

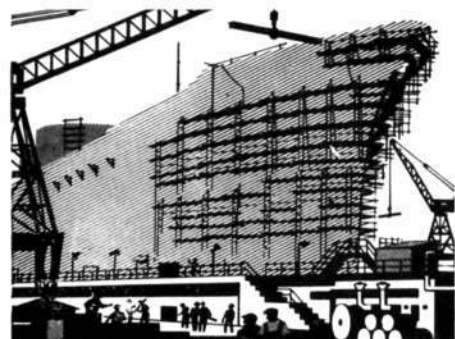
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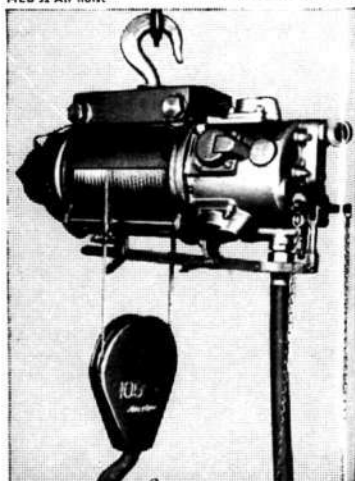
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MLB 32 Air hoist

RAB 13 Screw-feed drill



THE NAVY

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No. 5

The Official Organ of the Navy League of Australia

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itrees wrote to say they would certainly like to have it back, as it had been one of several belonging to the Royal Oak, Okehampton, which was lost in the floods fourteen days earlier. So an officer and six ratings, in their own car—no expense to taxpayer—returned the barrel in person. They were welcomed by the directors and the licensee, and returned with two 18-gallon barrels. These were broached at a special party "thrown" for the occasion.

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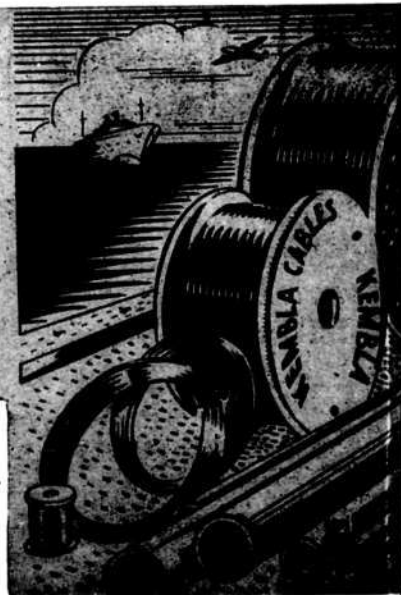
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THE NAVY

Speech by First Lord of the Admiralty at the Navy League Luncheon in Australia



Lord Carrington

May I first of all say how much I appreciate the honour which you have done me in inviting me to address such a distinguished gathering here today.

I must say I am very glad you did not ask me to do this when I was first in Australia—two or three years ago; for I was then appallingly ignorant of naval matters. Even now, after eighteen months at the Admiralty, I am still learning; but I can, I think, with truth claim that I now have a fairly good understanding of the problems which lie behind the operation of a modern Fleet.

Above all I have come to appreciate the value of a modern Navy in the modern world. Since I have been at the Admiralty I have frequently had to answer two opposing questions:—

There are the people who ask: "Why, in this nuclear age, have a Navy at all? Why spend so much money on an obsolete Service?" And there are those who say that more money ought to be spent on many more ships. I am glad to say that the first question is now being asked less and less. There is, I think, a growing awareness, in Britain at least, of the important part which the R.N. has to play in the country's defence.

The truth, of course, is that the role of the Navy remains what it always was: the maintenance of law and order throughout the world: the deterrence of aggression — for although most people think of "the deterrent" as being the possession by the West of nuclear weapons, it depends for its completeness on our ability to counter any form of attack, whether nuclear or conventional, and whether on land, at sea, or in the air; and if war should unhappily come, the defence, in co-operation with the Navies of all the free

nations, of our sea communications, which are still as important as ever they were.

The Navy, with its great asset of mobility, has a vital part to play in policing the trouble-spots of the world, where small outbreaks of violence which can so easily be fanned into dangerous conflicts are perhaps the greatest risk to peace which we have to face at the present time.

My education has been greatly helped by our own Navy League in Britain, who are a very strong and influential body at the Admiralty's elbow.

We have regular meetings with their Policy Committee which are, I think, very useful to us both: because, of course, we have a common aim — to see in being an efficient and well-equipped Royal Navy ready and able to carry out its vital role. It is to them that we turn first and foremost for appraisal and comment on our policy, and they are not slow to act as a goad when they think we are failing in the job which we have set ourselves.

I have no doubt that the A.C.N.B. find your work as valuable to them as we do that of the U.K. Navy League.

I thought it might interest you today to hear a few words from me about the philosophy behind the Royal Navy which we are now building up — why our Fleet is of the particular shape and size which we have set for it.

Although the needs of the R.A.N. are rather different from ours, what I have to say may help to illuminate some of the problems which I am sure you and the A.C.N.B. also have to face.

I should like to emphasise at the outset that the Navy which we have today is the result

May, 1961



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During his visit to Australia, the First Lord of the Admiralty, Lord Carrington, visited many naval establishments. This picture shows him with Miss W. Pretty, of Sutherland, and Captain A. M. Clift, R.A.N., General Manager of Garden Island Dockyard, inspecting some of the flags made at the dockyard.

THE NAVY

of a conscious act of Government policy some four years ago, when we had to adjust ourselves to a new situation.

This new situation had been brought about, I think, by two main causes:

First, the coming of the nuclear age, bringing with it the dominance of the two vast opposing industrial powers of the United States and Russia.

And second, our own changed economic position — for our ability to sustain a defence programme at all is directly related to the strength of our economy.

Today we are not at war; but at the same time, nowhere are we wholly at peace. We are engaged in a perpetual struggle in which the chief weapons are not arms at all.

We came to the conclusion that our first contribution to the stability and peace of the world lay in maintaining our influence, and with it, the influence of the West, in as many parts of the world as we could.

In the old days, this would have meant a show of military strength. Today it means increasing our overseas trade; contributing to the economy of the underdeveloped and uncommitted nations; playing an effective part in the increasingly important economic and psychological phases of the cold war.

We could not do all this if our economy was weak; and so we had to tailor our commitments to our resources and, as in all other forms of expenditure, we had to strike a balance in defence between the risks of doing too much and those of doing too little.

But there has been another remarkable change in the last twenty years. No longer are we alone in defending our interests, and whether we like it or not, we are inextricably bound up with the other nations of the West, whose cause, which is our cause, can only be defended by alliance and co-operation.

We have to think in terms of the Western community, of the Commonwealth and of the Anglo-American alliance.

But at the same time, we no longer have to contemplate our single-handed defence against a major aggressor.

It is with combined strength that we must meet the threat from the East.

It was against this background that we had to assess the nature and size of our defence commitments, and the forces with which to carry them out.

The Government had to perform a balancing act; and it was clear that defence could take

only so much of our national resources if we were not to overreach ourselves.

Having been given their slice of a cake of about £1,650m., the Admiralty then had the difficult task of cutting it into pieces of the right shape to satisfy all its hungry and rapacious children.

What were we to do with our money?

Were we to have a larger Navy composed of relatively cheap and simple ships?

If so, could we man them?

Or were we to have a smaller Navy consisting of modern, sophisticated and highly expensive ships with all their life in front of them?

Well, we chose the latter; and I am quite convinced that this was the right answer.

We felt that, if we were to have a Navy at all, it must be first class.

As you probably know, we have been carrying out a continuous programme of new construction.

Since 1956, we have built something like 36 new frigates.

The latest of these are the TRIBAL class of general purpose ships, which will shortly be followed by an improved version which we are calling the LEANDER class.

These ships will no longer specialise in one role, such as anti-submarine, or anti-aircraft or air-direction work; they will be capable of combining all these tasks. The newer ships will carry a helicopter as part of their anti-submarine armament.

We have now launched the second of six COUNTY class guided missile destroyers.

These ships will have as their main task the anti-aircraft protection of the Fleet; but they, too, will be armed with a helicopter and anti-submarine weapons, and will carry useful guns for surface bombardment.

We are continuing with our programme of new submarines, both nuclear and conventional.

The glamour of the nuclear boats must not blind us to the great value of the conventional PORPOISES and OBERONS, which are not only very much cheaper but, at present, very much more silent — which is an important quality for the work which they have to do.

We are converting H.M.S. ALBION to be our second Commando carrier and we will shortly be ordering a brand-new assault ship to replace the ageing Amphibious Warfare Squadron.

This ship, and the two Commando carriers, will enable the Navy to play a leading part in smothering local outbreaks of violence

May, 1961

which are potentially so dangerous to world peace.

Finally, we are re-equipping the Fleet Air Arm with the new SEA VIXEN fighter and the BUCANEER strike aircraft which will immeasurably improve the Fleet's strike and defensive power; and we are modernising our aircraft carriers to give them a useful life at least for the next ten years.

I hope that three main lines of thought have emerged from this short survey:

First, that we are concentrating on a modern Navy — even if this means that we must be content with fewer ships.

Second, that we are building versatility into as many of our ships as possible. If the Navy is to be smaller, it must be flexible and mobile.

Third, that we have tried to create a balanced Navy, in which all the different arts of sea warfare are being kept alive — with, indeed, a new one added in the shape of the Commando carrier.

Australia has a vital part to play in keeping the flag of Western civilisation flying in the Far East.

In this age of overwhelmingly rapid technical development, the best value for

money cannot be obtained from the second-best in weapons and equipment.

One modern ship capable of defending itself against modern forms of attack is worth three obsolete and vulnerable ones.

The corollary to this is versatility: the smaller your Navy is, the more versatile and flexible it must be.

In conclusion, may I say how very greatly I have been encouraged, as First Lord of the Admiralty, by the efficiency and morale of the R.A.N., and by the way in which your Navy has been co-operating with ours. I am convinced that this co-operation is vital to the success of our common defence.

I can assure you that the Royal Navy, for their part, will do everything in their power to help and foster the development of the R.A.N. in the years to come.

Now that I have learnt something of naval affairs, I am most grateful for this opportunity to re-visit Australia and to see for myself something of the R.A.N., and to hear at first hand what your problems are — and not least, for the wonderful hospitality which Australia, and in particular the Australian Navy, has extended to me.



The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League sponsors the Australian Sea Cadet Corps by giving technical

sea training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge, will form a valuable Reserve for the Naval Service.

The League consists of Fellows (Annual or Life) and Associates.

All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

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NAVY LEAGUE TO PROMOTE R.A.N.'s ROLE

The Navy League of Australia is organising a nationwide series of seminars as its contribution to the Royal Australian Navy's Jubilee. Representatives of many walks of life will be invited to the seminars, which will deal with various aspects of a modern Navy's role.

The Minister for the Navy, Senator Gorton, said that the Navy was assisting the League with the staging of the events. Naval establishments, ships and facilities would be made available so that the League could provide practical demonstrations in all States. The idea was to give the public more intimate knowledge of the Navy and modern naval methods.

In New South Wales, the Navy League's seminar will deal with anti-submarine warfare in the nuclear age. Guests will assemble at the anti-submarine school at H.M.A.S. WATSON and will be given an appreciation of strategy and weapons involved in seeking and destroying underwater raiders. The Sydney seminar will be held in the second half of the year.

In other States, the Navy League plans to hold its seminars and displays during October.

Right: Captain W. B. M. Marks, C.B.E., D.S.C., R.A.N., Director of Naval Reserves, inspects the guard during the annual inspection of Port Melbourne Division, R.A.N.R. Following him are Sub.Lt. J. R. Manks, R.A.N.R., Officer of the Guard.

Burnie Sea Cadets' New Headquarters

The following message was read out when Capt. W. B. M. Marks officially opened the new Sea Cadet Drill Hall at Burnie (Tas.) on 6th May.

"On this memorable occasion of the opening of the new Sea Cadet building for the T.S. EMU Unit, the Federal Council of the Navy League of Australia sends greetings and congratulations to the President, Committee, members of the Burnie Branch of Navy League, and to all others who by their endeavours made possible the building of these Headquarters for the local Sea Cadet Unit.

With these Headquarters, the future of T.S. EMU is assured and Council is confi-

dent that the growth of the Burnie Branch of Navy League and its Sea Cadet Unit will be greatly enhanced thereby.

It is fitting that the official opening should occur during Coral Sea Week — an anniversary that should remind all Australians that it was Sea Power which in 1942 stemmed the threatened invasion of this country by Japanese forces.

May good fortune and good comradeship always be present to make the ship for-ever a happy one."



Navy Benefits from SEATO Exercise

The SEATO Exercise, "Pony Express," provided exceptionally valuable experience for the Royal Australian Navy. The Australian ships were able to test their anti-submarine proficiency in realistic conditions.

The Flag Officer Commanding the Australian Fleet, Rear Admiral W. H. Harrington, who was the SEATO anti-submarine commander, said that spirited submarine attacks throughout the exercise gave experience in all phases of anti-

submarine warfare. He said it was apparent that, despite the many refinements of the modern underwater raider, it still had definite problems of its own to compete with. H.M.A.S. MELBOURNE'S Gannet aircraft had been able to take advantage of these difficulties with some considerable success.

Four Australian ships, led by the flagship, H.M.A.S. MELBOURNE, headed the anti-submarine force for the entire exercise. They successfully escorted a convoy of six thou-

and marines and commandos over 15 hundred miles of ocean to a landing in North Borneo.

At the beach head, the Australian ships, supported by Royal Navy and United States Navy vessels, formed a protective screen against converging submarines.

For the first time, H.M.A.S. MELBOURNE used helicopters in the anti-submarine role. The helicopters, provided by the Royal Navy, gave the Australian carrier experience in the new anti-submarine role which she will adopt with her own force of helicopters in 1963.

Supporting the helicopters were MELBOURNE'S Gannet anti-submarine aircraft, which flew non-stop patrols. Beneath the constant air cover, destroyers and frigates of the SEATO nations were formed into "hunter-killer" groups to thwart submarine attacks. The escorts included the Australian ships VENDETTA, VOYAGER and QUEENBOROUGH.

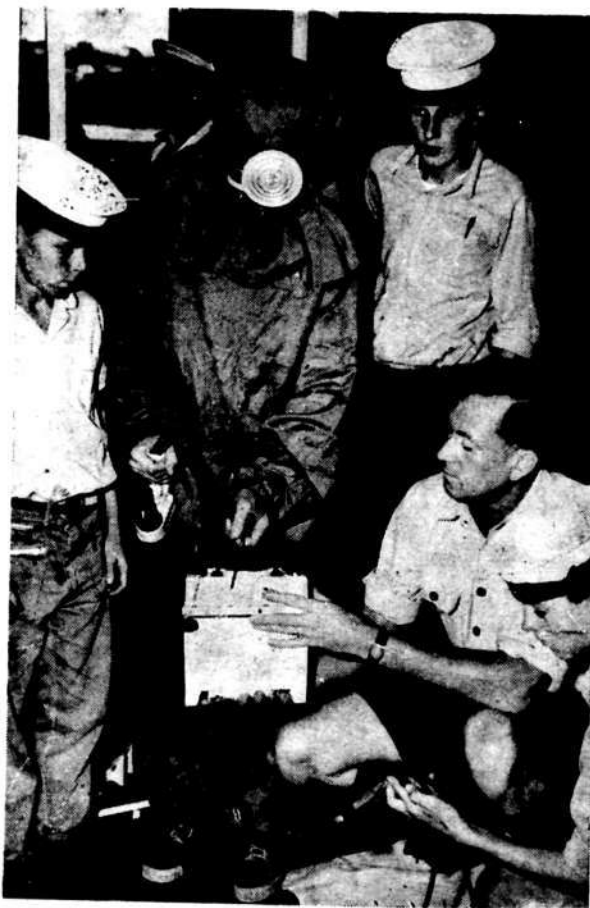
During the simulated landing in Borneo, the Australian flagship was host to Vice Admiral Charles D. Griffin, Commander of the United States Seventh Fleet, and to Rear Admiral B. F. Roeder, the American Commander of the SEATO Amphibious Task Force.

Left: During her 25,000 mile duty tour, H.M.A.S. MELBOURNE, flagship of the Royal Australian Navy, paid a goodwill visit to India and Pakistan. Crew members found much to interest them in Bombay and this Daily Telegraph picture shows how some sailors filled in their leave hours. Whether they "charmed" the cobra is unknown, but it appears that Warren Walters, of Corramal, N.S.W., has had some success with his pipe blowing efforts.



AUSTRALIAN SEA CADET CORPS, N.S.W. DIVISION

Training and Activities of the Corps



Chief Petty Officer K. A. Edgerton showing sea cadets W. McGluskey (in suit), A. Vander, G. Butler and W. Herenberg of T.S. TOBRUK, Newcastle, some of the precautions that would be taken in the event of atomic explosions.

To set out the full training and activities programme of the N.S.W. Division for the half-year June to December, 1960, would take up too much space and time, but mention must be made of the part Ships and Establishments of the R.A.N. played in this programme. We read about "Jambores", Girl Guides going into camp, Outward Bound activities, army cadets going into camp, which all sounds good and leaves one with the impression that these organisations are doing so much for their members. Little is heard of the Sea Cadet Corps, who go about their lawful occasions with little publicity, yet when one looks behind the scenes, the sea cadet takes part in "live" activities in H.M.A. ships—going to sea in one of H.M.A. ships provides a boy with a thrill of a lifetime and the fact that he has learnt the necessary seamanship to carry him through without being a nuisance whilst onboard makes the experience all the more thrilling.

Many times I am asked: "What is all this training leading to?" "What is the object of the Sea Cadet Corps?" Let me answer the questions in two parts:

Part 1.—The objects of the Sea Cadet Corps are many, and the following will give some indication of the scope of a comprehensive programme:

Discipline: The essence of an orderly and worthwhile life (self-discipline).

Comradeship: Understanding and toleration of other people's ideas and the art of living unselfishly with one's fellow men.

Leadership: The quality of inspiring and encouraging others to greater effort.

Sea Knowledge: To keep alive our national love of the sea and to provide vocational careers at sea (R.A.N. or M.N.).

Citizenship: To instil an interest in the responsibilities of the average citizen for local and national service (personal contribution—duty).

Part 2.—The training which is carried out on naval lines, is designed to strengthen character, breed initiative, and to bring out all that is best in our national character. Also by the system of training, the Sea Cadet Corps helps to inculcate in the individual those qualities of self-control and self-discipline, which are the essence of good citizenship. No youth who joins the Sea Cadet Corps can leave it—whether he joins the R.A.N., R.A.N.R., the Merchant Navy, either of the fighting forces or becomes a clerk—without feeling that he is a better man for his experience.

So much for the training in the cadet's own unit. Let us now see what the training in H.M.A. Ships and Establishments is intended to do:

The purpose of Training in H.M.A. Ships and Establishments for Sea Cadets is fourfold:

(a) To provide, with the co-operation of the Royal Aus-

tralian Navy, naval subject training in the most practical form, in an atmosphere of service customs and traditions, (knowledge, advancement—practical application of unit instruction).

(b) To encourage cadets to fend for themselves, giving confidence in new surroundings away from the shelter of unit life (self-reliance, character).

(c) To provide a healthy organised holiday for young cadets, who by mixing with cadets from other units will learn discipline, give and take with tolerance in company with others (citizenship).

(d) To provide specialised courses in gunnery, communications, P.T. and quarter-master's duties.

Contrary to the opinions and beliefs of many people outside the Corps, Sea Cadets are not normally a lot of unruly little boys going onboard ships to have a "good time" running here and there. Once they step over the gangway of a ship or enter an establishment they become part and parcel of the Navy: it's routine, discipline, and nautical atmosphere.

Boys who make the mistake of not behaving and do not observe discipline are sent home and are not permitted to go on camps again.

Cadets who are sent to the Royal Australian Naval College soon understand and learn that discipline is high at the College: it has to be.

On all occasions of Sea Cadets embarking in H.M.A. ships the reports on their behaviour and usefulness has been good. After the camp they go back to school or work and tell great stories of "their time at sea". They are so proud of their sea-time and are so keen to go again, that commanding officers of units have a big task on their hands when the memo. for camps go out.

When I was a schoolboy, what I would have given for the opportunity to go to sea in a live man-of-war—my experience of ships, along with thousands of other schoolboys, was "look over the ship".

A word to Sea Cadets: To make the status of the corps very high and to show that to be a Sea Cadet is something to be proud of, you must at all times conduct yourself in a manner which will bring credit not only to your unit, but to the corps as a whole. Make sure your uniform is neat, clean, tidy and of service pattern; make sure that at all times you are courteous to your elders. Compared with some other youth organisations, we are small in number, but that does not mean we are any lower in status, comparable with the average decent citizen. You know the rules—observe them. When you go onboard H.M.A. Ships and Establishments, observe the rules; obey your officers and instructors, and, as a result, "YOU WILL BE WELCOME TO RETURN" to the ship or establishment.



SENIOR R.A.N.R. OFFICER RETIRES.



Captain Darling, the senior Reserve Officer in Australia, has retired after serving in the R.A.N.R. for 35 years. He had command of several anti-submarine vessels during the last war and commanded a frigate in Captain Walker's Hunter/Killer anti-submarine group in the Atlantic Western Approaches. He was awarded the D.S.C. and 2 bars for his services.

In recognition of his outstanding efforts for the R.A.N.R. Captain Darling was awarded the O.B.E. last year.

Above: Some of the Serving and retired Rear Admirals who attended the Mens Dinner in honour of Captain S. Darling.

Left: Captain Darling inspects members of the R.A.N.R. at his last parade.

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Two new warships for the Royal Australian Navy were launched in April.

The ships, DERWENT and STUART, are the final two of four fast anti-submarine frigates ordered for the R.A.N. The first two, YARRA and PARRAMATTA, are at present receiving final fittings before joining the Fleet in July.

The first of the current launchings was at Cockatoo Docks and Engineering Company in Sydney on Saturday, 8th April. Mrs. J. G. Gorton,

the wife of the Navy Minister, perpetuated the name of a famous Second World War destroyer when she sent H.M.A.S. STUART down the slipway. Former crew members of the wartime STUART, the leader of the "Scrap Iron Flotilla," attended the ceremony.

In Melbourne on Monday week (17th April), Lady Burrell, the wife of the Chief of the Naval Staff, brought a new name to the Australian Fleet when she launched DER-

WENT. It is the first DERWENT in the Royal Australian Navy, and brings a Tasmanian name back into the Fleet. Some Tasmanian citizens, including the Lord Mayor of Hobart, Alderman Basil Osborne, were at the launching.

DERWENT is the forty-fifth ship built by the Naval Dockyards at Williamstown. The dockyard also constructed DERWENT'S sister ship, YARRA, and has built all types of craft ranging from dredges to destroyers.

THE NAVY

Two New Warships Launched for Royal Australian Navy



Lady Burrell, who launched
DERWENT.

Left: DERWENT enters the
water.



Mrs. Gorton, who launched
STUART.

Right: STUART starts to
slide down the slipway.



Right: Members of the ship's
company of the first H.M.A.S.
STUART came from all over
Australia to witness the
launching.



H.M.A. Naval Dockyard Williamstown

(Article by Captain L. N. Dine, R.A.N.)

On the walls of the General Manager's office there is an interesting memorial from the Mayor and Councillors of the then Borough of Williamstown to the Commissioner of Public Works. It is dated 16th June, 1864, and the following quotation is the opening paragraph, "That your memorialists view with alarm the fact that convicts may probably be used to construct the dock at Williamstown."

This memorial, written six years after the opening of the dockyard for the repair of ships visiting the port, was successful, for no convicts were employed on the construction of the dock.

The year 1858 marked the beginning of re-fitting activities in the dockyard. On the 9th of October that year, the hulk, MELBOURNE, was hauled up on the patent slipway for repair. At that time the dockyard was owned and operated by the Victorian Government and provided sterling service to the many fine ships, mainly sailing ships, that played the port at that time. Among the ships repaired here during that period was the Confederate States of America ship SHENANDOAH. This ship, slipped on the 8th of February, 1865, during the American Civil War, was the subject of much controversy and eventually litigation.

It quickly became apparent that the facilities for ship repair were inadequate, and the Victorian Government decided

to improve them by building a graving dock large enough to accommodate the largest ships projected in the years ahead. The foundation stone was laid on the 4th January, 1868, by His Royal Highness Prince Alfred K. G. Duke of Edinburgh and the dock finally completed for use in February, 1874. The Alfred Graving Dock, as it was to be known, was officially opened on the 2nd March, 1874, by the entry of H.M.C.S. NELSON, and is one of the best examples of the stone masons' art in the country. The original caisson is still in use and is one of the best fitting that I have seen anywhere in the world. The dock was increased in size during construction, but such was the growth in size of ships visiting the port, that within 20 years many could not be accommodated.

Shipbuilding commenced at Williamstown in 1910, and the first ship to be laid down was a suction dredge for the Victorian Government. This vessel, launched on the 9th of July, 1913, was named after the then Minister of Public Works, Mr. W. H. Edgar.

Towards the end of World War I, on the 8th of February, 1918, the ownership of the yard was transferred to the Commonwealth Government, and six cargo ships were ordered. The first of these, the DROMANA, was launched by Her Excellency Lady Helen Munro-Ferguson on the 11th of April, 1919, the last being completed in 1923.

The ownership of the yard passed back to the Victorian Government on the 10th of July, 1924, with the control vested in the Melbourne Harbour Trust, and remained with them until 1942. During this period, the repair and maintenance of vessels was the main activity, shipbuilding being of a comparatively minor nature until the beginning of the Second World War.

On the 28th of October, 1942, the Commonwealth Government again acquired the yard and the control of it was given to the R.A.N. Since then it has been known as H.M.A. Naval Dockyard Williamstown.

Under the Navy, shipbuilding here has prospered; of the 44 ships built in the yard 20 of them, of the more complex type have been completed since October, 1942. The launching date of the 45th ship, H.M.A.S. DERWENT, is 17th April, 1961.

Williamstown is the only yard owned and managed by the R.A.N. which builds ships and is the counterpart to Cockatoo Island, Sydney. In addition to the shipbuilding activities, the Dockyard, as you all know, refits a number of our ships.

This Dockyard, after 102 years' existence, has acquired a sound and good reputation for its work. It is also in many cases a family concern, as sons follow their fathers and seek apprenticeship in the yard. A number of wives are also employed in various capacities.

After over four years as General Manager, I have every reason to place my trust and confidence in the staff and personnel of the Dockyard. They have always risen to any emergency, have shown a great deal of initiative and ingenuity in dealing with problems, and they have always worked, not as individuals, but as a team.

NAVAL MISSILES

By W. T. GUNSTON
(Technical Editor of "Flight")

IN general, the term "missile" is to-day taken as being synonymous with "guided missile," although in modern navies several types of weapon involve a final delivery by a missile-like vehicle in which all the guidance is imparted before launching just as in more traditional armaments. This is particularly true of anti-submarine systems, and a number of new ASW weapons are now coming into use. Typical of these is the U.S. Navy's Asroc, the vehicle portion of which consists of a large solid-propellant rocket motor mounted in tandem behind an electrically driven, acoustic-homing Mk. 44 torpedo. The complete vehicle is launched from a rail which is trained like a gun to the precise azimuth and elevation required, while the cut-off of propulsion is timed to give the correct range. After burnout the torpedo separates from the rocket and, following deceleration by parachute, enters the water and runs home conventionally. Maximum range is about 4,000 yards.

Such weapons have now largely superseded the conventional depth-charge thrower and Squid or Hedgehog-type projectors as the primary ASW weapons of surface vessels. Even Asroc, crude in comparison with the later Subroc, offers a vast increase in lethality over its predecessors; in fact if one could be sure that an object detected by Sonar really is a submarine then that submarine is as good as dead. No previous ASW weapon enjoyed the same close integration between the three factors which form the

motto of the Fleet Air Arm, "Find, Fix and Strike."

Still later anti-submarine systems offer further improvements in lethality. Subroc and its related system are strictly classified, but appear to be some form of self-propelled missile which can be launched from above or beneath the surface of the sea and which can thereafter fly for many miles while remaining fully guided, finally homing on to submerged submarines. Nuclear warheads may be expected, notwithstanding the excellent terminal accuracy which should be achieved. It is with such unerringly accurate and devastating weapons that the dark and hidden game of undersea warfare is being kept on an even footing; for it must not be forgotten that the modern nuclear submarine is a far deadlier and more elusive foe than any U-boat of World War II.

If the surface mariner hates U-boats, he certainly detests aeroplanes; and during the war many pilots wondered whether ships were not in the habit of shooting at aircraft first and interrogating the survivors afterwards — which, in fact, they were. But their quickness on the trigger is understandable, for throughout World War II most surface vessels were at a grave disadvantage in combat with aircraft, and eventually came to regard anything that flew overhead as fair game. One of the most difficult types of attack to counter was the "Kamikaze" operation in which Japanese pilots deliberately dived explosive-laden aircraft on to Allied vessels. It was in an endeavour to counter these

disastrous onslaughts that the U.S. Navy asked the John Hopkins University to undertake a far-reaching study into the problems of producing a ship-to-air guided weapon. This was done under the code name of Bumblebee, and it has now led to a whole family of shipborne weapons covering slant ranges from 10 to more than 65 miles, with out-of-sight ranges well in excess of 100 miles in immediate prospect.

Major part of the development effort went into a big (3,000 lb.) missile named Talos, boosted by a tandem solid motor and propelled by an internal ramjet. Two versions are in service, one having a nuclear warhead and beam-riding radar guidance and the other having a large conventional warhead and both beam-riding and semi-active terminal homing. While Talos was still several years away from operational service it was realised that the knowledge gained in its development could lead to an all-rocket weapon which could be perfected much sooner. This missile is the Terrier, which became operational abroad cruisers of the U.S. Navy in 1956 and is now widely deployed. Appreciably smaller than Talos, Terrier is a beam-rider which is also used by the U.S. Marine Corps from mobile land launchers. Convair, who make Terrier, have now evolved the Advanced Terrier, with much higher performance, and Tartar (essentially an Advanced Terrier without its boost motor for deployment aboard destroyers or as secondary batteries on large ships).

After a somewhat protracted period of development, our own ship-to-air missile system has now reached a most satisfactory state of lethality and reliability. Named Sea Slug, the missile has been evolved by Armstrong Whitworth Aircraft, assisted by G.E.C. for guidance and Sperry

for control. An exceedingly compact weapon, it has an internal solid-propellant sustainer and is boosted by four motors grouped around the forebody with their exhausts canted outwards from between each pair of wings. Guidance is effected by beam-riding radar and Seaslug's performance during firing trials, both from H.M.S. GIRDLE NESS and from Aberporth and Woomera, has demonstrated such consistent accuracy that most test rounds are now programmed deliberately to miss their targets by a calculated distance. The "County" class of large destroyers (over 5,000 tons displacement) will each carry a twin Seaslug launcher on their quarterdeck, automatically served with missiles from a huge magazine, assembly, test check-out and conveyor installation below decks.

These "County" ships will

also have two quadruple launchers for the diminutive Seacat missile. SeaCat has been developed by Short Bros. & Harland Ltd., as a much more effective replacement for the Bofors and other light A.A. guns against aircraft approaching to fairly close range. Although no details of performance may be divulged, the SeaCat system is so designed that it can maintain an unusually high rate of fire, and it can be held at almost instant readiness over long periods. The missile has a cruciform of moving swept wings, a two-stage solid motor and guidance (perhaps by some form of radio or radar command) which is cryptically described as "of a novel type."

France has developed a wide range of missiles for her AERONAVALE. In production at the Ruelle Arsenal, Marua has an aeroplane-type configuration and is being used both

for training and indoctrination and for the testing of components of the more advanced Masurea. The latter is larger and heavier than Marua and has a much higher performance. A canned missile, it has cruciforms of foreplanes and larger fixed wings, and is boosted by a tandem motor. Maximum slant range is of the order of 15 miles and the weapon is intended principally for use against high performance aircraft. The Latécoere company have evolved three missiles for the AERONAVALE, all of which are believed to be in the pre-production stage after at least four years of development. Malafée is a pilotless miniature aeroplane with an internal liquid-propellant SEPR rocket which can be fired over ranges in excess of 20 nautical miles from one ship to another. Malafon is a ship-to-surface or ship-to-underwater device, basically

a winged torpedo boosted by a pair of solid motors. Malafon launchers are being installed on the fast ASW vessel LA GALISSONNIERE. Masalea is a ship-to-air weapon of extremely high performance. Launched by a tandem solid motor, it is propelled after booster burnout by an internal ramjet which confers a range stated to be of the order of 62 miles. It has semi-active radar homing guidance.

Bombardment missiles have already been mentioned in the paragraph dealing with France, and the Royal Swedish Navy also have a weapon in this category, known as Robot 315, and fired from launchers aboard at least two destroyers currently in commission. In America the Regulus I is in service aboard a number of submarines and surface craft, although it is no longer in production. This weapon has a range of approximately 500 miles at high-subsonic speeds and could carry a nuclear warhead. But all naval bombardment weapons are overshadowed by Polaris.

Produced to an incredibly compressed development schedule, this Fleet Ballistic Missile System was managed by the U.S. Navy AD HOC Special Projects Office, headed by Rear-Admiral William F. Raborn Jr., and the prime contract for assembly and test was placed with the Missiles and Space Division of Lockheed Aircraft. The missile itself is 28 ft. long, weighs 28,000 lb. at launch and consists essentially of two stages fabricated in thin stainless-steel sheet and containing solid-propellant motors of extremely high specific impulse exhausting through quadruple nozzles each provided with jet-deflection devices to control the trajectory. Both stages have the same diameter (54 in.) but at

the top the body tapers considerably, around the miniaturised inertial guidance system, to mate with the very slender re-entry vehicle containing a thermo-nuclear warhead with a yield of the order of 5.0 MT.

After painstaking research it was decided that the optimum design of submarine would be an exceedingly large nuclear-driven ship accommodating 16 Polaris missiles in vertical tubes, and that each missile would be launched like a torpedo by compressed air while the submarine was submerged. The velocity imparted to the missile during its 30 ft. travel out of the tube is sufficient to maintain its stability as it climbs through the water and to give it a residual velocity after breaking surface so that ignition of the first-stage engine can take place in the atmosphere. Acceleration thereafter is rapid, the missile curving upward under the influence of the self-contained guidance system to cover a maximum range which at present is 1,200 nautical miles. Future versions are likely to more than double this performance, with the addition of only 3 ft. to the length of the

missile. The U.S. Navy have stated a requirement for 45 Fleet Ballistic Missile submarines, and nine are either nearing completion or are in commission. In July of this year the first of these ships, SSB(N)-598 GEORGE WASHINGTON, successfully fired several rounds while moving at two knots at a depth of 90 ft. Both missiles flew their full range and impacted in the designated target area.

It is generally conceded that the Fleet Ballistic Missile System is the least vulnerable deterrent in the world, but the parent submarines are so large (those of the U.S. Navy vary between 5,600 and 6,400 short tons surface displacement) that they are far too costly for any ordinary nation. Nevertheless it has been stated that "an urgent study" has been authorised to determine how a Polaris-firing submarine could best be developed in Britain for the Royal Navy. It is heartening to know that such work is in hand, even though the Minister of Defence has made it clear that he does not expect such a weapon system to be operational (or to be required) much before 1970.

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May, 1961



H.M.A.S. HOBART to be SOLD

Tenders have been called for the sale of the cruiser HOBART. Prior to her sale some of her equipment was removed. Her name letters were also removed and will be placed in the Australian War Memorial in Canberra.

INTERESTING POINT

An interesting point regarding the naming of H.M.A.S. HOBART is as follows:

The first HOBART in the Royal Navy was the former French REVENGE which was taken in the Sunda Strait — where the present HOBART had seen action — by Captain Edward Pakinham in the RESISTANCE 44, in 1794.

The sloop was taken into the Royal Navy by Commodore Peter Rainer, C-in-C. East Indies, and renamed HOBART after Baron Hobart, 4th Earl of Buckinghamshire.

Baron Hobart was later Secretary of State of Colonies and Hobart Town, Van Dieman's Land (Tasmania) was named after him.

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Monthly List of Interesting Historical Dates

MAY

1st

- 1944 Naval Task Force raided Truk.
1945 Landing on Tarakan. H.M.A.S. WAR-
RAMUNGA, WESTRALIA, LACHLAN,
BARCOO, HAWKESBURY, BURDE-
KIN, MANOORA assist U.S. Forces.
26th Aust. Bde. (9th Div.) landed Tara-
kan Island, off N.E. Borneo.
Landing on Ryukyus Islands, H.M.A.
Ships present included QUIBERON,
QUICKMATCH, NEPAL, NORMAN,
and NIZAM.

2nd

- 1942 Tulagi occupied.
1945 Davao captured by 24th Inf. Div.
Bombardment of Wewak Area by
H.M.A.S. SWAN, COLAC, DUBBO.
Berlin falls to the Russians.
Surrender of German armed forces in
Nth. Italy, Tyrol parts of Styria and
Carinthia to Field-Marshal Alexander
announced.

3rd

- 1943 Fall of Hamburg.
Fall of Rangoon.

4th

- 1942 **CORAL SEA BATTLE.**
Japanese losses: 15 ships including air-
craft carrier RYUKAKU.
U.S. losses: Aircraft carrier LEXING-
TON, Destroyer SIMS, Tanker
NEOSHO.
R.A.N. Ships engaged: AUSTRALIA,
HOBART.

- 1942 Madagascar — British landing.
1944 Conference of Prime Ministers of British
Commonwealth in London.

- 1945 Battlefield surrender of German armed
forces in Holland, Denmark and north-
west Germany to Field-Marshal Mont-
gomery.

5th

- 1942 Coral Sea Battle.
1945 German First and Nineteenth Armies
surrender to General Denver's Sixth
Army Group.

6th

- 1942 Coral Sea Battle.
Hollandia occupied.
Corregidor surrendered.
Japanese occupation of the Philippines
completed after a long siege. Guerrilla
forces continue to give active resistance.

7th

- 1942 Coral Sea Battle.
Battle of Coral Sea turned back Jap
attempt to capture of Port Moresby.
Diego Suarez captured.
1943 United States Forces capture Bizerta
and British capture Tunis.
1944 Cape Hoskins airstrip (New Britain)
occupied by elements 40th Inf. Div.
1945 Unconditional surrender of German
Armed Forces.

8th

- 1942 Coral Sea Battle.
1945 Victory in Europe Day.

9th

- 1942 Coral Sea Battle.
General Sharp, OG US AFPE Visayan-
Mindanao Command surrendered.
1943 Air Attack on H.M.A.S. LATROBE.

10th

- 1940 Resignation of Mr. Chamberlain. New
Government formed with Mr. Churchill
as Prime Minister.
German Invasion of Holland and Bel-
gium.

- 1944 Conference of Prime Ministers of British
Commonwealth in London.

- 1945 Macajalar Bay (N. Mindanao) landing
by 108th RCT (40th Inf. Div.).
Landing at Wewak assisted by H.M.A.S.
HOBART, ARUNTA, WARRAMUNGA,
SWAN, COLAC, DUBBO.

11th

- 1943 U.S. Forces land on Attu Island.
Attu invaded by 7th Inf. Div.
1945 Wewak captured by 6th Aust. Div.

12th

- 1944 Bombardment of Karkar Island.
R.A.N. Ships involved H.M.A. Ships
GOULBURN, GYMPIE, STAWELL,
KAPUNDA, and M.Ls 431, 806 and
424.

13th

- 1943 Final surrender of all remaining Axis
Forces in Africa.
1944 Bombardment of Karkar Island by
R.A.N. Ships.
1945 Balete Pass secured by 25th Inf. Div.

14th

- 1940 Bombing of Rotterdam (of the 50,000
civilian casualties, 30,000 were killed).
Capitulation of Holland.
Queen Wilhelmina arrives in London.

- 1943** Sinking of Hospital ship CENTAUR off Coast of Queensland.
1944 Conference of Prime Ministers of British Commonwealth in London.
 Bombardment of Karkar Island Area by Allied Force including H.M.A.S. STAWELL, BARCOO, KAPUNDA and Fairmiles.

15th

- 1944** Bombardment of Karkar Island Area.
1945 Bombardment of Cape Boram, N. of Wewak Point, by H.M.A.S. SWAN, BUNBURY, and 3 M.L.S.

16th

- 1944** Bombardment of Karkar Island Area.

17th

- 1943** Breaching of the Mohne Dam by the R.A.F.
1944 Landing at Arara on Mainland opposite Wakde Island by 163rd RCT (41st Inf. Div.). Later engaged in operations Wakde-Sarmi Area were 158th RCT, 6th Inf. Div., 31st Inf. Div. (124th RCT) and 123rd RCT (33rd Inf. Div.). Southeast Asia Command Carrier Force and SWPA heavy Bomber strike on Sourabaya.
 Australian Landing at Wakde included H.M.A.S. AUSTRALIA, ARUNTA, SHROPSHIRE, WARRAMUNGA and MANOORA.
 Allied Carrier attack on Sourabaya. H.M.A.S. NAPIER, NEPAL, QUIBERON, QUICKMATCH present.
 Bombardment of Karkar Island Area.
 Ipo Dam captured by 43rd Inf. Div.
 Fall of Cassion to British and Poles of Eighth.

18th

- 1944** Wakde Island Landing (elements 163rd RCT).
 Bombardment of Karkar Island Area.

19th

- 1944** Bombardment of Karkar Island Area.
 Wakde Airstrip secured by elements 163rd RCT.

20th

- 1941** Germans invade Crete. Troops landed by airborne gliders, troop carriers and parachutes.
1944 Bombardment of Karkar Island Area.
1945 Bombardment East Coast of Buka by H.M.A.S. KIAMA.

21st

- 1941** Germans capture Maleme Airfield.
1944 Bombardment of Karkar Island Area.

22nd

- 1944** Bombardment of Karkar Island Area.

23rd

- 1941** Pursuit and destruction of the German Battleship BISMARCK.
 Contact first made on 24th May by H.M.S. HOOD and PRINCE OF WALES.
 H.M.S. HOOD sunk. BISMARCK damaged.
 On 27th May BISMARCK engaged by H.M. Battleships KING GEORGE V and RODNEY after air contact and engagement. Finally BISMARCK was sunk by H.M. Cruiser DORSETSHIRE on 27th May.
1944 Bombardment of Karkar Island Area.
1945 Elements 155th Inf. (31st Inf. Div.) and 108th Inf. (40th Inf. Div.) established contact in the Impulutao Area, Mindanao clearing Syre Highway.

24th

- 1941** Contact first made by H.M.S. HOOD and PRINCE OF WALES, with BISMARCK. H.M.S. HOOD sunk. BISMARCK damaged.
1941 H.M.A.S. NESTOR takes part in the hunting down of BISMARCK.
1944 Bombardment of Karkar Island Area.

25th

- 1941** Pursuit of German Battleship BISMARCK.
1944 Bombardment of Karkar Island Area.

26th

- 1941** Pursuit of German Battleship BISMARCK.
1942 Twenty year Anglo-Soviet Treaty signed in London providing for full collaboration during and after the War.
1944 Bombardment of Karkar Island Area.
1945 H.M.A.S. SWAN bombards Banahitan and Passam villages from Boram Harbour.

27th

- 1941** BISMARCK engaged by H.M. Battleships KING GEORGE V and RODNEY after air contact and engagement. Finally BISMARCK was sunk by H.M. Cruiser DORSETSHIRE.
1944 Bombardment of Karkar Island Area.
 Landings at Biak. H.M.A.S. SHROPSHIRE, AUSTRALIA, WARRAMUNGA and ARUNTA assisted.

28th

- 1940** Belgian Army capitulates.
 Evacuation of British and Allied troops from Dunkirk. 224,585 British and 112,546 French and Belgian troops evacuated. 222 British Naval vessels and 635 other British craft engaged in the operation.
1944 Bombardment of Karkar Island Area by Allied force including H.M.A.S. STAWELL, BARCOO, KAPUNDA and Fairmiles.
 H.M.A.S. GOULBURN and GYMPIE assist cover Army occupation of Buna-bun Harbour.

29th

- 1945**—Wawa Dam captured by 38th Inf. Div.

30th

- 1942** R.A.F. raid Cologne with 1,130 bombers.
1943 All Japanese organised resistance ceases on Attu Is.

31st

- 1940** Evacuation of Dunkirk continues.
1942 R.A.F. raid Cologne with 1,130 bombers. Midget submarines attack Sydney Harbour. Three Midget submarines sunk. H.M.A.S. KUTTABUL (Depot Ship) sunk. Twenty-one R.A.N. personnel killed.

This list of interesting dates will be continued in next issue.



Macquarie Light at South Head, designed by convict architect Francis Greenway.

May, 1961

NEW SUBMARINE



H.M.S. TAPIR arrived in Sydney recently to join the 4th Submarine Squadron. Sister submarine TABARD is at present at Cockatoo Dock undergoing a long refit.

Above: Lt.-Cdr. K. Brambach waves a greeting as the TAPIR sails up the harbour.

LIGHTHOUSES . . .

A Necessity to the Navigator

Every year a new aid to the navigator of a ship is being discovered — will Radar, Distance Measuring Equipment, etc., ever make such a necessity as the lighthouse obsolete? I doubt it.

ROUND Australia's 12,000-mile coastline there are 221 lighthouses, of which 164 are automatically controlled. The manned lights are tended by about 130 lighthouse keepers of the Commonwealth Shipping and Transport Department.

Every day of the year, a little before sunset, the keepers light the great lanterns in the 55 manned lighthouses — from Maatsuyker Island (Tasmania) in the south to Cape Don (Northern Territory) in the north; from Cape Byron (New South Wales) in the east to Rottne Island (Western Australia) in the west.

At the same time, in the 164 unmanned lighthouses, the lights come to a faint whirr and click of time switches activated by the gathering darkness and chemical impulses.

First Lighthouse Was Macquarie Light

All night and every night, twice every ten seconds, at the entrance to Sydney Harbour the 1.1 million candle power Macquarie Light flashes its warning to ships within the 25-mile range of its beam.

This light, 350 feet above sea level, is the descendant of a lookout signal station which Governor Phillip ordered to be built soon after the arrival of the First Fleet at Port Jackson in 1788.

He had it built in case ships from England sailed into Botany Bay in the belief that the first settlement in Australia had been made there, as was the original intention.

In 1790, Governor Phillip ordered the building of a 35ft. high column on a 16ft. base near the signal station to serve as a landmark for ships nearing the Heads.

Four years later, an iron fire-basket, mounted on a tripod, was added to the signal station's equipment — and Australia's first beacon had been established.

But it was not until 1817, after the rule of four naval Governors, that a soldier, Governor Macquarie, realised that something better than a beacon was needed and ordered the building of Australia's first lighthouse. Macquarie gave the job of designing it to the convict architect, Francis Greenway, and it came into operation on November 13, 1818.

Macquarie marked the occasion by granting Greenway his freedom.

This lighthouse was the only one in Australia until 1833; in that year a 40ft. beacon, a wood fire burning inside an iron brazier, was put up on the Derwent River, 11 miles from Hobart.

Greenway's structure stood at South Head until 1883, when the present tower was built.

The light was manned until 1933, then converted to an automatic system, powered by the Sydney electricity supply, with a diesel-driven generator ready to take over in an emergency.

In contrast to the Macquarie Light, where the buses stop outside the door, is Point Perpendicular lighthouse, built 62 years ago on a 300ft. cliff overlooking Jervis Bay.

It is about 130 miles south of Sydney, 30 miles from Nowra, the nearest town, and eight miles from the nearest village, Currawong. It is bounded by the sea and cliffs and landwards by thousands of acres of desolate scrub used by naval aircraft and ships for war exercises.

The lantern, as is usual in manned lighthouses, is fueled with pressurised kerosene and tended by three men who live in eight-room stone cottages 50 yards from the tower.

It is the duty keeper's job every half-hour to wind back the 300lb. lead weights which keep the lens revolving to provide three flashes every 20 seconds.

Until 1858 an open coal fire at the mouth of the Hunter River was the only warning for ships nearing Newcastle. Then, a proper lighthouse was built at Nobby's Head.

THE NAVY

£500,000 WIRE AND CABLE PLANT FOR W.A.

Metal Manufactures and C.M.A. in Combined Venture

The West Australian Minister for Industrial Development, Mr. C. W. Court, O.B.E., has announced plans for the establishment of a non-ferrous metal

fabricating and cable industry in Western Australia.

Two associated companies, Metal Manufactures Ltd. and Cable Makers Australia Pty.

Limited, are acquiring a forty-acre factory site at Melville, near Fremantle, and the erection of factory buildings is to be proceeded with immediately.

Metal Manufactures Limited are to erect a factory for the production of copper wire and strand and of annealed copper tubing; and Cable Makers Australia Pty. Limited a factory for the manufacture of thermoplastic insulated cables.

The total capital investment for both companies will exceed £500,000.

All plant and equipment will be of the most modern design.

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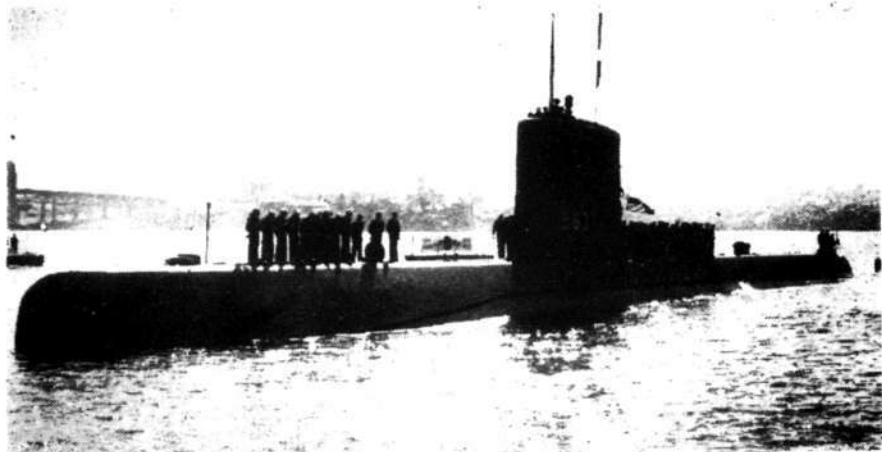
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May, 1961



U.S.S. SARGO, an American Nuclear Submarine, entering Sydney Harbour. With destroyers Somers, Sutherland, Rowan and Gurke she visited Australia for Coral Sea Week. Sea Cadets travelled from Sydney to Newcastle in the Destroyers Rowan and Gurke.



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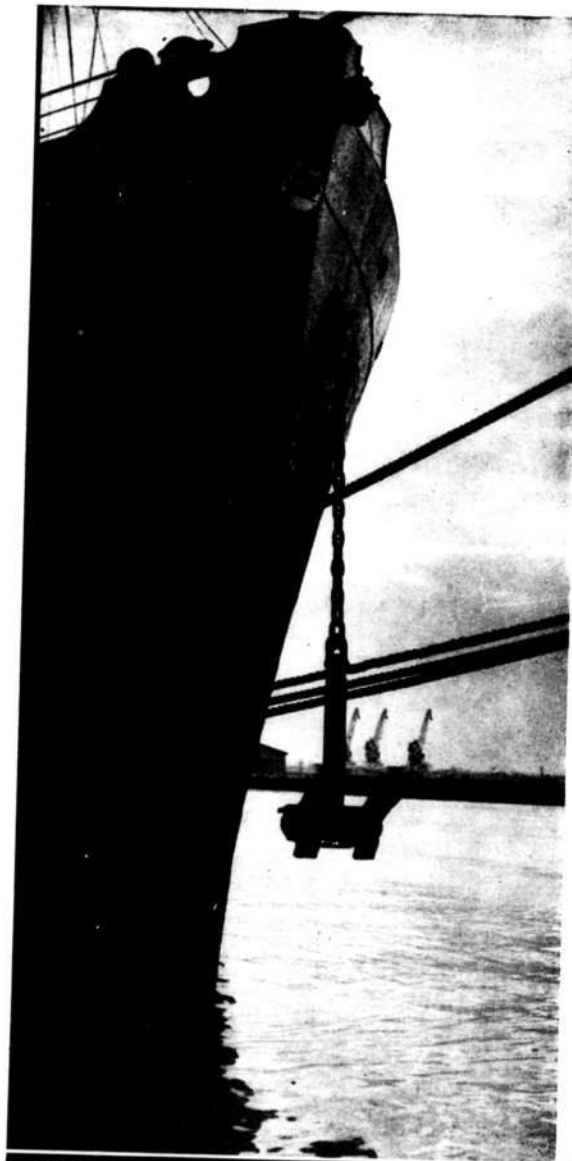
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The United States also has a missile-firing cruiser and a guided missile destroyer leader under construction, each of which will have two reactors.

THE NAVY



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JUNE, 1961

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Commissioning of
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July, 1961



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THE NAVY

Vol. 24

JUNE, 1961

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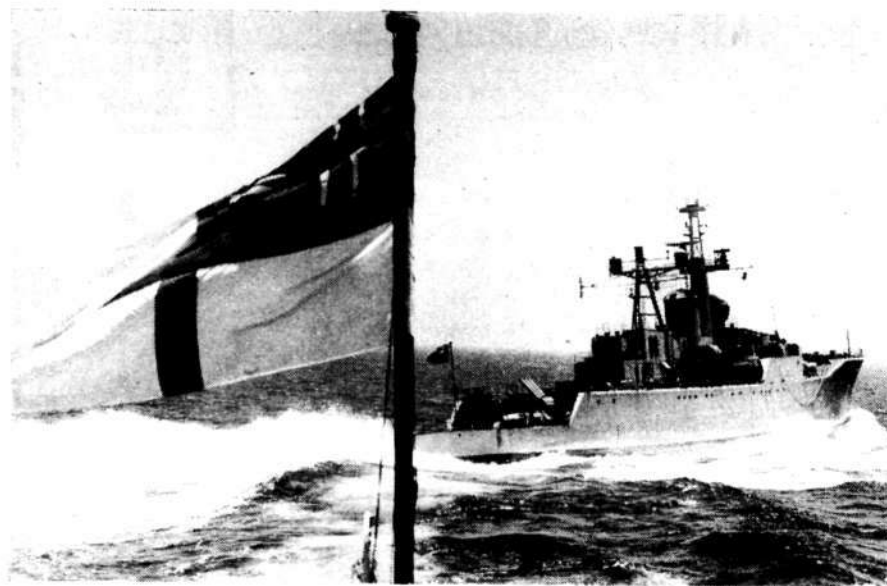
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NEW FRIGATES JOIN THE AUSTRALIAN FLEET

Two sleek new frigates, which will join the Australian Fleet next month, will provide an appropriate link with the Royal Australian Navy of fifty years ago.

THE new frigates, H.M.A.S. YARRA and H.M.A.S. PARRAMATTA, bear the same names as the very first ships to be delivered to the Royal Australian Navy. But for the names, however, there is little similarity between the warships joining the Fleet in this — the Navy's Golden Jubilee Year — and those that began their careers with the Royal Australian Navy in 1911. The contrasts in design, equipment and crew conditions reflect something of the development of the R.A.N. over five decades.

YARRA and PARRAMATTA of half a century ago were torpedo-boat destroyers with few crew amenities and the limited armament of the times. Of seven-hundred tons, they had a four inch gun, three twelve pounders, and three torpedo tubes.

To-day's YARRA and PARRAMATTA are three-thousand tons of sophisticated warship, with the ultimate in conventional armament. The anti-submarine frigates bristle with electronic devices for seeking the enemy, and their weapons include versatile 4.5 inch guns, anti-submarine mortars and eight torpedo tubes. The 250-man crews will enjoy a new standard of comfort, with luxuries undreamt of by sailors of fifty years ago. The hammock has been slung for the last time, and the new frigates have individual bunks. The old coal-fire galleys have been replaced by modern electric

kitchens, and there is air conditioning throughout the ships.

Fighting Frigates for Nuclear Submarines

While sampling these and many other home comforts, the sailors will be sailing a lethal submarine killer. YARRA and PARRAMATTA are Type 12 frigates, based on the Royal Navy's Whitby Class, but modified for Australian conditions.

They have been particularly designed to cope with the Nuclear submarine and have a speed of 30 knots; with their raised fore-castle they should be able to maintain this speed in anything but the very worst weather. This ability is very necessary if nuclear submarines, with their fast speed under water in any weather conditions, are to be located and destroyed.

They are among the most advanced anti-submarine frigates afloat, with latest devices to seek out and destroy underwater raiders. Two more of the frigates, Stuart and Derwent, have already been launched and should join the Fleet in 1963.

Packed with electronic devices, the frigates' sonar and radar "eyes" probe under the water and scan the sea and skies. The ships can track down submarines over a radius of several miles, and their radar also includes long-range aircraft warning systems.

While designed specifically for anti-submarine warfare, the Type 12 frigate is a power to

be reckoned with as a surface fighter. Its 4.5 inch guns are accurate at ranges up to 9 miles, and can also be used in anti-aircraft defence. With an eye to the future, the frigates have been designed to permit easy installation of "missile age" weapons when the time comes.

The elaborately equipped operations room is the hub of the frigate. The bridge is no longer the place for the captain in action. Not only is it illogical for the man in command to direct operations from such a comparatively exposed position, but it is just not possible for him to cope with the complexities of modern sea warfare in the isolation of his bridge. His nerve-centre is the operations room, where a mass of dials and screens gives him, at a glance, all available tactical information. Compilation of the various plots is largely automatic, reducing human error to a minimum.

The entire ship can be controlled from this one room, where the captain is surrounded by his specialist officers. Even the 4.5 inch guns are remote controlled. The guns are aimed by an "electronic brain" which assesses a target through a radar control director. Once the detector swings onto the target it "locks" into place, and then the computer takes over and aims the weapon. The guns are fired from the control room by the touch of a foot on a trigger. Geared for automatic



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THE NAVY

warfare, the frigates have "wetting down" devices to cope with nuclear fall-out.

Crew's Comforts

The living accommodation for the crew has been designed with the same care as the fighting capacity of the ships. Colour consultants planned the colour schemes; bathrooms have tiles, or panelling, that's easy to keep clean. Each of the convertible settees has its own built-in ash tray, and every man has a new type of kit locker.

Expert chefs cook Australian, Continental and Oriental foods in galleys equipped with hot plates, deep fryers, and other modern aids, while the sailors eat in attractive, air conditioned cafeterias. There are facilities for television sets in the recreation rooms, and other amenities range from water-cooling machines placed strategically throughout the ships to ice-cream machines.

Life aboard a warship at the time of the original YARRA and PARRAMATTA was a very different story for the Royal Australian Navy's "pioneer" sailors.

Hammocks were slung between decks and wherever space was available. Many ratings slept on the top of lockers or on decks. Often there was not even forced ventilation. In harbour, little cowl could be trimmed to the breeze and scuttles opened, but at sea, in any sort of weather the cowl had to be shut off and scuttles closed.

A "volunteer" from each mess was elected cook. He normally prepared some mysterious mixture in a pie dish and then headed for the galley. Here there were no electric hot plates; just a coal fired range and oven and a small preparing table. The galley was usually so far from the mess decks that the food was fre-

YARRA SHOWS HER PACE



H.M.A.S. YARRA, latest addition to the Royal Australian Navy, recently underwent her trials in Bass Strait. This Sydney Morning Herald picture shows the anti-submarine frigate in a burst of speed. H.M.A.S. YARRA is a sister-ship to H.M.A.S. PARRAMATTA which was recently completed in Sydney. She is under the command of Commander J. W. Merson.

quently cold and spilt by the time it reached its destination. The diet left much to be desired. Vegetables other than potatoes were scarce and could normally be obtained only for the first few days out of port.

Three Generations

Fifty years have seen three generations of warships bearing the name of YARRA and PARRAMATTA. The first, the torpedo boat destroyers, went

to the breakers' yards in 1930, and a new generation comprising two sloops commissioned in 1940. They had short but distinguished wartime careers. Within a year, PARRAMATTA had been sunk by a German submarine in the Mediterranean, while the second YARRA went down fighting after a gallant battle against a strong Japanese force off Java in 1942.

The new anti-submarine frigates will carry proud names

June, 1961

5

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into the second half of the Navy's century. While science and technology have revolutionised ships and strategy, the basic role of the brand new frigates differs little from their predecessors. That is to keep open and free the sea lanes linking Australia with the world; a task that has not diminished with three generations of warships and the growth of a Navy.

COVER SHOWS

H.M.A.S. PARRAMATTA
at speed trials.

Her dimensions are:

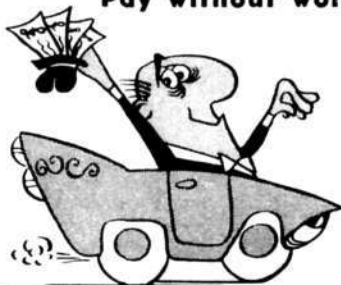
Tonnage: 1840.

Length: 370 feet.

With a speed of 30 knots.

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Officers and men in the Engine room watch the dials during the final sea trials of the ship off Sydney Heads.



H.M.S. SCARBOROUGH, one of the Royal Navy's Whitby class Frigates during a recent visit to Australia.

U.S. CRUISER TO GET POLARIS MISSILES

The United States Navy has been given the green light to install Polaris ballistic missile launchers on the still-building nuclear-powered cruiser LONG BEACH.

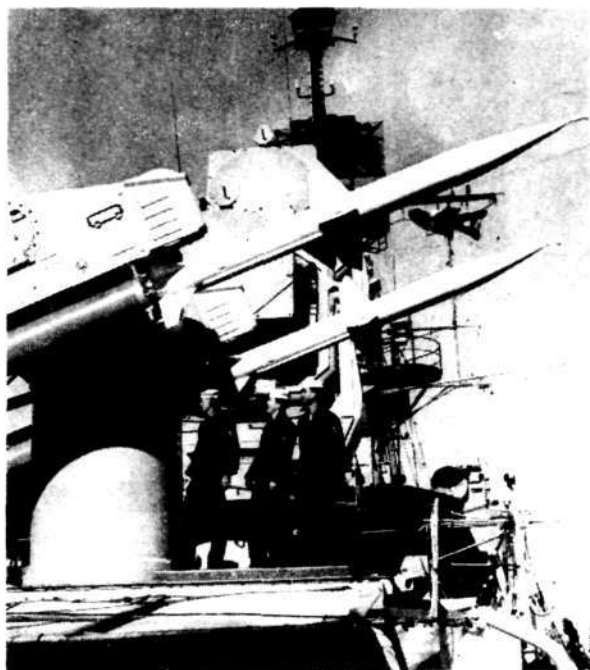
In one of his last official acts, former Defence Secretary Thomas S. Gates authorized the Navy to install eight Polaris firing tubes in the 14,000-ton LONG BEACH.

No further installation of the Polaris system in surface ships is now planned according to Navy officials.

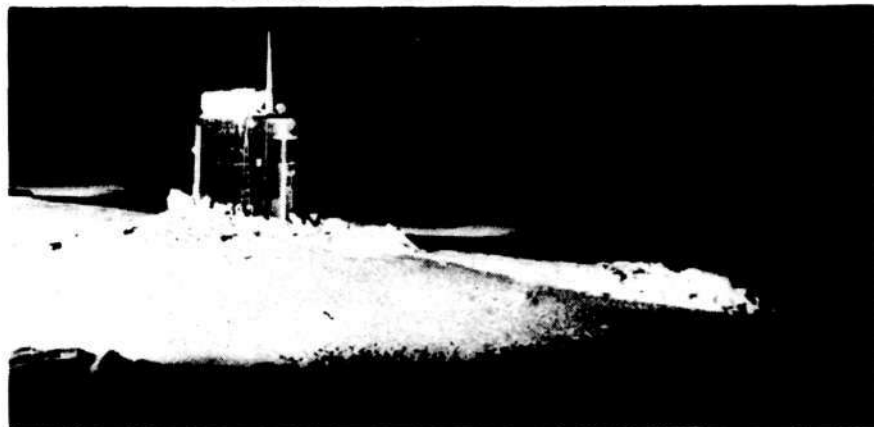
When she is commissioned in September or October 1961, the 721-foot LONG BEACH will have two twin Terrier anti-aircraft missile launchers forward, a twin Talos anti-aircraft missile launcher aft, and an Asroc anti-submarine rocket system in addition to the Polaris launchers.

With the Polaris missile system her total cost will be about \$275 million, marking her as the most expensive cruiser ever built. The Polaris system has a price-tag of about \$55 million.

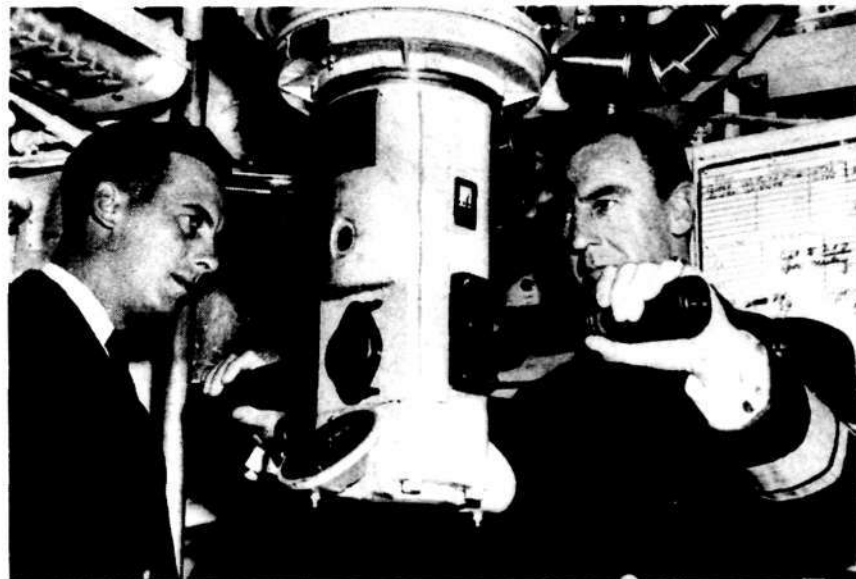
TERRIER MISSILES



New Frigates are designed to attack and destroy Nuclear Subs. like Sargo



U.S.S. Sargo surfaces through three feet of ice near the North Pole last year.



The Flag Officer in Charge, East Australia Area, Rear Admiral G. C. Oldham, D.S.C., takes a look at Sydney Harbour through the periscope of U.S.S. Sargo. With him is the Commanding Officer, Lieutenant Commander John Nicholson, U.S.N.

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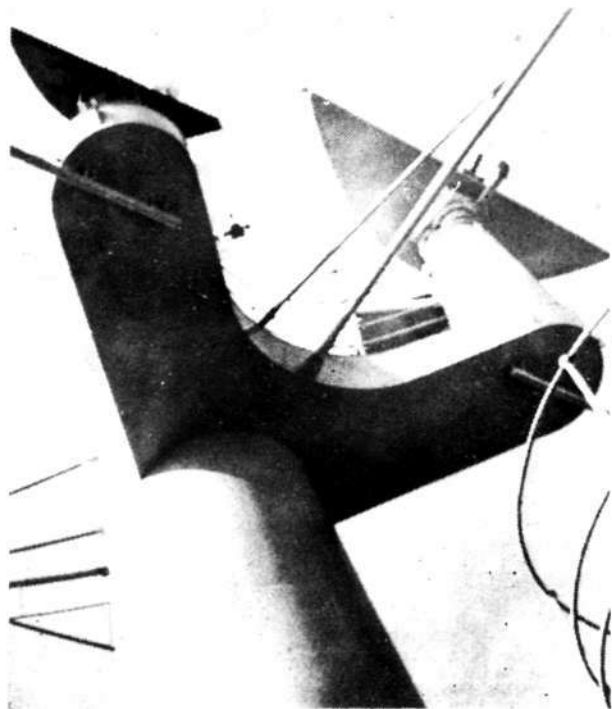
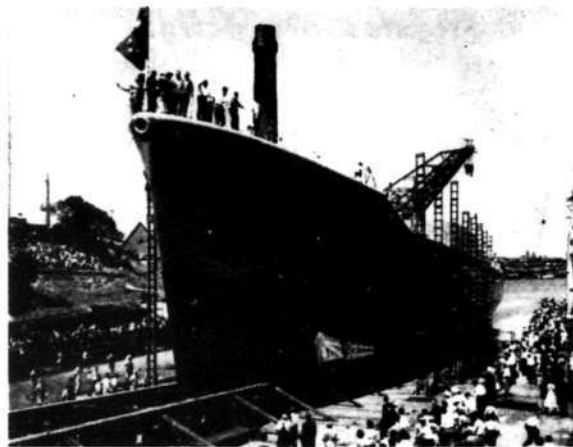
New Frigates to get Missiles

—Although no official statement has been made it appears possible that the new frigates are likely to be first H.M.A. ships to be fitted with guided missiles.

THE NAVY

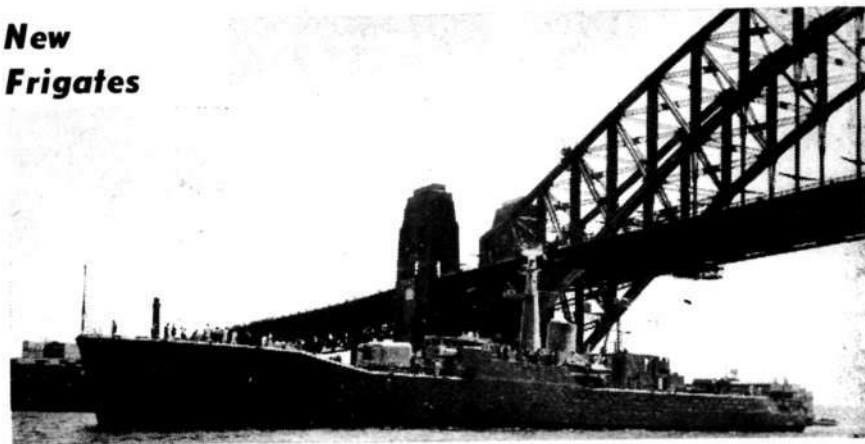
June, 1961

H.M.A.S. PARRAMATTA was launched by Lady Dowling on the 31st January, 1959. The ship was built at Cockatoo Dock, Sydney.



The masts of the new frigates will carry the most comprehensive radar equipment yet fitted in any of H.M.A. ships. Operators of this equipment will be located in the hollow base of the mast.

New Frigates



The new frigates are built with a raised forecastle which will enable them to maintain high speeds in almost any weather.



The latest anti submarine detection equipment and weapons are fitted in the frigates. Above ratings firing an A/S Mortar at the T.A.S. School at H.M.A.S. WATSON.

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H.M.A.S. "YARRA"**

and

H.M.A.S. "PARRAMATTA"
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"WHITBY" CLASS FRIGATES IN R.N.

Fifteen "Whitby" class frigates are already in commission or being completed for the Royal Navy. The following list has been taken from "Jane's Fighting Ships":

Name	Launched	Completed
H.M.S. BERWICK	15.12.59	
" BLACKPOOL	15.2.57	12.8.58
" BRIGHTON	30.10.59	
" EASTBOURNE	29.12.55	9.1.58
" FALMOUTH	15.12.59	
" LONDONDERRY	20.5.58	22.7.60
" LOWESTOFT	23.6.60	
" PLYMOUTH	20.7.59	
" ROTHESAY	9.12.57	23.4.60
" RHYL	23.4.59	31.10.60
" SCARBOROUGH	4.4.55	10.5.57
" TENBY	4.10.55	18.12.57
" TORQUAY	1.7.54	10.5.56
" WHITBY	2.7.54	19.7.56
" YARMOUTH	23.3.59	26.3.60

Three further ships, to be named the WEYMOUTH, the FOWEY and the HASTINGS, were originally ordered, but these are now being completed as the first three of the new "Leander" class, the LEANDER, DIDO and AJAX.

New Chief of Naval Staff for Royal Australian Navy

Rear-Admiral W. H. Harrington, C.B.E., D.S.O., has been appointed First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff to date 24th February, 1962.

In making the announcement, the Minister for Defence, Mr. A. Townley, said that Rear-Admiral Harrington would be promoted to Vice-Admiral on assuming his new appointment.

He will succeed Vice-Admiral Sir Henry Burrell, K.B.E., C.B.



Rear-Admiral W. H. Harrington

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Vice-Admiral Sir Henry Burrell

Rear-Admiral Harrington was born in Queensland in 1906 and entered the Royal Australian Naval College in 1920.

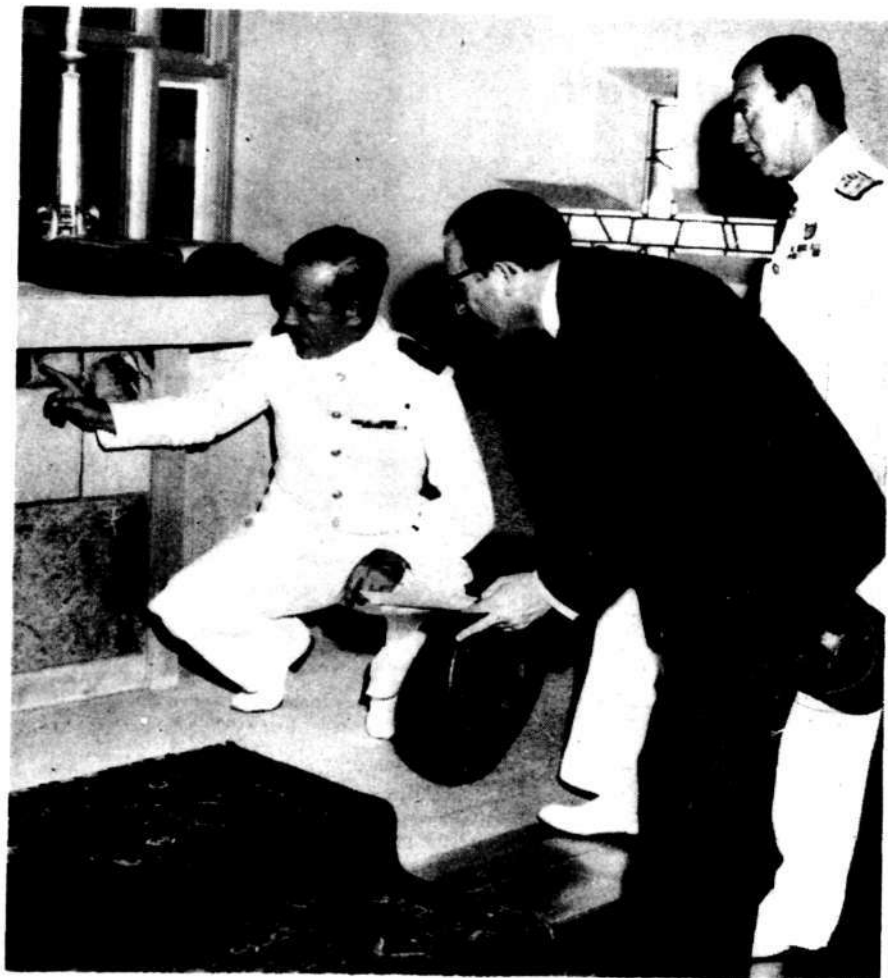
He had a distinguished war service and was awarded the D.S.O. when, as Captain of H.M.A.S. YARRA, he took part in operations in the Persian Gulf. He was also twice Mentioned in Despatches.

During the battle of the Coral Sea, he was the Executive Officer of H.M.A.S. AUSTRALIA and later commanded the QUIBERON. After the war he was appointed to the Department of Defence and later served as Director of Manning. He completed the Imperial Defence College Course in 1952 and later served for two years with the Admiralty.

On his return to Australia, he was appointed Captain H.M.A.S. SYDNEY and on promotion to Rear-Admiral on the 10th March, 1957, he assumed the appointment of Flag Officer in Charge, East Australian Area. He served as Second Naval Member from January, 1958, until he took over his present appointment of Flag Officer Commanding Australian Fleet in December, 1959.

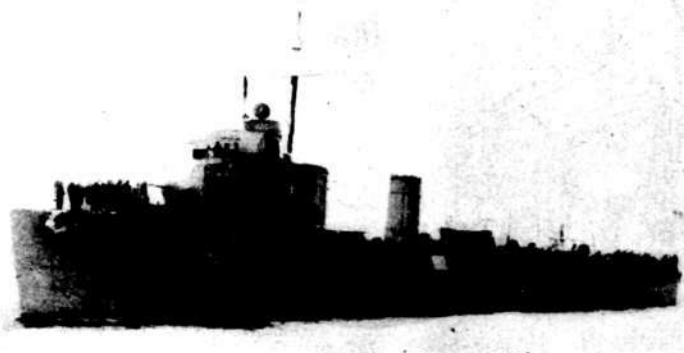
He was awarded the C.B.E. in the Queen's Birthday Honours in 1957.

First Lord Inspects Historic Stones



Lord Carrington, First Lord of the Admiralty, inspects one of the historic stones that is built into the altar of the new Memorial Chapel at H.M.A.S. WATSON. A variety of stones from notable cathedrals and Christian Shrines all over the world are built into the altar. With Lord Carrington is the Flag Officer in Charge, E.A. Area, Rear Admiral G. C. Oldham (left), and Chaplain J. Trainer.

THE FORMER H.M.A. SHIPS PARRAMATTA



H.M.A.S. "PARRAMATTA" (FIRST)

Type: Torpedo Boat Destroyer.
700 tons.

Builders: Fairfield Shipbuilding & Eng. Co. Ltd. **Displacement:**
Commissioned: 10th September, 1910.

H.M.A.S. "PARRAMATTA" departed from Portsmouth on 19th September, 1910, commissioned as a Royal Navy ship for the voyage to Australia, and proceeding via Suez in company of her sister ship YARRA and escorted by H.M.S. "GIBRALTAR," arrived at Broome, Western Australia, on the 15th November, where the two destroyers passed to the control of the Australian Government. They represented the first two units of the first purely Australian Fleet, soon (1911) to be designated the Royal Australian Navy.

At the outbreak of World War I, PARRAMATTA with her sister ships WARREGO and YARRA formed the destroyer component of the Australian Fleet commanded by Vice-Admiral Sir George E. Patey.

During the opening phases of the war, she operated with the Fleet in the search for Von Spee's Pacific Squadron. Later she took part in the capture of the German Colonies in the south-west Pacific, and a number of her sailors were landed at Kabakaul (New Britain) under the command of Lieutenant G. A. Hill, R.N.R., of H.M.A.S. "YARRA" to take part in the operations ashore against the Germans. PARRAMATTA was present at the surrender of German New Guinea at Rabaul on 13th September, 1914.

PARRAMATTA remained in New Guinea waters and assisted in the consolidation of the Australian occupation of that Territory. She returned to Australia on 5th February, 1915.

In November, 1915, PARRAMATTA, YARRA and WAR-

REGO proceeded to Sandakan in Borneo and based there, the Flotilla spent the next six months patrolling Malayan, East Indies and Philippine waters. On 17th July, 1916, PARRAMATTA returned to Sydney.

On 10th May, 1917, PARRAMATTA sailed for the Mediterranean to form an Australian Flotilla of six destroyers. The ships were based on Brindisi for Adriatic anti-submarine patrol. On this work the destroyers were responsible for blocking the southward passage of submarines through the Adriatic Narrows into the Mediterranean, and also the safe transit of Italian transports to and from Albania.

Adriatic operations ended for the PARRAMATTA on 28th September, 1918. She returned to duty on 21st October, spending a brief period on



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patrol off Suvla Bay (Gallipoli) and Imbros before passing through the Dardanelles with the fleet to Ismid in the eastern corner of the Sea of Marmora.

In November, 1918, PARRAMATTA joined an Allied Squadron at Constantinople, and carried mails between that

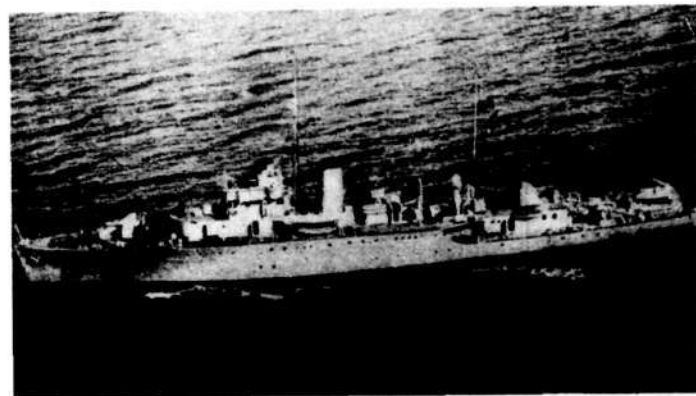
city and Sebastopol. She returned to Devonport on 14th January, 1919.

On 6th March, 1919, in company of H.M.A. Ships MELBOURNE, HUON, YARRA and WARREGO, she sailed for Australia.

PARRAMATTA was used as

a training ship from October, 1924, to November, 1925, and was finally paid-off on 20th April, 1928.

On 17th October, 1929, PARRAMATTA was handed over to the Cockatoo Docks & Engineering Co. Pty. Ltd. for dismantling.



H.M.A.S. "PARRAMATTA" (SECOND)

Type: Sloop. Builders: Cockatoo Docks & Engineering Co. Pty. Ltd. Displacement: 1060 Tons. Commissioned: 8th April, 1940.

April-June, 1940 . . . Australian waters — joined 20th Minesweeping Flotilla, R.A.N., 4 6/40. Departed Fremantle en route for East Indies Station, 29th June, 1940.

July, 1940-May, 1941 . . . Escort duties Red Sea, operating under the Senior Naval Officer Red Sea Forces (Royal Navy).

May-November, 1941 . . . Escort duties Mediterranean.

On 24th June, 1941, her sister ship H.M.S. "AUCKLAND" was sunk by German aircraft while escorting the petrol carrier PASS OF BALMAHA 20 miles E.N.E. of Tobruk. PARRAMATTA, by skilful handling and shooting,

succeeded in rescuing 162 survivors and shot down three Junkers 87 aircraft.

Took part in Eritrean campaign (capture of Massawa) as a unit of Force "G" (CAPE TOWN cruiser—KINGSTON, PARRAMATTA, OLIVE, RATAGIRI and SAGITTA) April, 1941.

Towed cruiser CAPETOWN to Port Soudan after she had been torpedoed off Mersa Kuba on 7th April, 1941.

Operated as escort for the reinforcement of Cyprus (Operation Guillotine) July, 1941.

LOSS OF H.M.A.S. "PARRAMATTA"

Sunk 27th November by the German submarine U559 while acting as escort to the S.S. "HANNE" with emergency supplies of ammunition for Tobruk.

PARRAMATTA sailed from

Alexandria on her last voyage on 25th November, 1941, in company with H.M. Destroyer AVON VALE, both escorting the ammunition ship HANNE, destination Tobruk.

By midnight of the 26th/

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27th the ships were about twenty-five miles north of Bardia, and at 0030 27th November, PARRAMATTA slowed to 3 knots and went close to the ammunition ship to pass orders for entering Tobruk. Having passed the orders and rung for full steam ahead at 0046, PARRAMATTA was struck by two torpedoes, one amidships and one beneath the quarter deck; her back broke immediately, all lights failed and she listed heavily to starboard. The Captain gave the order to abandon ship, and after this order was not seen again.

The night was black with driving rain, the sea rough; the AVON VALE located the submarine and attacked with depth charges, but was not successful. About one-third of the ship's company of PARRAMATTA reached the water, but the men down below were trapped. PARRAMATTA sank quickly,

but later the stern and fore-castle broke surface, and did not finally sink until 0145 on 27th November, 1941. Casualties were heavy; all 10 officers and 127 ratings were lost.

On 29th November, 1941, the Australian Naval Board received the following signal from the Commander-in-Chief Mediterranean:—

"I deeply deplore the loss of H.M.A.S. 'PARRAMATTA.' This fine little ship had built up for herself a splendid standard of efficiency and achievement fully in keeping with the record of H.M.A. Ships in the Mediterranean."

H.M.A.S. 'PARRAMATTA' was lost in defence of an important convoy under her charge which arrived safely at its destination."

Commander: Lieutenant/Cdr. JEFFERSON H. WALKER, D.S.C., M.V.O., R.A.N., 8/4/1940—27/11/1941.

Monthly List of Interesting Historical Dates

- | | | |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| | JUNE | Brunei Bay, Borneo Landings by 9th Aust. Division. |
| | 1st | |
| 1940 | Evacuation of British and Allied troops from Dunkirk. | 11th |
| 1941 | Evacuation of British and Imperial Expeditionary Force. | At war with Italy. |
| 1942 | Midget submarine raid on Sydney Harbour. | 1943 |
| | 2nd | Surrender of Pantellaria with its garrison of 15,000 men. |
| 1940 | Evacuation of Dunkirk. | 12th |
| 1944 | Australian landings on Karkar Island. | 1940 |
| | 3rd | MANOORA intercepts Italian ship ROMOLO and subsequently rescues crew of ADMIRAL WILEY. |
| 1940 | Evacuation of British and Allied troops from Dunkirk. | 1941 |
| 1942 | Battle of Midway, U.S. Action. | Representatives of Allied Governments in London meet at St. James' Palace and pledge mutual assistance "until victory is won." |
| | 4th | 1943 |
| 1942 | Battle of Midway. | Capitulation of Lampedusa. |
| 1944 | Fall of Rome. Sir Harold Alexander was subsequently raised to the rank of Field-Marshal with effect from date of the fall of Rome. | 13th |
| | 5th | 1940 |
| 1940 | Germans force the Somme and Aisne-Oise Crossings. | H.M.A.S. VOYAGER with 10th Destroyer Flotilla while patrolling off Alexandria sinks submarine. |
| 1942 | Battle of Midway. | Paris declared an open city. |
| | 6th | 1943 |
| 1942 | Battle of Midway. | Surrender of Linosa to the British destroyer NUBIAN. |
| 1944 | Hollandia Operation terminated. Mokmer A/me., Biak, captured. Allied Invasion of France — "D" Day. | 14th |
| | 8th | 1940 |
| 1944 | Running action Biak-Seeadler Area, between Allied ships and Japanese Destroyers. H.M.A.S. AUSTRALIA, ARUNTA, and WARRAMUNGA included in action. Capture of Bayeux. | Germans enter Paris. |
| | 9th | 1944 |
| 1944 | Running action Biak-Seeadler Area, between Allied ships and Japanese Destroyers. H.M.A.S. AUSTRALIA, ARUNTA, and WARRAMUNGA included in action. | U.S. Forces land on Saipan in the Marianas. |
| | 10th | 15th |
| 1940 | Italy declares war on France and Britain. Crisis in France leads to withdrawal of the British Expeditionary Force from Norway. | 1944 |
| 1943 | H.M.A.S. WALLAROO sunk in collision. Landing at Brunei Bay. H.M.A.S. HOBART, ARUNTA, MANOORA, WESTRALIA, KANIMBLA, LACHLAN, BARCOO, HAWKESBURY take part in operation. | XIV Corps (U.S. Army forces at Emirau, Green Island, Bougainville, Treasury Island, New Georgia Group), came under direct control S.W.P.A. |
| | | 16th |
| | | 1944 |
| | | Saipan invaded. Hansa Bay occupied by elements 5th Aust. Division. Far Eastern Force (Air) established. Australians occupy Hansa Bay. |
| | | 17th |
| | | 1942 |
| | | H.M.A.S. NESTOR sunk by dive-bombing attack in Mediterranean. |
| | | 18th |
| | | 1944 |
| | | Naval Battle of Eastern Philippines. |
| | | 19th |
| | | 1940 |
| | | 1st Bardia Bombardment — STUART participates, SYDNEY joined R.N. Units. |
| | | 20th |
| | | 1944 |
| | | Naval Battle of Eastern Philippines. Borokos and Sorido A/mes, Biak captured. |
| | | 21st |
| | | 1945 |
| | | H.M.A.S. ARUNTA helps land troops in Miri-Lutong Area. Bombardment Bougainville Area by H.M.A.S. DUBBO, LITHGOW and KIAMA. |
| | | 22nd |
| | | 1940 |
| | | H.M.A.S. SYDNEY and STUART bombed Bardia. |

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**Monthly list of
interesting historical dates**

- Hostilities in France end, German Armistice accepted.
 1942 Germans capture Tobruk.
 1945 Japanese organised resistance ceased on Okinawa. (Jap casualties — 101,853 killed, 7,902 Prisoners (including 2,689 labour troops), U.S. Army and Marines, casualties — killed and missing, 6,990, wounded, 29,598).
- 22nd**
 1941 Germany invades Russia.
 Roumania declares war on Russia.
 1943 Woodlark and Kiriwina Islands occupied. Advance Echelon landed Woodlark.
- 23rd**
 1943 Woodlark and Kiriwina Islands occupied. Advance Echelon landed Woodlark and Kiriwina.
- 24th**
 1941 H.M.A.S. PARRAMATTA in heavy

- raid between Alexandria and Mersa Matruh.
 1943 Advance Echelon landed Kiriwina.
- 25th**
 1943 H.M.S. SHROPSHIRE transferred to R.A.N.
- 26th**
 1940 General de Gaulle's plans to continue the fight against the Germans announced.
 1944 Capture of Cherbourg.
- 28th**
 1940 H.M.A.S. SYDNEY in action with 7th Cruiser Squadron. Picks up survivors of Italian Destroyer ESPERO in Sicilian Channel.
 1941 Finland declares war on Russia.
- 29th**
 1943 Nassau Bay Landing.
- 30th**
 1941 H.M.A.S. WATERHEN sunk by dive-bomber while on Tobruk shuttle service, first Aust. Navy loss by enemy action.
 1943 Landing at Nassau Bay, New Georgia Landings.
 U.S. Forces land in Nassau Bay and make contact with Australian troops.

Best wishes to
H.M.A.S. "YARRA"
 and **"PARRAMATTA"**

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CONTRACTORS TO ROYAL AUSTRALIAN NAVY

ADDRESS TO U.S. NAVY LEAGUE

By ADMIRAL ARLEIGH BURKE
 Chief of U.S. Naval Operations

The following are a few excerpts from a recent speech by Admiral Arleigh Burke to members of the United States Navy League:



Admiral Arleigh Burke

Your organisation is closely tied to the Navy in thought and action, but at the same time the Navy League maintains its independence. The Navy has no control over the Navy League. Navy men on active duty cannot even be members. Your organisation is free from military authority—free to draw its own conclusions, and free to make its own recommendations. Frankly, we do not always agree with your proposals and programmes.

nor do you always agree with us. But I can assure you the Navy would have it no other way.

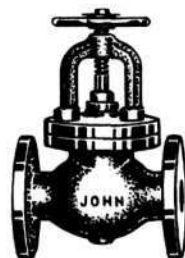
Our ability to project military power overseas depends on the free use of the seas. Only through seapower can the United States support and sustain forces overseas, either our own or those of our allies. With the aid of the other free nations of the world, we must

stand ready at all times to insure our unrestricted use of the seas, and in war, to deny such use to an enemy. To do this we must have the capability to control the seas.

This does not mean the absolute control of one hundred and forty million square miles of ocean. But it **does** mean the ability to exert local control of the sea areas we want to use. And we must be able to gain and maintain this control in face of any challenge by an aggressor.

The Navy's Fleet Ballistic Missile system — the POLARIS missile carried in nuclear powered submarines — is the latest example of this versatile offensive power.

At sea the POLARIS missile can use the advantages of mobility and dispersal, common to all sea-going forces. And carried in submarines it gains the additional asset of concealment. Moving silently in the vast depths of the oceans, POLARIS submarines furnish the United States with a virtually invulnerable retaliatory weapon, a weapon which cannot be wiped out by an aggressor.



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sor's surprise attack. Joined with the other elements of our nation's retaliatory power, the

Fleet Ballistic Missile System acts as a powerful restraint to any aggressor who might con-

beer in handy cans

**FOSTER'S LAGER
VICTORIA BITTER**



sider initiating general nuclear war.

Thus POLARIS continues the tradition of naval striking power, in carrying to sea any weapon which can be usefully employed in a sea-going environment. But POLARIS is only one example of naval power. Our naval power also includes amphibious forces, submarine forces, and that most versatile of naval weapons systems: carrier striking forces.

The aircraft carrier is a proven weapon. But after nearly twenty years of service, some of the carriers in the Fleet — the old World War II ones — are wearing out. They were not built to handle today's heavier and faster jet aircraft. Our attack carriers must be able to operate aircraft equal to or better than any

aggressor's. But to operate high performance aircraft like the Navy's record-shattering A3J "VIGILANTE" a carrier needs longer decks, heavier catapults, stronger arresting gear. The older carrier cannot support this equipment.

The capabilities of submarines have continued to improve. Nuclear power, longer endurance, increased operating depths have made the submarine an even greater threat. But our anti-submarine capabilities have also made tremendous strides since World War II. Our detection equipment has increased in range and reliability. Our weapons are more powerful. Our anti-submarine research and development efforts are paying off handsomely.

These are the material things, the hardware, the

weapons, the missiles, aircraft and ships that the Navy needs to carry out its assigned tasks.

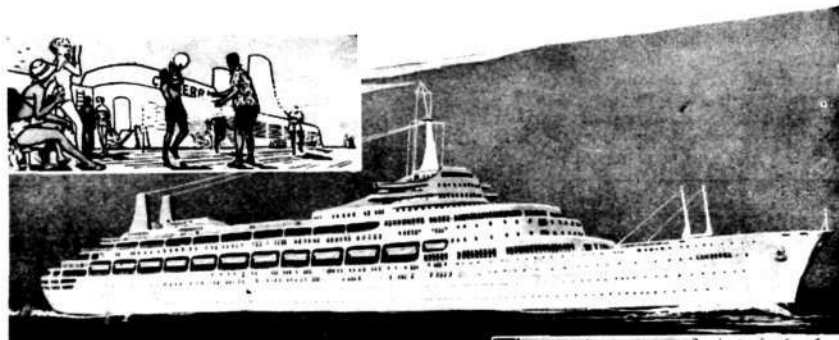
But there is another factor, a factor that is far more important than hardware to the military strength of the United States. The ultimate weapon in any struggle is the human being: the young man who comes from your city, from your families, from your homes. The man who carries the rifle, the man who flies the airplane, the man who takes the ship to sea, that man is the vital element in all of our Armed Forces. And it is on this man's courage and moral strength, on his spirit and attitude that our Navy will always depend.

And that is why the Navy League is so important throughout our nation. For it will be largely through the efforts of your organisation that our young citizens, our young men, our leaders of to-

morrow will form their attitudes toward the sea, toward sea power and toward our Navy. This is a challenging task, and an inspiring one. May I take this opportunity to express my congratulations for the wonderful job your organisation has done.

NEPTUNE AIRCRAFT FOR ROYAL NETHERLANDS NAVY IN NEW GUINEA

The Royal Netherlands Naval Air Service is to purchase 15 Lockheed P2V-7 Neptune maritime reconnaissance bombers as replacements for the Martin Mariners recently retired. The Neptunes will be based in New Guinea and should prove valuable additions to the Netherlands forces in the Far East, more so now since Indonesia has acquired two Russian "W" class submarines.



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NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League sponsors the Australian Sea Cadet Corps by giving technical

sea training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge, will form a valuable Reserve for the Naval Service.

The League consists of Fellows (Annual or Life) and Associates.

All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

For particulars, contact The Secretary, 66 Clarence Street, Sydney, N.S.W.
or The Secretary, Room 8, 8th Floor, 528 Collins Street, Melbourne, C.I., Victoria

or one of the Hon. Secretaries at:

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- 726 Sandy Bay Rd., Lower Sandy Bay, Hobart
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- 30 Pirie Street, Adelaide, S.A.
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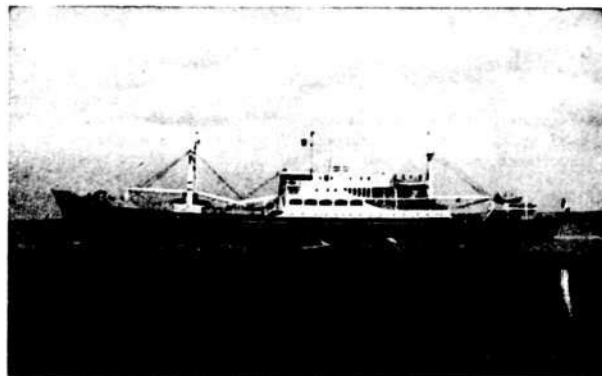
International Paints are proud to have supplied H.M.A.S. "Yarra" and H.M.A.S. "Parramatta" with the "International" underwater protective coatings used.



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Navy Ship Reaches Humpty Doo

The Royal Australian Navy has completed a survey that could contribute to the development of the Northern Territory.

The Minister for the Navy, Senator Gorton, said that H.M.A.S. BANKS had successfully carried out a reconnaissance survey of the Adelaide River, BANKS, of 250 tons and with a draught of ten and a half feet, had easily negotiated the river to the rice growing centre at Humpty Doo. It was the first time that a seagoing ship had made the fifty mile river passage for more than half a century. To celebrate the occasion H.M.A.S. BANKS informally "spliced the mainbrace."

Senator Gorton said preliminary conclusions were that ships drawing fifteen feet could make the passage and that vessels with a draught of up to twenty feet may be able to navigate this river with judicious use of tides. The results of the survey were at

present being studied, and a report would be prepared.

The survey was undertaken at the request of the Northern Territory Administration to determine whether freighters could navigate the river as far as the Humpty Doo Pumping Station. Establishment of Humpty Doo as a river port would be a boost for the rice growing industry and contribute in many ways to the development of the Territory.

The reconnaissance survey was under the supervision of the Naval Officer-in-Charge, North Australia Area, Captain A. H. Cooper.

Captain Cooper said the river passage revealed a fine river running through plains well stocked with large numbers of buffaloes. He said however, that the river narrows had to be negotiated at slack tide. When the stream was running, it was an awe inspiring sight as violent whirlpools bubbled around shallow isolated rock.



NEW APPOINTMENTS FOR NAVAL CAPTAINS

The Minister for the Navy, Senator Gorton, has announced two senior naval appointments.

Captain I. H. S. Cartwright, who is in command of the frigate, H.M.A.S. QUEENBOROUGH, has been selected to attend a Senior Officers' War Course in the United Kingdom.

Appointed to succeed him as captain of QUEENBOROUGH is Captain B. S. Murray, who is at present serving with the Department of Defence in Canberra as Naval Member of the Services Integration Committee. In his new appointment, Captain Murray will also succeed Captain Cartwright as Senior Officer of the First Frigate Squadron.

Captain Cartwright is a former captain of QUADRANT and was in command of a landing ship, LABUAN, that took Australian scientists to Heard Island. He has also been Executive Officer at Flinders Naval Depot in Victoria. He was twice mentioned in despatches in the Second World War.

Captain Murray has served in the aircraft carrier SYDNEY and is a former Executive Officer of the Naval Air Station at Nowra and of the flagship, H.M.A.S. MELBOURNE.

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Burnie Sea Cadet Unit Opened

Captain W. B. M. Marks, Director of Naval Reserves, said the Burnie Sea Cadet Unit had a big future. Captain Marks was speaking after he had officially opened the new Sea Cadet Naval Association Headquarters.

Credit for this tremendous improvement must be given to the people backing it, but the greatest credit must go to the Commanding Officer, Lieut. J. Loughran, his Officers and Instructors.

Sea Cadet Movement Increasing

A few years ago, he said, the unit was in danger of closing down but now it had one of the best headquarters in Australia. It had also won the Andrews trophy for the most efficient unit in Tasmania.

Captain Marks said that the Sea Cadet movement was increasing fast and there were now over 2,000 cadets throughout Australia. Consideration was being given to establishing a unit in Port Moresby, New Guinea.

The movement was progressing mainly through the efforts of citizens in the districts where the units were established.

It was a fine organisation and a lot of the boys had firm intentions of making the Navy or Merchant service a career.

The Navy was playing the same part, as it had for many years, keeping the freedom of the seas. If war came the Navy would deny the seas to an enemy.

The President of the Burnie Branch of the Navy League, Dr. A. J. Gray, said that it was a great day for the Cadets. The new headquarters, which will be shared with the Naval Association, was erected as a joint effort of the two bodies. A working bee of the Association had given up every weekend for twelve months to the project.

"BIRTHDAY PARTY" FOR NAVY IN DARWIN

The Royal Australian Navy in Darwin is organising a fiftieth anniversary party, complete with a birthday cake shaped like a warship.

The party, to be attended by many Northern Territory citizens, will be the climax of the Royal Australian Navy's Jubilee celebrations in Darwin. The Administrator has been invited to cut the nautical birthday cake, which will be a six-foot-long cruiser.

The Minister for the Navy, Senator Gorton, said that the Northern Territory's celebrations would be staged in July, and the birthday party would be held on 10th July, the actual anniversary of the creation of the Royal Australian Navy.

(Continued on page 29)

THE NAVY

BRITAIN and HOLLAND - Nore Command Closes

At a moving ceremony on the 24th March, 1961, the Nore Command was finally closed.

At the invitation of the Admiralty, the Netherlands Navy sent one of their most powerful destroyers, H.N.L.M.S. LIMBURG, to be present in the Medway during the ceremony. Flying his flag in the LIMBURG was the C-in-C, Netherlands Home Station, Rear-Admiral Baron de Vos van Steenwijk.

The invitation was greatly appreciated by the Netherlands and a few days before the closure the Netherlands Ambassador, His Excellency Baron Adolph Bentinck, arranged an informal gathering for the British and Dutch press at his London residence. During the gathering Mr. Charles H. Wilson, Fellow of Jesus College, Cambridge, and one of the foremost authorities on the history of Anglo-Netherlands relations, said a few words which have been summarized by Rear-Admiral A. D. Nicholl. We publish below this summary together with a general appreciation by Captain R. M. Crommelin, R.N.L.N., the Netherlands Naval Attaché.

BY CAPTAIN R. M. CROMMELIN, R.N.L.N.
(Naval Attaché for the Netherlands)

"You are from Holland, are you? Then you must see our Dutch pictures!"

My host, a young Lieutenant-Commander, took me through the Wardroom of the Royal Naval Barracks, Chatham, and there they were: Sheerness being stormed, ships burning in the Medway, the ROYAL CHARLES with the orange-white-blue in top. Noticing my surprise, my host grinned: "Yes, we are funny sometimes. Do you think any other people would display pictures of their defeats like this?"

"Up, and news brought us that the Dutch are come up as high as the Nore . . . breaking the Chain at Chatham . . . which makes the sober citizens to think very sadly of things," writes Samuel Pepys, Secretary of the Navy, in his famous diary on 11th June, 1667.

"We would be delighted if the Royal Netherlands Navy could send a ship to Chatham for the Closing Ceremony of the Nore Command in March, 1961," writes, nearly 300 years

later, Sir John Lang, Secretary to the Admiralty. "We would be especially pleased if this invitation could be accepted." In other words, this is not just Naval courtesy . . . do come! Indeed, "the wheel has turned full circle." Again the Dutch will sail up the Medway, but this time with very different feelings. Instead of "Eighty sail of ships of war and 20 fire-ships," we are sending a modern anti-submarine destroyer, H.N.L.M.S. LIMBURG, flying the flag of Rear-Admiral Baron de Vos van Steenwijk, C-in-C, Netherlands Home Station.

Instead of "gate-crashing," we now come as friends and allies, partners in N.A.T.O. and indeed on the seven seas.

What a wonderful spirit behind this invitation — and in the same spirit it has been accepted.

Both sea-going nations, thriving by trade, we were always ready to expand our commerce, to explore new trade routes and bases . . . and if necessary to fight for them.

Rivalry in trade caused three English-Dutch wars. But it should be remembered that these lasted only six years altogether. For much longer periods we were united, usually against the Spanish and the French. It is not generally known that the Dutch also played their part in the destruction of the Armada, and prevented the second Armada sailing from Holland. Gibraltar was taken (1704) by the combined sea and land forces of England and the "United Provinces." In peace or in war we got a healthy respect for each other — a solid foundation for friendship and understanding to come.

When the Low Countries were overrun in May, 1940, all ships that could sail and aircraft that could fly came to this country. Never in our history were we closer united than in World War II. We will always remember the unfailing help we received in ships and aircraft, in supplies and training — and above all, we will

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never forget the hospitality we found on these shores.

On many occasions our ships joined action under British operational command; ships of the Royal Navy and the Royal Netherlands Navy fought together in the battle of the Java Sea under a Dutch Admiral, Karel Doorman.

After the war co-operation continued and developed still further. More ships were taken over by the Royal Netherlands Navy; one of them is now H.M.L.S. KAREL DOORMAN, ex-H.M.S. VENERABLE, a light fleet carrier, and one of our most valuable contributions to N.A.T.O. Combined exercises are frequently carried out; planned and analysed by integrated staffs. Collaboration in research and development is making progress every year.

In conclusion, I would like to express the profound

gratitude of the Royal Netherlands Navy for the invitation to take part in the closing ceremony of the Nore Command. Sad as it is to end a

centuries-old command, the Royal Netherlands Navy feels happy and honoured to be present on that memorable occasion.

By Rear-Admiral A. Nicholl, C.B., C.B.E., D.S.O.

(Defence Correspondent B.B.C. External Services)

The Royal Netherlands Navy has a unique claim on the attention of Englishmen. Spaniards, Frenchmen and Germans have attempted and failed to invade England but Dutchmen succeeded. In June, 1667, Dutch ships under De Ruyter sailed up the Medway; they broke the chain protecting the anchorage; they landed men along the coast between Chatham and Sheerness, who burned and destroyed warehouses and stores; they sank all the naval ships in the anchorage except the ROYAL CHARLES, the pride of the Royal Navy, which they towed away and used under their

own flag. These events were more in the nature of a raid than an invasion, but certainly the Navy of Holland inflicted a national humiliation on this island which Samuel Pepys, the Secretary of the Navy, could only describe in unprintable terms.

It may be asked why these two Protestant neighbours, England and Holland, who have so much to thank each other for, fought so bitterly in the middle of the seventeenth century. It was, in fact, an interlude of quarrelling in a much longer period of collaboration and friendliness. In Elizabethan times, for

example, the Dutch fleet played a big part in the defeat of the Spanish Armada, a fact that English history books tend to disregard. Then after 1688 when England and Holland were united under the House of Orange, the English and Dutch Fleets together defeated the attempt of Louis XIV to dominate Europe.

The period of antagonism was caused by commercial rivalry. Holland at that time was economically superior to England both at home and in the colonial territories; even the herring fisheries close to our coast were dominated by Dutch ships.

England's determination to assert herself at sea and capture Dutch trade led to three wars. They lasted altogether six years and were waged with the ferocity of opponents both determined to stand and fight. Incidentally, somewhat derogatory expressions coined at that time such as "Dutch courage," "Dutch meles" and "double-Dutch" have survived in the English language and even in the period between the two world wars there were naval officers who would sometimes ejaculate

"Stiffen the Dutch!" More important was the lasting respect in the Royal Navy for the courage, fine seamanship and fighting qualities of Dutch sailors, a respect enhanced by the superb gallantry of the Royal Netherlands Navy in the recent World War.

In 1941, by a strange coincidence, a Dutch naval patrol craft called the JAN

VAN BRAKEL was based on Chatham. She was named after the Captain of the Dutch ship that broke the chain in 1667. One day by accident she fouled the anti-torpedo boom in the Medway and damaged it. When she reported this by signal, respect and a sense of history impelled the immediate British reply, "What! Again?"

Royal Navy make First Landing on Atlantic Island

The first recorded landing on the barren Brazilian islands of Martin Var in the South Atlantic has been made by H.M.S. OWEN (Commander Geoffrey P. D. Hall, D.S.C., R.N.) while on her way to undertake hydrographic work in South Georgia.

The three small islets of the group are situated about 650 miles east-north-east of Rio de Janeiro, and are described in navigational manuals as "steep and inaccessible." Experts with a knowledge of the area had previously described any attempt to go ashore on them as "impossible".

Details of the landings to make scientific observations,

for which the Brazilian Government gave special permission, have now been received by Admiralty.

A small party of officers and seamen, accompanied by civilian scientists, embarked on the OWEN, made their attempt on the largest of the three islands, which rise to a height of some 300 feet. They embarked on a surf boat towed by a surveying motor launch and, after considerable difficulties, succeeded in leaping ashore on the surf-swept rocks.

Eight men can claim the distinction of being the first known people to have set foot on the island and two of them, an officer and rating, managed to scale the steep sides of the island and reach the "peak". Others collected botanical, biological and geological samples and specimens.

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BIRTHDAY PARTY IN DARWIN

(Continued from page 26)

A naval exhibition will be held in Darwin during the celebrations, and the senior ship of the Navy's frigate squadron, H.M.A.S. QUEENBOROUGH, will visit the port. QUEENBOROUGH will be open to visitors and will put on a demonstration, including gunnery.



New Terminal at Circular Quay at which the new P & O-Orient liner **CANBERRA** will berth when she arrives on her maiden voyage late in June.



Circular Quay as it appeared late in the last century—Or today ! !

Launch of

H.M.S. HAMPSHIRE

H.R.H. Princess Margaret launched the Royal Navy's second guided missile destroyer at the shipyard of John Brown and Co., Clydebank, on March 16, 1961.

The Hampshire, a County class destroyer, laid down in March, 1959, is expected to join her sister ship H.M.S. Devonshire in the Fleet next year.

Ships of this class will have three main roles:

1. Escort duties with a task group, including the ability to provide guided weapon anti-aircraft defence for the group and to augment

its anti-submarine capability.

2. Operations as part of a task unit of light forces, with the ability to bombard in support of land forces and to attack light forces with gunfire.
3. Police duties in peacetime in any part of the world.

With a standard displacement of over 5,000 tons, an overall length of 520 feet and a beam of 54 feet the Hampshire will carry the following armament:

One "Seaslug" guided weapons system.

Four radar controlled 4.5 inch guns in twin mountings situated forward.

Two "Seacat" close range guided weapons systems fitted abaft the after funnel.

For anti-submarine work the ship will be fitted with the latest underwater detection equipment and a Westland Wessex Helicopter carrying dipping asdic and homing torpedoes.

The propulsion machinery consists of two sets of geared steam turbines for normal steaming conditions, with gas turbines to provide additional boost for high speeds and for getting quickly under-way in harbour. The steam turbines were manufactured by John Brown and Co., Clydebank, and the gas turbines by Yarrow and Co. Ltd., and J. S. White and Co. Ltd. Stabilisers will be fitted which, among their uses, will facilitate the operation of the helicopter in adverse weather conditions.

The Hampshire will have the latest air and surface warning radars. Her bridge will afford the Captain a clear all-round view combined with the best possible weather protection. The combined operations room and weapon direction room is fitted with electronic plotting facilities.

Accommodation for her complement of about 32 officers and 400 ratings will be at a very high standard. The mess decks are fitted with bunks arranged so as to provide the maximum recreation space in each mess, and allow for such fittings as card and writing tables, cupboards and electric sockets.

The whole ship will be air conditioned and have large dining halls served by a modern galley, capable of providing varied meals on a self-service system.



A guided missile being launched from a U.S. nuclear submarine off the coast of America.

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The new Memorial Chapel at H.M.A.S. WATSON was recently dedicated.

H.M.A.S. VAMPIRE, proceeding to sea, was photographed through the glass windows at the back of the altar during the Dedication Ceremony.

Donations to the Chapel should be forwarded to the Watson Memorial Chapel Appeal, H.M.A.S. Watson.

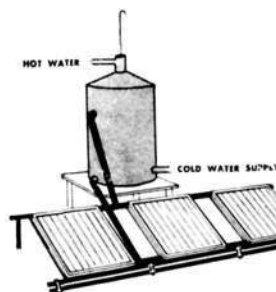
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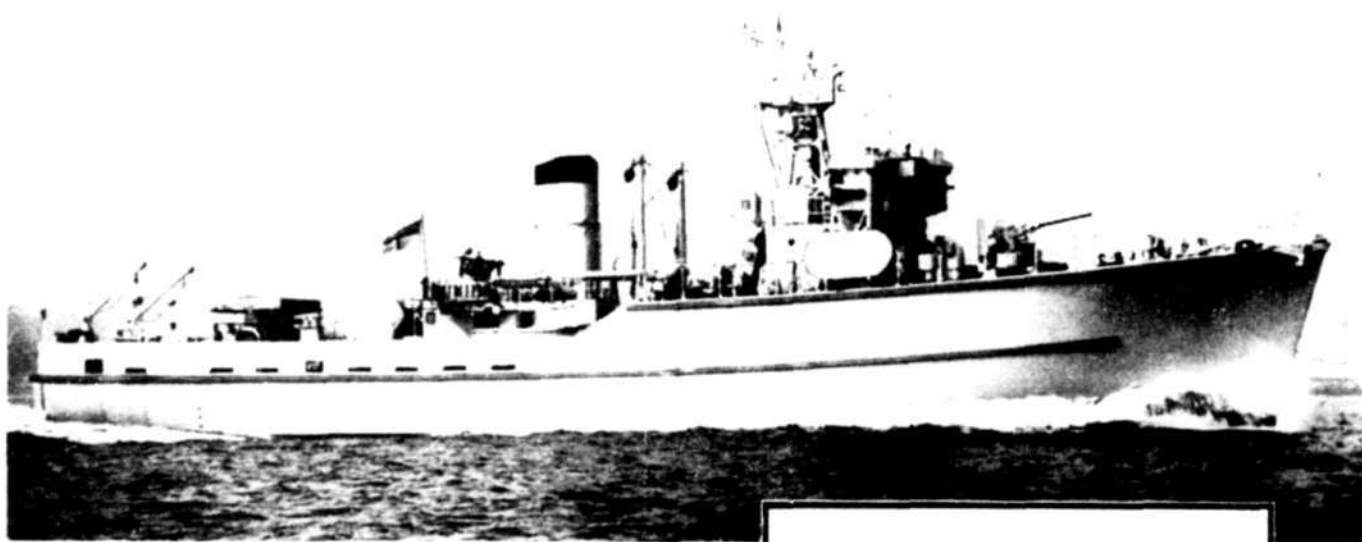
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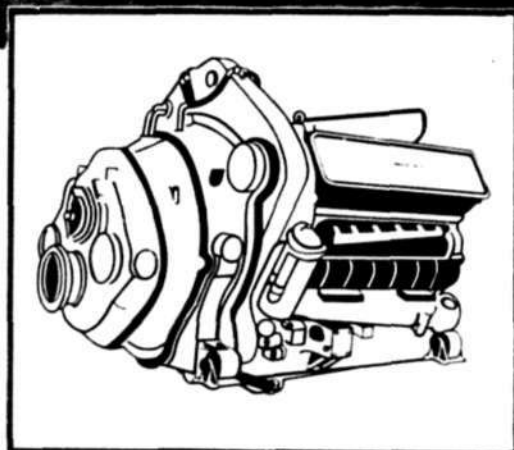
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NAPIER "DELTIC" ENGINES TO POWER R.A.N. SHIPS



Napier "Deltic" diesel engines have been ordered by the Royal Australian Navy as replacement power plants for six of their "TON" Class minesweepers. The ships are to be re-engined with "Deltics" as part of a modernisation programme starting mid-1961. They will be ready to be sailed back to Australia by R.A.N. crews by the summer of 1962.

This R.A.N. order brings the total number of "Deltics" ordered to nearly 500, and there are already more than 400 of these 9 and 18-cylinder diesels in service in marine, rail traction and industrial installations in many parts of the world.



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THE Naval

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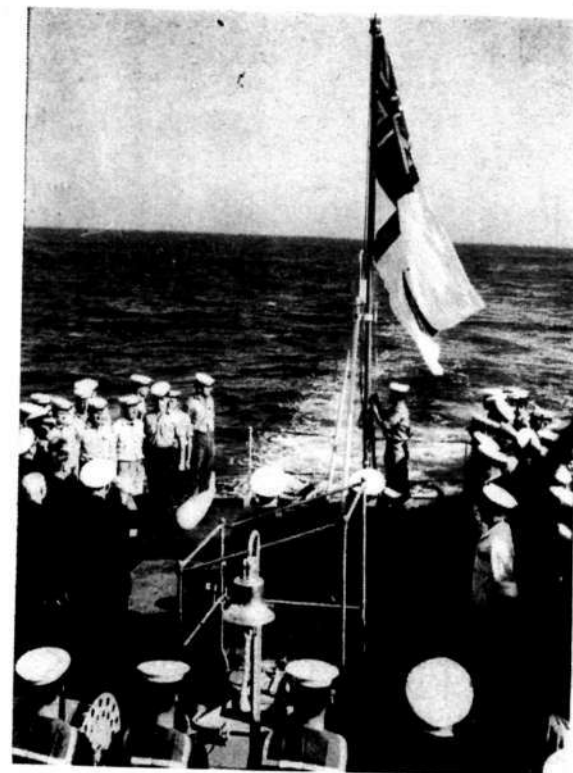
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July, 1961

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THE NAVY

THE NAVY

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No. 7

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July, 1961

7



The American destroyer CHARLES F. ADAMS. The Royal Australian Navy has decided to buy two destroyers of the same class.

NEW SHIPS — AIRCRAFT — MISSILES FOR ROYAL AUSTRALIAN NAVY

The Minister for Defence, Mr. A. G. Townley, announced in Canberra, on the 29th June, that Australia would buy —

Two Guided Missile Destroyers from the United States;

Twenty-seven Westland Wessex Mark 31 Anti-submarine Helicopters from Britain to re-equip H. M. A. S. MELBOURNE;

Seacat Anti-aircraft Guided Missiles to be fitted into the four new frigates.

Mr. Townley also said that a start would be made on the training of officers and key ratings as submariners.

Work had already commenced on the fitting out of the former aircraft carrier SYDNEY for her new role as a fast troop transport and she should be ready for service early in 1962.

In addition it has already been announced that Australia would buy six "Ton" class minesweepers and that the State Dockyard in Newcastle would build a new survey ship of 2,000 tons.

FIRST DESTROYER DUE IN 1965

Mr. Townley said the destroyers to be bought from

America were of the Charles F. Adams type, the first U.S. vessel designed specifically as a guided-missile destroyer.

The first of these ships was commissioned only last September. Australia's first would be delivered at the end of 1965 and the second a year later.

Mr. Townley said the Charles F. Adams was a powerful, all-purpose warship, which naval experts considered to be second to none in the world in its class.

It could guard against air attack, was equipped with the latest devices for detecting and destroying submarines, and was equally effective in surface engagements and shore bombardments.

These destroyers were built by the Bath Iron Works, Bath, Maine, U.S., and it is assumed that the ships for Australia will also be built there.

LOCAL CONSTRUCTION CONSIDERED

This is the first time that Australia has purchased, in peace time, Naval ships from other than Australian or British shipyards. The decision to build in the U.S. has already been criticised, particularly as the Navy itself already owns and operates the Williamstown Naval Dockyard, where the new frigates, YARRA and DERWENT, were built and owns, but leases, to the Cockatoo Island Dock and Engineering Coy., the shipbuilding

yards where the PARRAMATTA and STUART were built.

Anticipating the criticism, Mr. Townley said:

A thorough investigation had been made of the possibilities of local construction.

It had been accepted that economic and operational considerations demanded that complex modern naval units of this type should be purchased overseas, where Australia's small requirement could be absorbed in an effective and proven line of production.

A/S HELICOPTERS

Mr. Townley said the Westland Wessex Mark 31, to be bought for the MELBOURNE had been designed specially for anti-submarine warfare.

It was equipped with modern dunkink asdic and homing torpedoes and was capable of locating and destroying submarines.

SEACAT MISSILE

Mr. Townley said the Seacat missile, to be fitted to the new frigates PARRAMATTA, YARRA, STUART and DERWENT, virtually replaced the Bofors gun.

Each launcher held four rockets, which could be fired in rapid succession and were radio-directed on to their targets.

The PARRAMATTA and YARRA would be commissioned in July, and the DERWENT and STUART in 1963.

MORE MODERN SUBMARINES

Mr. Townley said an agreement with the R.N. had ensured the provision of modern conventional submarines on the Australian station for effective anti-submarine training by the R.A.N. and maritime reconnaissance squadrons of the R.A.A.F.

The submarines would also be used in training Australian officers and ratings as submariners.

The R.N. submarine division in Sydney had been provided with the more modern T class submarines to replace the previous A class.

Three T class submarines would be based in Sydney, and at least two of them would be operational at all times.

Mr. Townley said refitting of the SYDNEY as a fast transport had begun.

It would be maintained at ready notice for the movement of troops, stores and equipment to any operational area in an emergency.

PURCHASE OF SUBMARINES

In reply to press queries whether Mr. Townley's statement regarding submarines



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meant that Australia would acquire submarines in the near future, the Minister for Navy, Senator J. G. Gorton, is reported to have said —

"In the last year or so we have made a complete refit of the facilities for submarines in Sydney.

"Should we decide to buy our own submarines, we would have all that would be required to handle them here."

Asked if this meant that Australia was preparing the ground for the purchase of her own submarines, Senator Gorton said: "I think that would be a good way of putting it."

Anti-aircraft "Seacat" missiles which are now being added to Australian warships. The missiles are deadly accurate and can be launched rapidly in quick succession from the type of battery pictured here.



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CEREMONIAL "FLEET ENTRY"

A highlight of the Jubilee Year of the Royal Australian Navy was the ceremonial "Fleet Entry" into Sydney Harbour on the 15th June.

The ships entered the heads in column in the order:

S.D.B. 1321. The R.A.N.R. Training Ship.

H.M. Submarines, TAPIR and TRUMP, who are part of the 4th Submarine Squadron which is based in Sydney.

H.M.A.S. MELBOURNE, "DARING" Destroyers, VOYAGER and VAMPIRE.

Fast A/S Frigates, QUIBERON and QUICKMATCH.

A/S Frigate PARRAMATTA, who was wearing the Red Ensign, since she will not commission until July.

Training Ship, SWAN.

Survey Ships, WARREGO and BARCOO.

Boom Defence Ship, KIMBLA.

Two S.A.R. craft kept station at the head of the

column as the ships entered the Harbour, and three helicopters flew up and down the column as the ships proceeded up harbour.

H.M.A.S. MELBOURNE, wearing the Flag of the Flag Officer Commanding the Fleet, Rear Admiral W. H. Harrington, fired a salute to the Navy Board, who saw the review from Garden Island.

Shortly after rounding Bradley's Head, MELBOURNE came to a stop and H.M.A. Ships passed her in review order. The Minister of State for the Navy, Senator J. G. GORTON, who was accompanied by Rear Admiral Harrington, took the salute as the ships passed.

The ships entered the Heads at noon and thousands of people lined the foreshores as the ships proceeded up the Harbour to Cockatoo Island before returning to berths at Garden Island.

Forty "Pioneer Sailors" were Guests of Honour at the review and proceeded to sea in H.M.A.S. BARCOO. Before going ashore, the "pioneers" were given a chicken luncheon, causing one old salt to remark, "Ye Gods! Even admirals didn't eat like this in my day."

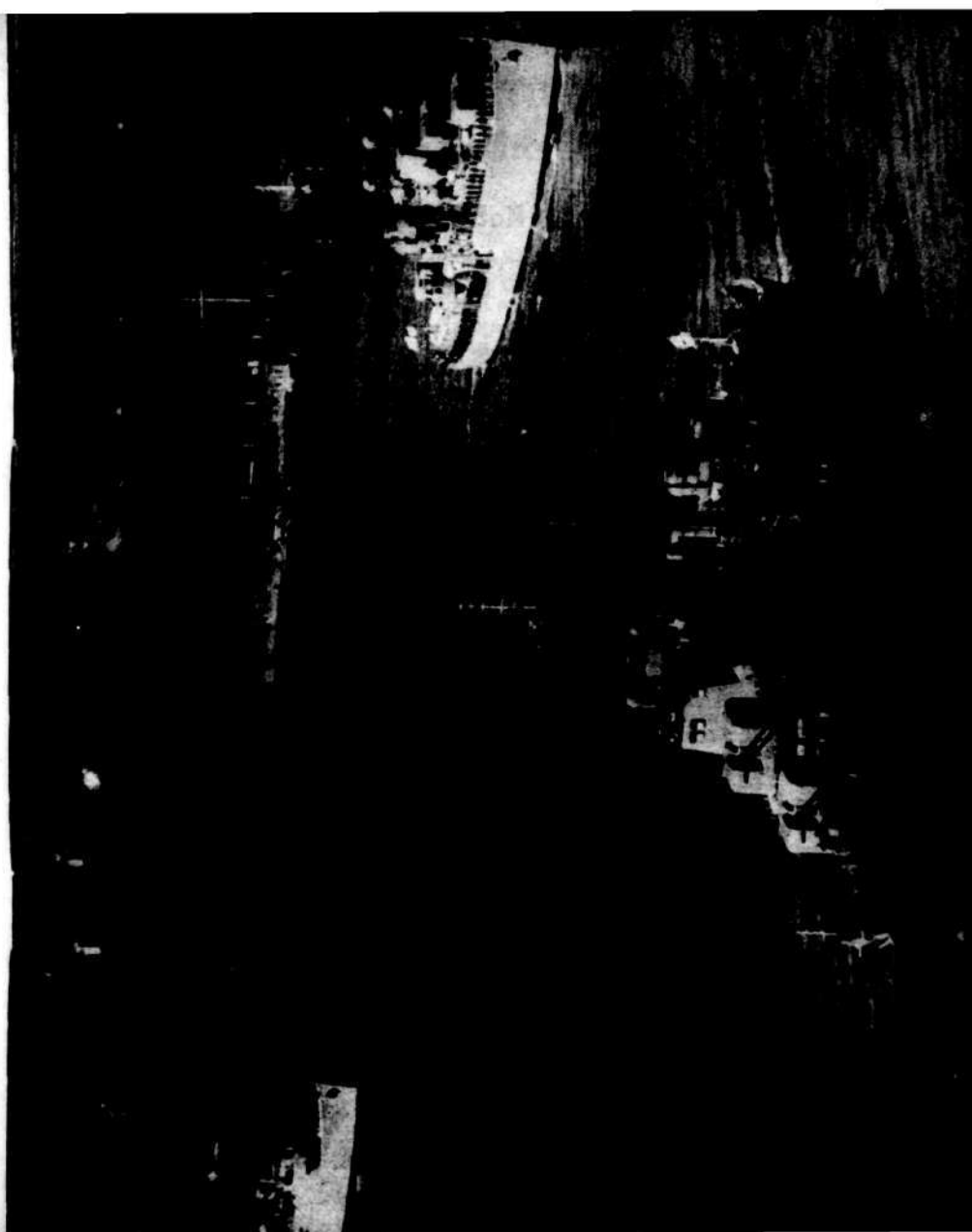
Several retired Rear Admirals of the R.A.N. also took part in the review in VAMPIRE. No record is available of what they had for lunch.

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in an editorial.

Rebirth of the R.A.N.

It is appropriate that the year which celebrates the fiftieth anniversary of the establishment of the Royal Australian Navy should also see its rebirth as an effective fighting force. For that is what the naval program announced last night by the Minister for Defence virtually means. The future of the R.A.N. has been clouded with a most discouraging uncertainty for years. In the major defence reorganisation announced at the end of 1959, plans for the other two Services were clearly drawn and have since been substantially implemented. No clear and final decisions were, however, taken about the Navy; and since that time partial and sometimes contradictory announcements and conflicting rumours have done little to clarify the naval picture.

There have, of course, been special difficulties in formulating a naval policy in a period of rapid change and development when uncertainty about the role of the fleet in war has by no means been confined to Australia; and, although the delay in announcing a naval program has perhaps been excessive, the Government has clearly used it to make most thorough and searching investigations abroad. As a result, Australia will be provided with a modern, hard-hitting naval force well suited to its acknowledged primary task of combating submarines, and also capable, in Mr. Townley's words, of "co-operating with allies and sister Services in general operations of war."

Two features of the new program are particularly satisfactory — the acquisition from the United States of two modern guided-missile destroyers, and the conversion of H.M.A.S. SYDNEY to a fast transport. The Charles F. Adams type destroyers are powerful warships of the most recent design — the first designed specifically as guided-missile carriers — and have a remarkably broad range of capabilities. The two to be acquired will be the most effective units in the new R.A.N. The availability of the SYDNEY for the movement of military stores and personnel in an emergency will be a most valuable contribution to the effectiveness of the Army's Mobile Brigade Group.

ROYAL AUSTRALIAN NAVY 50 Years Old on the 10th July, 1961

On the 10th July, 1911, His Majesty the King conferred the title of "ROYAL AUSTRALIAN NAVY," the short titles — R.A.N., H.M.A.S., and R.A.N.R., were approved, and so the Australian Navy had its official birth.

PRIOR to Federation the States acted independently, New South Wales, Victoria, Queensland and South Australia each having their own Navy. The first Australian warship to be built was SPITFIRE, a wooden ketch of 65 tons with a 32-pounder mounted astern on a traversing carriage. This, the first Australian ship of war, was built in Sydney in 1855 and was followed in the next year by the Victorian armed vessel VICTORIA, a screw steamer of 580 tons, built in England, and mounting six 32-pounders and a 9 ft. 6 in. swivel gun.

The upsurge of nationalism following Federation ushered in the Commonwealth Defence Act of 1903. The existing ships of the State Navies were taken over by the Commonwealth in 1901 — varying in age from 14 years to 32 years, in poor condition and having not even nucleus crews. Until February, 1904, these ships continued being administered under State Acts and Regulations.

Two Torpedo-boat Destroyers, YARRA and PARRAMATTA, of 700 tons, arrived in Australia late in 1910. The strength of the Navy at that time was 242 and the Naval Militia totalled about 1,000.

Recruiting for the new Naval Force began in April, 1912, and in the same year, TINGIRA (ex-SOBRAON) was commissioned as a Boy's Trainship and the first sod turned at Flinders Naval Depot.

The year 1913 was a mile-

stone in Australian Naval History. On 1st July, all Naval establishments in Australia transferred to Commonwealth control; the R.A.N. College for cadets opened its first training course at Osborne House, Geelong; and much of the new Australian Fleet entered Port Jackson on 4th October, flying the flag of Rear Admiral Sir George Patey, K.C.V.O., C-in-C. Australian Squadron. To denote the end of the Imperial Squadron on the Australian Station, Vice-Admiral Sir George King-Hall struck his flag in H.M.S. CAMBRIAN.

The new fleet was of sizable proportions and at the beginning of the First Great War consisted of:
Battle Cruiser: AUSTRALIA;
Cruisers: MELBOURNE, SYDNEY, ENCOUNTER and PIONEER;
Destroyers: PARRAMATTA, YARRA and WARREGO;
Torpedo-boats: COUNTESS OF HOPESTOUN and CHILDERERS;
Gunboats: GAYUNDAH and PROTECTOR; and
Submarines: AE1 and AE2.

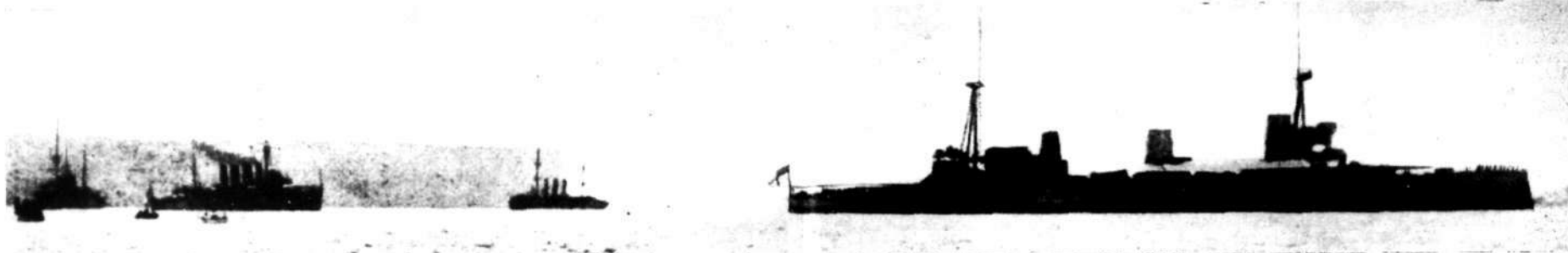
At the outbreak of war, the strength of the R.A.N. was 3,800 of all ranks. At the cessation of hostilities, 5,250 were serving in the Permanent Force and some 3,000 in the Naval Brigade. During the war years other ships commissioned in the R.A.N. were BRISBANE (Cruiser), PLATYPUS and PSYCHE (Small Cruisers), HUON, SWAN and TORRENS (Destroyers), FANTOME and

UNA (Sloops). The mere presence of the 19,200-ton AUSTRALIA and her 12-inch guns in the opening phases of the war undoubtedly acted as a deterrent to Von Spee and his German squadron acting in the Pacific.

The duties of the ships of the R.A.N. were mostly routine and unglamorous. In the main, they were confined to escorting, patrolling and blockading. Three ships only were actively engaged in action with enemy naval forces — SYDNEY on 9th November, 1914, caught up with the German Light Cruiser EMDEN off Cocos Island and, subsequently, drove her ashore, a battered, sinking hulk; in April, 1915, AE2 was in action against Turkish Naval forces in the Sea of Marmora and torpedoed a light cruiser; but later stranded, her crew being taken prisoner by the Turks. In July, 1915, while engaged in the East African campaign, the cruiser PIONEER was engaged in the action which resulted in the destruction of the German cruiser KONIGSBERG.

The Australian Naval Brigade, fighting as a land force, took part in the capture of German New Guinea and, operating as the R.A.N. Bridging Train, served in the Suez Canal area and at Gallipoli.

On her way to England in January, 1915, to become Flagship of the Second Battle Cruiser Squadron AUSTRALIA sank the German ship ELENORE WOERMANN off



ENTRY OF THE FIRST FLEET 4th OCTOBER, 1913



The first H.M.A.S. YARRA. The second was sunk when gallantly attacking three Japanese cruisers and four destroyers as she attempted to protect a convoy near Sunda Strait in 1942. Her survivors were picked up five days later.



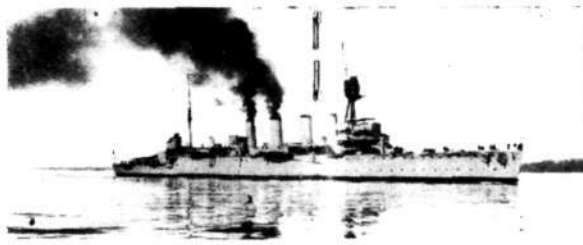
Australia's first Flagship, the 19,200-ton Battle Cruiser AUSTRALIA in Sydney Harbour with the cruisers SYDNEY and MELBOURNE in the background.



During the Second World War H.M.A.S. AUSTRALIA saw service in many theatres of war. In 1941 she became flagship of the Australian Squadron. In the Battle of Leyte, 1944, she suffered casualties from "suicide" pilots of the Japanese air force. She holds one of the most notable of fighting records for Australian warships.



The submarine A.E.1, our first war loss. A.E.1 disappeared off New Britain in September, 1914.



This is H.M.A.S. SYDNEY, a cruiser of 5,100 tons, another famous Australian warship. The SYDNEY became famous for the destruction of S.M.S. EMDEN off Cocos Island in 1914 — our first naval victory.



H.M.A.S. PERTH, one of Australia's Second World War losses. She ran into heavy Japanese naval forces, and after a heroic battle was sunk in Sunda Strait. Note the canvas flap to break up the funnel outline.

the Falkland Islands. MELBOURNE and SYDNEY were engaged throughout 1915 in the endless West Indies-North American patrols, and other R.A.N. units were employed on the Far Eastern Blockade patrols.

1916 saw MELBOURNE and SYDNEY join the Second Light Cruiser Squadron in the United Kingdom waters. AUSTRALIA met with mixed luck in her role as Flagship. Some of her personnel were present

at the daring attack on Zebrugge, but an unfortunate collision with the cruiser NEW ZEALAND robbed the Battle Cruiser of her chance of participating in the Battle of Jutland.

The R.A.N. Destroyer Flotilla moved to the Mediterranean in July, 1917, and began Adriatic Anti-Submarine patrols in October. From then until the cessation of hostilities, the ships operated in these areas. In the same year

SYDNEY made naval history by engaging in a running fight with Zeppelin L 43. It is a very interesting fact that in the December of that year both SYDNEY and AUSTRALIA successfully launched aircraft from their decks.

The aftermath of the war brought a world-wide period of naval retrenchment and disarmament conferences. Drastic changes and reductions in the R.A.N. were accentuated by the Washington Treaty of 1922 and, later still, by the economic depression of the early thirties.

Mid-1919 saw the arrival of PLATYPUS and six J-class submarines in Sydney for the R.A.N. and a month earlier the Sloops, MARGUERITE, MALLOW and GERANIUM were added to the Fleet. The following year witnessed the commissioning of the destroyers, ANZAC (leader), SWORDS, MAN, SUCCESS, STALWART, TATTOO and TASMANIA, replacing the obsolescent River Class Torpedo-boat Destroyers. AUSTRALIA paid off at the end of 1921, and by 1923 the ships in commission in the R.A.N. had been reduced to 8 — ADELAIDE, which commissioned in 1922, SYDNEY, MELBOURNE; 3 Destroyers; 1 Sloop and a Depot Ship.

OTWAY and OXLEY commissioned in 1927, followed by AUSTRALIA and CANBERRA a year later. MELBOURNE, SYDNEY, TASMANIA, SWAN, PARRAMATTA, WARREGO and HUON paid off in 1928 but ALBATROSS commissioned at the beginning of the next year. With the paying off of GERANIUM (1927) and MORESBY (1928) the survey work in the R.A.N. ceased. By 1930 only four ships were in commission — AUSTRALIA, CANBERRA, AL-

BATROSS and ANZAC. For reasons of economy, the Naval College transferred from Jervis Bay to Flinders Naval Depot in June, 1930, and cadet entries were suspended. The numbers of officers and men were drastically reduced and recruiting ceased. OTWAY and OXLEY were turned over to the R.N. and the practice of exchanging Australian Ships with British Ships, began in 1924, was cancelled.

1932 saw the lightening of the dark clouds of financial stringency. Recruiting was resumed that year, and the Survey Service with MORESBY recommenced the following year. In the same year, too, the Destroyers, STUART (leader), VAMPIRE, VOYAGER, VENDETTA and WATERHEN (later to earn undying fame as the Scrap Iron Flotilla) were added to the R.A.N. to replace the now obsolete "S" and "T" Class destroyers.

From the time of Hitler's rise to power in 1933 the Navy steadily expanded. Three new light cruisers, SYDNEY (ex PHAETON), HOBART (ex APOLLO), and PERTH (ex AMPHION) were added to the

Fleet by 1939 and the Sloops YARRA and SWAN were built at Cockatoo. ALBATROSS transferred to the Royal Navy in part payment for HOBART.

Thus the outbreak of World War II found the strength of the R.A.N. standing at:
2 Heavy Cruisers (AUSTRALIA, CANBERRA);
4 Light Cruisers (SYDNEY, PERTH, HOBART, ADELAIDE);
5 Destroyers (STUART, VAM-

PIRE, VENDETTA, VOYAGER, WATERHEN);
2 Sloops (SWAN, YARRA);
1 Survey Vessel (MORESBY);
Permanent Naval Forces totalled 5,440 and there were 4,819 in the Reserves.

In October, 1939, the Destroyer Flotilla under Commander H. M. L. Waller, R.A.N., sailed en route for Singapore and the Mediterranean.

1940 saw the Sloops PARRAMATTA and WARREGO com-



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missioned and also the departure of the first A.I.F. convoy, bound for the Middle East, in January, with R.A.N. escorts. SYDNEY arrived in the Mediterranean in May of that year, following which, on 21st June, SYDNEY and STUART took part in the bombardment of Bardia. Meanwhile YARRA took part in the May operations against the Iraqi forces in the Persian Gulf. On 19th July, the crack Italian cruiser BARTOLOMEO COLLEONI was engaged by SYDNEY (Captain J. A. Collins R.A.N.) and sunk off Cape Spada.

The year 1940 also found the R.A.N. in other history-making roles. ADELAIDE, with the threat of her 6-inch guns, circumvented a possible Vichy coup on Australia's doorstep in New Caledonia; HOBART took part in the evacuation of Berbera; AUSTRALIA was in operations against the Vichy French Naval Forces at Dakar; and STUART sank the Italian submarine GONDAR off Alexandria. Australian shipbuilding began to speed up tremendously and the first of nearly 60 minesweepers, BATHURST, commissioned in December. The Tribal Class destroyer, ARUNTA, also was launched at Cockatoo.

1941 found R.A.N. ships engaged in many activities, chiefly in Mediterranean theatres. PERTH relieved SYDNEY in the Mediterranean, and in turn was relieved by HOBART. The Tenth Destroyer Flotilla made 139 runs on the "Tobruk Ferry," with VENDETTA making the last run by the Flotilla on 2nd August. The only losses in this extremely hazardous task were WATERHEN, sunk en route to Tobruk on 30th June, and PARRAMATTA, sunk by German U-boat 559 on 27th November.

As the German forces

pushed on, PERTH, STUART, VAMPIRE, VOYAGER, VENDETTA and WATERHEN assisted in the evacuation of Greece from 24th to 29th April, and then, from 26th May to 1st June, PERTH, NAPIER, NIZAM and STUART brought away many to safety in the evacuation of Crete.

SYDNEY was sunk in action with the German raider, KORMORAN, off Carnarvon (W.A.) on 19th November. The raider, too, was sunk but there were no survivors from SYDNEY.

In the Persian Gulf the Armed Merchant Cruiser KANIMBLA and the Sloop YARRA immobilised Iranian Warships and captured enemy merchant vessels at Banda Shapur.

At the year was drawing to a close Japan entered the war on 8th December, and two days later VENDETTA rescued 225 survivors from the tragic sinking of the PRINCE OF WALES and REPULSE. In the Mediterranean, NESTOR struck another blow for victory by sinking the German submarine U 127 on 15th December.

1942 was a year of heroic efforts and heavy losses as the Allies fought to stem the hurtling Japanese advance. VAMPIRE was the first R.A.N. ship to engage Japanese naval units in a brief encounter off Endau (Malaya); YARRA was the rescuer of 1,800 men from the burning troopship EMPRESS OF ASIA at Singapore; in the evacuation of Sumatra, GOULBURN, BURNIE, BALLARAT, BENDIGO, WOLLONGONG and TOOWOOMBA assisted; and DELORAINÉ sank the Japanese submarine I 124 off Darwin.

A combined naval force consisting of American, British, Dutch and Australian vessels was formed, and, as Australia suffered under its first air raids on Darwin, the A.B.D.A. fleet moved in to disorganise and slow down Japan's triumphant march on Australia. In the last of three actions, PERTH was lost with U.S.S. HOUSTON in Sunda Strait in a gallant fight against overwhelming odds on the night of 28th February-1st March. Nearly 400 lives were lost and the survivors became prisoners of the Japanese.

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Java fell and the last R.A.N. ships withdrew from Tjilatjap. On 4th March the tiny Sloop YARRA was protecting a small convoy when it was attacked by three Japanese heavy cruisers and four destroyers. The entire convoy was lost but YARRA put up a most gallant fight. Only 13 of her crew of 152 survived.

VAMPIRE was sunk by Japanese dive-bombers in the Bay of Bengal on 10th April, but the tide began to turn with the Battle of the Coral Sea on 5th-7th May, with AUSTRALIA and HOBART representing the R.A.N. in that action.

Elsewhere also the R.A.N. were active. NESTOR in May took part in the hunting down of the German battleship BISMARCK, but in mid-June she was sunk by German dive-bombers in the Mediterranean. NAPIER, NORMAN and NIZAM were engaged in the

Madagascan operations in May and September, and on the home front, Japanese midget submarines carried out an attack on shipping in Sydney Harbour, resulting in the loss of the depot ship KUTTABUL and 19 ratings.

In the landings at Guadalcanal, on 7th August, AUSTRALIA, CANBERRA and HOBART assisted the United States forces, and in an ensuing night action, off Savo Island on the night of 8th-9th August, CANBERRA was lost. Yet again tragedy struck when VOYAGER was wrecked on the Timor coast on 25th September while landing guerilla troops, and again when ARMITAGE was sunk by Japanese aircraft in the Arafura Sea on 1st December while engaged in reinforcing the Timor guerillas. The local submarine menace, too, was emphasised by the torpedoing of the merchant vessel IRON CHIEF.

TAIN on the Australian coast on 3rd June.

The year 1943 saw the inexorable march to ultimate allied victory gather momentum. January brought the final collapse of the Japanese campaign in Papua, and February witnessed the completion of the Japanese defeat in Guadalcanal. The surrender of all Axis forces in the North African campaign on 13th May presaged the unconditional surrender of Italy on 8th September after the Sicily landings on 10th July and subsequent operations there and on the mainland. The R.A.N. were well-represented in these phases — CAIRNS, CESSNOCK, GAWLER, GERALDTON, IPSWICH, LISMORE, MARYBOROUGH and WOLLONGONG taking part.

SHROPSHIRE commissioned in the R.A.N. on 17th April to replace CANBERRA and the tempo of the Allied Pacific

offensive quickened. The torpedoing of the hospital ship CENTAUR off the Queensland coast with the loss of 268 lives horrified the nation, but retribution was swift and relentless. Large scale Allied landings began, and those at Arawa and Cape Gloucester were supported by AUSTRALIA, SHROPSHIRE, ARUNTA and WARRAMUNGA. On the debit side, HOBART was torpedoed on 20th July but lived to fight again. The Mediterranean highlight was the arrival of the surviving Italian Fleet in Malta in abject surrender on 12th September.

MacArthur's policy of "island hopping" was intensified throughout 1944, and in both Europe and the Pacific the sands of time were swiftly running out for the Germans and for the Japanese. Over-shadowing, perhaps, the year's other events came "D-day."

6th June, and the Allied invasion of Normandy, but still, home interest was mainly centred in the Pacific.

On 29th February the Allies landed in the Admiralty Islands, and SHROPSHIRE and WARRAMUNGA bore the R.A.N. banner in these operations. MORESBY, together with four other smaller Australian ships, prior to 22nd April carried out the daring surveys that preceded the massive landings in three major areas in Hollandia, and here again the R.A.N. were well represented in the actual landings — AUSTRALIA, SHROPSHIRE, ARUNTA, WARRAMUNGA, WESTRALIA, MANOORA and KANIMBLA each playing its part. Later in the same month VENDETTA and BUNDA-BERG assisted Australian land forces in the capture of Madang.

Relentlessly and in rapid succession other landings followed, and at each the R.A.N. added to their battle honours. AUSTRALIA, SHROPSHIRE, WARRAMUNGA and ARUNTA covered the landings at Biak on 27th May, and the same four ships, with KANIMBLA and MANOORA, took part in the assault landing by the Allies at Morotai on 15th September. The Australian Squadron had settled into its role as a bombardment group.

Now it was the Philippines' turn — and the same six ships of the R.A.N. lent their strength in the Leyte landings. Here AUSTRALIA suffered casualties and some damage from the attentions of the Japanese "kamikaze" planes. Five days later, on 25th October, the last naval surface battle was fought in the Surigao Strait. This was the

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greatest and most decisive naval battle of the war, and SHROPSHIRE and ARUNTA were prominent in the routing of the Japanese, ending Japan as a naval power.

The opening days of 1945 heralded the bombardment in the Lingayen Gulf (Philippines) prior to new landings. Again the same six ships, plus WESTRALIA, were engaged, and R.A.N. survey ships and

minesweepers performed their arduous and hazardous tasks before the larger units moved in. Here again AUSTRALIA was the target for many of the Japanese "Kamikaze" pilots, and the gallant Flagship of the Australian Squadron suffered casualties and such severe damage as to bring to an end her wartime service.

In the same month, the destroyers NIZAM, NEPAL,

and NORMAN took part in the Burma campaign, while, in February, SHROPSHIRE, ARUNTA and WARRAMUNGA assisted the United States forces in the Corregidor landing.

New landings now followed quickly and the R.A.N. were always present — Tarakan (1st May), Ryuku Islands (1st May), Wewak (10th May), Brunei Bay (10th June) and Balikpapan (1st July).

In mid-July, the "Q" and "N" Class Destroyers were in action with the British Pacific Fleet in air strikes against the home islands of Japan. It was in this month, too, that the R.A.N. reached its peak strength. About 315 ships of various types were in commission, and total personnel numbered 39,650, including 2,617 W.R.A.N.'s and 57 Nursing Sisters.

Following the massive bombing of Japan, the atom bombs on Hiroshima and Nagasaki precipitated the unconditional surrender of Japan on 15th August. On 28th August, Allied ships, including NAPIER and NIZAM, entered Tokyo Bay, and, two days later, six minesweepers of the R.A.N. were among the ships which entered Hong Kong Harbour. On that same day, detachments from NAPIER and NIZAM landed with British components of U.S. Task Force 31 for the occupation of Yokosuka Naval Dockyard.

At the formal Japanese surrender, on board U.S.S. MISSOURI, on 2nd September, SHROPSHIRE, HOBART, WARRAMUNGA, NAPIER, NIZAM, BATAAN, IPSWICH, CESSNOCK and BALLARAT were among the ships present. R.A.N. ships, too, were present at the formal surrenders at Rabaul and Balikpapan.

The war's toll in personnel and ships had been heavy —

THE NAVY

185 officers and 1,762 ratings lost their lives as a result of war service, and 34 officers and 189 ratings died from non-service causes: 3 Cruisers, 4 Destroyers, 2 Sloops, 4 Minesweepers and 22 other miscellaneous vessels were lost.

Demobilisation and a comprehensive minesweeping programme occupied the whole of 1946, but ships of the R.A.N., in turn, formed part of the naval Occupation Forces in Japan — a commitment that was to persist for the following few years.

A new and vigorous post-war naval policy envisaged a compact, balanced fleet of modern units, integrated with in the scheme for British Commonwealth defence and meeting the demands of S.E.A.T.O. and the A.N.Z.U.S. pact. South East Asia is considered the hub of strategic importance for Australia and current naval policy plans a maximum defence effort in that area for a cold, a limited, or a global war.

To this end, new construction plans were quickly implemented. In 1947 the Battle Class destroyer TOBRUK was launched at Cockatoo and in the next year was joined by her sister ship ANZAC. 1948 also saw the establishment of the Fleet Air Arm with the Naval Air Station, H.M.A.S. ALBATROSS, at Nowra (N.S.W.) and the Carrier H.M.A.S. SYDNEY with her complement of Sea Furies (fighter-bombers) and Fireflies (anti-submarine aircraft). A comprehensive survey programme was begun, and with the Landing Ships (Tank) that joined the R.A.N. in 1948, Australia's Antarctic efforts assumed major importance.

AUSTRALIA had recommissioned in 1946, but much of the rest of the wartime fleet now lay in "mothballs" or had been sold. The

July, 1961

W.R.A.N.'s were disbanded in February, 1947, but were re-established in July, 1950, and still form an efficient branch of the R.A.N.

From the outbreak of hostilities in Korea in June, 1950, until the armistice of July, 1953, the R.A.N. supplied ships to the prominent operational theatres in that area. Altogether 9 ships formed Australia's naval contribution to the naval forces of the United Nations — SYDNEY, ANZAC (2 tours), TOBRUK (2 tours), BATAAN (2 tours), WARRAMUNGA (2 tours), and the frigates MURCHISON, CONDOMINE, SHOALHAVEN and CULGOA.

311 officers and 4,196 ratings served in operational areas — 32 were awarded decorations, including 6 American medals, and 28 were mentioned in despatches.

During their tours of duty in Korea, ships of the R.A.N. steamed some 463,000 miles

and their main armament fired more than 26,000 rounds. From September, 1951, until the end of January, 1952, SYDNEY's aircraft were extremely active, reaching a maximum of 89 sorties in one day. About 1,000 bombs were dropped, over 300,000 rounds of 20 mm shells were fired and many thousands of rockets were launched.

The smaller ships, too, added to the enviable reputation of the R.A.N. for sustained daring and endurance. BATAAN highlighted her activities by a successful daylight raid on the Pongru-Myon Peninsula and ANZAC was the leader of a unit whose task was to defend friendly islands, maintain the blockade of the enemy coast and shell enemy positions and railways.

Over the years, the Navy's shore establishments had expanded and multiplied. Initially, virtually all shore training for the Permanent Naval

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Force was carried out at Flinders Naval Depot, but as naval warfare brought increasingly technical complexities, other schools were established elsewhere to meet these new demands. Today all basic training for ratings is given at F.N.D., as is also some of the advanced specialist training, but other major specialist schools have been built in different States, each replete with modern equipment and highly skilled instructors.

On South Head, at the entrance to Sydney Harbour, H.M.A.S. WATSON, an imposing array of buildings, houses the Torpedo and Anti-Submarine School and also the Navigation-Direction School. Associated with the former School, to give practical experience following the training with simulated responses ashore, are submarines of the Royal Navy, based at Balmoral. The bristling array of radar

aerials surmounting parts of the N.D. School bears silent witness of the involved operating procedures that are mastered by the ratings of that branch.

Across the Harbour, H.M.A.S. PENGUIN, at Balmoral contains the Naval Hospital, and in the same grounds are two Schools — the Damage Control Establishment and a grim reminder of the "new look" in global warfare, the Atomic, Biological and Chemical Defence School.

To the west of the city, at Quaker's Hill, H.M.A.S. NIRMBA, formerly an R.A.N. Air Station, is now the Apprentices' Training Establishment. From here, as a result of two intakes per year and upwards of 4 years of intensive tuition, a steady stream of finely trained and skilled artisans is being channelled into the ranks of the Service.

A hundred miles south of

Sydney the Fleet Air Arm Station, H.M.A.S. ALBATROSS, covers a wide area just outside Nowra. Here, in addition to the normal flying training for aircrews and plane servicing and maintenance, a comprehensive and continuous meteorological service is provided and meteorological and photographic training also is given.

A recent innovation is the Junior Recruits Training Establishment, H.M.A.S. LEEUWIN, at Fremantle where young lads are given 12 months' general education and preliminary naval training before being drafted as recruits.

At HARMAN and BELCONNEN, outside Canberra, giant radio receivers and transmitters handle Naval and other communications, and a relay W/T Station, COONAWARRA, is at Darwin.

In each capital city a

Reserve Training Depot also is established and Reserves are kept trained to high pitch of efficiency in modern naval developments and procedures.

With the end of the Korean hostilities and in the years of uneasy peace that have followed the Navy has progressed steadily, meeting the dual demands of Australia's immediate naval commitments to S.E.A.T.O. and the modernisation of the Fleet. The formation of the British Commonwealth Strategic Reserve has required the continual presence of Australian warships in Far Eastern waters, and so each major unit in commission has taken its tours of duty in turn. Additionally, the annual large-scale S.E.A.T.O. Maritime Exercises have resulted in the gathering together of many ships and aircraft of the interested nations and the welding of the whole into a smoothly integrated combined fleet.

As well as taking part in these massive exercises, Australia to date, on two occasions, has been the conducting nation — once in 1956 and again in 1959.

The veterans, AUSTRALIA and SHROPSHIRE, were handed over to the ship-breakers in 1955 and 1953 respectively and the days of the cruisers in the R.A.N. appeared to be ended, but, indicative of the new role of our Navy, four of the "Q" class destroyers — QUADRANT, QUEENBOROUGH, QUICKMATCH and QUIBERON — were rebuilt as Fast Anti-Submarine Frigates. 1955 also saw the acquisition of the 20,000-ton Carrier MELBOURNE. With her angled deck, steam catapult and mirror-landing device she was ideal for her primarily anti-submarine role, and her Gannets and Sea Venoms were markedly superior to the Fire-

flies and Sea Furies borne in SYDNEY. Another step forward, too, was her helicopters, used for sea-air rescue purposes. While awaiting delivery of MELBOURNE, VENGEANCE was loaned to the R.A.N. by Admiralty.

The big Daring Class Destroyers, VOYAGER (1957), VENDETTA (1958) and VAMPIRE (1959), swelled the numbers of sleek, deadly new Fleet units, and of the four new anti-submarine Type 12 Frigates, YARRA and PARRAMATTA commission this year and STUART and DERWENT will commission in 1963.

The Survey Service has expanded considerably and WARREGO, BARCOO, PALUMA, GASCOYNE, and DIAMANTINA are carrying out ambitious schemes. The two latter vessels, in particular, do much new research in Oceanography in conjunction with scientists from the CSIRO. With an eye to still further expansion, the construction of a new specially designed survey vessel has been approved.

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At the same time as the Survey ship was approved the Commonwealth Government also announced that six new modern minesweepers would be acquired and that from mid-1963 anti-submarine helicopters would replace the fixed wing aircraft borne in MELBOURNE.

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PRESS INTERVIEW WITH

The President of the Navy League of U.S.A.

The outgoing President of the Navy League of the United States, Mr. F. G. Jameson, had this to say in a recent Press interview.

Mr. Jameson has proved a very energetic President and in his two years of office visited, at his own expense, nearly all of the League's local Chapters, with the object of bringing his defence and anti-Communist message to the public.

Reporters asked: Q. Mr. Jameson, do you think that the new budget is large enough to provide our nation with adequate defense?

A. Yes. In fact it is my belief that the \$41 billion budget is sufficient to cover all our defense needs. It is important to realise that about \$22 billion of the total is "M" and "O" (maintenance and operation) money, which leaves \$19 billion which can be used for hardware and other things.

If all hands buy anything that possibly would be good for national defense irrespective of cost, we would be bankrupt in short order. If, on the other hand, programs were cancelled, even though

they may have some value, when other better programs come along, we do have sufficient money.

We must have sufficient retaliatory power to be able to knock out the enemy after they have struck the first blow. If we have this much power and they know it, they will never attack. It is imperative, however, that we do not have merely nuclear defense, for the wars of the future truly will be limited wars.

Q. Assuming cancellation of marginal programs, where do you feel the savings should be placed — into what weapons and weapons systems?

A. The Navy needs 45 nuclear submarines carrying Polaris

missiles, but not more than that. Our present budget calls for 29.

The Air Force should continue its development of the B-52 advanced weapons systems with the Skybolt and other missiles to extend the distance between firing and target for greater effectiveness, for the Strategic Air Command is truly the biggest stick in our defense arsenal today.

The greatest need for funds, in my opinion, is to modernise the Army, which has weapons developed but does not have the money to build them.

The Navy most certainly needs new ships, for the majority of the ones we have today were built during World War II and are now becoming obsolete just at a time when the ability to control the sea lanes of the world and to deny them to the enemy is most important.

Although I think that a properly placed Nike Zeus defense system could truly knock out half of an attacking force of ICBM's, I am against the \$7.5 billion development and production costs, which, in my opinion, could better be spent on offensive weapons because even fifty per cent. of an attacking thermonuclear warhead ICBM force is too much. The \$7 billion per year continental air defense cost falls in the same category.

On new weapons systems, whereas I am strongly against the B-70 where the cost of R & D and manufacture will make the first plane cost \$1.4 billion — since R & D costs have already been paid on the Polaris FBM system, the same money could buy 14 fully equipped nuclear submarines with missiles or completely re-equip the modern Army — I would not be against the government spending \$2 of \$3 billion on a commercial version to insure superiority in the commercial airline field.

Q. The decision has been made not to place Polaris missiles aboard surface ships. What is your view on this?

A. Since the R & D cost has already been spent on Polaris missiles, the marrying of them to surface ships is a natural. They should be placed on cruisers, aircraft carriers, merchant ships and other compatible platforms where they can be close to the enemy and far from our own shores, which is directly opposite of fixed hardened missile sites which the enemy knows the exact location of and which attract missiles to our cities.

(Editor's Note. Since this interview the U.S. Government has announced that the nuclear powered cruiser, at present under construction, will be armed with Polaris missiles.) Q. In recent weeks, the "secrecy" in government and "gagging" of top defense leaders issue has cropped up again. Do you think that too much defense information is getting out to the Russians? A. I am very concerned about "gagging" of our senior military by what I call "little shots" in the Defense Department and the State Department.

The Russians certainly do get too much defense information from us but, in my

opinion, it is not from our senior defense officials but rather from newspaper leaks and irresponsible people who have availability of information. Senior officers know better than to jeopardise the security of their country by revealing military secrets, and to gag them from telling the truth about the communist threat is childish and short-sighted.

Q. What do you consider to be the most serious weakness in the Defense Department today?

A. In my opinion, there are two serious weaknesses. First, the overburden of civilian control. Wonderful dedicated Americans give up important jobs to come to Washington at great sacrifices, but there are too many of them. If you bring an important man in, he has to have a staff.

These important men and their staffs, in my opinion run the senior military ragged educating a new bunch of amateurs each time.

The second weakness evident is the present hue and cry of those people who in 1947 could not live with the Army and

had to have their own service and who now want to put everyone into one uniform with one Chief of Staff.

Q. What do you believe to be the greatest threat to our country?

A. The unwillingness of most Americans to recognise that the true greatness of our country lies in all of its freedoms, and the unwillingness of these same people to recognise the real hard dangers of communism.

The Communists believe strongly in their ideology. Most Americans just accept our freedoms as something that they have always had. Lenin's School of Psychological Warfare with Pavlovian techniques on conditioned reflexes and mass psychology started on the Isle of Capri, in Bologna, Italy, and Paris in 1917.

This group went into Russia and started the Lenin School of Psychological Warfare in Moscow. Trained subversives from this school and many subsidiaries throughout Latin America and the rest of the world now incite riots such as we have seen in San Francisco.

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Japan and Venezuela, making it appear as though we have no friends abroad.

It is up to every American leader, especially the military, to be sure that the people of this country realise how important our freedoms are and that if we lose any of them we are in danger of losing all of them.

They also must realise how terrible it is to live in a communist society. If they cannot only defend our great America, but also point out the weakness of the Red

Nazism called Communism, they have some homework to do.

Q. During your two-year term as President, Mr. Jameson, what progress has been made to strengthen the League? Frankly, do you feel that there is a genuine need for organisations such as the Navy League, Air Force Association and Association of the United States Army?

A. If the average woman spent two-thirds of her budget on one item, she would know

considerably more about that item than the average man knows about national defense.

The various associations fill a great need when they disseminate information to their members about the national defense of our country. The Navy League differs from the Air Force Association and the Association of the United States Army in that we are all civilians. They consist of a great deal of active duty personnel. Our strength lies in the grass roots where we have the most successful — not necessarily the wealthiest — men and women in every community as members. We welcome Air Force and Army generals to address our groups, for we are definitely not anti-Air Force or anti-Army. The Navy League is considerably stronger than it was two years or four years ago. Our organisations representing the Army, Navy and Air Force, and especially the defense of our country, must be very careful that we do not pressure corporations to support us, for corporate donations are way out of line at the present time. Our worth is in educating the public and I strongly feel the three organisations are doing a good job of that.

WILD LIFE

Those who served in Trincomalee in the days of the East Indies Station may be interested to learn that as yet the Dockyard shows little change from the R.N. era beyond a diminution in activity, and an increase in wild life. Elephants live on Ostenburg Ridge and around Bambara and monkeys penetrate the grounds of the former Royal Naval Hospital and the Dockyard messes and bungalows. The wife of the Air Officer Commanding Royal Ceylon Air Force recently had a narrow escape after being chased by a wild elephant.

THE NAVY

Monthly List of Interesting Historical Dates

JULY

1st

- 1940 H.M.A.S. STUART sinks submarine between Crete and African Coast.
1942 Germans reach El Alamein.
1945 H.M.A.S. QUIBERON and QUICKMATCH in action with B.P.F. in air strikes against Japan.
H.M.A.S. NAPIER, NIZAM, NORMAN and NEPAL assist in fuelling and General Service.
Australian Landings in Balikpapan Bay.

2nd

- 1944 U.S. Landings at Noemfoor Is. Preliminary bombardment force included H.M.A.S. AUSTRALIA, ARUNTA and WARRAMUNGA.

3rd

- 1940 The Royal Navy, in a series of actions at Oran and Mers-el-Kebir, sinks, or puts out of action, important units of the French Fleet.

4th

- 1940 H.M.A.S. AUSTRALIA in anti-submarine action off Dakar. Immobilisation of French Fleet at Alexandria.

5th

- 1943 Kula Gulf Naval Battle.

6th

- 1943 Kula Gulf Naval Battle.

7th

- 1945 H.M.A.S. DIAMANTINA bombards Sohana Is., Torokina Area.

8th

- 1941 H.M.A.S. STUART strikes a shoal, damages propeller and suffers heavy air-raid on return to Alexandria.
1944 All resistance ends on Saipan.

9th

- 1940 H.M.A.S. SYDNEY, STUART, VAMPIRE and VOYAGER co-operate with R.N. Ships in action in Gulf of Calabria.
1944 Capture of Caen.

10th

- 1943 Syracuse captured by British. Sicily landings and subsequent operations, included H.M.A.S. CAIRNS, CESSNOCK, GAWLER, GERALDTON, IPSWICH, LISMORE, MARYBOROUGH and WOLLONGONG.

10th-31st

- 1944 Jap. XVIII Army attacked U.S. Forces, Driniumor River Line, E. of Aitape: after initial break-through, suffered severe defeat.

13th

- 1943 Naval engagement off Vella Lavella.

15th

- 1941 Allied Forces occupy Suria.
1943 Mubo captured by 17th Australian Brigade operating under command 3rd Australian Division.
1945 Bombardment of Japan by U.S. 3rd Fleet and British Pacific Fleet.

16th

- 1940 H.M.A.S. STUART and WATERHEN assist in screening British Ships in the bombardment of Bardia.

17th

- 1943 Agrigento (Sicily) captured by U.S. Forces.
1945 H.M.A.S. QUIBERON and QUICKMATCH in action with B.P.F. in air strikes against Japan. H.M.A.S. NAPIER, NIZAM, NORMAN and NEPAL assist in fuelling and general service.

19th

- 1940 H.M.A.S. SYDNEY in cruiser action sinks Italian BARTOLOMEO COLLEONI and put her sister ship GIOVANNI DELLA BANDE NERE to flight.
1944 Complete liberation of Caen. Important bridgehead over the Orne consolidated.

20th

- 1942 G.H.Q. closed in Melbourne, opened Brisbane. USAFIA discontinued, USA-SOS created to assume its functions. U.S. Forces land on Guam Island in the Marianas.

21st

- 1942 Japanese landed Buna-Gona Area.
1944 Guam invaded.

22nd

- 1942 Japanese landed Buna-Gona Area.
1943 Palermo captured by U.S. Forces.

23rd

- 1944 U.S. Forces land on Tinian in the Marianas.

24th

- 1944 Tinian invaded.

25th

- 1944 Bombardment of Sabang, N. Sumatra. R.A.N. Destroyers take prominent part. H.M.A.S. QUICKMATCH, R.N., and French RICHELIEU.

26th

- 1942 Japs. captured Kokoda Airstrip.

July, 1961

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1945 Ultimatum to Japan issued by President Truman, Mr. Churchill and General Chian Kai-shek.

27th

1942 Japs. captured Kokoda Airstrip.

1944 U.S. Third Army breaks through the German lines, capturing Granville and Avranches on 31st July.

28th

1942 Japs. captured Kokoda Airstrip.

30th

1944 Allied Landings at Cape Opmara, Amsterdam and Middleburg Islands, and at Cape Sansapor, near the western tip of Dutch New Guinea, included H.M.A.S. SHROPSHIRE and ARUNTA.

31st

1942 Kai, Aroe, Tanimbar Islands seized.

1944 Shore-to-shore landings, Cape Opmara to Sansapor by elements 6th Infantry Division.

All resistance ends on Tinian.
U.S. Landings at Sansapor.

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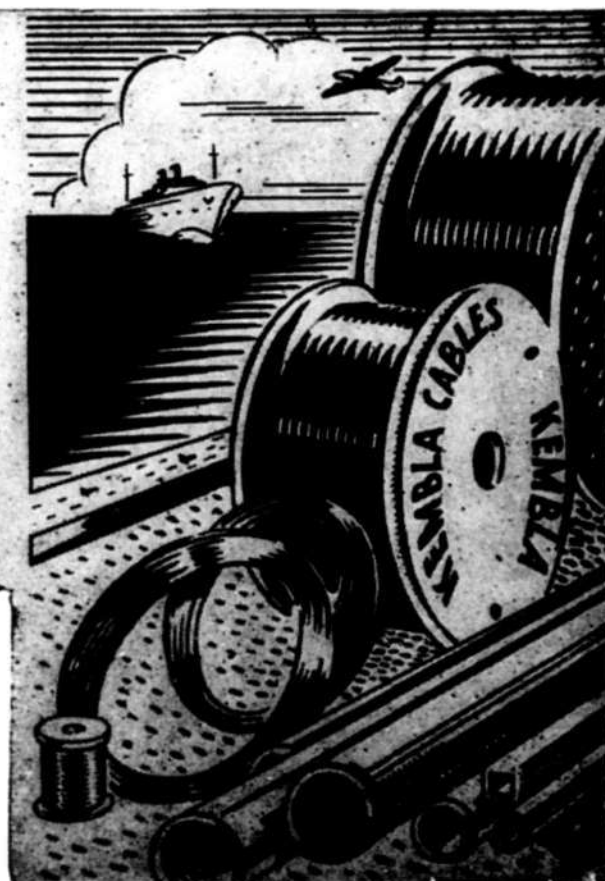
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