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THE Navy

AUGUST-SEPTEMBER, 1965

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SYDNEY



NAVY WEEK ISSUE

The Flagship of the Australian Fleet, H.M.A.S. Melbourne

including Programme of Open Day at

naval bases, establishments, ships and

the Royal Australian Navy

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Who put the cat in the cat-cracker?

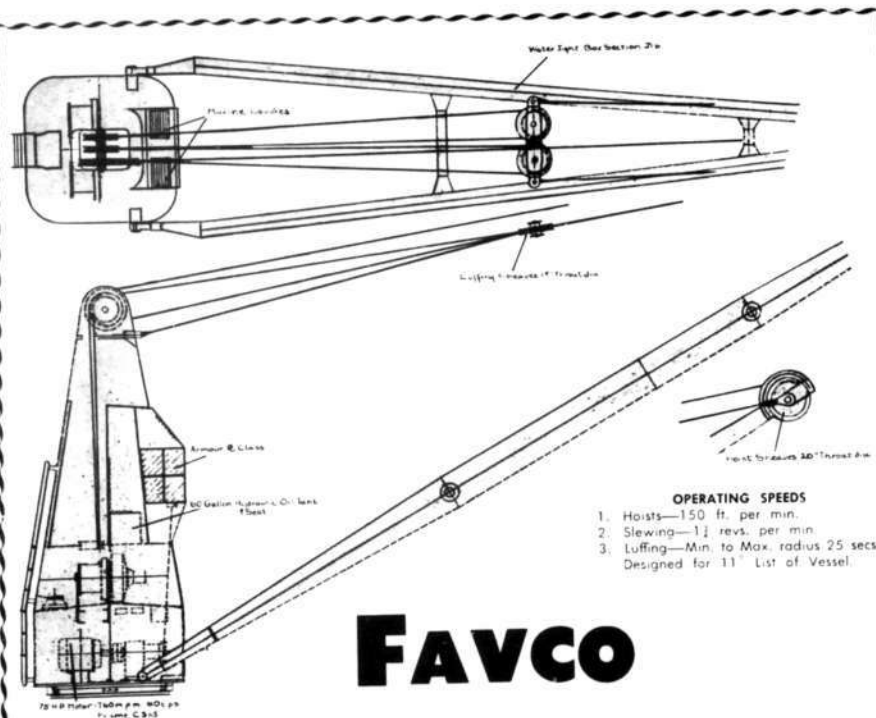
This is hardly the right kind of cat for a cat-cracker — a cat-cracker being an important piece of oil refinery plant for making better petrol. The word "cat" is short for catalyst, a material which "cracks" heavy molecules and produces a petrol of high anti-knock quality.

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BATTLE OF THE NILE

Master's Medal

The medal reproduced here by courtesy of Mr. Kenneth C. Bruff Macdonnell, of Sydney, grandson of Mr. Bruff, Master of one of Nelson's ships, "Orion", at the Battle of the Nile, has come down to Mr. MacDonnell as a family legacy.

"Orion" carried 74 guns with a complement of 500 men and was commanded by Captain Sir James Saumarez, of Norman descent but born in the Island of Guernsey. A distinguished naval officer, he was a member of Nelson's Band of Brothers.

A commemorative victory medal in gold to Admirals and Captains engaged in naval actions was not exceptional, but the gift after the



Battle of the Nile of gold medals to Admirals and Captains, silver to Lieutenants and Officers ranking with them, copper-gilt to inferior officers and copper-bronze to the men by a private individual, Mr. Alexander Davison, an intimate friend of Nelson's, was exceptional. Mr. Davison was, in this case, agent for sale of the prizes. The device is remarkable in another way; the engraver is said to have made the mistake, on the reverse side, of showing the French Fleet at anchor with the British Fleet advancing to the attack and the sun setting in the East. The figure supporting Nelson's profile on the face of the medal is that of Hope.

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JULY - AUGUST - SEPTEMBER, 1965

THE NAVY

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Plus sundry stories and photographs

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JULY - AUGUST - SEPTEMBER, 1965

THE SEA CAT GUIDED MISSILE

The Minister for the Navy, Mr. F. C. Chaney, recently inspected the Seacat guided missile being held and assembled at a Naval Armament Establishment in N.S.W. So far the missile has been fitted to H.M.A.S. Derwent, Parramatta and Yarra and will be added to Melbourne's armament during a long refitting next year. H.M.A.S. Stuart will also be fitted with the missile. The pictures were taken during Mr. Chaney's visit to the establishment.

ABOVE: The Officer-in-Charge of the Guided Missile Unit, Mr. D. A. Barkley and Mr. Chaney inspect a Seacat missile on a launcher before a final overall test.

RIGHT: The missile is completed, all systems are classed as "go" after being checked and rechecked. The missile is then packaged carefully before dispatch. Here (from left) Mr. J. A. Graham, Mr. P. Murphy and Mr. W. Best put a special sheath over a completed missile.

COVER:

This official Navy photograph depicts H.M.A.S. Melbourne with H.M.A.S. Sydney in the background.



Message from MINISTER for NAVY

Navy Enters a Period of Rapid Growth

A Message from the Minister for the Navy, the Hon. F. C. Chaney, A.F.C., M.P.

Our Navy is growing, and growing quickly. We have entered a period which is seeing a rapid and significant growth in the R.A.N. In this financial year alone, expenditure on the Navy will be £95.5 million — an increase of £27.5 million compared with last year.

The twenty-three vessels currently on order for the R.A.N. include destroyers, frigates, submarines, support ships and patrol vessels. The Fleet Air Arm is obtaining new anti-submarine aircraft.

The expanding Navy demands more manpower, and the number of officers and sailors is expected to rise by 1,400 to almost 15,000 by the middle of next year.

This growth will help the Navy more effectively to fulfil its role of safeguarding the sea communications of an island continent.

Australia's increasing international commitments are reflect-

ed in the growth of the Navy's activities. In the past year, our ships steamed almost 750,000 miles on operational tasks, and visited 115 ports at home and abroad. At one stage, there were eleven Australian warships serving in South East Asian waters.

Our ships have helped take troops to Vietnam and Malaysia, and the R.A.N. has been assisting with anti-infiltration patrols in Malaysian waters since mid-1964.

The next twelve months will be something of a milestone in the development of the R.A.N. Australia's first CHARLES F. ADAMS Class destroyer, H.M.A.S. PERTH, will arrive from the United States, while the second of the guided missile ships, H.M.A.S. HOBART, will commission in Boston. The first of the four OBERON Class submarines for Australia's new Submarine Squadron will commission in Britain during 1965.

Australians will soon have an opportunity to see some of the

new equipment for themselves. H.M.A.S. PERTH will visit all mainland capitals when she arrives next year.

This year we are holding nation-wide "Navy Day" observances for the first time. The Naval Board was very happy to support the proposal of the Naval Association for national celebrations, and we welcome the backing of other organisations, such as the Navy League.

The date selected for the observance — the 5th of October — is the anniversary of the arrival of the R.A.N.'s first Fleet in 1913. The past fifty-two years have seen radical changes in ships and weapons, but there has been no diminishing in the importance of the sea to a nation with twelve thousand miles of coastline.

Our rapid Naval development today recognises the Navy's continued responsibility in the defence of Australia.

*Parliament House,
CANBERRA.*



PARENTS !

This is your son's chance to take a part in Australia's ever-developing Naval programme and learn an interesting and useful trade.

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BOYS Here is an opportunity for you to be apprenticed and receive training in all branches of Naval Repair and Refitting work in the largest and best-equipped Naval Yard and Dry Dock in the Southern Hemisphere.

APPRENTICESHIP is available at Garden Island Dockyard, Sydney, controlled by the Commonwealth Government, under conditions which will enable you not only to become an efficient tradesman, but give you the opportunity of qualifying as a Drafting Technical or Professional Officer in Mechanical or Electrical Engineering, or Ship Construction.

RATES OF PAY are in accordance with the Arbitration Court Award made between the Department and the Trade Unions. Technical College Fees will be paid by the Commonwealth Government and on completion of the first year, an additional weekly payment is made, subject to satisfactory progress. Three weeks' annual leave, and liberal sick leave are granted, and an allowance is payable to apprentices who are obliged to live away from home owing to distance.

ELIGIBILITY 5 year apprenticeships are available in all trades for boys who are 15 years and under 17 years. A satisfactory pass at the External Intermediate Certificate Examination or school certificate level is desirable, but not essential.

SHORT TERM APPRENTICESHIPS are available in Engineering and Electrical trades for young men under 21 years at date of entry, and having a pass in Mathematics and Physics to 4th year or Leaving Certificate level.

VACANCIES exist for the following trade apprenticeships: Fitter and Turner, Scientific Instrument Maker, Electrician, Radio Tradesmen, Boiler-maker and Welder, Shipwright and Boatbuilder, Ship's Plumber, Painter, Coppersmith, Motor Mechanic, Sailmaker, Sheetmetal Workers, Joiners, Upholsterers, Panel Beater, Moulder, Engineworker, Refrigeration Mechanic.

APPLICATION must be made on the form prescribed. For application form and copy of conditions of entry, apply to your District Employment Office, or the General Manager Garden Island Dockyard, Sydney, by letter or telephone 35.0444, extension 325 (Mr. Kimber). Closing date is 12th November, 1965.

H.M.A.S. Perth

The Navy's New Ships

(By a Special Correspondent)

A piece of Australian Naval history was enacted in the United States Navy's Shipyards at Boston on Saturday, July 17.

The occasion was the commissioning of H.M.A.S. PERTH, the first of the R.A.N.'s three guided missile destroyers on order from the United States.

The 4,500 ton ship represents a new era in the sea defence of Australia . . . it is the Navy's first destroyer fitted with guided missiles and the first American-built destroyer obtained for Australia in the fifty-four year history of the R.A.N.

H.M.A.S. PERTH is the twenty-fifth destroyer of the Charles F. Adams type to be built in the United States.

She is the first of the destroyers to commission for a "foreign" Navy.

IKARA SYSTEM

A number of modifications have been made in the Australian ships.

One of the main changes is in the anti-submarine weaponry.

Australia's own anti-submarine missile system "IKARA" will be fitted in place of the U.S.N.'s "ASROC".

This type of destroyer is considered to have few equals anywhere in the world.

The United States Navy has been enthusiastic about the performance of the destroyers already in service.

One senior U.S.N. officer describes them as: "The ship we have been trying to build for fifty years . . . it has the best of everything."

PERTH will be followed by H.M.A.S. HOBART at the end of this year, and by H.M.A.S. BRISBANE in 1967.

COMMISSIONING

H.M.A.S. PERTH officially became an Australian warship at the commissioning.

Before a gathering of Australian and American guests, the Australian Ambassador to the United States, Mr. Keith Waller, formally accepted the destroyer for the Australian Government.

PERTH'S Commanding Officer, Captain Ian Cartwright, read the commissioning warrant.

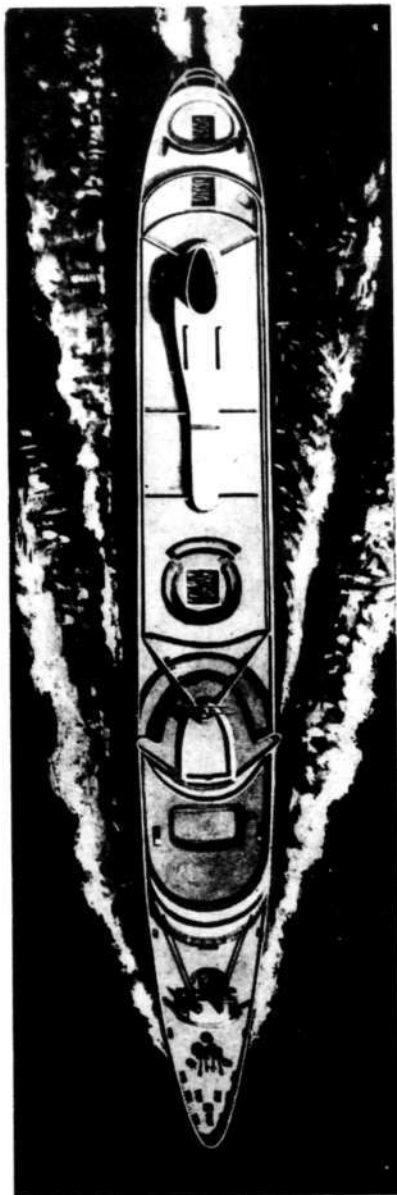
A United States Navy band, performed at the ceremony, and played some typical Australian numbers with the aid of music sent specially from Australia.

Saturday's ceremony ended with the White Ensign being hoisted, and the ship's company of 332 officers and men marched on board to take charge of the destroyer.

The Chief of the Australian Naval Staff, Vice Admiral Alan McNicoll, attended the ceremony.

With the commissioning of H.M.A.S. PERTH, a distinguished name returns to active service in the Royal Australian Navy.





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JULY · AUGUST · SEPTEMBER 1965

The new destroyer perpetuates the memory of the Second World War cruiser of the same name which went down fighting alongside a United States warship, U.S.S. HOUSTON, in the Sunda Strait in 1942.

COMPLEX WEAPONS

The new PERTH bears little resemblance to her illustrious namesake.

She is a ship of the missile and electronics age... undoubtedly one of the most complex ships to join the R.A.N.

Nearly seventy miles of cable serve as her electrical arteries, and in the electronics field alone, her ship's store contains some 15,000 items for underway maintenance.

Altogether, the store carries about 30,000 spare parts.

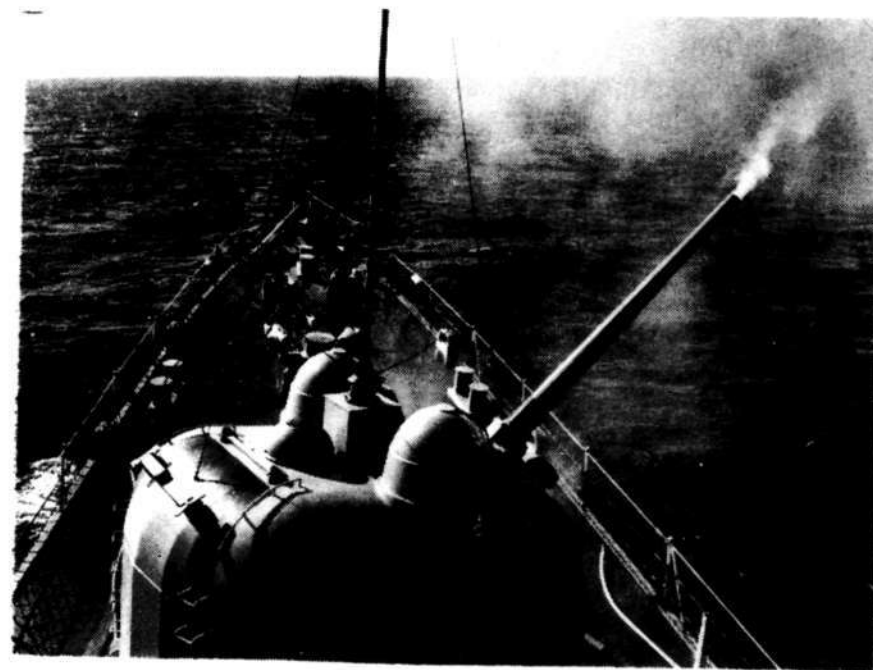
Supersonic "Tartar" missiles, with a range in excess of 10 miles, provide her anti-aircraft capability.

The ship has been built to take the Australian designed and developed "Ikara" anti-submarine missile system, which will be installed when PERTH returns to Australia.

"IKARA", basically, is a guided missile fitted with a torpedo.

On reaching the target area, the torpedo enters the sea and "homes-in" on the submerged enemy.

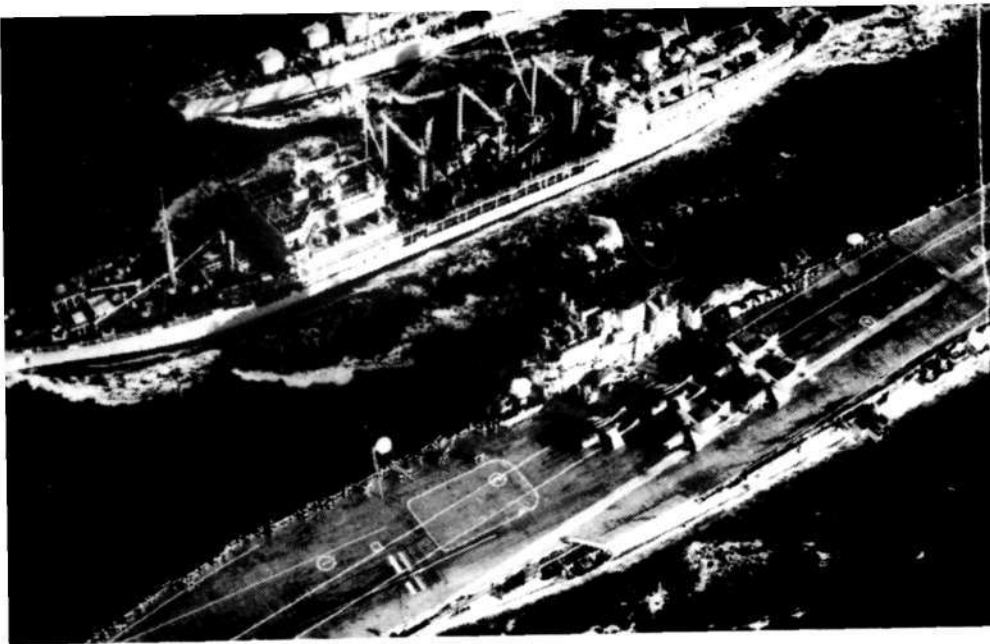
In addition, PERTH has tubes for launching homing torpedoes against closer submarine targets.



The dual purpose guns of PERTH have a very rapid rate of fire and can be trained on their air or sea target by radar.

JULY · AUGUST · SEPTEMBER 1965

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Melbourne takes on fuel at sea.

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"TARTAR" BLASTS OFF ...

Her two rapid-firing five inch turrets are considered the most modern development of conventional gunnery at sea.

Supporting the weapons are the most advanced devices for seeking out targets in the air, on the surface and under the sea.

Electronic computers automatically assess the targets and aim the weapons.

All this in turn demands a highly skilled crew, with a bigger ratio of technical officers and sailors and other specialists than in any ship of the R.A.N.

The new warship is fully air conditioned, and her crew accommodation is of a good standard. As in all modern warships, however, space is at a premium.

Amenities include an ice-cream machine, barber's shop and a well equipped laundry and pressing room.

Automation comes to the chore of washing the thousands of dirty dishes.

Cutlery will be dropped through slots straight into the washing-up machines.

FORMIDABLE ADDITION

H.M.A.S. PERTH, speed better than 30 knots, is under the command of Captain Ian Cartwright. Captain Cartwright, born in Melbourne forty four years ago, graduated from the Royal Australian Naval College in 1938.

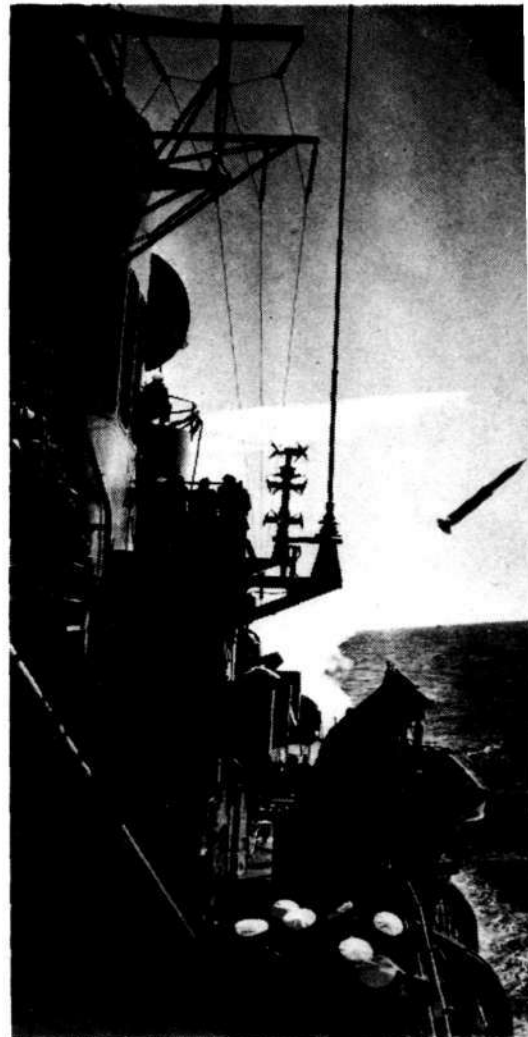
He was twice Mentioned in Despatches in the Second World War, during which he served in the North Sea, the Mediterranean, the Western Approaches, the East Indies, Burma and the Pacific.

July 17 was one of the proudest days of his long Naval career, as he took command of a ship that is a milestone in the history of the R.A.N.

His feelings were shared no less by his twenty officers, and by his 312 sailors proudly wearing 'H.M.A.S. PERTH' on their cap bands.

Introducing, as it does, a new era in Australia's maritime defence, it is a commissioning of no small importance to all people of our island continent.

RIGHT: A TARTAR Missile is blasted off from a guided missile destroyer, sister ship to H.M.A.S. PERTH. The son to air missile is supersonic and has a range in excess of 10 miles. It is radar controlled from the ship.





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 fulfill its contribution to our national security.

In the Royal Australian Navy the month of October has always held special significance. The 21st commemorates the 160th anniversary of the victory of the Battle of Trafalgar. Fought in the Atlantic, off the southern coast of Spain, it was the last great Naval battle to be fought under sail alone.

Fifty-two years ago, on the 4th October, 1913, the Australian Fleet steamed into Sydney Harbour. Navy Week 1965, was planned to coincide with the anniversary of the Fleet's entry.

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

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

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

"Since Captain Cook's arrival, no more memorable event has happened than the advent of the Australian Fleet. As the former marked the birth of Australia, so the latter announces its coming of age, its recognition of the growing responsibilities of nationhood, and its resolve to accept and discharge them as a duty both to itself and to the Empire. The Australian Fleet is not merely the embodiment of force. It is the expression of Australia's resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage

it has received, and which it holds and cherishes as an inviolable trust. It is in this spirit that Australia welcomes its Fleet, not as an instrument of war, but as the harbinger of peace."

NEW SOUTH WALES

The following is a summary of the Navy Day activities decided upon for the Sydney area:

Saturday, 2nd October, 1965:
Australian Sea Cadet Corps Headquarters Units Open — 1400-1600.

T.S. Albatross (Wollongong), Wollongong Harbour Front, Below Flagstaff Point.

WOLLONGONG.

T.S. Condamine (Manly), East Esplanade.

MANLY.

T.S. Parramatta (Parramatta), Macquarie Boys' High School, Rydalmere Avenue.

PARRAMATTA NORTH.
T.S. Shropshire (Canterbury), Hutton Street.

CANTERBURY.

T.S. Sirius (Arncliffe) S.C., Cahill Park.

ARNCLIFFE.

T.S. Sydney (Snapper Island), Snapper Island.

(Boats leave Elliott Street, Rozelle 2 p.m., 2.30 p.m., 3.00 p.m., 3.30 p.m.)



T.S. Tobruk (Newcastle), R.A.N. Drill Hall, off Nobbys Road, **NEWCASTLE.**

T.S. Warrego (Woolwich), Gale Street, **WOOLWICH.**

Monday, 4th October, 1965:

Ships and Establishments dress.

Tuesday, 5th October, 1965:

Performance by E.A.A. Band at Hyde Park from 1230 to 1320. E.A.A. Band to lead the Waratah Princess Procession from Hyde Park to Town Hall at 1330.

Wednesday, 6th October, 1965:

Performance by E.A.A. Band at Hyde Park from 1145 to 1245.

Thursday, 7th October, 1965:

Performance by E.A.A. Band in the Town Hall from 1210 to 1250 and from 1310 to 1350.

Friday, 8th October, 1965:

Naval Association Dinner/Dance.

Saturday, 9th October, 1965:

E.A.A. Band to play at Saluting base at Town Hall for Waratah Festival Parade — 12-15 to 1330. Garden Island Dockyard Open Day — 1330 to 1700. (Displays and demonstrations by Diving team, helicopters. Ships open, Band performance, Sea Cadets to assist).

Sunday, 10th October, 1965:

Commemoration Services (forenoon) —

St. Mary's Cathedral — 1000
St. Andrew's Cathedral — 1100

QUEENSLAND

Celebrations in Navy Week throughout Queensland will be necessarily limited as there will be no H.M.A. Ships present in port during the period.

In Brisbane, the main event will be a Church Service at St. John's Cathedral at 11 a.m. on Sunday, 10th October.

This Service has for many years been conducted by the Missions to Seamen and other organisations connected with the sea on the nearest Sunday to Trafalgar Day. The Naval Colour, Battle Honours and Merchant Shipping House flags are paraded during the Service.

This year the Service will be preceded by a Memorial Service at the Shrine of Remembrance at which the R.A.N., R.A.N.R. and Sea Cadets will muster. On completion, there will be a march to St. John's Cathedral.

Other Church Services will be conducted throughout Brisbane.

It is expected that approximately 250 Navy League Sea Cadets from the three Units in Brisbane — T.S.s. GAYUNDAH, MAGNUS and PALUMA — will take part.

On the 8th October the Navy League will stage a Navy Dinner in H.M.A.S. MORETON. The Guest of Honour will be the 3rd N.M. — Rear Admiral F. L. George, C.B.E. — who will give a talk in

the Wardroom on completion.

The Naval Reserve Officers in MORETON will hold a special dinner for Mess Members the following evening.

The Naval Association are co-operating fully with the Navy and the Navy League in all activities and will be staging functions during the week.

WESTERN AUSTRALIA OCTOBER—

1st Navy League Flag Day (Proceeds in Aid of H.M.A.S. Perth Memorial Fund).

2nd Race Meeting.

3rd A.M.: Church Parades:
St. Georges Cathedral (Governor to read the Lesson).
St. Marys Cathedral.

P.M.: Wreath Laying Ceremonies at War Memorial, Fremantle.

Sea Cadets and Navy League Members to attend all functions.

4th Naval Dinner H.M.A.S. Leeuwin. 500 expected to attend.

8th Naval Ball H.M.A.S. Leeuwin.

9th Trotting Meeting.

10th Open Day H.M.A.S. Leeuwin. Sea Cadets to take part.

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NATIONAL CONF. ON SEA CHARTS

The Royal Australian Navy's hydrographic charting programme over the next five years was discussed at a recent Conference in Canberra.

Representatives of all State Government services and shipping and private organisations attended.

Following the meeting, under the chairmanship of the Deputy Chief of Naval Staff, Rear Admiral R. I. Peek, Navy will complete details for its survey programme over the next five years.

The R.A.N.'s Hydrographer, Captain A. H. Cooper, told the conference that most of the busy shipping routes in Australia were now satisfactorily charted.

RIGHT: A Westland Wessex Anti-Submarine Helicopter hovers over a R.N. submarine during exercises off the N.S.W. coast.



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Exchange of Navy Midshipmen

An exchange of Midshipmen began in July between the Royal Australian Navy and the United States Navy.

Three R.A.N. Midshipmen will spend two months serving in the Atlantic in the U.S.S. carrier, ESSEX, while three U.S.N. Midshipmen will be two months in the South West Pacific in H.M.A.S. MELBOURNE, H.M.A.S. VENDETTA and H.M.A.S. ANZAC.

The R.A.N. officers chosen for the exchange are Midshipman P. D. Briggs, of Lismore, N.S.W., Midshipman G. A. Morton, of Murgom, Queensland and Midshipman D. J. Campbell, of Lismore, N.S.W. They reported for duty with the U.S. Navy at Newport Rhode Island, at the end of July. The American Midshipmen reported on board H.M.A.S. MELBOURNE in Sydney on Monday, July 12th.

The exchange is being made at the suggestion of the U.S. Navy which has conducted similar midshipman programmes with other navies for some years. It is the first time that the R.A.N. has participated.



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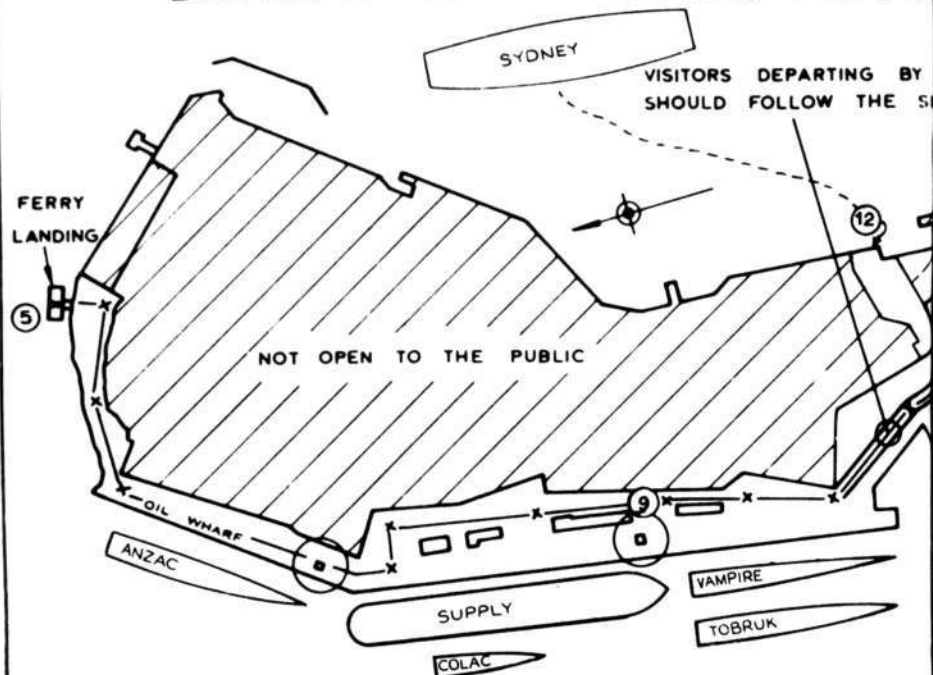
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NAVY WEEK IN SYDNEY

DISPLAY AT GARDEN ISLAND, OCTOBER 19

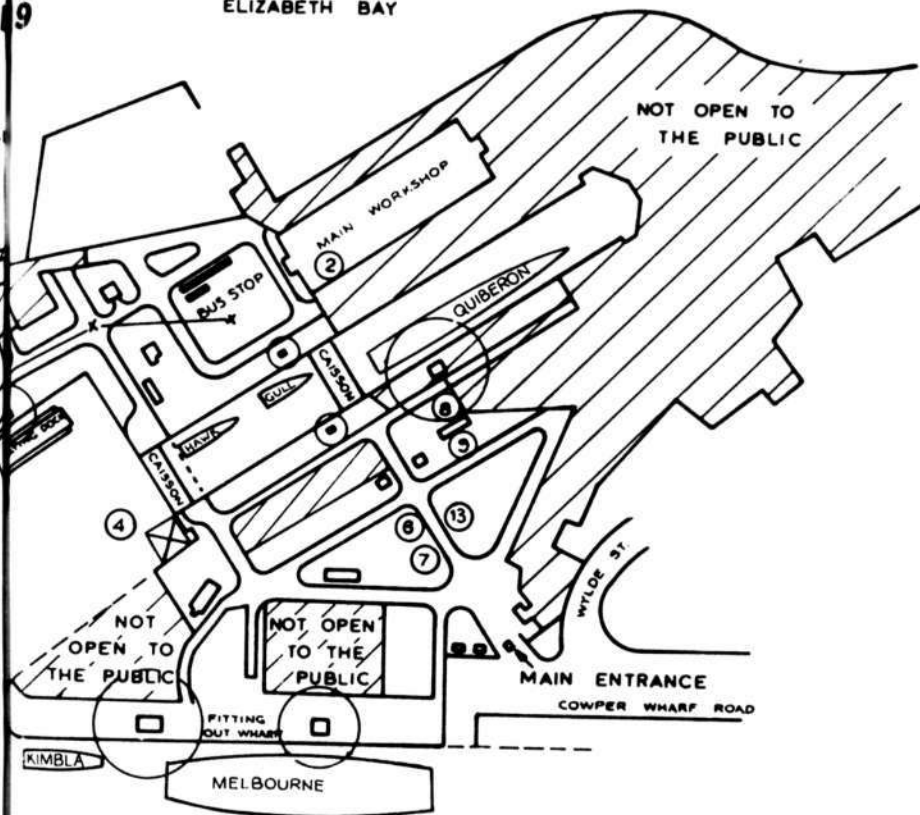


TIMETABLE OF DEMONSTRATIONS AT GARDEN ISLAND

- 1.30 HMA Naval Dockyard and H.M.A.S. ships open to visitors.
- 1.45 to Sea-Air Rescue demonstration by Iroquois Helicopter (3)
- 2.30 Diving display including 'Drop and Pick Up' drill from Boat and Helicopter of 'saboteurs.' (3) and (4)
- 2.30 to "Crossing the Line Ceremony" enacted by members of 3 p.m. the Royal Australian Naval Reserve. (4)
- 3.00 p.m. Anti-Submarine Westland Wessex Helicopters in dunking Sonar Buoys and manoeuvring displays. (3)
- 3.15 to Marching Demonstration by the Band of the Royal Australian Navy. (13)
- 3.45 to Sea-Air Rescue demonstration by Iroquois helicopter (3)
- 4.35 Diving display including 'Drop and Pick Up' drill from Boat and Helicopter of 'saboteurs'.

● NOTE: It is regretted that because of Service requirements, H.M.A.S. Sydney is not present today.

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|--|-------------------------------|
| 1. Floating Dock. | 6. Lost Children. |
| 2. Main Workshops. | 7. First Aid. |
| 3. Helicopter and Diving Display. | 8. Ladies Rest Room. |
| 4. Navy Clearance Divers and Crossing the Line Ceremony. | 9. Ladies Toilets. |
| 5. Ferry Landing — Ferry Wharf. | 10. Dockyard Chapel. |
| | 11. Sail Loft. |
| | 12. Ferry to H.M.A.S. Sydney. |
| | 13. R.A.N. Band Display. |

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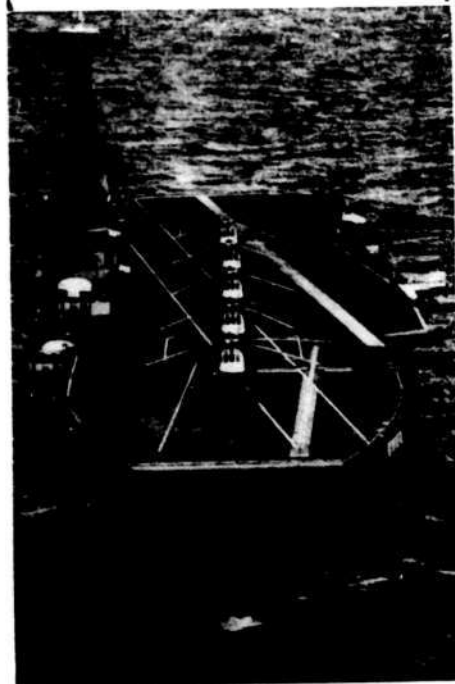
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We invite you to swell our ranks and so keep up to date with Maritime Affairs and help to build an ever-increasing weight of informed public opinion. The Navy League will then become widely known and exercise an important influence in the life of the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

The League consists of Fellows and Associates. All British subjects who support the objectives of the League are eligible for membership. For further particulars please dispatch the form provided below, to your State Secretary.

New South Wales — Box 1719, G.P.O., Sydney.
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Queensland — Box 376E, G.P.O., Brisbane.
Tasmania — 11 Quorn Street, Sandy Bay, Hobart.

South Australia — 30 Pirie Street, Adelaide.
Western Australia — 182 Coode Street, Como.
Australian Capital Territory — 60 Limestone Avenue, Ainslie, Canberra.

Northern Territory — C/- H.M.A.S. Melville, Darwin.

TO: The Secretary,

The Navy League of Australia.

Please send me details of membership of the Navy League of Australia.

Name: _____
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NEWCASTLE

In Newcastle Navy Clearance Divers will give exhibitions of "drop and pick up" drill, which simulates the landing of "saboteurs" in enemy territory.

An Iroquois helicopter will also give displays of the winching of a man from the water.

The displays will take place in the Hunter River during the lunch hour of Thursday, 7th October.

The Sea Cadet Training Ship T.S. TOBRUK will be open to visitors on the afternoon of Saturday, 2nd October.

A commemorative service and march will be held on Sunday, 10th October. The march will leave Civic Street at 2.00 p.m. for Civic Park where the Service will be held. The Sea Cadets will provide a Guard.

MELBOURNE

In Victoria the main events arranged to commemorate Navy Week are:

Tuesday, 5th October: R.A. Navy Band recital outside National Gallery.

Wednesday, 6th October: R.A. Navy Band recital at lunch time in Treasury Gardens.

Thursday, 7th October: R.A. Navy Band plays at National Mutual Centre.

Friday, 8th October: Dinner Dance at H.M.A.S. LONSDALE.

Saturday, 9th October: Open Day at H.M.A.S. CERBERUS.

Sunday, 10th October: Church Services at St. Paul's and St. Patrick's Cathedrals.
March to the Shrine of Remembrance.

The Royal Australian Navy Band will conclude the service at the shrine in the afternoon with "Beat Retreat."

SEA CADETS EFFICIENCY AWARD

The Training Ship Tobruk has been adjudged the most efficient Sea Cadet Unit in New South Wales, with the Training Ship Albatross, a close second.

On Saturday, 7th August, 1965, the Director of Naval Reserves, Captain I. K. Purvis, R.A.N., accompanied by the Senior Officer, Australian Sea Cadet Corps, Lt. Cmdr. L. Mackay - Cruise R.A.N.R., visited the Unit and presented a plaque, which was received on behalf of the Unit by Dennis Hughes, the Duty Quartermaster.

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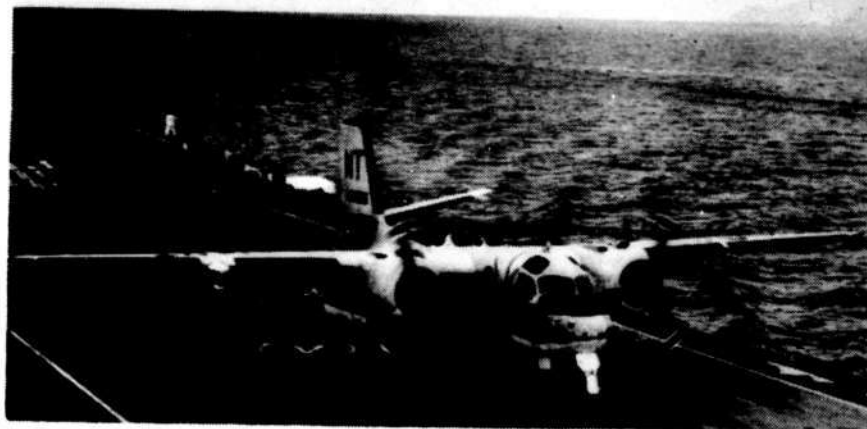
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EARLY COMMAND IN THE R. A. NAVY

Midshipmen graduating from the Royal Australian Naval College at Jervis Bay in July were told that the expanding Navy meant that they could find themselves in early command of ships at sea.

The Minister for the Navy, Mr. Chaney, who took the salute at the graduation, said that the R.A.N. was expanding as fast as its trained manpower would permit.

He said: "You will I know be heartened by our acquisition of minesweepers and patrol craft because this will give some of you the opportunity of commanding your own ships as lieutenants, while submarines will shortly provide further opportunities for command."

Mr. Chaney told the young Naval officers that they had a challenging career ahead of them. He said: "The Naval defence of this country is in your hands. You are the professionals who will fight the enemy, you are the professionals on whose military advice Governments will formulate their defence policies. In the current world climate, this is a responsibility which cannot be regarded lightly."

He continued: "The ships of today which you will sail and fight are highly complex. To keep abreast with the technical aspects of your profession is a demanding and exacting task but that is not all. As captains and officers of H.M.A. Ships you will be ambassadors for your country, ex-

pected to show wide knowledge of Australia, her internal affairs, her relations to other countries. It is from the standard of your own behaviour that other nations will gain their impressions of Australia and Australians.

The thirty-three midshipmen who graduated will spend twelve months at sea in the Fleet before continuing their training in Britain. Some of the graduates began their Naval careers as Junior Recruits and Apprentices, and transferred to the College after selection as potential officers. Today's parade marked the fiftieth annual graduation from the Royal Australian Naval College.

The Dux of the graduating class was Midshipman Peter Bobroff, of Cairns. He gained top place in Applied Mathematics, Physics, Seamanship, Navigation and Engineering.

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CHIEF OF NAVAL STAFF RETURNS FROM OVERSEAS

Vice-Admiral McNicoll, Chief of the Naval Staff, returned to Australia recently after a seven weeks' tour overseas.

During his absence he visited Asia, the United Kingdom, France, Canada and the United States.

In Singapore he had talks with Commander in Chief, Far East, and other senior officials with regard to the activities of Australian Navy ships in Asian waters. The R.A.N. at the time of his visit had six ships in the Far East, Frigates PARRAMATTA and YARRA and four Minsweepers HAWK, IBIS, GULL and TEAL.

In the United Kingdom he visited various Training Establishments where R.A.N. personnel are under instruction.

In Scotland he visited Scotts Shipbuilding Yard and in a brief ceremony placed the first prefabricated section of the second



Vice Admiral
A. W. R. McNicoll.

Oberon Class Submarine, H.M.A.S. OTWAY, on her keel blocks.

She is being assembled alongside the first of the Australian Submarines H.M.A.S. OXLEY, which is well advanced and should be launched before the end of the year and completed late in 1966.

Vice-Admiral McNicoll attended the Paris Air Show as the guest of the French Government.

While in the U.S.A. he was present at the commissioning of H.M.A.S. PERTH and delivered a personal message from the Minister for Defence Senator Shane Paltridge. He later visited the Defoe Shipbuilding Yard in Michigan to see the progress being made with the building of two more guided missile destroyers—H.M.A.S. HOBART and H.M.A.S. BRISBANE.

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RETIREMENT OF EARL MOUNTBATTEN

On his departure on July 16 from the Ministry of Defence as Chief of the Defence Staff, Admiral of the Fleet, the Earl Mountbatten of Burma, asked that the following farewell message be addressed to the members of all the Armed Forces.

The message is:—

"Today, Friday, I haul down my flag after 52 years' service.

"As I look back over the years, I see vast changes in the services.

"I went to sea in 1916 with a coal burning fleet, with the Royal Naval Air Service and the Royal Flying Corps in their infancy, and with the Army entrenched in France, with tank mobility only just coming on the scene.

"Now as I leave, I see the Navy moving into nuclear propulsion, with guided missilery achieved; the Army really mobile on the ground and air portable, and Royal Air Force and the Fleet Air Arm equipped with the latest aircraft.

"But one thing is unchanged, and that is the British fighting man.

"During the last six years as Chief of the Defence Staff, I have visited ranks and ratings in formations and units all over the world.

"In this I include, of course, the Women's Services, I have been as much inspired by the fighting spirit and morale in all three services, as I was during both World Wars.

"I relinquish my active service duties with the knowledge that the British fighting man is second to none.

"In sending you all my best wishes for the future I should like to express my heartfelt thanks to all ranks past and present in the armed forces."

ADMIRALTY MESSAGE

The following is the text of a farewell message from the Admiralty Board to Earl Mountbatten.

"Today, when you relinquish your appointment, marks the

zenith of your long and outstanding service career.

"For almost a century members of your family have served with great distinction in the Royal Navy.

"It is entirely without precedent that a father and son should have both in their turn served as First Sea Lord and you have added to that distinction by becoming the first Naval Officer to serve as Chief of the Defence Staff.

"The Admiralty cannot allow this occasion to pass without expressing their gratitude for your family's great service to the Royal Navy.

"Your personal achievements in the Royal Navy are an inspiration to us all, and we also take pride in your unparalleled services to all three Armed Forces, to the Commonwealth and nation in many other fields.

"The good wishes, respect and admiration of all officers and ratings in the Royal Navy and the Royal Marine go with you."

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ANNUAL SEA CADET CHURCH PARADE

The annual Church Parade, inspection and march past of the New South Wales Division of the Corps took place at Garden Island Dockyard Chapel on Sunday, 27th June, 1965, at 10.30 a.m.

More than 250 Cadets were on parade, including an armed guard, colour party and band.

The inspecting officer was Captain R. R. W. Humbley, A.D.C., R.A.N., General Overseer and Superintendent of Inspection, Eastern Australian Area. Captain Humbley represented Rear-Admiral O. H. Becher, C.B.E., D.S.O., D.S.C., K.A.N., the Flag Officer in Charge, Eastern Australian Area.

Relatives and friends of Cadets witnessed the parade and attended the Chapel service.

This highly successful parade was recorded by Television and Radio stations and the daily Press.

LEGACY CHURCH SERVICE

ABOVE: The annual Legacy Church Service was held in the Dockyard Church on Sunday. The Flag Officer in charge, Rear Admiral O. H. Becher inspected a guard of Sea Cadets prior to the service. The church will be open for inspection on Saturday, October 9th.

Remember NAVY LEAGUE BALL

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EFT: Gannets from H.M.A.S. Melbourne in formation over Jervis Bay.

BELOW: H.M.A.S. Yarra.



DESTROYERS FOR ASIAN DUTY

Two R.A.N. destroyers, VENDETTA and DUCHESS sailed from Sydney on Wednesday, 11th of August, to relieve two Australian frigates, H.M.A. Ships PARRAMATTA and YARRA, which

have been on duty with the Strategic Reserve since early this year.

PARRAMATTA and YARRA took part in the SEATO Exercise, "Sea Horse," exercised with units of the British Far East Fleet, and assisted with anti-infiltration patrols in Malaysian Waters.

The frigates, with ships' companies totalling 500 officers and men, are due at Williamstown Naval Dockyard in Melbourne early in September.

VENDETTA and DUCHESS, with some 650 officers and men, will operate with the Strategic Reserve for the next six months.

VENDETTA is under the command of Commander D. W. Leach, DUCHESS (Commander I. M. Burnside), YARRA (Captain B. H. Loxton, Senior Officer of the 1st Frigate Squadron) and PARRAMATTA (Commander R. Percy).

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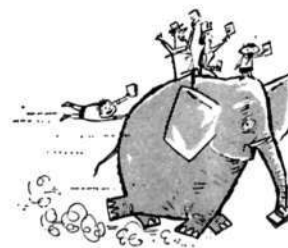


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NEW DESTROYER TO GO ON SHOW

Considerable public interest was being taken in the guided missile destroyer, and so it had been decided to provide an early opportunity for as many people as possible to see the new ship.

H.M.A.S. PERTH will spend the next six months "working-up" off the east and west coasts of the United States, and is due in Australia early in March. Exact dates will depend on her final "work-up" programme.

H.M.A.S. PERTH's first port of call in Australia will be Brisbane. After two days in the Queensland capital, she will sail to Sydney where she will spend a week. Then she will visit Fremantle for four days, and Adelaide and Melbourne for two days each. She will be open for public inspection in each city.

From Melbourne, H.M.A.S. PERTH will return to Sydney where she will be fitted with her IKARA anti-submarine missile system.

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AT
PRINCES

ON
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NAMES SELECTED FOR SHIP AND BASE

Names associated with the Navy's past have been selected for the Royal Australian Navy's new Escort Maintenance Ship and for the submarine Base in Sydney.

The 14,500 ton Escort Maintenance Ship is to be called H.M.A.S. STALWART. The submarine support facility will be named H.M.A.S. PLATYPUS.

STALWART, the biggest Naval ship to be built in Australia, is due for completion at Cockatoo Dockyard in Sydney in 1967. This ship will house the technicians and workshops required to service the R.A.N.'s modern escorts and their weapons away from base.

The submarine support facility is being developed at Neutral Bay in Sydney for Australia's new squadron of OBERON Class submarines.



ANZAC MEN IN MARCH

Officers and men from H.M.A.S. Anzac were honoured when this year, the 50th Anniversary of Anzac Day, they marched through the City. On the left the detachment led by the Colour Party with Rear Admiral O. H. Becher, Commander I. H. Nicholson, Captain of the ship and Commander D. H. Clarke, a former Captain, passes St. Mary's Cathedral.

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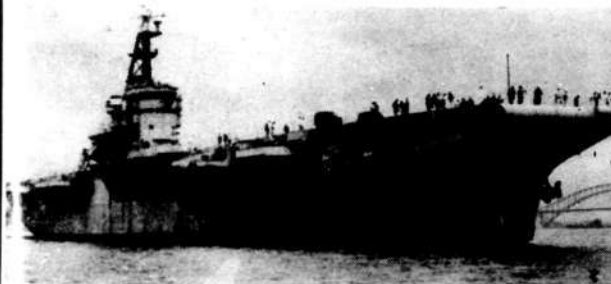
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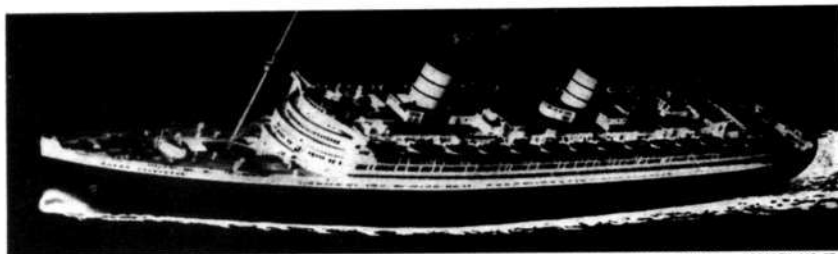
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H.M.A.S. SYDNEY

The troopship H.M.A.S. Sydney which left early in September to take reinforcements to the Australian Army Battalion in Vietnam. The main party of soldiers were embarked in Brisbane. The ship has previously carried troops to Vietnam and Malaysia.



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'ARCADIA' SOUTH SEAS CRUISE. Feb. 14, 13 days to Auckland, Pago Pago, Suva. First Class from £141; Tourist from £108

'ARCADIA' MAORILANDER CRUISE. Feb. 28, 13 days to Tasmania and New Zealand. First Class from £141; Tourist from £102

'HIMALAYA' CHERRY BLOSSOM CRUISE. Mar. 25, 32 days to Guam, Japanese ports, Hong Kong, Manila. One Class Fares from £281.

'ORSOVA' EASTER CRUISE. Mar. 27, 16 days to Nuku'alofa, Suva, Noumea, Hayman Island. First Class from £181; Tourist from £139

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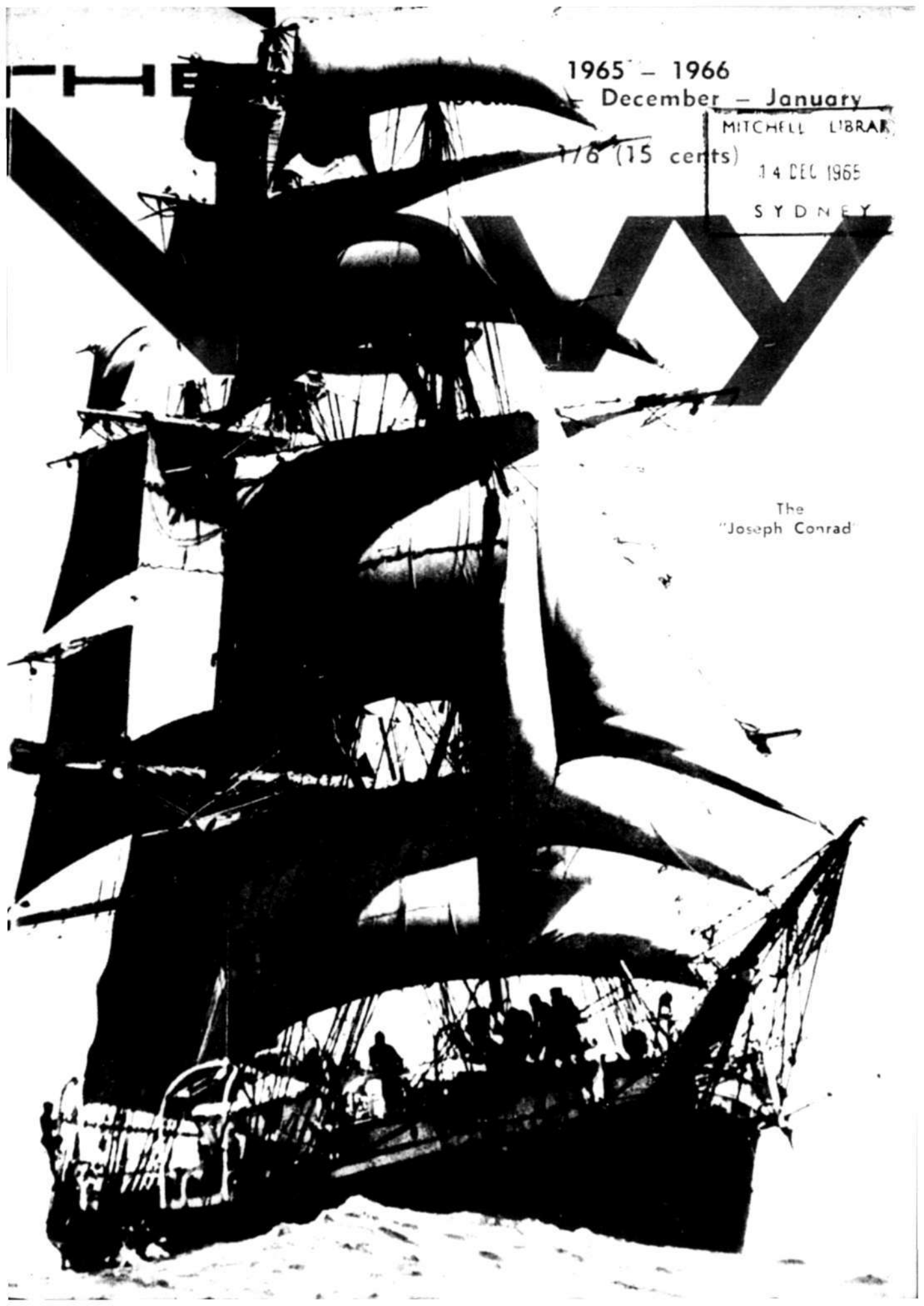
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THE NAVY

The magazine of the Navy League of Australia

Vol. 27

NOVEMBER-DECEMBER-JANUARY, 1965-66

No. 6

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

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THE NAVY, Nov.-Dec.-Jan., 1965-1966

Page One

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Editor's Notes . . .

It is my privilege to be writing to you for the first time as Editor of "The Navy".

This issue we welcome our new printers and publishers — Percival Publishing Company Pty. Ltd. — and trust we shall have a long and happy association together. I would like to record my appreciation and that of the Publications Sub-committee of the League, for the kind assistance rendered by Mr. Perce Outteridge, Managing Director and Mr. R. Longridge, Printing Manager, for their valued help in sorting out the many infinitesimal problems that have occurred during the change-over period.

For the magazine to be interesting and successful, it is essential to impart pertinent information and I would appreciate all Divisions of the League and Units of the Australian Sea Cadet Corps contributing, even in a small way, to the content of the magazine.

On behalf of the Committee of the New South Wales Division of the Navy League of Australia, which Division is responsible for publishing "The Navy", I apologise to all subscribers for the irregularity of issues over the past twelve months and assure you that every effort is being made to rectify this anomaly.

In conclusion, I trust you enjoy reading this edition and that it will help you to increase your knowledge of nautical affairs. Your constructive criticisms will always be appreciated.

Retirement of Queensland's Governor

It has been announced that the Governor of the State of Queensland, His Excellency Colonel Sir Henry Abel Smith, K.C.M.G., K.C.V.O., D.S.O., will be retiring from office during March, 1966.

The President of the Queensland Division wrote to the Governor expressing his Division's grateful appreciation of the honour His Excellency had bestowed upon the Division by consenting to be its Patron during his term of office.

Below: The letter of reply received by Commander Pixley:

GOVERNMENT HOUSE
BRISBANE

11th October, 1965
Dear Commander Pixley,

I am directed by His Excellency the Governor to thank you for your letter of 4th October informing him of the activities of the Navy League in Queensland, and for your expressions of gratitude and good wishes which he and Lady May very much appreciated.

His Excellency has been a member of the Navy League since 1910 and knows how important is the task of the League in keeping fresh in the minds of all people of British race the extent to which they are dependent on the Navy and the Merchant Navy.

His Excellency has asked me to say that it has been a great honour to him during his tour in Queensland to have been Patron of the Queensland Division of the Navy League in Australia.

Yours sincerely,

(Sgd.) A. G. LEATHAM
Lt. Cdr. (Retd.)
Private Secretary

Commander N. S. Pixley
M.B.E., V.R.D., R.A.N.R.
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Deltic-Engined Fast Patrol Boats for The Peruvian Navy Commissioned

Six fast patrol boats for the Peruvian Navy were formally commissioned at a ceremony held at Portsmouth Dockyard on October 8, 1965.

After a period of working-up exercises the flotilla sailed for Peru in company with their mother ship.

The six patrol craft are a modified version of a standard 110 ft. fast patrol boat design and are known as the "Velarde" class. Each is powered by two turbo-blown 18-cylinder "Deltic" engines Type T18-37K rated at 3,100 b.h.p. at 2,100 crankshaft r.p.m.

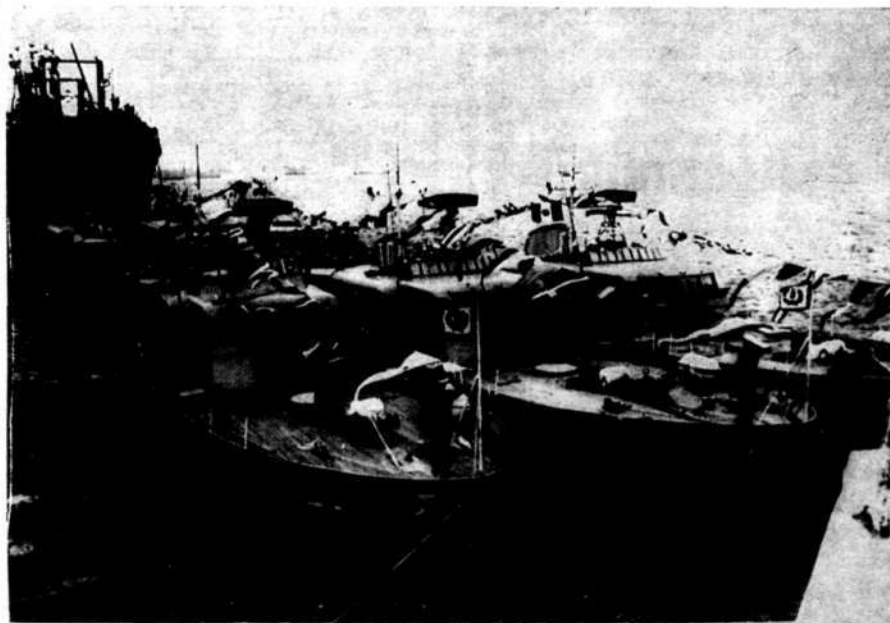
The engines are fitted with an integral reverse reduction gearbox.

The turbo-blower is of the "geared-in" type and comprises a double-sided light-alloy impeller and a single-stage, axial-flow turbine contained in castings mounted at the free end of the engine. All major casings of the engine are in aluminium alloy and the engine weight, which includes the reverse gear, is 13,360lb., giving a weight/power ratio of 4.4:1.

The engines are direct-coupled to the propeller shafts. Control is by

a single lever for each engine which combines the function of gear selection and speed control. The engines are controlled from an acoustic booth sited at the aft end of the engine room, visual check of the engine installation by the operator being provided for by a window in the control booth bulkhead.

R.A.N. "Ton" class Minesweepers are powered by Napier "Deltic" engines which are also fitted to the Australian National Line roll-on-roll-off "Bass Trader".



Commissioning ceremony at Portsmouth Dockyard for six "Velarde" class of fast patrol boats for the Peruvian Navy.

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Annual Report of the Federal Council of the Navy League of Australia for the year ended 30th June, 1965. Presented and tabled by the Federal President, Rear-Admiral H. A. Showers, C.B.E., on 24th September, 1965.

Australian Sea Cadet Corps

The number of Officers, Adult Instructors and Cadets in each
Division as at 22nd February, 1965, was as follows:

Division	Officers and Adult Personnel	Cadets
Victorian	63	428 (including 1 Cadet Sub-lieutenant)
N.S.W.	59	318
Queensland	59	489 (including 3 Cadet Sub-lieutenants)
Western Australian	31	331 (including 4 Cadet Sub-lieutenants)
South Australian	13	97
Tasmanian	47	296
Northern Territory	6	35
A.C.T.	9	54
	287	2,048

Following the pattern of 1964 the
strength of the Officers and Adult
personnel has increased by 10 whilst
the total of Cadets again dropped
— this year by 77.

During the year under review two
new Units received Naval Board
recognition, these being T.S. MOR-
ROW in Western Australia and
T.S. PARRAMATTA in New South
Wales. The formation of further
new Units will be the subject of
discussion at the Annual Sea Cadet
Council Meeting.

T.S. FLINDERS of the South
Australian Division won the Annual
Efficiency Trophy presented by The
Navy League of Australia to the
Unit considered the "most efficient"
throughout the Commonwealth of
Australia. To this Training Ship
we extend our hearty congratula-
tions on a well earned success.

The following Units were judged
by Captain I. K. Purvis, R.A.N.,
the Director of Naval Reserves, to
be the best in their Division. These
Units which are not shown in any
order of merit are also to be con-
gratulated on attaining such a high
standard.

T.S. MAGNUS — Queensland
T.S. LATROBE — Victoria
T.S. CRESWELL — W.A.
T.S. LEVEN — Tasmania
T.S. SIRIUS — N.S.W.

ANARE Relief Voyage to Macquarie Island

Unfortunately the Director of the
Antarctic Division found it neces-
sary to inform the Naval Board
that it would not be possible to con-
tinue to offer passages to Army and
Navy Cadets in future voyages due
to the continued increase in demand
by Scientists for passenger accom-
modation to Macquarie Island. This
decision, I was informed, was made
with considerable reluctance.

International Rifle Competition, 1964

Australia did not win one of the
coveted trophies in 1964 — a feat
still to be achieved — but it was
extremely gratifying to receive the
news that T.S. BARWON of the
Victorian Division had gained 5th
place. To this Unit I say "well
done", keep up the good work and
surely success will one day come
your way.

Membership of the League

Once again not all Divisions have
reported their membership strength
as at 30th June, 1965, but it would
seem from the information avail-
able that if anything, there has
been a slight decline in the number
of members overall.

Incorporation

The Memorandum and Articles
of Association have been prepared
by the Honorary Solicitor, J. K.

Bowen, Esq., to the final stages for
the registration of the corporate
body to be known as The Navy
League of Australia.

The Company will be registered
in Canberra as a Company limited
by guarantee pursuant to the pro-
visions of the Companies Ordinance
(A.C.T.) 1962, as amended.

Upon incorporation, The Navy
League of Australia will be in a
position to accept a transfer of
assets and liabilities from the pre-
sent unincorporated association.

The incorporation of The Navy
League of Australia, which is for
the greater benefit of all members,
will bring it in step with action
already taken by the sister Leagues
in the United Kingdom, New Zea-
land, Canada, and the U.S.A.

The League is greatly indebted to
its Honorary Solicitor, Mr. J. K.
Bowen, for undertaking this oner-
ous task and we both express and
record our unqualified appreciation
of his great work.

Finance

Copies of the Statement of
Receipts and Payments for the year
ended 30th June, 1965, have been
circulated. I extend to our Hon-
orary Auditors, Messrs. Robertson,
Crane and Gibbons our deep
appreciation for their services ren-
dered so willingly.

Conclusion

During 1965 both the League
and the Australian Sea Cadet Corps
have received assistance and guid-
ance from the Minister of State for
The Navy, The Naval Board, The
Royal Australian Navy and the
Department of The Navy and we
are most grateful for their help.

I should also like to say thank
you to the Officers and Instructors
of the Australian Sea Cadet Corps
for their devotion to duty and for
their efforts to promote the Corps
in all fields.

To The Navy League Divisions I
would offer my gratitude for their
continued loyalty and support and
I wish them every success in the
forthcoming year.



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Annual Report and Balance Sheet of the New South Wales Division of the Navy League of Australia — presented, 23rd August, 1965

It is with much pleasure that I present the Committee's report for the year ended 30th June, 1965.

The Division has been most fortunate to obtain the services of Mr. P. B. Reed as Honorary Architect. Mr. Reed is a partner in the well known firm of architects, Dennis and Odling and Reed. We express our sincere gratitude to Mr. Reed and look forward to a long and happy association.

MEMBERSHIP

During the year, despite the enrolment of new members, our membership of the Navy League in N.S.W. decreased by 8 to 242, i.e., 215 Fellows and 25 Associates. Significant among the losses were those of Rear-Admiral Buchanan, who gave service as a member of your Committee, also Lady Fairfax, who, I understand, was one of the inaugural members when the N.S.W. Branch of The Navy League was founded.

Since the New Year considerable difficulty has been experienced with the printing and publication of "The Navy". Action has been taken that should re-vitalise this magazine and increase its circulation. Wider distribution in future should make our objectives more generally known and attract new members. However there is no known medium that is more effective than the personal approach, consequently every Fellow and Associate is requested to endeavour to introduce a new member during the current year.

FINANCE

The audited financial statement which will be presented shortly shows that during the year an increase in funds occurred, also that the accounts are not in an unhealthy condition. The rehabilitation of some S.C. Units Headquarters buildings however is contemplated. Loans and grants to S.C. Units amounted to £241.0.0, whilst expenses incurred directly for Sea Cadet commitments, i.e., Sporting Trophies, Leases, Insurances, Printing, etc., amounted to a further £293.0.0. Approval has been given for a

grant of £1,000 to be made for the T.S. "Parramatta" Local Committee to commence building operations of a Headquarters building for that new Unit which, with the co-operation of the Dept. of Education and the Headmaster, is temporarily established in the Macquarie Boys' High School. After negotiating the transfer from the Kings School of some land in Spurrway St., Ermington, it was found that this land was subject to a building covenant that prevented its development as a S.C. Unit Headquarters. This has caused unfortunate delay. The Parramatta City Council is co-operating wholeheartedly and, subject to it having a clear title has offered a river site at Ella St., Rydalmere.

NAVY LEAGUE BALL

The Ball Committee last year achieved an all time high. A fresh record being established, which resulted in the N.S.W. Division receiving the magnificent sum of £885.0.0. Our grateful thanks are extended yet once again to this Committee for their splendid work without which we would find it much more difficult to carry on. This year the Annual Ball will be held at Princes on Friday, October 22nd, and the Ball Committee under the Presidency of Mrs. O. H. Becher, wife of the Flag Officer In Charge East Australia Area, is confident that with your support it will achieve another outstanding result.

ENTERTAINMENT

Your Committee at short notice accepted an invitation to visit the U.S.S. "Enterprise" — the world's largest and only atomic powered aircraft carrier. It was a fascinating experience — the tremendous striking power and huge size were awe-inspiring.

The Sunday morning visit to H.M.A.S. "Nirimba" was very interesting and most enjoyable. Unfortunately only a few Fellows accepted the invitation to see this thriving

Apprentice School, and it is hoped any future visit will prove more popular.

An invitation was received from the Commanding Officer, U.S.S. "Vancouver" to visit his ship, and was enthusiastically received by the League, approximately 60 Fellows and Associates spending an interesting Sunday forenoon on board this most unique and modern man-of-war.

SEA CADETS

Lieutenant-Commander L. Mackay-Cruise, R.A.N.R., has relieved Commander R. A. Denovan, M.B.E., V.R.D., R.A.N.V.R. (Rtd.) as Senior Officer, N.S.W. Division, who tendered his resignation due to ill-health. To Cdr. Denovan we express and record our sincere appreciation of his devoted service, most ably supported by his wife, during his 4½ years as Senior Officer. To them both we wish all good health in future.

To Lieut.-Commander Mackay-Cruise we extend a very warm welcome, congratulations upon his appointment and an assurance of the greatest co-operation.

INCORPORATION

It is anticipated that the printed Articles and Memorandum will be presented to the Federal Council of the Navy League at its Annual meeting on Saturday, 24th September, for signature by the Divisional representatives.

EXPANSION OF THE R.A.N.

The commissioning last month of H.M.A.S. "Perth" provided a most welcome addition to the fighting strength of the R.A.N. Additional personnel to complete and maintain the crews of ships commissioned and building must be recruited and to help in this is our duty. Recruitment into the R.A.N. of Sea Cadets each year approximates 10 per cent of the Corps strength and, because of the age

Scientists are Winning Barnacle Battle

By Dr. W. C. COLVIN

Scientists, Navy men and paint manufacturers are winning the war against the barnacle.

The destroyer Vampire returned to Sydney after 16 months at sea, mostly in South-East Asian waters. The Navy had planned to dry-dock it for periodical maintenance, including scraping of the hull. But divers who examined the ship below waterline reported that the hull was exceptionally free from fouling. Garden Island dockyard officials then postponed the docking for several months.

Navy ships can now stay out of dock longer as a result of co-operative efforts between Navy personnel, paint manufacturers and scientists.

Most of the Vampire's hull is coated with a conventional anti-corrosion system. But there are two areas, each of 250 square feet, coated with experimental systems aimed

at obtaining several years' fouling protection and many years' corrosion protection. Successful performance of these special systems would bring about a major revolution in docking policies, ultimately saving shipowners millions of pounds in fuel and maintenance costs.

One of the systems has a coal-tar epoxy resin for corrosion protection. The other has a solvent-less epoxy resin followed by a thick layer of soluble matrix anti-fouling paint.

Mr. B. Wisely, a senior research scientist at the Commonwealth Scientific and Industrial Research Organisation, division of fisheries and oceanography at Cronulla, suggested the latter system after eight years of research.

He has been working on the interactions of young fouling organisms, anti-fouling and anti-corrosion

systems and ships' hulls. He said the effectiveness of the experimental systems could not be answered until they had been properly examined in dry dock, but the performance so far was very encouraging. The area on the Vampire had been coated under experimental conditions. Further work would be necessary to develop satisfactory application techniques under normal dry-dock conditions.

Research into fouling prevention goes back to about 412 B.C., when the ancients pasted arsenic, sulphur and oil on their ships' sides. Marine borers were hampering the Phoenicians' boats as they sailed around Africa or over to Britain for a load of tin. They ravaged the classical galleys of Greece and Rome. Sir Frances Drake's Golden Hind, and even threatened Holland by attacking the retaining timbers of the dykes.

THE V.I.P.'s AT THE ANNUAL MEETING OF THE N.S.W. DIVISION OF THE LEAGUE



Photograph by courtesy — Mr. R. Webber

L to R.: Lt.-Cmdr. A. A. Andrews, M.B.E., Secretary; R. I. Rae, Esq., Treasurer; Rear-Admiral H. A. Showers, C.B.E., President; Commander W. L. Reilly, Vice-president; and Lt.-Cmdr. L. Mackay-Cruise, Senior Officer, Australian Sea Cadet Corps (N.S.W. Division).

grouping, is unlikely to increase as a percentage. By improvement of the Unit Headquarters buildings it will be possible to enrol more Cadets and provide the potential to achieve this worthy objective.

The P. & O. Orient Lines of Australia who so generously provided the facilities for tonight's meeting, and also loan to us their Board Room for our regular monthly meetings.

Mr. J. K. Bowen, Senior Partner of Ebsworth & Ebsworth, our Honorary Solicitors, for the legal services and ready advice so willingly given.

Messrs. Robertson, Crane & Gibbons, our Honorary Auditors, and Mr. Ian Rae, our Honorary Treasurer, for the meticulous care with which they have supervised our accounts.

Those business houses and individuals who so generously donate to our funds.

We readily acknowledge our indebtedness to the Minister for the Navy, The Department of the Navy, the Flag Officer In Charge East Australia Area, and to all Captains of H.M.A. Ships and Establishments who have so greatly assisted us during the year.

Finally, to the Committee who have throughout the year met regularly and assisted in the smooth running of the Navy League and have assisted me so greatly, I say thank you.

H. A. SHOWERS
(Rear-Admiral)
PRESIDENT

ACKNOWLEDGEMENTS

I wish again to record and express our grateful thanks to:—

THE NAVY, Nov.-Dec.-Jan., 1965-1966

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BALANCE SHEET AS AT 30TH JUNE 1965

1964 £	ACCUMULATED FUNDS	1965 £
4,110	Balance—30th June, 1964	4,642
	Add:	
45	Funds received from unit closed down	—
	Surplus of income over expenditure for the year ended 30th June, 1965, as per accompanying statement	664
487		
£4,642		£5,306
Employed as Follows:—		
Fixed Assets—At Cost		
86	Office Equipment	96
260	Film Projector	260
99	Sea Cadet Equipment	99
445		455
445	Less: Provision for depreciation	455
Investment—At Cost		
500	Sydney County Council Inscribed Stock	500
1,371	Loans to Units—Interest Free	1,271
Current Assets		
2,979	Bank of New South Wales—Current Account	3,706
4,850		5,477
Deduct:		
Current Liabilities		
184	Sundry Creditors	145
24	Ada McMaster Trust	26
208		171
£4,642		£5,306
(Sgd.) A. A. ANDREWS Secretary		
(Sgd.) H. A. SHOWERS President		

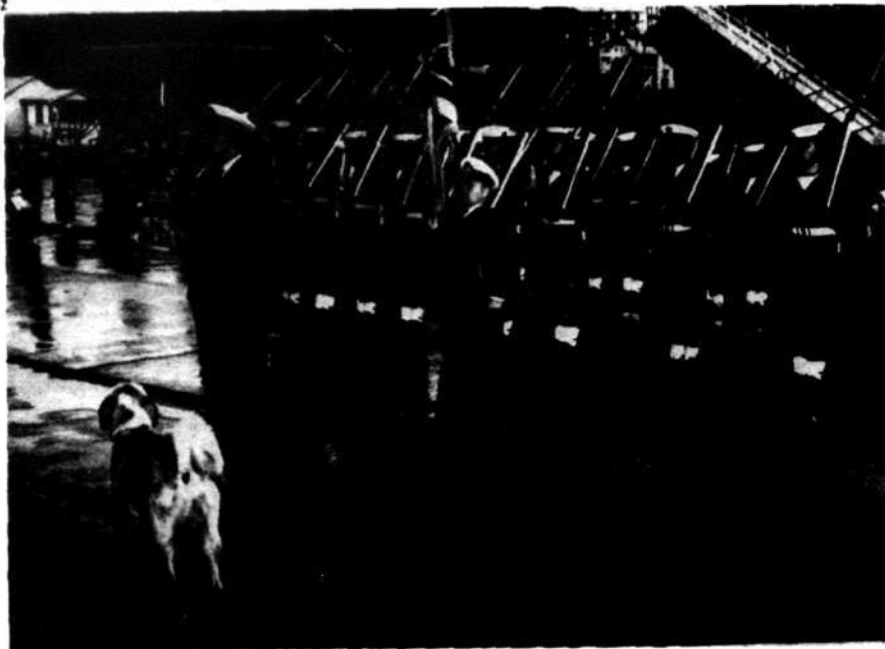
AUDITOR'S REPORT

We report that we have examined the above Balance Sheet with the books of account of the League, and have obtained all the information and explanations we have required. In our opinion the Balance Sheet is properly drawn up so as to exhibit a true and fair view of the state of the League's affairs according to the best of our information and the explanations given to us and as shown by the books of the League.

SYDNEY, 12th August, 1965

(Sgd.) Robertson, Crane and Gibbons
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1945, as amended.

SEA CADET CORPS NEWS



The armed guard, colour party and band, drawn up outside Garden Island Dockyard Chapel for the Annual Church parade and "march past" of the N.S.W. Division of the Australian Sea Cadet Corps. Guard Commander — Sub.-Lt. I. G. Pirie

Reports of activities and training for the New South Wales Division, by the Senior Officer, Lt.-Cmdr. L. Mackay-Cruise, R.A.N.R.

For the quarter ending 30th June, 1965—

Periods of continuous training were carried out in H.M.A.S. "Penguin", H.M.A.S. "Creswell" and H.M.A.S. "Albatross" — the former two establishments being used for Boat Charge Certificate Courses and the Naval Air Station for a Recruit Training Course.

Sea Cadet Sub-Lieutenant T. J. Stevenson, of T.S. "Albatross", attended an Indoctrination Course for Officers held in H.M.A.S. "Penguin".

Weekend training will take place in H.M.A.S. "Watson" and

H.M.A.S. "Penguin" before the 30th June — the dates set down being 25th to 27th June.

An examination for higher rank is scheduled for the 26th June in H.M.A.S. "Penguin".

The Captain of H.M.A.S. "Rushcutter" inspected the following Units during the period under review:

T.S. "Shropshire"—1st May

T.S. "Tobruk"—15th May

T.S. "Albatross"—22nd May

T.S. "Parramatta"—5th June

T.S. "Condamine"—12th June

The Annual Church Parade will be held in the Dockyard Chapel, Garden Island on Sunday 27th June and rehearsals took place in H.M.A. Dockyard on Saturdays 5th and 12th June.

A Sea Cadet Guard of Honour and Colour Party was provided for the Magna Carta Service at St John's Church of England, Darlinghurst, on Sunday, June 13, which was attended by His Excellency The Governor of New South Wales.

His Excellency inspected the Guard and made the remark that in his opinion they were the smartest

Sea Cadets both in drill and appearance that he had witnessed.

The inspection was televised by Channel A.T.N. 7 and shown on the newsreel that night.

Selection Boards were convened in H.M.A.S. "Rushcutter" for the purpose of deciding the suitability of (a) Officers and Instructors recommended for promotion and (b) applicants for appointment within the Corps.

A conference of Divisional Officers and Commanding Officers was held on Saturday, 29th May, 1965, to discuss both matters pertaining to the New South Wales Division and the Annual Sea Cadet Council Meeting scheduled for September of this year.

For the quarter ending 30th September, 1965—

Periods of continuous training have been carried out in H.M.A.S. "Watson" and H.M.A.S. "Creswell". Arrangements were made with the former establishment for a Cookery Badge Course to be conducted—the first course of its kind to be held for the A.S.C.C. The R.A.N.C. was utilised for instruction in general seamanship.

Weekend training took place on board H.M.A.S. "Anzac" from the 2nd to 4th July, and again from the 9th to 11th July. Unfortunately due to a change in Fleet movements the training weekend scheduled to be held in H.M.A.S. "Duchess" had to be cancelled. Further periods of weekend training are programmed as follows:—

H.M.A.S. "Penguin"—

17th-19th September

H.M.A.S. "Creswell"—

24th-26th September

The Director of Naval Reserves, Captain I. K. Purvis, R.A.N., inspected T.S. "Tobruk" on Saturday, 7th August, 1965, in connection with the annual trophy presented by the Navy League of Australia. This Unit being classified the "most efficient" in the Division is eligible along with the Unit similarly designated in other Divisions for the award of the Navy League of Australia Annual Efficiency Trophy for 1965.

The Divisional Senior Officer carried out an inspection of the following Units during the period under review:—

T.S. "Sydney"—10th July

T.S. "Warrego"—17th July

T.S. "Sirius"—24th July
T.S. "Albatross"—14th August
T.S. "Parramatta"—21st August
T.S. "Condamine"—28th August

A Sea Cadet Guard of Honour was provided for the Flag Officer in Charge, East Australia Area, Rear Admiral O. H. Becher, C.B.E., D.S.O., D.S.C., on the occasion of the Legacy Memorial Service held at the Dockyard Chapel, Garden Island, on Sunday, 29th August, 1965.

Selection Boards were convened in H.M.A.S. "Rushcutter" for the purpose of ascertaining the suitability of (a) an Instructor recommended for promotion, and (b) an applicant seeking an appointment within the Corps.

It is with sincere regret that I have to report the sudden death of Sea Cadet Lester Tovey after undergoing an emergency operation. Cadet Tovey was the youngest son of Lieutenant K. Tovey, A.S.C.C., the Commanding Officer of T.S. "Warrego". A Guard of Honour was paraded at the funeral which was conducted by the Unit Chaplain and attended by the Senior Officer, Officers, Instructors and Cadets from all Units.



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Annual Report of the New South Wales Division of the Australian Sea Cadet Corps for the year ended 30th June, 1965

The State of the Division is that there are now eight Units, as during the year under review T.S. "Parramatta" received official recognition from the Naval Board. This Unit is functioning satisfactorily and it is most heartening that the number of Cadets on strength remains steady. Present indications are that T.S. "Parramatta" will make even further progress when they are able to transfer from their present school location to their own Headquarters. This requirement is in fact being closely pursued by the Navy League and it is anticipated that the problem will be overcome within the next twelve months. All other Units are operating satisfactorily with Officers and Instructors continuing to show the utmost keenness and enthusiasm.

However, a disturbing factor has been the fall in the number of Cadets overall and steps are being taken in an endeavour to rectify this decline. The lack of Public Relations has, to some extent, been responsible for this state of affairs as by far the great majority of the public is not even aware of the existence of the Australian Sea Cadet Corps.

Mr. Dennis P. Trickett has kindly consented to act as Honorary Public Relations Officer for this Division, and the coverage obtained in the press, radio and T.V. on the occasion of the Annual Church Parade at Garden Island Dockyard Chapel proved the value of such an appointment, in addition credit must go to the Public Relations Officer for the R.A.N. for his part in securing the utmost publicity for the Corps on this day.

Special recruiting pamphlets are also being prepared for distribution to schools, etc., in an effort to attract Cadets.

T.S. "Tobruk" was adjudged the "most efficient" Unit in 1965. The Director of Naval Reserves will be inspecting this Unit on the 7th August, 1965, as T.S. "Tobruk" qualifies with the "top" Unit in each Division for selection as the number one Unit in Australia.

Periods of training have been undertaken in ships and shore establishments but unfortunately due to commitments of the Fleet no actual sea training could be undertaken. Specialist courses were run and the results were most gratifying.

The Division as a whole and Units took part in several ceremonial parades and the importance of dress rehearsals was emphasised as when these had been held the drill and bearing of all was faultless. The transfer of the colour from T.S. "Warrego" to T.S. "Sirius" (most efficient Unit for 1964) took place on the latter Unit's parade ground.

Swimming and Athletic Carnivals were held as usual but due to the unavailability of suitable life-jackets, which are expected shortly, it was necessary to cancel the Sailing Regatta.

Selection Boards have been convened in H.M.A.S. "Rushcutter" for the purpose of ascertaining the suitability of applicants seeking appointments within the Corps and also to examine Officers and Instructors recommended for promotion.

In conclusion, it is desired to express appreciation to the Naval Board and the Navy League of Australia for assistance rendered in all fields and it is to be hoped that perhaps the Department of the Navy may, at some future date, find it possible to increase their financial assistance to a par with other Cadet Forces notwithstanding the requirements of our Naval Fighting Force.

L. MACKAY-CRUISE
Lieutenant Commander,
R.A.N.R.
SENIOR OFFICER

CONTRIBUTIONS INVITED

The editor invites persons to submit articles and photographs (10 x 8" black and white, gloss finish) for inclusion in the magazine. All Contributions should be addressed: The Editor, "The Navy", Box C178, Clarence Street Post Office, Sydney, N.S.W., Australia.

The editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable and with which a stamped and re-addressed envelope is enclosed.

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Sea Cadet Unit at Gosford

Mention of a proposal to establish a Sea Cadet training unit in the Gosford area was made at the annual dinner of the Central Coast section of the Naval Association, which was held at Woy Woy Memorial Club, recently.

Visitors included Captain M. H. Moyes, R.A.N., retired, President of the N.S.W. Branch of the Association, Commander O. S. McMahon, R.A.N., Vice-President of the Association and Commander R. May, R.A.N., representing the Commanding Officer, Eastern Command.

The visitors were welcomed by the President of the Woy Woy Memorial Club, Mr. C. E. Knight, and Mr. H. Batts, President of the Central Coast Sub-Section replied, expressing appreciation for the warmth of the welcome.

During the dinner Captain Moyes spoke of the traditions of the Navy, of ships and men who have long since passed beyond.

In response, Commander May compared the older vessels and crew conditions with the improved ships and conditions existing today.

The Commanding Officer elect of

the proposed Sea Cadet Unit, Mr. F. Lambert, introduced the Commanding Officer and 1st Lieutenant of the training ship "Tobruk", at Newcastle and Lieut. Williams gave an account of the Sea Cadet unit and its activities.

He expressed the opinion that a similar organisation in Gosford would be a worthwhile venture for the youth of the district.

Qld. Sea Cadet Award

The Gold Coast Sea Cadet Corps unit, "T/S Tyalgum", once again has been judged the most efficient cadet unit in Queensland outside the Brisbane metropolitan area.

The unit received the A.M.P. Society Efficiency Shield and a 3-foot long pennant at a parade of Cadets

at the unit's headquarters at the Southport boat basin on October 30.

The Commanding Officer of "T/S Tyalgum", Lieutenant E. E. Trickett R.A.N.R. (Retd.), received the trophy from Commander Norman Pixley, M.B.E., V.R.D., R.A.N.R., (Retd.), President of the Queensland Division of the Navy League of Australia.

The Southport-based unit won the A.M.P. Shield last year.

Also at the ceremony were Commander D. J. Robertson, Naval Officer in Charge Queensland, and Mr. G. B. O'Neill, Honorary Secretary of the Queensland Division of the Navy League.

Mr. R. H. Pascoe, a Lieut.-Commander in the Naval Reserve and the Cadet Corps Divisional Supply Officer in Queensland, represented the A.M.P. Society at the presentation parade.

The Society's Gold Coast representatives Messrs. W. J. Read (Southport) and C. H. Peck (Bilbinga) also attended.

"T/S Tyalgum" was formed in April, 1959, and has a strength of about 40 cadets drawn from centres throughout the Gold Coast.

Commonwealth Was Founded in Sea Tradition

The Commonwealth of Australia was founded in the sea tradition, the Dean of Sydney, Bishop F. O. Hulme-Moir stated when preaching in St. Andrew's Cathedral at a service to mark Navy Week.

He said that although tradition was a mark of the Navy, it was a living one, being constantly added to by exploits.

"Much has been dared; hence much has been won," he said.

"Our institutions, our homes, and our way of life have prospered because the men of the Royal Australian Navy have patrolled the oceans and seas through the hazards of war and tempest, reef and shoal, in the maintenance of peace and protection of our shores."

Bishop Hulme-Moir said that today there was a great need to remember the heritage handed on by others.

"Our youth must be constantly challenged to match the measure of devotion, shown by our fathers in building this great nation," he said.

"In the Naval record we cannot

fail to note the privilege of service and the power that is released to man as he recognises this.

"But such service is costly and demands a high price."

"The Son of God stands ever before us exemplifying unswerving fortitude and selfless sacrifice, to encourage us to faithfully fulfil our chosen duty."

— Ship or Aircraft? —

Is a hovercraft a ship or an aircraft?

Answering this question for the specific benefit of local yachtsmen, Captain T. N. Jaggard, R.N., C.O. of the Royal Naval Air Station at Lee-on-Solent, where the inter-service hovercraft trials unit is allocated, defines it as a power-driven vessel which obeys the same rules for the prevention of collision at sea.

He explained that when hovering

it may have a drift angle — the difference between the ships head and the actual track — of as much as 45 degrees, depending on the strength and direction of the wind.

In these circumstances, the navigation lights of the vessel may give an incorrect impression of its course, and the only reliable method of establishing whether a collision is likely is to observe the change of bearing.

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U.S. Navy Tanker Visits Sydney

The 40,000 ton U.S.S. Ponchatoula (AO 148) began a ten day visit to Sydney on Monday, 1st November, 1965.



U.S.S. Ponchatoula (AO 148)

"Ponchatoula" accompanied the U.S. Navy icebreaker, U.S.S. "Burton Island".

Combined crews total 529 officers and enlisted men who enjoyed recreation leave in Sydney.

In addition to her own fuel, the "Ponchatoula" carries nearly eight million gallons of ship and aviation fuel for delivery to the Fleet.

The "Ponchatoula" was commissioned on 12th January, 1956, at Philadelphia Naval Shipyard and upon completion of fitting out sailed to the West Coast via the Panama Canal. In September, 1956, U.S.S. "Ponchatoula" rescued the foundering S.S. "Venus" off Japan by taking the ship in tow and clearing an on-coming typhoon. In 1958 the ship was home ported at Pearl Harbour and later that year supported Seventh Fleet Forces engaged in the Quemoy Crisis. In the early part of 1962 the ship operated with Joint Task Force Eight in support of Operation "Dominic", the series of nuclear tests which took place in the Christmas Islands. In September of 1962 the crew of U.S.S. "Ponchatoula" donated blood

and relief to the city of Hong Kong, which had been devastated by a typhoon. Also that year, the ship won the Ship Battle Efficiency Award.

U.S.S. Ponchatoula was a support ship in "Sigma Seven" (1962) and "Faith Seven" (1963) space shots for the Project Mercury space programme. During 1964 and 1965, "Ponchatoula" provided services to Seventh Fleet units operating in the South China Sea off the coast of Vietnam. Two hundred and seventy-nine ships were brought alongside and over 42 million gallons of petroleum products were transferred. For this her crew was awarded the Armed Forces Expeditionary Medal. In June of this year the "Ponchatoula" again served as a space recovery ship for the "Gemini Four" operations. "Ponchatoula" is a unit of SERVON FIVE and is the Flagship for Commander, Service Forces Pacific.

The U.S. Navy's conventionally powered submarine "Barbel" visited Brisbane from 3rd to 8th November, 1965.

NEW "FLASHES" FOR NAVY

All members of the Royal Australian Navy are to wear "Australia" shoulder flashes on their uniforms as a permanent, distinguishing feature.

Navy Office in announcing the uniform variation said the flashes would be worn by officers and sailors as from the 1st December.

R.A.N. officers will wear white metal flashes on the shoulder straps of their white summer uniforms, and embroidered gold flashes on blue uniforms.

Sailors will have gold or red embroidered flashes on blue uniforms and embroidered blue flashes on summer uniforms.

Navy Office said that with increasing numbers of R.A.N. personnel serving abroad, it was most desirable that they should be readily distinguishable as Australians. The R.A.N. uniform, with the exception of the design of the officers' buttons, was basically identical with that of the Royal Navy.

R.A.N. personnel have, in the past, been permitted to wear shoulder flashes only when serving in certain overseas countries. Under the new arrangement, the flashes will be worn at all times, both in Australia and overseas.

"WARREGO'S" END

The survey ship, H.M.A.S. "Warrego", has gone to the scrapyards. The ship held the record of 23 years' continuous service with the R.A.N. and steamed 441,000 miles in Australia's service. "Warrego's" 1,000 tons of steel, brass and copper will be cut up and cast into ingots. The white-hulled frigate was paid off in August, 1963, and has been moored at Athol Bight since. Dame Pattie Menzies launched the "Warrego" at Cockatoo Island in 1940. It served as a minesweeper and convoy escort and was the first ship to fire on the Japanese planes attacking Darwin in February, 1942.

In 1944, it was converted to a survey ship and made eight pre-lauding surveys of the Philippine and Borneo invasion beaches.

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Patrol Vessels

The Minister for the Navy, Mr. Chaney, has stated contracts have been let to two Queensland companies for the construction of 14 of the new total of 20, 100 ft. patrol vessels, 15 for the R.A.N., and 5 for the Territory of Papua and New Guinea patrol force.

As these patrol vessels become available, 4 of the "Ton" class minesweepers shall be placed in reserve. The 2 remaining minesweepers will be utilised to keep minesweeping techniques alive in the R.A.N.

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- 3 DARING Class destroyers:
H.M.A. Ships "Vendetta",
"Vampire" and "Duchess"
- 4 Type 12 escorts:
H.M.A. Ships "Parramatta",
"Stuart", "Yarra" and
"Derwent"
- 1 BATTLE Class destroyer:
H.M.A.S. "Anzac" (Fleet
training ship)
- 6 TON Class minesweepers:
H.M.A. Ships "Hawk", "Gull",
"Curlew", "Ibis", "Snipe" and
"Teal"
- 3 Submarines:
H.M. Submarines "Trump",
"Taciturn" and "Tabard"
(Operated by the R.A.N. on
loan from R.N.)

In Reserve:

- 1 BATTLE Class destroyer:
H.M.A.S. "Tobruk"
- 1 TRIBAL Class destroyer:
H.M.A.S. "Arunta"
- 3 "Q" Class frigates:
H.M.A. Ships "Queenborough",
"Quickmatch" and "Quiberon"

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- 1 Boom vessel:
H.M.A.S. "Kimbla" (trials)

In Reserve:

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H.M.A.S. "Culgoa"

- 1 Survey vessel:
H.M.A.S. "Barcoo"

- Minor vessels:
Tugs, Boom Ships and small
support craft

COMMISSIONING IN 1966

- 1 CHARLES F. ADAMS Class
destroyer:
H.M.A.S. "Hobart" (To
commission in December, 1965)

THE FUTURE

- 1 CHARLES F. ADAMS Class
destroyer:
H.M.A.S. "Brisbane" (commis-
sioning September, 1967)

- 1 Escort Maintenance Ship:
H.M.A.S. "Stalwart"; due for
completion in 1967

- 4 OBERON Class Submarines:
H.M.A. Submarines "Oxley",
"Otway", "Ovens" and
"Onslow" (One due for delivery
each year 1966-1969)

- 2 Type 12 escorts:
H.M.A. Ships "Swan" and
"Torrens"; due for completion
in 1969

- 20, 100 ft. Patrol vessels:
Due for completion 1966-67 (5
for use in Papua-New Guinea)

- 14 Grumman S-2E Tracker aircraft:
For delivery by November 1967

- 10 Douglas A-4E Skyhawk attack
bombers:
For delivery by late 1967

THE FLEET AIR ARM

- 723 Squadron:
Helicopter pilot training and
search and rescue duties

- 724 Squadron:
Various aircraft involved in
fixed wing pilot training,
communications and Fleet
requirement duties

725 Squadron:

Wessex anti-submarine helicopter
operational training and Fleet
requirement duties

816 Squadron:

"Front-Line" Squadron of Gannet
anti-submarine aircraft and
Sea Venom Fighters

817 Squadron:

"Front-Line" Squadron of Wessex
anti-submarine helicopters

It has been announced that the
Government has deferred the con-
struction of the Fleet Replenishment
Ship.

Naval Aircraft

The Minister for the Navy has
announced the purchase of 10
Douglas A-4E Skyhawk Attack
Bombers to replace Sea Venoms
aboard H.M.A.S. Melbourne, at a
cost of £A.9.2 mill. The aircraft
are to be delivered in late 1967 and
will join Melbourne after her 6
month refit, in 1968. Estimated cost
of refitting H.M.A.S. Melbourne is
£A.2.5 mill.

Visit by R.N. Ships

At the conclusion of "Exercise
Warrior", a joint U.S.-British-
Australian air-sea exercise off the
East Coast of Australia, the Brit-
ish task force visited Australian
ports.

Ships included—
The guided missile destroyer
"Devonshire", of the County Class.

Leander Class, General Purpose
Frigate "Euryalus".

Fleet Radar Picket Destroyer
"Barrosa".

Whitby Class, Type 12, Anti-
submarine Frigate "Whitby".

Fleet Supply Ships: "Fort Du-
quesne" and "Fort Langley", and
and the Fast Fleet Replenishment
Ship "Tidespring", a sister ship to
H.M.A.S. "Supply".

The ships were scheduled to ar-
rive in Sydney on 26th November,
1965, also to call at Hobart, Fre-
mantle, Geraldton, Albany and Car-
narvon.

The task force was to be led by
the largest aircraft carrier ever
built for the R.N. — "Ark Royal"
—but due to a fire aboard, the car-
rier did not participate in the ex-
ercise.

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CANADA

RESEARCH SHIP ORDERED

Approval has been given for the construction of a 2,080-ton research ship for operation in the Atlantic Ocean by the Defence Research Board's Naval Research Establishment, Dartmouth, N.S. Completion is scheduled for 1968 and cost estimates at \$7,000,000.

The vessel's primary function will be oceanographic research in relation to anti-submarine warfare. At the same time she will contribute significantly to general scientific knowledge of the waters adjacent to Canada's east coast.

At present designated AGOR 172, she will be 17 feet longer than the 236-foot CNAV "Endeavour", will draw approximately 15 feet of water and will have a displacement of 2,080 tons as compared with the "Endeavour's" 1,564.

Because most of her work will be concerned with underwater acoustics, particular care will be taken in the design to make her as silent as possible. The hull will be constructed to minimise water noise; machinery, including the generators which supply power for the electric propulsion motors, will be resiliently mounted to reduce hull vibration and underwater noise.

Research facilities will include three laboratories, a scientific plotting room, a handling room for the explosives used in underwater acoustic research, as well as a wide variety of special equipment.

Anti-roll tanks within the hull will facilitate precise scientific measurements and operations from a helicopter landing platform aft. The hull will be reinforced to permit operations in ice.

She will have twin screws and a bow thruster unit will ease handling and improve the ship's manoeuvrability. Her engines and twin rudders will be controlled from any one of four conning consoles, one on the bridge, two on the bridge wings and one aft.

The vessel will be manned by a crew of 36 civilian officers and men, who will support the activities of up to 15 scientists.

The Royal Canadian Navy has a current combat strength of some

50 ships, and spearheading the anti-submarine elements are the 20,000-ton aircraft carrier "Bonaventure" and 20 Canadian-built destroyer escorts. The addition of Oberon class submarines to the fleet will enable the Royal Canadian Navy to extend and improve its anti-submarine capability.

RADAR SIMULATOR COURSE

The Canadian Government has given formal approval to the radar simulator training course now offered at the Marine Navigation School at Halifax, Nova Scotia.

Simulated ship's bridges and radar equipment, realistically present all kinds of shipping traffic problems. Each school has three "bridges", each "bridge" is used by two trainees at a time. A student must steer his own "ship" while watching the positions of other vessels as indicated by radar blips, which can be altered at will by the instructor.

TV SPOTTER

A flying television set designed to view enemy-held positions is now undergoing feasibility tests by Canada's Defence Research Board. The device has been called a "periscope" by its inventors at the Canadian Armament Research and Development Establishment (C.A.R.D.E.), Valcartier, Quebec, because it looks like a combination of a periscope and helicopter.

The periscope, which can be operated from a vehicle or ship, is controlled from below by a co-axial cable containing power and other electrical lines. A 44-foot helicopter rotor is used to lift the camera into the air. The airborne elements weigh 50 pounds; the complete system weighs 500 pounds.

Through its closed-circuit television system the periscope can give an instantaneous 360-degree look at enemy equipment and movements.

The system will at first only be used in daylight, though C.A.R.D.E. scientists are hopeful that improvements in the system will allow it to "see" at night as well.

The periscope is ruggedly constructed, and its simplicity will require only a single operator, who will require no special skill. Its small size would make it a difficult target if detected.

A "bread-board" model of the periscope was tested at C.A.R.D.E. recently to ensure the scientific feasibility of the project during the pre-development phases. Another model is now under construction for further and more exacting trials.

FIVE-YEAR RE-EQUIPMENT PROGRAMME

The Canadian Government has approved a five-year programme for the Canadian armed forces to re-equip and improve the mobility of the Army; to provide an adequate air and sea lift for immediate deployment in an emergency; to acquire tactical aircraft; and to maintain a constant improvement of maritime anti-submarine capability.

Total planned capital expenditure over the five years is approximately \$1,500,000,000.

For the maritime forces, sea and air, there will be significant additions in ships, detection devices and weapons systems, plus an improved sea-lift capability for military equipment.

It is intended to order six ships for the Royal Canadian Navy; four helicopter-equipped destroyers and two operational support ships. In addition, toward the end of the period, it is planned to acquire a conventionally-powered submarine to replace H.M.C.S. "Grise", the ASW training submarine on loan from the U.S.A. and based on the West coast.

Designed as anti-submarine ships, the helicopter-destroyers (DDHs) will be slightly larger than the most recently completed anti-submarine escorts of the "Annapolis" class. They will carry the CHSS2 Sea King anti-submarine helicopter, which can carry both sonar and armaments. Space will be provided in the ships for a missile defence system when this becomes available. The ships will carry a five-inch gun for shore bombardment and surface action.

Commencing next year, the seven "Restigouche"-class destroyer es-

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corts will be converted to variable-depth sonar and other equipment which will significantly improve their submarine-detection. They will also be equipped with a rocket-assisted homing-torpedo known as ASROC, which has a much greater range than the present anti-submarine weapons in these ships.

A further twelve Sea King helicopters will be ordered. These will operate from the aircraft carrier "Bonaventure", the converted "St. Laurent"-class destroyers, the two "Annapolis"-class ships and the four new helicopter-destroyers.

When this programme is complete, there will be a desirable mix of helicopter and ASROC anti-submarine weapon systems in the fleet.

The "Bonaventure" will refit in 1966-67, with initial expenditure commencing during the next year. This will include re-arrangement of fighting and living spaces, new radar and improved support for the CHSS2 helicopters.

The two operational support ships planned for construction will be improved versions of H.M.C.S. "Provider". These ships, one of which is intended for each coast, will increase several times over the capability of the Navy's anti-submarine forces to remain continuously on station in an emergency. As such, they will materially increase the cost-effectiveness of the R.C.N. ASW fleet.

Alternatively, the operation support ships may be used to carry vehicles and their crews as well as bulk equipment. Together with the existing "Bonaventure" and "Provider", there thus will be a very useful sealift capacity in the fleet.

To find the money for equipment, within a limited budget, has called for a reduction in operating and maintaining costs. The integration of Service headquarters and establishments will, by reducing overheads, help to do so. This is, of course, long-term, but some saving has already been noted. Next year the proportion of funds for equipment will increase, thereby reversing the trend of the last decade.

JAPAN

On 3rd November, 1965, 61 Japanese warships celebrated the

15th anniversary of Japan's Self-Defence Force with a fleet review in Osaka Bay. The biggest review since 1940.

INDIA

INDIA SEEKING RED SUBMARINES

India is proposing to buy six submarines from Russia. The Defence Minister, Mr. Y. B. Chavan, said a delegation would shortly leave for Moscow to complete the deal.

MALAYSIA

MALAYSIAN CRAFT

Fourteen more patrol craft of the FRI-Sabah class which Malaysia has ordered from the British firm of Vosper Ltd. would form "a valuable contribution to Malaysian naval strength." A spokesman for the company, announcing the order in London recently, said that the 103 feet, 25 knots craft had been specially designed for the Malaysian Ministry of Defence. Craft of similar design were at present in service with the Royal Malaysian Navy. The FRI-Sabah vessels are powered by Maybach diesel engines and are armed with two 40 mm. guns. They are equipped with the latest radar and communications equipment and are air-conditioned throughout the living spaces.

NEW ZEALAND

It has been officially announced that H.M.N.Z.S. "Royalist", a cruiser of the improved "Dido" class, is to be withdrawn from service. "Royalist" (7,360 tons full load), a sister ship to "Black Prince" and "Diadem", was built by Scott's S.B. and Eng. Co. Ltd.

Laid down on 21st May, 1940, she was launched on 30th May, 1942, and completed on 10th September, 1943.

"Royalist" was reconstructed and modernised in Great Britain and re-commissioned on 10th April, 1956. She was formally handed over to the Royal New Zealand Navy the same year.

SOUTH AFRICA

NEW NAVAL BASE FOR DURBAN

The Minister of Defence, Mr. Fouché, said during the debate on the Defence Vote that a second naval base was now being developed at Salisbury Island, Durban.

Landing facilities had already been obtained from the Department of Transport and work had started.

The Defence Department would wait until Richards Bay was developed before making a long-term decision about a naval base on the East Coast.

The Minister said he would again appoint a departmental committee to investigate thoroughly the training and treatment of ballotees.

He wanted them to receive the best possible training. He wanted ballotees to be made into men but did not want them ill-treated. Should he discover after such an investigation — and two were currently being carried out — that ballotees were being ill-treated, he would not hesitate to take the strongest possible action.

MISSILE TESTS FOR N.S.W.

A test centre for missiles used by the Australian Services is to be set up at St. Marys, N.S.W., the Minister for Supply (Mr. Allen Fairhall) revealed when in New York.

The centre will be used for testing the electronic equipment of the missiles, including guidance systems and computerisation.

It will first be equipped to test the R.A.N.'s Tartar anti-aircraft missile, but eventually equipment will be installed to handle tests on all missiles used by the three Australian Services.

"My main function in Washington will be to talk with Mr. Robert Macnamara, Secretary of Defence, about getting some extension of our present contract with the U.S. Navy for Jindivic flights."

"I will also be looking into the progress of the F111A aircraft."

The projected centre at St. Marys has not yet let contracts.



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United Kingdom

Surface Firings for Seacat

The R.N. guided missile destroyer H.M.S. "Kent" demonstrated the Short Seacat short-range anti-aircraft missile to senior U.S.N. observers at Pt. Mugu, California. "Kent" provided its own KD-2R target drone for the ship-to-air demonstration and the U.S.N. Pacific Missile Range provided an aviation rescue boat as a surface target. This confirms suggestions that Seacat has been developed to have a surface-to-surface capability.

Equipment for Faslane

Advanced submarine navigation and training equipment for use in the Royal Navy's Polaris programme has been shipped to the R.N. Polaris School at Faslane, Scotland.

A computer-controlled navigation centre simulator (NAVCENT) will enable the Polaris crews to gain, in a few class-room hours, navigational experience equivalent to a week-long actual submarine cruise.

In addition to evaluating the trainees' performance under realistic patrol conditions NAVCENT will train the crewmen in operation of advanced ship's inertial navigation systems (SINS).

Designed and built by N.A.A.'s Autometrics Division, the NAVCENT was shipped with the first two of 11 Mk. 2 Mod. 3 SINS for the R.N. Polaris fleet.

Scaring the Sharks

The Royal Navy is evaluating new methods of frightening sharks as part of the protective measures afforded to divers or castaways. Work is being handled through the Naval Life Saving Committee, whose headquarters are at Bath.

A repellent being tested takes the form of a powder that irritates the mucous membranes of the shark's gills. According to the species, there are five, six, or seven gill openings.

Experiments in which the Navy are interested concern the form in

which the irritant can be carried. One is a dispersible block for use by survivors; another is a spray in an aerosol container. In the latter case divers would squirt small quantities towards an inquisitive shark.

The present method of discouraging sharks was referred to by the Minister of Defence for the Navy in the debate on the Navy Estimates. The repellent supplied for use in shark-infested waters consists of a mixture of black dye and chemical irritant with the addition of another material to ensure a slow rate of dissolution in water. It is packed in a fabric bag which has a plastic cover and a rip patch. A short cord is attached to the plastic cover for tying to a life jacket or survivors' clothing.

The repellent forms a cloud

around the survivor, hiding his head, legs, and arms from the shark. The irritant, according to an expert, affects chiefly the shark's eyes. It is supposed to be effective for about an hour. Sharks have poor eyesight in any event.

The Naval Life Saving Committee keeps in close touch with other workers in this field. All information goes to the Shark Research Panel of the United States with whom good relations are maintained. Repellents are tested under field conditions and by staff at marine laboratories in the West Indies and Honolulu.

Sharks are found infrequently round the coasts of Britain compared with those of Australia, the West Indies, and South Africa, but a 435 lb. specimen was caught off Cornwall last summer.

Famous World War 1 Admiral Dies at 100

Admiral of the Fleet Sir Henry Francis Oliver, who was Chief of War Staff at the British Admiralty during World War I, died on 17th October, 1965, at the age of 100.

Sir Henry, who worked closely with Sir Winston Churchill when the latter was First Lord of the Admiralty, was a Commander of France's Legion of Honour and also held Russian, Swedish and American decorations.

Because he was quiet and taciturn Sir Henry was known affectionately as "Dummy Oliver".

He was also described as the "father of modern navigation".

Born on January 22, 1865, he entered the Navy at the age of 13 and went to sea two years later on board H.M.S. Agincourt, a five-masted vessel in the Channel Squadron.

In 1900 he became navigator of Majestic, flagship of the Channel Squadron, and, in a great feat of

navigation, directed the Channel Fleet at high speed from the north of Ireland through the Irish Sea to the Scilly Isles, off the Cornish coast in thick fog without sighting land or lights.

When, in 1903, a navigational school was opened for the Navy, Sir Henry was promoted captain to take charge of it.

In World War I, he was at first Naval Secretary to Sir Winston Churchill, served as Chief of the Admiralty War Staff and had special responsibility for the war against the German U-boats.

In March, 1918, he hoisted his flag as Rear-Admiral Afloat for the first time in command of the First Battle Cruiser Squadron of the Grand Fleet on board Repulse.

He attained full admiral's rank in 1923 and Admiral of the Fleet in 1928. He retired in 1935 but was restored to the active list again in 1940, after World War II broke out.

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NAVY TFX FLIES

The first example of the U.S. Navy's Grumman/General Dynamics F-111B was flown for the first time on May 18, thirteen days ahead of schedule, from Calverton, N.Y. The F-111B is still the subject of some controversy, and the U.S. Navy is unenthusiastic about the aircraft, and recently awarded Grumman a \$1.9m. (£678,000) study contract to analyse F-111B performance from attack carriers and suggest improvements to the aircraft to suit it more closely to the Navy's requirements. One of the key questions to be answered by the flight test programme of the F-111B concerns the ability of an aircraft so overweight to fulfil its performance goals without major redesign. The U.S. Navy's primary mission for the F-111B is patrolling the fleet perimeter and intercepting intruding enemy aircraft, and the significant question is the penalty that the extra weight will exact on speed, manoeuvrability, altitude, range and loiter time. Rear-Admiral William I. Martin, acting deputy chief of naval operations for air, recently told the Senate Armed Services Committee that the U.S. Navy was not irrevocably committed to F-111B production.

SEA-SITTING SUB-SEEKER

Lockheed-California is proposing an ASW compound helicopter of "stopped-rotor" concept capable of sitting on the sea on inflatable bags and extending its sonar rather than hovering over the surface. Powered by two turboshaft engines, having a rigid rotor and carrying four crew members, the aircraft would be capable of maximum speeds of the order of 345 m.p.h. (556 km/h.) with the main rotor blades stopped and folded back. After taking-off from the sea, the aircraft would retract its flotation bags into the wings and fuselage.

The U.S. Navy has launched the Forty-first nuclear powered Polaris

submarine -- the last one in the Polaris underwater fleet programme -- at Vallejo, California.

The submarine, "Mariano G. Val-

lejo", was christened by Patricia McGettigan, 21, great-great-granddaughter of the pioneer soldier after whom Vallejo is named.



Grumman S-2F tracker.

West Indies

Navy Helps Private Submarine

H.M.S. "Relentless" recently sighted a strange blue and red object afloat in the sea about forty miles off Freeport, Grand Bahama Island. On closer investigation it appeared to be something out of a Jules Verne novel, and the First Lieutenant was sent away in one of the ship's Gemini dinghies to investigate.

It was discovered that the object was, in fact, a privately owned and operated submarine named the "Hydronaut", and that she had a broken fuel line and had been drift-

ing. "Relentless" Engineer Officer was sent to investigate the damage, and two of his staff made repairs. Afterwards the "Hydronaut" was cast off to continue her journey from Port Everglades to Nassau.

For a time the "Relentless" stood by the "Hydronaut" and later she was relieved by an American Coast Guard cutter.

During this operation of mercy a passing cruise liner out of Freeport steered close to the "Relentless". There must have been considerable speculation on board about what a British warship was doing with an obviously sinister submarine.

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U.S. 7th FLEET — BASTION OF FREEDOM IN THE WESTERN PACIFIC

BY U.S.I.S.

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To the free, the 7th Fleet is a strength upon which to rely for the preservation of their liberty and self-government.

To many millions of people in Southeast Asia, the 7th Fleet is a guarantor that the freedom of the seas shall be preserved and that no enemy shall ever endanger the maritime lifelines of their countries. These people know that the fate of nations rests on the control of the seas.

To those injured or made homeless by disasters such as typhoons, floods, fires and storms, the 7th Fleet is an angel of mercy, swiftly responsive to the humanitarian needs of the suffering no matter what their nationality.

Today the 7th Fleet is sustaining a day-and-night campaign against communist aggressors seeking to vanquish the freedom-loving people of the Republic of Viet-nam.

This aggression is coming from Viet-Cong guerrillas hidden in jungles, making hit-and-run assaults against villages, ambushing Viet-nam government forces, terrorising civilians. This aggression is extensively assisted by communist North Viet-nam from whence come arms and troops. Between 1960 and the end of 1964, a total of 39,000 combat personnel were infiltrated into South Viet-nam from North Viet-nam.

The 7th Fleet, along with other armed forces, is using its power on the side of the South Vietnamese because the United States government supports the defence of that

embattled country against external aggression.

Tension had seemed comparatively mild in the 7th Fleet until its ships were targets of enemy action. All elements of the Fleet became doubly alert and ready. Ever since the Fleet was created in 1943, it has operated at a peak

of maximum readiness to act in a hot or cold war, anywhere and at any time.

Today the 7th Fleet is flailing the enemy above and below the 17th Parallel — the geographical line of demarcation that has divided North and South Viet-nam since 1954.

Warship guns have pounded shore targets; planes from carriers have smashed all kinds of military objectives with bombs, rockets and missiles; amphibious ships have landed Marines to help South Vietnamese forces battle Viet-Cong guerrillas. Fighting goes on day and night, seven days a week.

Planes from the 7th Fleet, as well as the U.S. Air Force, are unloading 250 to 2,000 pound bombs on ammunition dumps, army barracks, staging areas, communications centres, bridges, truck convoys, railroad yards, airfields, river barges, anti-aircraft gun emplacements, radar installations, petroleum storage depots, naval bases and fortifications. One objective of these bombings is to reduce the flow of military aid to the Viet Cong.

North Vietnamese MIGs have sometimes appeared in the skies to challenge U.S. planes, but virtually all have been scared off or routed in combat.

Speaking of air strikes in Viet-nam, the U.S. Secretary of the Navy, Paul H. Nitze, said:

"Since the decision to begin striking North Viet-nam on a regular basis, the Navy has flown close to 6,500 sorties. At the present time, Navy planes are flying at the rate of about 2,000 sorties a month. Our forces in the area retain the capability to double this rate if necessary."

The 7th Fleet consists of approximately 140 ships and 700 aircraft. They patrol a 30-million square mile area in the western Pacific from the Aleutian Islands to the Antarctic Ocean, from Hawaii to the Indian Ocean. Approximately 1,500 million persons, more than one-half of the earth's population, live in countries bordering this area.

About 70,000 sailors and Marines belong to the Fleet. Included in this number are 24,000 highly-trained, combat-ready members of

the Third Marine Division, and the First Marine Air Wing.

Hardest-hitting element of the 7th Fleet is the attack carrier striking force which now consists of the 76,000-ton Independence, 63,400-ton Coral Sea, 62,000-ton Midway, 40,800-ton Bon Homme Richard and the 42,600-ton Oriskany. A carrier normally has 60 to 90 planes, including heavy and light attack aircraft, fighters, reconnaissance and photographic planes.

Navy pilots are flying such planes as the A-3 Douglas Skywarrior, A-4E Douglas Skyhawk, RA-5C North American Vigilante, Grumman A-6A Intruder, F-4B McDonnell Phantom II, E-1B Grumman Tracer, A-1 Douglas Skyraider and the F-8E Chance Vought Crusader.

The Skywarrior is one of the Navy's most powerful aircraft. This twin-jet, swept-wing attack bomber can carry the largest bombs. Skywarriors are used for high-speed or low-level attacks.

The Skyhawk, nicknamed "The Mighty Midget", is smaller and lighter than many jet fighters. This all-weather subsonic light attack aircraft is a single-seater with one jet.

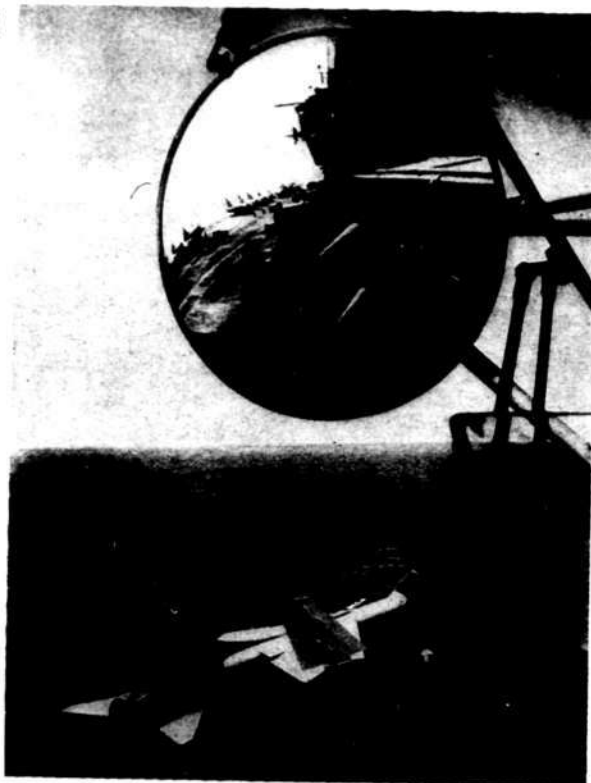
The twin jet Vigilante is an all weather reconnaissance and attack bomber capable of operating at high or low altitudes at supersonic speeds.

The Intruder, a versatile low-level subsonic strike aircraft, is jet powered and can carry the broadest array of missiles.

Fleet pilots rely heavily on the Phantom II for day and night sorties in all kinds of weather at speeds as high as 1,584 miles an hour. These two-seat, twin-jet interceptors have a 1,500-mile range, greater than most other jet fighters. The Phantom can also carry a large load of Sparrow III and Sidewinder air-to-air missiles.

Skyraiders are used for close ground support for Marines and South Vietnamese government forces. They carry large loads of bombs and rockets. Skyraiders have ordnance capabilities greater than the B-17 bombers of World War II fame.

Because of its dish-shaped radar gear, the early-warning Tracer is called "The Saucer". These propeller-driven twin-engine craft monitor all of Viet-Nam and the Gulf of Tonkin.



The crowded flight deck of the aircraft carrier BON HOMME RICHARD is seen in a mirror as crewmen in foreground prepare a jet bomber for another strike mission over Viet-Nam. BON HOMME RICHARD is on duty in the South China Sea with the U.S. Seventh Fleet. Her planes, along with those from other carriers, take off regularly to attack Viet Cong positions in south Viet-Nam, or to bomb military targets in the communist north.



REFUELLING: The fast combat support ship, the U.S.S. Sacramento, refuels a 7th Fleet carrier while the destroyer Robinson comes alongside for simultaneous replenishment. The 7th Fleet, bastion of freedom of the seas in the Far Pacific, is dealing daily blows against communist Viet Cong in south Viet-Nam and hitting targets in North Viet-Nam.

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In addition to the five attack
carriers, the Fleet has about 50
destroyers.

Cruisers include the Oklahoma
City, Fleet flagship since 1961, and
the guided missile men-of-war To-
peka and Providence. These ships
boast a lethal wallop with their big
guns and missiles.

Supplementing the 7th Fleet's car-
riers, cruisers and destroyers are a
large number of submarines. Also
deployed in the Pacific are four
nuclear-propelled Polaris-firing
undersea craft. Eventually there will
be seven.

The amphibious capability of the
7th Fleet is provided by the "Am-
phibious Ready Force" consisting
of 22 ships, including a helicopter
carrier, capable of landing marines,
quickly and efficiently, anywhere in
the western Pacific and sustaining
them there.

Scheduled to join the Pacific
Fleet later this year are the 85,000-
ton Enterprise, America's only
nuclear-powered carrier, and the
guided-missile cruiser Bainbridge.

Additions to the Fleet in 1966
will be the guided-missile cruiser
Long Beach and the guided-missile
frigate Truxton.

NAVY DROPS TERM "RATING"

The Royal Australian Navy has
decided that in future "Ratings"
will be officially known as
"Sailors".

The use of the description "rat-
ing" came from a 17th Century
system of rating Royal Navy ships
into six rates according to the
number of guns they mounted. A
first rate ship carried 100 or more
guns, a second rate 90, and a third
70 to 80 down to a sixth rate ship
with 20 or less.

The rating of a ship determined
the rate of pay of the officers.
Later, in the 19th century, the ex-
pression came to be applied to men
on the lower decks when it was
used to describe the scale of pay for
petty officers, seamen and others.

This century, its meaning is for
the most part known only in Navy
circles, while the term "sailors" is
universally accepted and under-
stood.

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berra.

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R.A.N. AIRCRAFT

Statistical data on the new aircraft being purchased for the
R.A.N.:

GRUMMAN S-2E

A four-seater Shipboard Anti-submarine aircraft, the American built Grumman S-2E Tracker is powered by two Wright R-1820-42WA nine-cylinder radial engines each rated at 1,525 h.p.

The Tracker has a service ceiling of 22,000 ft., economical cruising speed of 166 m.p.h. at 5,000 ft. and maximum speed of 280 m.p.h. at sea level. Maximum range is 1,352 miles, the internal fuel

capacity being 3,762 Imp. gals.

Empty, the aircraft weighs 18,315 lb., the maximum loaded weight being 26,147 lb.

Armament (internal) consists of two electric acoustic homing torpedoes two Mk. 101 depth bombs, or four 385 lb. depth charges. External armament consists of six 5 in. HVARs, Zuni rockets or 250 lb. bombs.

The S-2E has AQA-3 Jezebel passive long-range acoustic search

equipment and its associated Julie active echo ranging equipment.

Dimensions of the Grumman S-2E Tracker:

Span: 72 ft. 7 in.

Length: 43 ft. 6 in.

Height: 16 ft. 3½ in.

Wing area: 499 sq. ft.

Fourteen Trackers have been ordered for the R.A.N. at an estimated cost of £A6.5 mill. and are scheduled for delivery during November, 1967.

A photograph of a Tracker appears on another page.

A DOUGLAS A-4E SKYHAWK

The Douglas A-4E Skyhawk is an American designed Single-seat Shipboard Attack Bomber powered by one Pratt and Whitney J52-P-6A turbojet rated at 8,500 lb.s.t.

Maximum speed (clean) is 685 m.p.h. at sea level (Mach 0.9), 578 m.p.h. at 30,000 ft. (Mach 0.85) with a range of 920 miles. Drop tanks for use when ferrying, increase the range to 1,800 miles. The service ceiling (clean) is 49,000 ft. or 45,000 ft. with 6,000 lb. external load.

Empty, the Skyhawk weighs 9,284 lb.; loaded (clean), 14,647 lb.; with a maximum overload of 24,500 lb.

This aircraft is armed with two 20-mm. cannon. A typical short-range interdiction load could consist of two AGM-12 Bullpup ASMs, six 500 lb. and twelve 250 lb. bombs. The maximum external ordnance load is 8,200 lb.

The final single-seat production model of the Skyhawk A-4E flew for the first time on 12th July, 1961. Other countries already equipped with this aircraft expect the type to remain in first-line service until 1973.

Following are the dimensions of the A-4E Skyhawk:

Span: 27 ft. 6 in.

Length 42 ft. 10½ in.

Height 15 ft. 2 in.

Wing area: 260 sq. ft.

Ten Skyhawks have been ordered

for the R.A.N., at an estimated cost of £A9.2 mill. and are scheduled for delivery late in 1967.

The Douglas Aircraft Company has begun flight tests for the two-seat TA-4E Skyhawk. The differ-

ences over the standard, carrier-based A-4E include a rear cockpit with dual controls, a more powerful engine and a 14 inch longer fuselage for an overall length of 42 ft. 5 in.



It is highly manoeuvrable fully loaded at tree-top levels; operates from short, unimproved airfields and small carriers; has great striking power, low landing speed and the ability to change payloads in minutes.

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NEWS FROM THE AUSTRALIAN FEDERAL PARLIAMENT

SHIPYARDS

Modifications at Garden Island Naval Dockyard would be completed in time for the first refit of Australia's Charles F. Adams destroyers, the Minister for the Navy, Mr. F. C. Chaney, has stated.

Replying to Mr. S. J. Benson (Lab., Vic.), Mr. Chaney said the Navy had no proposals to build another floating dock.

PATROL BOATS

In the House of Representatives on 21st October, 1965, Mr. W. P. O'Connor, addressed the following question to the Minister for the Navy:

Are the 14 gunboats ordered for the Navy to be an adaptation of an existing class or have they been designed by our own naval architects? As the speed of these gunboats will equal only that of many modern freighters, will not this lack of speed affect their efficiency? Why are our gunboats to have such a low speed when some countries are building vessels of this type with speeds ranging from 40 to 50 knots? Will the Minister reconsider this matter with the object of in-

creasing the speed of these vessels and thereby increasing their overall efficiency?

Mr. Chaney's reply . . .

In the first place the 14 vessels referred to will not be gunboats. They will be patrol boats and the speed of which they will be capable is considered sufficient for patrol boat purposes. They will be powered by two diesel engines and will be able to attain any speed that is necessary for them. They are being built to an Australian design prepared by Australian naval architects for a particularly Australian job.

TARTAR MISSILE

In the House of Representatives on 21st October, 1965, Mr. K. E. Beazley, addressed the following question to the Minister for the Navy:

Have tests revealed that the Tartar missile with which the Charles F. Adams class destroyers are armed is 25 per cent accurate and that the British Seaslug missile is 80 per cent accurate? Was the type of missile with which these vessels should

be armed considered or have we just taken the missiles that come with the ships?

MR. CHANEY'S REPLY

As to whether we have just taken the equipment that comes with the ships, I remind the honourable gentleman that the guided missile destroyers or D.D.G.'s in the United States of America were originally fitted with Asroc missiles, whereas the Australian D.D.G.'s will be fitted with the Australian designed and built Ikara. This is being done because it is believed that the Ikara is an anti-submarine weapon superior to the Asroc missile. As to the merits of the Tartar guided missile compared to the Seaslug, I am not aware that the Tartar is only 25 per cent accurate. I understood that the percentage of accuracy achieved in tests carried out by the Americans was much higher than this. However, I shall look into the matter. I can assure the honourable gentleman that the Tartar has been chosen because at the time when it was decided on it was considered to be the superior anti-aircraft missile.

SEATO DAY

The following is the text of a message which the Minister for External Affairs, Mr. Hasluck, sent on 8th September, 1965, to SEATO Headquarters in Bangkok to mark the occasion of the 11th anniversary of the signing of the South-East Asia Collective Defence Treaty (SEATO).

The occasion of SEATO Day is a reminder that the eight members of SEATO have maintained their association over these many years and have begun to make progress into a second decade of co-operative effort.

It is a time when we can reflect on the grave dangers that brought our countries together in a defensive pact in Manila in 1954. It is encouraging to note that the independence and integrity of member nations have been strengthened since the Manila Treaty was signed.

It is also timely to take stock of the dangers that still threaten the

security of the Treaty area. The struggle to maintain freedom against Communist infiltration and subversion must still be carried on. In Viet Nam aggression has reached a new peak of violence and intensity, and, in accordance with the objectives of the Manila Treaty, Australia has increased the support it is giving to the Government and people of South Viet Nam, and has added military support to civil aid.

Australia takes this opportunity to reaffirm its belief in SEATO and the purposes for which it was founded. We will remain alert and ready to act in co-operation with like-

minded countries against the threats to the peace and progress of the area.

I would also like to say on this anniversary that we see the purposes of SEATO as being wider than military defence. Under SEATO, as under the Colombo Plan, we are dedicated to promoting the economic progress and social well-being among the peoples of the Treaty area. Our own programmes of SEATO Aid are continuing to this end.

This anniversary occasion enables me to extend warm best wishes to the new Secretary - General of SEATO, His Excellency General Vargas, of the Philippines, and to renew friendly greetings to all fellow members.

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SEATO AT SEA

By Lieutenant-Colonel L. B. SWIFTE, Australian Army

(Deputy Director [Military], Public Information Office, SEATO Headquarters)

Sea exercises have provided the larger part of the combined training carried out by nations of the South-East Asia Treaty Organisation. Since 1956, more than half of SEATO's 29 major exercises have been devoted to naval aspects of combined operational training. There have been 17 exercises involving ships and aircraft of the eight member nations: Australia, France, New Zealand, Pakistan, the Philippines, Thailand, the United Kingdom, and the United States. Of these sea exercises, there have been eight purely maritime, six amphibious, and three others of naval origin.

SEATO's most recent maritime manoeuvre was Exercise 'Sea Horse' held in the South China Sea during May this year. This 12-day convoy exercise began at Manila and ended at Bangkok. Thirty-one naval vessels, including three aircraft carriers and three submarines, and more than 130 aircraft from land, sea, and carrier bases took part in the exercise which covered a 2,000 mile route.

The Exercise Director, Rear Admiral R. L. Fowler of the United States Navy, described 'Sea Horse' as making a positive contribution to the readiness of SEATO's maritime forces.

He said, 'Sea Horse clearly demonstrated that in the past ten years the Navies of SEATO have developed the ability to work as one. The smooth way in which the complex underway replenishments were carried out was ample evidence of the degree of integration achieved. Coming alongside another ship while underway at sea, linking up fuel lines and transferring bulky stores is no easy matter. When you do this with ships of other navies, each with its own procedural variations, it is considerably more difficult.

'What a tremendous contribution to Allied flexibility and mobility: different navies that can operate

as one in the defence of the aims of SEATO!'

BIRTH OF SEATO

SEATO, created in 1954 with the signing of the Manila Pact, aimed at providing collective security for the Treaty signatories in South-East Asia. It is a defensive alliance whose members are committed to preserve independence of free nations and to promote progress through co-operation with one another.

With its headquarters in Bangkok, SEATO is governed by a Council of Ministers of the foreign ministers of member countries. Annual meetings at the various capitals determine policy and review progress.

In the military field, each member nation provides a senior officer as military adviser. Bi-annual meetings of the Military Advisers evaluate the military implications of current developments and give directions for co-ordinated defence planning.

At SEATO Headquarters the Military Planning Office undertakes detailed planning continuously for the defence of the Treaty Area under the direction of the Military Advisers. Each adviser has a permanent representative on the Military Adviser's Representatives Committee which operates as a consultative and reviewing body for military matters. Committee members represent national views on all factors affecting the functioning and work of the Military Planning Office.

The Military Planning Office, whose present Chief is Major-General H. A. Prince, of the United Kingdom, has 24 staff planners who work in five different planning divisions. A Deputy Chief and a Head of Planning co-ordinate planning activities.

Periodic meetings of various specialist committees are held at SEATO Headquarters, to study such matters as communications, mapping, intelligence, logistics, movements and meteorology.

CIVIL ASPECTS

On the civil side the Secretary-General, General Jesus M. Vargas of the Philippines, heads the permanent secretariat. He is assisted by a deputy and a staff of nearly 150.

Ambassadors of member countries and a representative of the Thai Ministry of Foreign Affairs comprise the Organisation's Council Representatives who meet at least monthly to maintain continual consultation among member nations.

SEATO has extensive civil activities in medical, cultural, economic, research and community development fields. Under SEATO auspices, research fellowships, professorships and scholarships are awarded each year. Seminars of regional interest also are conducted. Medical research laboratories and a clinical research centre have been established to investigate closely major diseases of South-East Asia. Training programmes to provide skilled workers in Pakistan, the Philippines, and Thailand have been instituted. On a higher level, the SEATO Graduate School of Engineering in Bangkok provides a two-year course leading to a master's degree.

MILITARY EXERCISES

Military exercises follow four general lines: maritime, involving sea and air forces; air-ground, in which air units support army units in the field; sea-land, where naval forces support land operations; and logistics.

The exercises are sponsored by one or more of the SEATO nations, with other members participating according to availability of their forces and the type of exercise. Nations not taking an active part provide military observers who, in turn, keep their own forces up to date on latest SEATO procedures and lessons learned in the exercises.

Since the Organisation's first military manoeuvre — Exercise 'Firm-link', in 1956 — exercises have developed from the relatively simple co-ordination of small forces to

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highly complex operations designed to test thoroughly the skill, strength, and initiative of the participating forces. By the end of 1957, the seventh 'Phiblink', an amphibious exercise — demonstrated naval and military tactics involving a task force of 10,000 men for five weeks. In April, 1959, a three week maritime exercise, 'Sea Demon', began at Singapore with 30 ships of five nations — Australia, France, New Zealand, the United Kingdom, and the United States — taking part. This was based on three task forces supported by carrier and land-based aircraft.

Two amphibious exercises, 'Saddle Up' in 1959 and 'Teamwork' in 1960, were followed in April, 1960, by SEATO's fourth maritime exercise, 'Sea-Lion', with 60 ships — from coastal minesweepers to aircraft carriers — of all eight member nations.

MORE AMBITIOUS

In April-May, 1961, SEATO's most ambitious exercise so far was held. It was Exercise 'Pony Express', sponsored by the United Kingdom and the United States, in which 60 ships, 200 aircraft, 20,000 naval personnel and 6,000 commando troops of the Royal Marines, U.S. Marines and Australian Army's Special Air Service took part. It involved an assault landing by water-craft and helicopters with naval and air support.

Yet another amphibious exercise was held in March, 1962; Exercise 'Tulungan' was an assault landing on beaches at Mindoro Island in the Philippines, involving more than 37,000 servicemen, 400 aircraft and 78 ships.

Shortly after the first of three successive maritime exercises was held. This was Exercise 'Sea Devil', anti-submarine and air-defence training in the South China Sea. Then followed Exercise 'Sea Scape', on naval control of shipping, in October, 1962. Exercise 'Sea Serpent', sponsored by the United Kingdom, was held in April-May 1963. Fifty-four ships took part in the exercise which ranged from Singapore to Subic Bay in the Philippines.

One of SEATO's biggest sea-air exercises was held in May and June of 1964. Exercise 'Ligtas', in the South China Sea and the Philip-

pinas, comprised naval, air, and amphibious phases. It culminated in a full-scale amphibious - airborne assault - landing on the island of Mindoro in the Philippines involving more than 20,000 men, 75 ships and 300 aircraft. Regarded as one of the most significant in SEATO's history, 'Ligtas' provided a comprehensive test for the integration of international military forces in one of the most complex of modern military operations, embracing all aspects of assault by sea and air.

The SEATO alliance, after little more than a decade of progress, has developed to a high degree. Its exercises, designed to promote the highest standards of co-operation and co-ordination, also have provided stringent tests of procedures, men, and equipment. In doing so, they have carried out the injunction of Article 2 of the SEATO Treaty, which states that the defence task is to 'maintain and develop their individual and collective capacity to resist armed attack'.

Lonely Hearts Irk Soviet Defence Ministry

The Soviet Ministry of Defence called attention to a certain delicate matter of morale that seemed to be getting out of hand: lonely hearts correspondence between servicemen and girls they have never met.

The ministry's newspaper, Krasnaya zvezda (Red Star), suggested that Communist party cadres in the armed forces give guidance in problems of "love and friendship" so that commanders would not have to get entangled with the jilted girl friends of their men.

"The whole thing is banal," said one petty officer in the Northern Fleet. "These exchanges of letters with unknown girls is like an incurable, infectious disease."

The article gave a number of case histories of lonely soldiers and sailors sending letters addressed to girls whose pictures appeared in popular magazines or sent to post offices addressed "to the first brunette who walks in."

Even worse, the article said such letters actually bring replies.

"Where is the dignity of our girls?" the petty officer asked. "How can we say the men were making fools of the girls when the girls voluntarily enter into correspondence?"

The author of the article, Lieut. Col. A. Shchelokov, visited one unit commander who declared, "If I had the power I would ban all thoughts of love in military service." It is

harmful to discipline, he complained.

The commander whipped out a stack of letters and threw them on his desk, Colonel Shchelokov wrote. "Look at these — all of them sent to me about broken love affairs of my men. They're out of the service and don't bother writing so the girls write to me to find out what happened. I am sick and tired of them but I have to write back."

Colonel Shchelokov asked why the Komsomol, the communist organisation for young people, is "ashamed to talk about such problems as love and friendship?"

"It is not only possible but necessary" he added, "to speak about this with older and more experienced people, to suppress this passion to obtain love and friendship in a sealed envelope addressed to the nearest post office." From some incidents cited the writing of fervent love letters has become a popular means of lighthearted recreation among soldiers and sailors.

The article described one seaman who copied an attractive sounding address from a random envelope in an office and wrote asking to meet the girl when he got out of the service. A reply came back promptly saying she would love to be visited by the young man. "In fact," she wrote "one of my three sons is serving on the same ship as you."



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BOOK REVIEW

"ONE MINUTE OF TIME"

By Vice-Admiral Harold Hickling, C.B., C.B.E., D.S.O., R.N. (Retd).

Publisher: A. H. and A. W. Reed.

Review by: John Yeomans in "The Sun" Newspaper.

People who are irritated by the self-importance of barristers and those who still worry a little about what happened to Captain John Robertson, R.A.N., will all find some absorbing reading within the covers of one book.

It is "One Minute of Time," in which Vice-Admiral Harold Hickling, a decoration - encrusted retired officer of the Royal Navy, holds his own inquiry into the Voyager disaster.

announce after the disaster that he was taking the inquiry out of the hands of the Navy and giving it to a civilian Royal Commissioner.

Court-martial but the Navy Board, reviewing the sentence, had quashed it.

A SEARCH

What worried the admiral (and many Australians at the time) was the atmosphere not of an inquiry but of the search for a scapegoat which hung over the sittings of the Voyager Royal Commission.

At one stage Mr. D. S. Hicks, Q.C. (for Captain Robertson), complained that Mr. J. W. Smyth, Q.C. (assisting the Commissioner), seemed unduly interested in attacking the men of the Melbourne.

The prime event into which the Royal Commission inquired occurred at 8.56 p.m. on February 10, 1964, when the destroyer Voyager crossed the bows of the aircraft-carrier Melbourne and was cut in two.

Thus died 82 men — not all men, though, because some were only boys — in the Royal Australian Navy's worst peacetime disaster.

Melbourne, 20,000 tons, commanded by Captain Robertson, was carrying out flying exercises off the coast of Jervis Bay, N.S.W.

The destroyer Voyager, 3,500 tons, commanded by Captain Duncan Stevens (killed in the collision), was attending the carrier on plane guard duty, that is, hovering about the carrier to rescue the crew of any aircraft which crashed while landing or taking off.

BY CHANCE

By chance, Admiral Hickling, who lives in Hampshire, and normally minds his own business, was in New Zealand then on a fishing holiday, and as the reports about the proceedings at the Royal Commission crossed the Tasman the admiral became more and more restive about what was being done to a naval Service which is almost the twin of his own.

And he is not a man whose opinions can easily be brushed aside by a lawyer or a politician, for he spent his life in the deck branch of the Royal Navy and has himself been involved, as a captain, in two naval collisions.

Although Admiral Hickling feels that the Prime Minister had some sort of anti-Services bias, due, perhaps, to his own lack of personal military experience, he readily grants that a public inquiry was needed into the Voyager disaster because it followed so soon after some other unhappy Australian naval occasions.

There had been, for example, the deaths of five midshipmen from H.M.A.S. Sydney when they were sailing a whaler around Hayman Island in 1963. The ship's captain was found guilty of negligence by a

Despite the grimness of the background, it is hard not to smile at this. The Prime Minister, Sir Robert Menzies, could hardly wait to

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The Royal Commissioner was Sir John Spicer, Chief Judge of the Commonwealth Industrial Court.

He sat for 55 days, took evidence from 156 witnesses, looked at 207 exhibits and listened to the team of senior and junior counsel who, under the instructions of a platoon of solicitors, represented everybody concerned in the inquiry.

CONCLUSION

In his report the Judge gives his view on the cause of the disaster:

"It can be said, I think, that the collision was caused by reason of Voyager making a turn beyond (her proper course of) 020 degrees. It is not possible to form any firm conclusion as to why Voyager did this.

"It was not due to any fault on the part of any person on Melbourne . . . It is not easy to understand how the collision could have occurred if an effective lookout were being maintained on Voyager . . ."

What aroused Admiral Hickling's indignation was the qualification which followed and which reads, in part:

"The moment Voyager turned to port forward of the beam her action should, it seems to me, have created some doubt at least in Captain Robertson's mind as to what her intentions were and the moment the movement to port passed beyond such as would have brought her back on course, it seems to me that Captain Robertson should have made some inquiry or passed some signal, whether by whistle or otherwise, to Voyager.

"Whether action of this kind would have avoided the collision I am unable to say . . ."

"I cannot but feel that some such action would have been taken by a more experienced officer in tactical command and it may be that (Captain Robertson's) inexperience . . . led to some hesitation in interfering on this particular occasion."

How, asks Admiral Hickling, can anybody accuse a senior post captain of being inexperienced?

Captain Robertson has had 34 years' service, was on the threshold of promotion to rear-admiral and had been in command of Melbourne for five weeks before the collision.

In Admiral Hickling's view, the four days at sea on exercises between Sydney Harbour and Jervis

Bay had given Captain Robertson plenty of time to master the feel of Melbourne when she was under way.

THREE BLASTS

The admiral has no patience with suggestions made during the hearing that Captain Robertson was somehow deficient because he had been in a shore posting for three years and had not, among his previous sea-going appointments, commanded an aircraft-carrier.

"The commission," says the admiral, "could not be expected to know that in any navy there are far more administrative jobs, shore jobs, than seagoing commands, and that even in a large navy only a few selected officers manage to get more than two commands during their time as captain."

It is true, says the admiral, that Melbourne should have given three blasts on the siren to show she was going astern, but it was not the captain's job to attend personally to pulling siren-cords. He had more important things to occupy his attention.

And the Commissioner's suggestion that Melbourne could have alerted Voyager to the danger of collision by giving the regulation five or more short blasts on the siren shows (in the admiral's view) how far astray civilians can go when they try to judge naval manoeuvres by the international Regulations for Preventing Collisions at Sea, intended primarily for merchant ships.

The admiral says: "Many people will readily appreciate that the day and night routine of naval manoeuvres cannot be punctuated by warning blasts from one experienced captain to another every time a doubtful situation develops. If such a practice were to be generally adopted, more collisions would be caused than ever were prevented."

The inquiry never fully appreciated, says Admiral Hickling, that Captain Robertson's primary job was to carry out a night flying exercise. It was Voyager's job to keep out of his way while he was busy doing this.

When the risk of collision became apparent it was too late, or almost too late, for anybody to do anything to prevent it because ships moving at 20 and 30 knots cannot

be swung off their courses in two seconds like a Mini Minor dodging a dog.

Elsewhere Admiral Hickling puts it this way: "One minute before the collision Voyager was 1,000 yards — more than half a mile — from Melbourne, safe as a house. Fifteen seconds later (i.e. after her sudden tight turn to port) all the trumpets of Jericho could not have averted a collision."

The admiral is especially annoyed by submissions that Melbourne's officers, particularly the navigating officer, Acting - Commander J. M. Kelly, should have been watching Voyager even more closely than they did.

ON BRIDGE

He says: "Anybody reading the Spicer Report would be led to think that all the navigator and the officer of the watch had to do that night was to watch Voyager."

"Had I been on Melbourne's bridge I would hardly have given her a glance . . ."

"Had I seen my navigator with his glasses fixed on Voyager for any length of time I would have said to him, 'For goodness' sake, pilot, stop looking at that damned destroyer! Have you got a girlfriend aboard her? Get on with your job. Go back to your anemometer and get the wind lined up. We don't want any aircraft crashing in the drink.'"

Commander Kelly made a famous remark on the bridge of Melbourne when he saw the destroyer charging toward them: "Christ! What the hell is Voyager doing?"

After the Press reported this in the evidence of the inquiry many religious people wrote to newspapers regretting that a naval officer had spoken in such terms. Admiral Hickling says that he later asked a bishop of his acquaintance what he thought about it.

THE CAUSE

"Well," said the bishop, "if Commander Kelly didn't know what Voyager was doing, he asked the only Person who might."

Admiral Hickling has formed a theory as to the cause of the collision which he supports by using a

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reconstruction by Captain Robertson of the tracks of the two ships and amplifying this with some enlarged diagrams. Reduced to its barest bones this explanation is:

Voyager was ahead of Melbourne when she received a change-of-course order indicating that flying operations were about to start. This made it necessary for her to take up a position on the port quarter (left rear) of Melbourne.

Captain Duncan Stevens gave or allowed to be given a helm order which would swing Voyager away to the left in a big circle and bring her back behind Melbourne.

But Voyager was not, as Captain Stevens thought, ahead of Melbourne and on her port (left) side, in which case the swing to the left would have been quite safe.

Voyager was in fact ahead of Melbourne and on her STARBOARD (or right side) and when Voyager peeled off toward the left she ran across the bows of Melbourne coming up behind her.

Admiral Hickling's elaboration of this theory, his sidelights on the characters of Robertson and Stevens and his account of a similar collision between two American naval ships in the Atlantic make a fascinating commentary.

To my mind, one of the saddest of many sad parts of the Voyager story came after the Royal Commissioner had made his report and Captain Robertson was sacked from his command of Melbourne by his transfer to a short training job.

I have often marvelled at the pride of spirit which Captain Robertson displayed in resigning from the Navy as a protest, despite the very great financial loss he incurred because of that resignation.

WHY?

Even assuming (and I am personally not convinced of it) that there was more than expediency behind the dismissal of Captain Robertson from Melbourne, why could not the Government and the Navy Board have found him some compromise post which he could have accepted with honour, thus allowing Australia to continue to benefit from his 34 years of naval service?

Helicopters in the Royal Swedish Navy

The Navy's 1st Helicopter Squadron was organised in the summer of 1957 and stationed at Bromma, where the technical assistance of Ostermans was readily available. This Squadron was placed under command of the C-in-C. Naval Command East, and was followed in the autumn of 1959 by the 2nd Helicopter Squadron, under the command of the C-in-C. Naval Command West and at present stationed at Torslanda, Gothenburg.

At Berga Naval Basic Training Establishment, 25 miles south of Stockholm, a complete helicopter base was built for the Navy. In use since the autumn of 1961, it is now the home base of the 1st Helicopter Squadron, a training centre for basic training of helicopter pilots and mechanics of the three Swedish Defence Forces and a meteorological centre for the Navy and Coast Artillery.

At present, the 1st Helicopter Squadron has four HKP 1, seven HKP 2 and three HKP 4, while the 2nd Squadron has four HKP 1 and three HKP 2. Under "Navy Plan 60", the total force will comprise eight heavy, twelve medium and fourteen light helicopters.

One of the principal operational tasks of the Swedish Navy is to keep the sea transport routes open, and the helicopter plays its part in this in anti-submarine and mine-sweeping roles. All three helicopter types used by the Navy can be equipped with special sonar equipment for submarine detection, when operating in conjunction with surface vessels which are used to attack. The HKP 4 can also be equipped with anti-submarine weapons to make it independent of surface ships.

In mine-sweeping, the helicopter is especially valuable in two situations where it is particularly difficult for surface vessels to protect themselves, i.e., when the mines lie only just below the surface of the water, or in the first sweep through a mined area. Helicopters are also used to search for drifting mines and shallow mine barrages, or when vessels have to be conducted past newly-discovered minefields. The helicopters are also used for reconnaissance, fire control, accurate minelaying or liaison flights. The HKP 1 and HKP 4 can also be equipped with reconnaissance radar.

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THE SMALLER NAVIES

By Capt. C. P. NIXON, Royal Canadian Navy, in the "United Service Quarterly"

The smaller navies of the world today are being buffeted by confused seas. Almost daily their number grows as the emerging nations launch their own fleets. But ahead looms an economic squall — the spiralling cost of weaponry — which threatens the present usefulness as well as the very existence of these small navies.

What do we mean by "small"? I have arbitrarily designated as "small" those navies with a personnel strength of about 25,000 or less. This takes in navies of all nations — including my own — which are not, and never have been, considered great powers. A large and assorted catch falls into such a net; from the biggest of the small to the smallest of the small; from historically ancient, through recent, to brand new; from highly modern through obsolescent, to "fleets" which, since they exist largely on paper, represent aspirations rather than hardware. *Jane's Fighting Ships* mentions 93 navies of the world by name; all but a dozen or so of which come within my definition of small.

There are other ways to categorise this heterogeneous group than by mere gradations of size. For example, they may all be considered as belonging to at least one of the following seven collectives: NATO, the Commonwealth, the satellites of the Soviet Union, Latin America, the emerging countries of Africa, SEATO, and other neutrals.

As far as order of battle is concerned, possession of one or more battleships used to be an absolute necessity for a major or at least a more-important lesser navy. Contemporarily, it is the aircraft carrier which confers this dignity. No fewer than six small navies — Argentina, Australia, Brazil, Canada, India, and the Netherlands — possess one light carrier of the British Majestic/Colossus-class, of which

Britain herself has paid off the remaining sister ships.

The point to note, however, in the progression from battleship to aircraft-carrier, is that since carriers and their squadrons are more expensive, countries which had two battleships, e.g. Argentina and Brazil, now have but one carrier. And more important, some countries which had only one battleship did not venture into the carrier field, e.g. Turkey and Chile. These latter countries, like others who used to have coast defence battleships, have either switched to cruisers or, in some cases, to destroyers and frigates.

Assuming that the future badge of a fully modern fleet will be to own either a nuclear submarine, possibly nuclear-armed, or a guided-missile ship or cruiser displacement, which nations will fall by the wayside this time? Will financial reasons prevent some of the navies now operating carriers and an air arm from acquiring nuclear submarines or guided missile ships? It is probably safe to predict that the number of small navies without frontline ships will be added to not only from those of the newly independent small countries, but also by fugitives from the prohibitive costs of new weapons systems.

Another mark of distinction goes to those navies which, though small, design and build their own, or some of their own, ships. Sweden, the Netherlands and Canada are examples. And all of the Scandinavian countries, notably Norway, both build and maintain their own merchant fleets.

It is interesting to note that some relatively small countries such as South Korea and Yugoslavia possess good-sized navies, whereas large countries such as India and Mexico have relatively small fleets.

World War II provided a novel twist — the navies of governments

in exile. Most notable besides that of the Free French were those of Norway, the Netherlands, and Poland. While individually small, some even tiny, these navies, together with others, such as the Royal Australian and Canadian navies, made a significant contribution to the Allied naval war effort.

The small navy, then, is not an organisation which one has to make a case for; rather, it is a fact of 20th-century life. The transcendent question, therefore, is not whether there should or should not be more or fewer small navies, but how small navies are being affected by the price of modern weapons and the latest trends in international relations?

First let us consider what the small navies have to offer the major powers. My list is inevitably controversial, certainly not exhaustive and, of course, does not apply across the board. Small navies offer:

● **Manpower.** Officers and men are often of superior quality, especially in countries with long established maritime traditions

● **Moral support.** Even though their numbers are usually small, sometimes to the point of insignificance, in the over-all fighting potential, the presence of other nationals in, for example, a predominantly U.S. Force means a great deal. The Force then becomes an Allied one, based on the free decision of independent sovereign states.

● **Base facilities.** The small navy often guards a lengthy, strategic coastline (often out of all proportion to the population and wealth of the country concerned).

● **Further fields for research** and new ideas which the pressures of poverty and scarcity seem to provoke. Officers connected with NATO will be familiar with recent examples of this in the field of anti-submarine warfare.

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Moreover, these voluntary local liaisons have currently been far more common than "private" wars between small countries; recent instances of local conflicts have in fact been very rare.

As already alluded to, a centuries-old maritime tradition such as is enjoyed by the Netherlands and all Scandinavian countries is a priceless asset not lightly to be cast away. But how soon will small navies reach the point of no return in spiralling costs of weaponry however much they specialise and confine their maritime defence within a single phase of endeavour?

The problem they face then, is that of remaining in business as autonomous services which retain expertness in at least one role with desirably a degree of versatility in others. For example, the ability to provide anti-submarine protection to shipping with limited anti-aircraft defence in addition. The one-aircraft-carrier navies must soon reach the tough decision of how to keep their air arms operating; direct replacement of these carriers will almost certainly be financially out of reach of some countries, since to operate high-performance aircraft, the new carrier must be larger and therefore quite likely prohibitive in upkeep costs, even if received on loan or an outright gift from the United Kingdom or the United States. On a wider scale, veteran ex-American, British and Canadian destroyer escorts and frigates from World War II are reaching the end of their service as key elements of navies all over the world; their replacement is overdue. How many of the 20-odd navies with conventional submarines will, when the time comes, be able to acquire nuclear-powered craft?

Under various agreements and military aid programmes, many navies are being assisted to a profound degree with direct financial help from the United States. In certain instances, this extends to half the cost of new construction vessels.

Excessive subsidisation of small navies by great Powers should be

avoided by both parties because the government behind the fleet concerned is liable to become so obligated as to be incapable (or suspected of being incapable) of independent action. The concept of a free-will voluntary alliance, then, goes by the board. Consequently, if countries cannot maintain their defence forces primarily from their own means, they must reduce them in size. This in turn could, of course, invite the Soviets to step in and provide the military aid required, virtually for the asking. Thus, a judicious compromise between reasonable freedom of action and outright dependence would seem to be necessary.

What other ways are forthcoming to overcome the battle of the dollar? A great achievement within NATO has been the standardisation of radio procedures, replenishment at sea, and a wide range of tactics. But when it comes to hardware, standardisation has been far too limited and must be pursued as a prime means of reducing costs through savings at the design and manufacturing stages.

A standard close-range or medium-range ship-to-air guided missile could, for example, fill the urgent requirement for bolstering the anti-aircraft defences of the Western navies. While possession of nuclear weapons is a matter of complex political ramifications and possibly unrelated to the majority of smaller navies, nuclear propulsion is something in which a great number have an interest. Here again, a power plant made cheaper through standard specifications would make it feasible for many nations to modernise their fleets.

What then are some of the remedies which would help small powers to pilot their navies into the next generation?

● To help solve the overriding problem of high costs, we should reduce the price of ships' aircraft and weapons systems by an accelerated programme of standardisation throughout the NATO and SEATO alliances. Furthermore, the opportunity to participate must be

extended to such African and OAS countries who may desire to do so.

● Greater co-operation, as well as economies, could be achieved by more use of each other's training equipment and facilities. In addition to officers serving on Allied Headquarters staffs, there should be more billets for officers on direct exchange duties between navies.

● An international task force should be organised, to start with, on a NATO basis since NATO is the most advanced regional grouping. To avoid controversy, this force should not at the outset be nuclear armed. But to make it effective, sponsoring nations would have to agree to its immediate employment on any task within the NATO area involving purely NATO interests.

● When forces are deployed on United Nations operations where they are acting on behalf of the great as well as the lesser powers, the larger countries should pay for some of the operational overhead.

● Rather than provide direct training assistance to the navies of newly independent countries, the Great Powers should consider inviting a small, well-established navy, more familiar with the problems involved, to do the job while they themselves cover a proportion of the expenses.

Such changes demand that many countries depart from their normal individualist and unco-ordinated postures and attempt to solve their defence problems jointly. This will occur only if the pressure of events convinces them to act in concert, not necessarily unanimously but with enough general agreement to make progress, is the better course.

Thus, while national sovereignty must be respected and guaranteed, if smaller countries are to keep their fleets up to date with the scientific developments of the nuclear age, they must lend their support to both greater co-operation and greater standardisation. What NATO has tried to do must be done in fact, and on a much larger scale.

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Small navy personnel are well suited to carry out U.N. international police duties. Having no decisive Cold War influence or, in some cases, no positive affiliation to one or other side, their motives are usually regarded as being less ulterior than those of the large navies.

● **Military missions to the new navies of small emergent countries.**
New nations are more likely to accept advice and assistance from a smaller navy's mission since they share problems which are of relatively little consequence to the larger navies.

It is a fact of political life that the smaller the country, the relatively smaller is the size of its armed forces. But, paradoxically, the smaller the force, the less economical it is to maintain. To run ten military vehicles requires less overhead per vehicle than to operate one. For this reason of economics, among others, the British Admiralty a generation ago was attracted by the concept of merging the navies of the Commonwealth into a single integrated fleet supported on a per capita basis throughout the Dominions. Seemingly, this was a fair, organisationally sensible and economical approach. But it would have been utterly unrealistic in practice for a variety of reasons which boil down to taxation without representation. Who would have controlled this force, mobilised it, ordered it into battle, decided on its composition; in short, whose navy would it have been? It is easy to see why this suggestion never progressed beyond the pipe dream stage.

Probably the cornerstone of the necessity for navies to be organised on a national rather than supranational basis is the precept that one volunteer is better than ten pressed men. In World War II, the

navies of the British Commonwealth fought well of their own free will because their respective Parliaments voted for a declaration of war. Had these navies been representatives of restless subject states, their efforts would have been far less effective. For practical purposes, military services must, in order to fight at their highest potential, be directly supported by their own governments and people.

Logic, economy, and rational thought would seem to argue for mergers of the navies of contiguous countries or even a single Western World Navy. But this would mean submerging sovereignty in an age when, for better or worse, nationalism is enjoying its most prolific rampage in world history — an epoch in which the number of independent states has more than doubled in little more than a decade. National separatism is a fact of life, and talk of outright surrendering of autonomy in an era of mass geographic fragmentation is surely as fruitless as it is theoretical. Navies, being but extensions of national ambitions, will therefore tend to preserve their rugged individuality and increase not diminish in numbers.

Thus, however, uneconomical, clumsy and wasteful in theory, from a pragmatic point of view, this business of having as many navies as there are countries willing to support them is the only system which makes lasting sense.

One does not wish either to belabour this point or to decry all the constructive alliances and regional groupings which have grown up in recent years, but one must not overlook this national back-draw to all naval endeavours which can, in the case of those nations favourably disposed towards us, be looked upon not as a cumbersome confusion but as a great strength through diversity.

Having dwelt upon what keeps navies apart as separate entities, let us now review the ties that group most of them together. Many of the Western navies belong either

to the North Atlantic, Central or South East Asia Treaty Organisations. The satellites would find it difficult not to participate in the Warsaw Pact, and the Organisation of American States embraces most Latin American nations. Even important neutrals like India and Sweden have strong associations with, respectively, Commonwealth and Nordic countries.

Membership in these alliances is a two-way street. There are, as we have seen, advantages to the larger navies; but so, too, are there advantages for the smaller navies. For one, membership greatly increases the operational experience and interest of the officers and men of the smaller services. This applies to taking part in exercises far larger and more comprehensive than could ever be staged nationally, as well as the career variety offered by service on international staffs. The Headquarters of the Allied Command Atlantic in Norfolk, Virginia, is an excellent example of the latter.

American naval officers have observed that the calibre of personnel in some of the small navies represented at combined headquarters is high; that what might seem a restricted career prospect can attract such first-class individuals is indeed impressive. One explanation is that because of their small size these services offer career outlets which do not occur in larger navies; these include early command and diversity of duties within a given appointment; in other words, the fringe benefits of being a large frog in a small pond. For example, in the Royal Danish Navy, all marine services, including the maintenance of navigational buoys, comes under the Navy, thereby giving young officers valuable independent small boat experience.

A good deal of regional interchange exists over and above the alliances. New Zealand sends naval cadets to train in Australia; Denmark uses the Royal Norwegian Navy's Staff College; and pooling of training facilities is common among Latin American countries.

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MALAYSIA LOOKS TO HER MOAT

By R. V. B. BLACKMAN, M.I.Mar.E., M.R.I.N.A.

(Reprinted from "The Navy")

In view of the considerable build-up of the strength of the Far East Fleet, to a large extent concerned with the integrity of Malaysia, it is interesting to observe the parallel interest being taken by Malaysia to increase her own navy to a size at least capable of coastal defence.

Considering the comparatively short time the Royal Malaysian Navy has been in being, it has shown a quite remarkable alacrity, not only in acquiring former British warships, but in having new warships built on her own account.

Malaysia is looking to her moat with new eyes. Her sea defence problems are peculiar to herself, for the Malay peninsula, roughly shaped like a spearhead, with its tip on the Equator, points straight down into the heart of the new Indonesian empire of islands clustered about the Java Sea.

But the arrow of aggression is pointed up from the opposite direction, and the Straits of Malacca, from Sumatra to Singapore, are very narrow.

There are signs that the Royal Malaysian Navy will be still further strengthened in the near future to meet the threat of possible enemy penetration in Malaysian waters.

The largest ship in the Royal Malaysian Navy is the frigate "Hang Tuah", formerly H.M.S. "Loch Insh" of the anti-submarine type. She has a displacement of 1,575 tons standard and 2,400 tons full load and an armament of two 4-inch guns, eight 40 mm. anti-aircraft guns, and two Squid triple-barrelled depth-charge mortars. Two Admiralty three-drum boilers and triple-expansion engines of 5,500 indicated horse power give her a maximum speed of 19.5 knots. She was acquired by the Royal Malaysian Navy in 1964, and after a refit in H.M. Dockyard, Portsmouth, during which she was

equipped with a helicopter landing-deck aft, VIP accommodation, and air conditioning throughout, she sailed for Singapore in November.

Four coastal minesweepers of the 'Ton' class have been acquired from Great Britain in recent years, namely "Jerai" (ex-H.M.S. "Dilston"), "Kinabalu" (ex-H.M.S. "Esington"), "Ledang" (ex-H.M.S. "Hexton"), and "Mahamiru" (ex-H.M.S. "Darlaston"). All have a displacement of 360 tons standard and 425 tons full load and carry a 40 mm. Bofors gun and two 20 mm. anti-aircraft guns at a speed of 15 knots.

There are also four inshore minesweepers of the "Ham" class transferred from the Royal Navy: "Langka Suka" (ex-H.M.S. "Bedham"), "Sri Johor" (ex-H.M.S. "Altham"), "Sri Perlis" (ex-H.M.S. "Asheldham"), and "Temasek" (ex-H.M.S. "Brantingham"). These displace 120 tons standard and 159 tons full load and are armed similarly to the coastal minesweepers. Like the "Ton" class they are diesel-driven and have a top speed of 14 knots.

No fewer than ten new patrol craft have recently been built for the Royal Malaysian Navy by Vosper Limited of Portsmouth. They are officially divided into two classes. The "Sri Kedah" class comprises "Sri Kedah", "Sri Kelantan", "Sri Pahang", "Sri Perak", "Sri Selangor" and "Sri Trengganu". Four later craft of improved design constituting the "Sri Sabah" class are "Sri Sabah", "Sri Sarawak", "Sri Negri Sembilan" and "Sri Melawa". Of 96 tons standard and 109 tons full-load displacement they are armed with two 40 mm. guns. Two Bristol Siddeley Maybach diesel engines aggregating 3,350 brake horse power give them a maximum speed of 27 knots.

There are also three seaward-defence motor-launches, SDML

3502, SDML 3506 and SDML 3507, former British boats of 46 tons displacement; and 54 tons full load, carrying two 20 mm. guns at a speed of 12 knots; the training tender "Panglima" of 119 tons standard and 131 tons full load mounting one 40 mm. gun and capable of making 14.6 knots (this craft is reminiscent of the "Ford" class of British seaward defence boats in dimensions and layout); and the despatch and survey vessel "Mutiarra" built at the Singapore shipyard of John I. Thornycroft & Co. Ltd., with an armament of one 20 mm. gun and a speed of 12 knots, having a displacement of 95 tons.

The former British landing craft of the LCT(4) type latterly employed as a maintenance repair craft, MRC 1401, was disposed of in 1965, but a new generation of landing craft is being acquired or specially built to Malaysian requirements.

The largest tank landing craft is "Sri Langkawi", formerly H.M.S. "Counterguard", ex-LCT(8) 4043, which was acquired by the Royal Malaysian Navy in 1965 and refitted in Malta for tropical service. Rated as a major landing craft, she has a displacement of 657 tons light and 1,000 tons fully loaded, and Paxman engines of 1,840 brake horse power give her a maximum speed of 12.6 knots.

Four minor landing craft of the "LCM(6)" type are being built in Australia and are expected to be in service this year. With a displacement of 55.5 tons and an overall length of 56 feet they will be armed with two Oerlikon guns and propelled by diesels designed for a speed of nine knots.

And fourteen small landing craft of the "LCP" type are being built to an Australian design. Expected to be delivered this year, they displace 18.5 tons with an overall length of 48 feet and a beam of 14

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feet. One Oerlikon gun can be fitted if required. Two Cummins engines will give the craft a speed of 16 knots.

But the most powerful new craft in the Royal Malaysian Navy will be four fast patrol-boats with speeds in excess of 50 knots ordered from Vosper Limited. These will be generally similar to the gas-turbine-driven motor torpedo boats

built by the same firm for the Royal Danish Navy with a displacement of 75 tons, an armament of four 21-inch torpedo tubes and two 40 mm. Bofors anti-aircraft guns, and powered by Bristol Siddeley Proteus engines of 12,750 brake horse power. Ready for delivery early next year these craft will give the Royal Malaysian Navy a very effective striking force.

Until they are ready, however, it would be a very nice gesture if the Royal Navy lent the Royal Malaysian Navy the two motor torpedo boats of not dissimilar design, "Brave Borderer" and "Brave Swordsman", so that some operational experience could be gained with this type of craft by Malaysian officers and ratings.

Minesweeper for Thailand

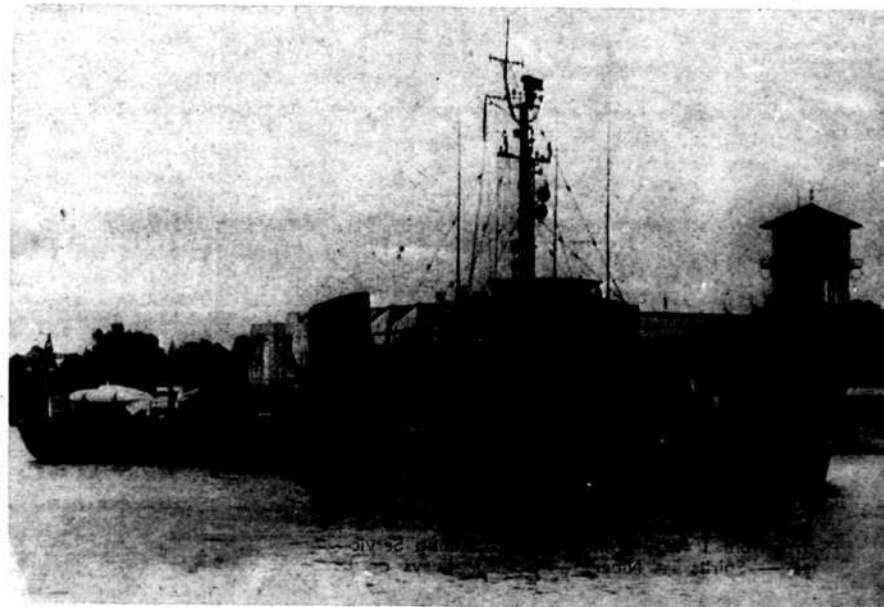
The coastal minesweeper, Ta Dindaeng, was recently transferred by the American Government under the Mutual Defence Assistance Programme (MDAP) to the Royal Thai Navy during a colourful ceremony at the U.S. Naval Station in Seattle, Washington.

It has been reported that the Ta Dindaeng is of the Ladya class (ex-

U.S. YMS type, now MSCO type) of coastal minesweepers, but her appearance does not match that of her supposed sisters — Bangkeo, Ladya and Ta Dindeng. However, the Ta Dindaeng closely resembles the U.S. MSC type, "Bluebird" class of non-magnetic coastal minesweepers of wooden construction, fitted throughout of materials having the lowest possible magnetic attraction,

to attain maximum safety when sweeping for magnetic mines.

These vessels have a displacement of 370 tons full load; dimensions: 144 ft. overall x 28 x 9 ft.; armament of 2-20mm. anti-aircraft guns; two shafts; maximum speed of 13-14 knots; radius of 2,500 miles at 10 knots and a complement of 39 (4 officers and 35 men).



R.T.N. Coastal Minesweeper TA DINDAENG moving up the Chao Phraya River, Thailand

Photograph from U.S.I.S.



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Russians to Build Up Indian Navy

Russia had seized a golden opportunity to exert a crucial influence on India's developing Navy and its tactics.

Britain and the United States had both passed up the opportunity.

Indian Defence Minister Chavan revealed in Parliament yesterday that India had contracted to buy Soviet submarines and "other naval craft".

He also said that Russian experts would help plan a new east coast shipyard at Vishakapatnam.

Mr. Chavan refused to divulge details, but informed sources said India would take four Soviet submarines and "a number" of Russian torpedo boats, patrol craft and light ships used in amphibious landings.

India has no submarines, but its naval planners hope it will eventually have a fleet of 30 or more to protect its 3,500 miles of coast and its estimated 280 islands.

Western experts in New Delhi have been worried for some time that Russia would get in on the ground floor as the Indian Navy developed its submarine and amphibious fleets.

The value to the Russians was that if things went right they could bring the Indian Navy to a long-term dependence on Russian support and equipment.

Indian submariners would have to be trained in the Soviet Union and spare parts would have to come from Moscow.

All this Communist experts believed, would tend to tie the Indian Navy to Russia, despite the fact that many Indian officers were pro-Western.

An Indian Navy source said the U.S. had been asked first to provide submarines.

But Washington, apparently feeling the threat to India was China's land armies, suggested that Britain be asked.

London at first agreed to supply one submarine, but later backed away from the deal, the source said.

Contrasting with the American attitude, the Soviet Union was going all-out to please India.

Moscow had agreed to accept rupees, not scarce foreign exchange, in payment.

Though the terms were not known, Moscow had apparently accepted long-term payment.

In addition, the Russians reportedly offered to build new submarines or completely recondition relatively new ones for operation in tropical waters.



The guided missile destroyer, H.M.S. "Devonshire", which in company with other vessels of the Royal Navy is currently visiting Australian ports, after participating in exercise "Warrior".

THE NAVY, Nov.-Dec.-Jan., 1965-1966

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WHAT'S NEW?

Sail Ho? Seafaring traditionalists may cringe, but Swiss engineer and inventor Zoltan Meszaros claims his radical craft which employs a row of plastic vanes instead of mast, sailcloth and boom, has numerous advantages over conventional sailboats. The Stabil positions its fibreglass vanes in the boat like vertical Venetian blinds, operated by a control cord, enabling the skipper to tack and jibe effortlessly. And, Meszaros points out, there is no danger of being cracked on the skull by the boom when coming about in a stiff wind. "In fact," he says, "the whole principle of Stabil is to eliminate the need for constantly fighting the wind, so that sailing becomes a truly relaxing sport." The boat is being manufactured by Poyliform of Ropraz (near Lausanne), with first deliveries promised early next year. Price: complete boat \$500; sail equipment and rigging only, \$100.

Fire Afloat: A lifeboat designed to withstand fire at sea has been developed by Bristol Aeroplane Plastics, Ltd., of Bristol, England. The Bristol Phoenix is a twenty-seat motorboat made of steel and covered with a steel canopy in which there is an observation dome. It is fireproofed on the exterior to just below the water line with a resinated asbestos coating and on the inside with a thin lining of asbestos cloth. Compressed-air bottles supply air to the engine and passengers and slightly pressurise the hull as the boat navigates through an oil or gas fire at sea. In tests, the lifeboat was safely launched into an oil fire, withstood six minutes in heat of more than 1,000 degrees Centigrade while enveloped in flames licking upward 250 feet. At the end of the test the temperature inside the boat was 73.6 degrees Centigrade. Even butter and wax placed aboard were unmelting.

No price has been set for production models.

Fire and Foam: For use at airports, chemical plants, refineries and other potentially dangerous areas, the 3M Co. of St. Paul, Minn., has developed a new fire-fighting system that will prevent the reignition of intense gas and oil fires. The system consists of two agents: a dry chemical which extinguishes the fire, and a fluorochemical foam which prevents it from blazing up again. The foam, called FC-183 Light Water and claimed to be the best fire-securing agent presently known, was used in a process developed by the U.S. Naval Research Laboratory at Washington, D.C., for use at naval-air installations. Combined with a dry extinguishing agent, the foam rapidly spread over the surface of burning material and prevented the formation of vapors which can reset the fire.

Fly Away: A collapsible helicopter that can be hauled in a small trailer (which also serves as take-off and landing platform), and can be out of its box and airborne within five minutes, has been announced by Dornier-Werke, GmbH, of Munich, Germany. The single-seat Dornier-32 whirlybird has a unique and simple power system which employs compressed air (supplied by a turbine-driven compressor) to turn its rotor blades. Operation is claimed to be foolproof and quickly learned. The company expects wide acceptance of the Dornier-32 in such fields as sports, traffic regulation, mountain and sea search-and-rescue operations, patrol of waterways, etc. The versatile little helicopter weighs a mere 325 pounds and has a maximum take-off weight of 707 pounds. It has a top speed of 70 m.p.h. and cruises at 60 m.p.h. Its operating range is 56 miles, without auxiliary fuel tanks.

Steers and Stops: A ship's rudder that also acts as a ship's brake and enables a vessel to stop in one-fourth the time required by conventional methods has been developed by Nippon Kokan Shipbuilding Co. of Tokyo, Japan. The rudder consists of two metal leaves hinged together at the rear vertical edge of the rudder. To make a quick stop, the captain presses a button which hydraulically opens out the rudder's leaves to form a flat vertical surface at a 90-degree angle to the keel, offering severe resistance to the water. The braking action is enhanced as the spinning propeller forces a stream of water against the extended rudder surface. This slip stream is deflected laterally and forward to further slow the ship and improve manoeuvrability. The rudder-brake will cost \$30,000 on a 50,000-ton vessel.

Solid Sender: "A dramatic breakthrough in firearms technology" in the form of a "new and revolutionary ammunition and gun" is being claimed by Daisy Manufacturing Co. of Rogers, Ark. The ammunition consists of a "slug" of a solid propellant affixed to a projectile or bullet head. When the trigger is pressed, a spring mechanism produces a spurt of hot compressed air that ignites the propellant, creating pressure that fires the projectile at velocities of up to 1,150 feet a second. The ammunition does not have a cartridge case or primer cap, and the rifle has neither a hammer nor firing pin. The bullet and shooting system, developed by Belgian inventor Jules van Langenhoven after twelve years of intensive research, is claimed to be applicable to all sporting firearms but will be marketed initially only in a .22-calibre rifle, available early next year in the U.S. at a price of about \$25.

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