winmarleigh Street, Tarana, 7006.
South Australia — 9 Albert Place, Camden Park, 5038.
Western Australia — Box 735, PO, Fremantle, 6160.
Australian Capital Territory — 66 Bradfield Street, Downer, ACT, 2602.

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