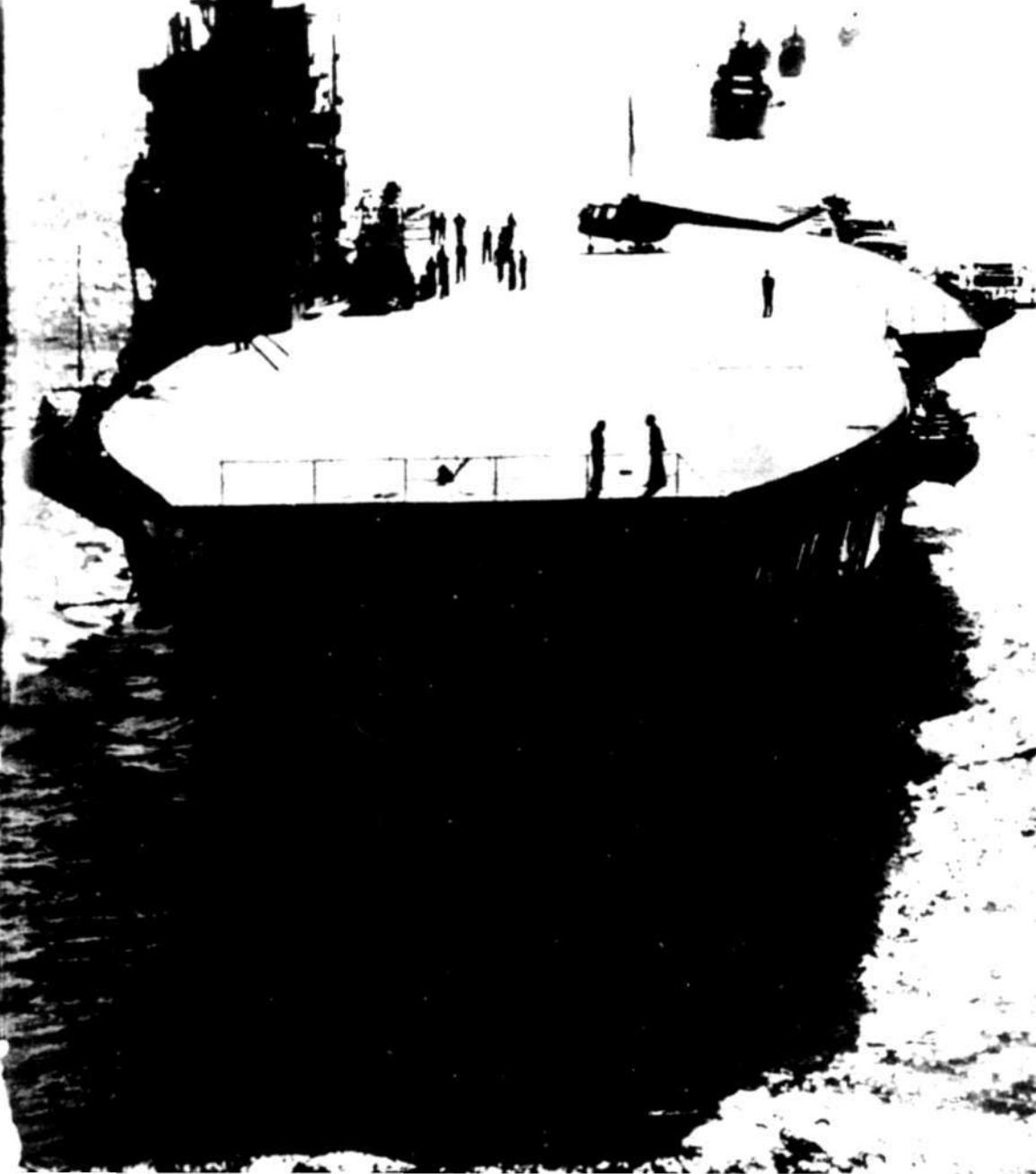


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sea training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge, will form a valuable Reserve for the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

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S. L. IV

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APPRENTICES "PASS OUT" AT H.M.A.S. NIRIMBA



Twin brothers, Engineerroom Artificers R. A. and A. P. Diciunas, congratulate each other on graduating at H.M.A.S. NIRIMBA. Born in Lithuania, they are the sons of Mr. B. Diciunas, of Lenterden Street, Woodville, South Australia.

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The ceremony marked the completion of training in NIRIMBA for 38 apprentices who will join the Fleet as fifth class artificers.

The parade was reviewed by Rear Admiral K. McK. Urquhart, C.B.E., Third Member of the Naval Board and Chief of Naval Technical Services.

Captain's Address

Captain F. W. Purves, R.A.N., Captain of H.M.A.S. NIRIMBA, in his address to the large audience attending the prize-giving, said:

"We are continually adjusting standards of training and doctrines to meet the future needs of the Fleet and are confident that the men just passed out are thoroughly basically trained to do so.

"When these men were selected to become Naval Apprentices, three major qualifications were necessary—

- They wanted to join the Navy.
- They were judged ambitious enough and have the qualities to become Petty Officers.
- Finally, they were considered to have the intelligence and drive necessary to become first class tradesmen in a Fighting Service.

"They have proved to us at NIRIMBA that they have these qualities.

"I congratulate you on Passing Out and on behalf of your shipmates at NIRIMBA, good luck and best wishes for the future."



The Colour Party from the "Passing Out" Term of apprentices transfer the White Ensign to the next term at the Graduation at H.M.A.S. NIRIMBA.



Mr. and Mrs. W. J. Harding with their son, Engineer-Artificer Apprentice W. F. Harding, and Rear-Admiral K. McK. Urquhart after Rear-Admiral Urquhart had presented Apprentice Harding with the Governor-General's Prize at the passing-out parade at the R.A.N. Apprentice Training Establishment, H.M.A.S. NIRIMBA, Quaker's Hill.

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THE NAVY

THE AUSTRALIAN NAVY TODAY AND TOMORROW

Rear Admiral K. McK. Urquhart, C.B.E., Third Member of the Naval Board, and Chief of Naval Technical Services, at H.M.A.S. NIRIMBA on December 13, told apprentices, their friends and relatives that:

The establishment of a submarine service in the R.A.N. is already under active consideration.

However, developments in this field are so rapid, and so expensive, that it may be some years before we feel able and justified in incorporating them as part of the Australian Fleet.

It may be that the performance of nuclear propelled submarines will show in the near future such outstanding advantages, even when related to cost, that we may base the future R.A.N. submarine service entirely on the nuclear type. They are thoughts for the future, but I assure you the very near future.

Discussing other matters, Rear Admiral Urquhart said:

"As far as big ships are concerned, MELBOURNE, in 1963, will become an Anti-Submarine Helicopter carrier.

"This requirement will be the main role of Naval Aviation, which seems assured of an important place in the Fleet for many years to come.

"There will be some readjustment of apprentice training to meet this need to operate and maintain the Wessex gas turbine helicopters and other naval aviation equipment.

"The new Frigates—YARRA and PARRAMATTA, which commissioned this year, and STUART and DERWENT, which are to commission the year after next, represent anti-submarine vessels of their type equal to the most advanced in any navy.

"They carry a complexity of equipment which will delight the most ambitious artificer from NIRIMBA and will certainly provide a great challenge to his proficiency.

"The Daring Class Destroyers which have only recently joined the Fleet will be kept up to date continuously by the fitting of more modern equipment as it is developed and becomes available.

"The strength of our Fleet escorts will be greatly increased when the two guided missile destroyers now on order from the United States join the Fleet.

"Six Coastal Minesweepers will be commissioned in the United Kingdom next year. These also have sophisticated equipment related to modern techniques that deal with all possible types of mines. They have propulsion machinery that more nearly approaches aero-engine practice.

Age of Change

"To-day we live in an age of change, not only in the weapons of war in the strictly material sense, but also in the techniques of training and organisations. All these matters are under continuous review. The Navy, to be alive, must always be improving.

"High Standard"

"The apprentices who are leaving to-day — and those that follow on — will be caught up in these changes.

"I suggest that they are entering the Navy at a time of unprecedented technical development and a stimulating and rewarding career lies ahead of them.

"After more than 40 years in the Navy I can say with sincerity that I envy those who are just at the beginning of their naval career — it is a fine life and if you put your heart into it you will certainly get a lot out of it.

"I have spoken of the special role within the Navy for which your NIRIMBA training is equipping you. It is true that we give you a training which is recognised by the Apprenticeship Commission, the Craft Unions and outside industry.

"Indeed we go to some pains to let parents know that the training and experience of NIRIMBA apprentices is a guarantee that when he does eventually leave the Service there will always be a good job awaiting him.

"However, may I emphasise that we train men to carry out important work in the Navy and I would like every apprentice here to leave NIRIMBA with the firm conviction that in choosing the Navy as his career he has chosen well and that he intends to make a worthwhile contribution to the Navy in every way for many years to come.

"I am very glad that I have been able to come here and take

FEBRUARY, 1962

part in one of NIRIMBA's Passing Out ceremonies, and present the prizes.

"I must congratulate everyone on parade for their fine drill and smart appearance — not only the Guard and Band, but also the Divisions.

"I hope that all visitors here to-day, and particularly

parents, will recognise that such standards are a measure of the high quality that NIRIMBA is achieving in all its fields of training — not only on the parade ground, but also in the schoolrooms, the workshops and on the playing fields."

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NEW FLAG OFFICER **COMMANDING H.M.A.** **FLEET**

Rear Admiral A. W. R. McNicoll, C.B.E., G.M., who has assumed command of H.M. Australian Fleet.

Rear Admiral McNicoll succeeded Rear Admiral W. H. Harrington, C.B., C.B.E., D.S.O., who becomes Chief of Naval Staff with the rank of Vice Admiral.

Rear Admiral McNicoll served with distinction in the Second World War, in which he was awarded the George Medal after he had removed the inertia pistols from eight torpedoes from the captured Italian submarine GALILEO GALILEI. This task required coolness and great courage.



Below: Rear Admiral McNicoll meets Senior Officers in H.M.A.S. MELBOURNE.





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SEA CADETS IN CAMP

A Sea Cadet from T.S. "TOBRUK" (Newcastle) tries out one of the hazards of the assault course at NIRIMBA during the Sea Cadet annual camp. Almost 100 Sea Cadets were in camp at Naval Establishments in Sydney early in 1962.

THE NAVY

AUSTRALIAN SEA CADETS CORPS (N.S.W. DIVISION)

Report on Half-yearly Training and Activities Programme

By S.C. Lieutenant Commander D. J. MORT, Executive and Acting Training Officer

THE N.S.W. Division has been very busy during the half-year July to December, 1961. Week End Training has been carried out in H.M.A. Ships MELBOURNE, QUICK-MATCH, QUEENBOROUGH, VAMPIRE, VOYAGER, ANZAC, R.A.N. College, R.A.N. Air Station, R.A.N. Apprenticeship Training Establishment, "NIRIMBA", and H.M.A.S. WATSON. Sea Going training was also carried out in H.M.A. Ships VOYAGER and QUEENBOROUGH. The training and experience received ashore and afloat was of great value to all Sea Cadet personnel fortunate enough to take part.

Compared with other Divisions, the N.S.W. Division Sea Cadet personnel can consider themselves, indeed, fortunate in being able to attend camps in the Ships and Establishments.

A new scheme of one unit one camp has been given a trial, but owing to the difficulty in getting Unit Officers and Instructors to take the camp set down for their particular Unit, it has not been too successful. Rather than cancel the camp it has been necessary to call for volunteers from Officers and Instructors from other Units to the camp.

Annual Inspection by the Director of Naval Reserves

To determine which Unit will be inspected by The Director of Naval Reserves, an inspection of all Units of the Division was carried out by Commander F. Murray, R.A.N., representing the Flag Officer in Charge,

East Australia Area. The inspection resulted in T.S. SIRIUS, the Arncliffe Unit, being assessed the most efficient Unit in the N.S.W. Division. A close second was T.S. ALBATROSS, Wollongong Unit. The Director of Naval Reserves, Captain Marks, inspected T.S. SIRIUS. We have not heard the result of this inspection yet. Being assessed the most efficient Unit in the Division, entitles T.S. SIRIUS to become the custodian of the Sea Cadet Corps Colour for the ensuing twelve months. The Colour was taken into custody by T.S. SIRIUS at a colourful parade of the Presentation and Consecration of the New Colour.

Presentation and Consecration of the New Sea Cadet Corps Colour

The Navy League of Australia (N.S.W. Division) Committee and Members presented the N.S.W. Division with a new Sea Cadet Corps Colour. The Presentation and Consecration of the New Colour was held in H.M.A. DOCKYARD on Navy Day. The Old and the New Colour Guards were highly trained for four months ahead. Four rehearsals were held in H.M.A. DOCKYARD. The Sea Cadet Corps Drum Band consisted of Members of T.S. SIRIUS and T.S. WARREGO under Petty Officer Dopson also reached a very high standard.

Rear Admiral H. A. Showers (Rtd.) made the Presentation and the R.A.N. Protestant and Roman Catholic Chaplains performed the Ceremony of Consecration of the Colour.

After the months of hard work put into the Training of the Guards and Colour Parties, it was, indeed, a great satisfaction to all concerned to see the Guards marching on to the Parade Ground. First came the New Colour Guard under Lieutenant J. H. O'Connell, A.S.C., led by the Sea Cadet Drum and Bugle Band. When the New Colour Guard was in position, the Old Colour Guard was marched on with the Band of The Royal Australian Naval Reserve. The bearing, marching, and standard of drill was favourably remarked upon by all who witnessed the ceremony.

When the Parade was formed up, the Inspecting Officer, Rear Admiral H. A. Showers, arrived and was accorded the marks of respect by the Guards and Band. After the Inspection the ceremony was proceeded with. Unfortunately, owing to a delay of ten minutes, the Consecration service was interrupted by loud speakers relaying announcements and music for Visitors to the Dockyard. Helicopters added to the din just as the Guards were about to march off. The Guards, however, were marched off led by the R.A.N. Reserve Band. The New Colour was received by the New Colour Guard, which was made up from T.S. SIRIUS, which Unit was the Custodian of the Colour for the next 12 months by virtue of the fact that they had been assessed the most efficient Unit in the N.S.W. Division.

(Continued on page 10)

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Trafalgar Day Commemoration Service

The 1961 Trafalgar Day Commemoration Service was held on Saturday, 21st October, 1961. The Guard of Honour and Colour Party was provided by the Sea Cadet Corps and was made up of members of the Old and New Colour Guard for the presentation of the Colour. The Sea Scouts and Sea Rangers participated, but their numbers this year were very low. The Parade was led by H.M.A.S. NIRMBA Band, which made the Parade a stirring sight as they led the Guard down Martin Place. The Oration was given by Captain S. Darling, R.A.N.R. (Retd.), representing the President of The Navy League of Australia, Rear Admiral H. A. Showers, Commander Duncan, R.A.N., representing The Flag Officer in Charge East Australian Area, inspected the Guard and Colour Party. The Ceremony of Colours and Sunset were very impressive. Captain Darling spoke of the part the Sea Cadet Corps play in commemorating the Battle of Trafalgar and Horatio Lord Nelson. The Sea Cadet Corps is built up in the Tradition of Trafalgar and it is fitting that each year The Guard and Colour Party are formed by Sea Cadets.

Annual Church Parade

The N.S.W. Division look on the Annual Church Parade as an "Inspection Day" for the Division. Sea Cadets from all Units take part in the Parade. Newcastle and Wollongong cadets attend camps in H.M.A. Ships or Establishments, which enables them to attend the Parade.

At 1000 Sharp the Parade, led by the Sea Cadet Drum and Bugle Band, moved off from outside the Dockyard Gates. When formed up in front of the

Dockyard Church on the tick of 1040 the Inspecting Officer, Rear Admiral G. C. Oldham, Flag Officer in Charge, East Australian Area, arrived and inspected the Guard and Units.

The Church Parade was not so well attended this year, probably due to the Ceremonial Parades held so near each other. The Colour was Laid up in the Church during the Service. Lieutenant J. H. O'Connell, A.S.C.C., the Commanding Officer of T.S. SIRIUS, received the Colour from the Colour Officer, Sub-Lieutenant Pirie, also from T.S. SIRIUS, and handed it to the Chaplain.

The first Lesson was read by The Senior Officer, N.S.W. Division, A.S.C.C., Commander R. A. Denovan, M.B.E., V.R.D., R.A.N.V.R.

On completion of the Service, the Parade formed up and marched past. Rear Admiral G. C. Oldham taking the Salute.

This was the first occasion on which the Roman Catholic members of the Corps attended Mass arranged by Father McCormick. The Mass was held in H.M.A.S. MELBOURNE.

Sports

The Annual Athletic Carnival was held at the Sydney Athletic Field on 15th October. The results being: T.S. Australia, 83½ pts.; T.S. Sirius, 83 pts. (runner-up). Then came Shropshire, 74 pts.; Sydney, 67½ pts.; Tobruk, 65 pts.; Warrego, 64 pts.; Condamine, 16 pts.; Albatross, 14 pts.

Individual Winners (only 1st and 2nd shown): — Hurdles, Open: 1st, Halliburton, I.; 2nd, Reid, W. Hurdles, under 16: 1st, Liccioni, P.; 2nd, Reid, P. 440, Open: 1st, Morton, R.; 2nd, Turner, D. 440, under 16: 1st, Brock, —; 2nd, Reeves, —. 100 Yds., Open: 1st, Croker, R.; 2nd, Reid, W. 100 Yds., under 16: 1st, Reid, P.; 2nd

Robson, B. Shot Putt: 1st, Treleven, J.; 2nd, Pitt, G. Medley Relay: Australia, Medley Relay, Under 16: Tobruk, Broad Jump, Open: 1st, Croker, R.; 2nd, Evans, K. Broad Jump, under 16: 1st, Rawson, J.; 2nd, Brock, R. 220 Yds., Open: 1st, Morton, R.; 2nd, Croker, R. 220 Yds., under 16: 1st, Liccioni, P.; 2nd, Ham, J. High Jump, Open: 1st, Read, W.; 2nd, Turner, J. High Jump, under 16: 1st, Pitt, G.; 2nd, Reid, P. One Mile, Open: 1st, Ribbons, P.; 2nd, Turner, D. 4 x 110 Relay: Australia, Hop, Skip, Jump, Open: 1st, Croker, R.; 2nd, Morton, R. Under 14 Hurdles: 1st, Stone, D.; 2nd, Sadler, M. Shot Putt, under 14: 1st, Sadler, M.; 2nd, Taylor, T. 100 Yds., under 14: 1st, Heath, P.; 2nd, Collins, B. Broad Jump, under 14: 1st, Russell, —; 2nd, Collins, —. 220 Yds., under 14: 1st, Johnson, S.; 2nd, Stone, D.

The Stamina Cup was won by T.S. Australia for the 8th time. Under 14 Cup: T.S. Shropshire.



Examinations for Higher Rating

The following Cadet Leading Seamen successfully passed for Cadet Petty Officers: — Warrego: Crosskill, R. E.; Jarman, R. W. (V.G.I. Pass); Johnson, — (V.G. Pass); Valbusa, F. Condamine: Read, S. L.; Slater, P.; Tunesley, M. Sirius: Johnson, S. (V.G. Pass); Treleven, — (V.G. Pass); Oliver, N. (V.G.I. Pass). Albatross: Hadley, B.; Jeffries, F. (V.G. Pass); Brown, M. Shropshire: Badger, R. H.; Hammond, P. E.; Morris, K. J.; Reeves, C. A.

Promotions

To Sea Cadet Sub-Lieutenant: Harvey, B. (Tobruk); Causar, E. L. (Sirius); Hockey, B. (Condamine).

To Sea Cadet-Lieutenant: Colvin, A. C. (Acting), (Australia).

To P.O. Instructor: Harvey, P. (Australia).

To C.P.O. Instructor: Weatherall, B. (Australia); Duncan, D. (Albatross).

Appointments

As Sea Cadet Sub-Lieutenant: Ian Grant Pirie (Sirius). As P.O. Instructors: Grimley, K. (Warrego); Barry, R. S. (Tobruk); Paddock, J. A. (Tobruk); Palmer, R. J. (Tobruk).

On Leave

Sea Cadet Lieutenant K. M. Adams (Australia), U.S.A.

Sea Cadet Lieutenant Commander F. R. W. Page, proceeding to U.K.

Sea Cadet Sub-Lieutenant M. W. Skillman (Condamine), U.K.

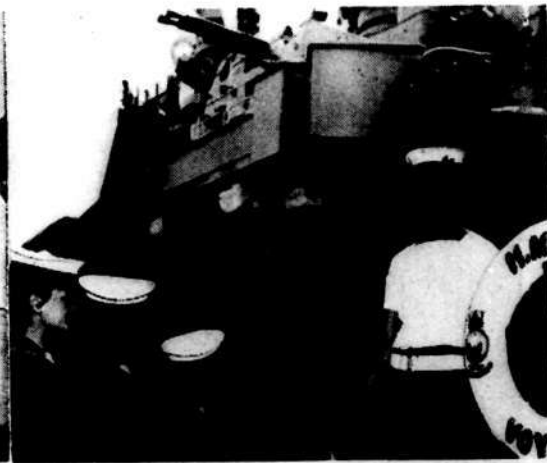
Sea Cadet Sub-Lieutenant G. H. Stevens (Australia), local.

P.O. Instructor D. Mazonowicz (Albatross), U.K.

Resignation withdrawn: Sea Cadet Sub-Lieutenant R. Kirk (Shropshire).

General

Thus ends a very successful half-year of Training and activities for the N.S.W. Division. There are a few camps to (Continued on page 22)



New Zealand Sea Cadets visited H.M.A.S. VOYAGER when she visited Christchurch on a recent visit to New Zealand.

H.M.A.S. MELBOURNE SAILS FOR S.E.A.T.O. EXERCISE

HM.A.S. MELBOURNE sailed from Sydney on the 30th January, for what could be, in her present role as a fixed wing aircraft carrier, her last S.E.A.T.O. exercise.

Aboard the flagship of the Fleet, H.M.A.S. MELBOURNE, and the escorts VAMPIRE, VOYAGER, QUEENBOROUGH and QUICKMATCH, nearly two-and-a-half-thousand Australian sailors, or almost a quarter of

the men of the Royal Australian Navy, will spend the next three months in South-East Asian waters.

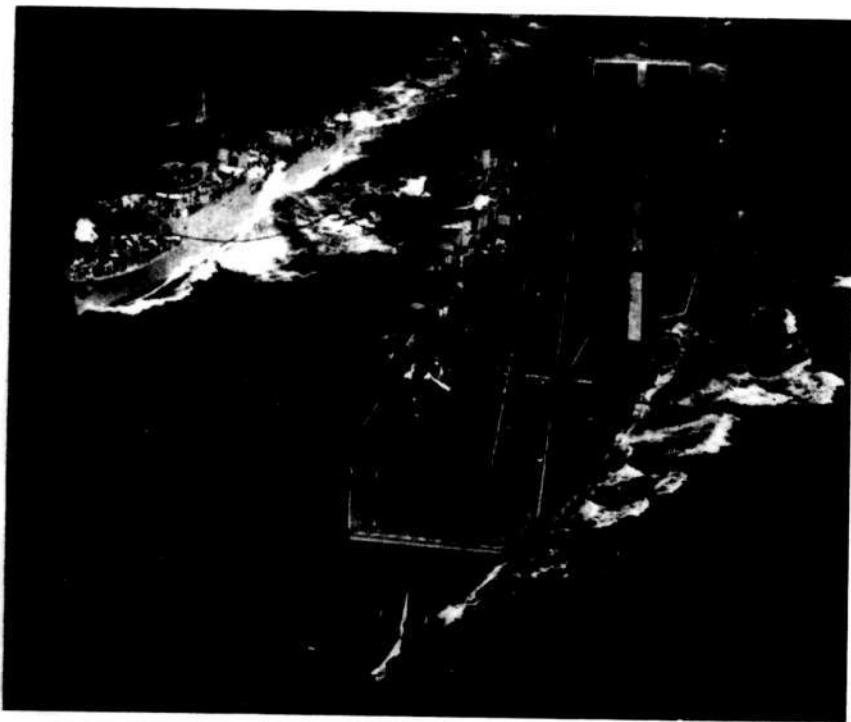
This is now all in a day's work for Australian sailors, because at least two R.A.N. ships are constantly on duty from Singapore, or "up top" as the sailors commonly refer

to their Asian tours of duty.

In the last six years, Australian ships have served a total of thirty-five tours of duty with the Strategic Reserve, and some ships have worked from Singapore on four different occasions. In addition, H.M.A.S. MEL-

Continued on page 14

FIXED WING OR HELICOPTER CARRIER FOR NEXT EXERCISES



The flagship of the Australian Fleet, H.M.A.S. MELBOURNE, refuels a Daring destroyer at sea as a Gannet aircraft leaves its flight deck.

BRISTOL SYCAMORE HELICOPTERS OVER H.M.A.S. MELBOURNE



H.M.A.S. MELBOURNE is to be converted to an anti-submarine carrier in 1963 and equipped with Westland Wessex helicopters.

BOURNE has made an annual visit to the area.

Contributions to the Strategic Reserve, and international exercises with S.E.A.T.O. allies, have become one of the Australian Fleet's main operational commitments in recent years. Its "frontline" ships make a tangible contribution to the free world's deterrent strength based on Singapore.

The Australian contribution to the Strategic Reserve is no mere token. The R.A.N. sends its best ships to Singapore, and vessels such as the flagship and the Daring Class destroyers constitute naval strength in any nation's language. The Darings, VENDETTA, VOYAGER and VAMPIRE, are versatile warships, and rank among the most modern serv-

ing from Singapore. They have proved themselves efficient units, and enjoy the healthy respect of Allied navies.

These same ships, proudly flying the Australian flag, are welcome and frequent visitors to many Asian ports. Last year, the Navy called at forty overseas ports, most of them in South-East Asia. On these goodwill visits, the Australian sailors become ambassadors, reflecting the Australian way of life. They are very conscious that their country will be judged on the appearance of their ship and their behaviour ashore.

Constant Training

But for the sailor, duty "up top" is not just an endless tro-

pical cruise and a succession of visits to distant ports. The often quoted phrase, "commitments with the Strategic Reserve and exercises with S.E.A.T.O. forces", means just one thing for the Australian sailor — work! For days and sometimes weeks on end, the sailors are on the job with a view of nothing more exotic than an endless stretch of sea.

The Navy makes sure it gets full value from its Singapore commitments. As well as contributing to the deterrent strength, the ships are constantly exercising so that ships and men are at maximum efficiency. For a Naval ship, a voyage is never a simple matter of getting from one place to another. Every mile steamed is important to the Navy's

training programme. Day in and day out there are endless exercises covering every feasible type of naval activity, ranging from communications to gunnery. Then there are the international exercises, when Australian vessels combine with warships of allied nations and range over vast areas of ocean in complex maritime operations.

S.E.A.T.O. Exercise "Pony Express"

In last year's S.E.A.T.O. Exercise, "Pony Express", the Australian ships were given the task of providing anti-submarine protection for a simulated assault landing in North Borneo.

Four Australian ships, H.M.A.S. MELBOURNE, the Darings, VENDETTA and VOYAGER, and the fast anti-submarine frigate, QUEENBOROUGH, were augmented by American frigates for the anti-submarine role, but even by themselves they were a formidable force. Steaming for the rendezvous in the Philippines, the Australian Fleet was

an imposing picture of naval strength. Slicing through the South China Sea, the escorts sometimes fanned out around the flagship, or else steamed line ahead behind the aircraft carrier, MELBOURNE, with her jet fighters and anti-submarine aircraft, and the Daring destroyers with their heavy fire power and anti-submarine capability, were every bit as powerful as they looked.

Even while steaming for a S.E.A.T.O. rendezvous, the ships were making the most of every mile, with keenly contested efficiency tests. The tests called for expert seamanship and skill as escorts raced at speed alongside the flagship for underway refuelling and jackstay transfers. In one afternoon in the South China Seas, two Fleet records tumbled as VOYAGER and QUEENBOROUGH battled for honours in highline transfers. Top marks finally went to VOYAGER with a time of only three minutes, forty-six seconds.

This S.E.A.T.O. exercise also saw H.M.A.S. MELBOURNE operating for the first time as

an anti-submarine helicopter carrier, the role she is to adopt after 1963. Royal Navy anti-submarine helicopters were aboard the Australian flagship for "Pony Express", joining forces with the Fleet Air Arm's Gannet anti-submarine squadron.

Duty in South-East Asia, and the international exercises, mean a hectic life for the Navy aircrews. They fly endless sorties by day and by night. Their lives revolve around the briefing room where they wait, receive instructions and return at the end of each sortie. For the Gannet crews there are A.S.P.R.O.'s (anti-submarine patrols), while the Venom jets perfect their interception and rocket firing techniques.

The visits to foreign ports provide a welcome break in the daily routine. Duty-free ports such as Singapore and Hong Kong are special attractions. Here the accumulated pay of weeks quickly disappears as enthusiastic sailors indulge in spending sprees for the family back home.

Buying "Rabbits"

In Naval jargon, these purchases are "rabbits", a naval term originally coined to refer to something obtained under the hat. However, there is nothing underhand about to-day's "rabbits", and the large brightly wrapped packages appear overnight throughout the ship.

The Navy looks upon "rabbits" with a sympathetic eye, and special storage space is found for the sailors' newly acquired treasures. Towards the end of a cruise, bicycles, tricycles, pedal cars and scooters can be found stowed behind pipes and fittings, under tables, and even beneath gun turrets!



PARTIES FOR CHILDREN

At home or abroad, Children's Parties are a favourite with the Australian sailor. Children, particularly orphans, in Japan, Manila, Bangkok and Singapore, will always remember their Australian sailor hosts.

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R.N. Commando Carrier in Australian Exercise

H.M.S. BULWARK, early in February, will carry out an exercise with the Australian Army on the North West Coast of Australia.

This is the first occasion on which this new addition to British Navy fighting tactics has visited Australia and the exercise will be watched with great interest.

In her first fully operational role, H.M.S. BULWARK (the first Commando Carrier) justified the confidence which the Royal Navy has placed in her.

The speed with which Britain responded to the request for assistance following President Kassein's threatening allusion to Kuwait as part of the Iraqi homeland surprised the world. Without a Commando Carrier it would not have been possible to set up a force in the area so promptly.

A Commando Task

Some 600 officers and men of 42 Commando, Royal Marines, who were embarked in the BULWARK, were able to take up defensive desert positions with full equipment and transport well in advance of the arrival of Army units. Having landed the Commandos by helicopter, the carrier then proved herself a most valuable base ship.

While her aircraft supported men ashore, she provided a haven for rest and recuperation to which weary men returned after strenuous duties in the gruelling heat of the desert, where the temperature often reached 116 degrees F. and seldom dropped below 90 degrees at night.

The carrier herself was not basically altered for the new role.

Excluding aircraft, guns and equipment, the cost was

£10,386,000 when she was finished in 1954. Five years later she became a Commando carrier after adjustments had been made to her flight deck, redesigning of certain living quarters, and the removal of eight 40 mm. anti-aircraft guns to make way for four assault landing craft.

These are distinctive to the layman, and make her readily identifiable as Britain's first Commando carrier when helicopters are not ranged on deck or flying around. The landing craft are slung in massive built-in gantries, two to port and two to starboard.

Away went the angled deck, the catapults and arrester wires, for such aids for fixed-wing aircraft were now unnecessary. On the vast deck are eight places for the 16 helicopters, and a ninth is available for emergency use.

Second Commando Carrier

Before long the Royal Navy will have a second Commando carrier, for last December (1960) the ALBION entered Devonport Dockyard to be converted soon after returning from a commission in the Far East.

This 22,000 tons carrier is a sister ship of the BULWARK, having been completed as an operational carrier six years ago. She is now being prepared for a similar task and shortly should be able to do her trials and later rejoin the

Fleet in the new guise with another of our four Commando forces on board.

U.S. Navy Has Similar Ships

The United States Navy has a large and growing amphibious arm. It is going in for Vertical Assault Ships (as Commando carriers are known in America) in a big way. Already three are in commission. U.S.S. BOXER, 27,100 tons, speed 33 knots, is in the Atlantic Fleet; U.S.S. PRINCETON (similar tonnage and speed) and the old and slow U.S.S. THETIS BAY (8,000 tons, speed 19.5 knots), being with the Pacific Fleet. All have Marines. Present intentions are that the last-named will be withdrawn as soon as the first new ship is ready.

Besides these three America is building three ships specially designed for the task: the first is the IWO JIMA, with a name recalling a mighty battle in the Pacific war. This carrier will displace about 17,000 tons; cost some £14,000,000, according to an official esti-

mate; is intended to take 1,500 to 2,000 Marines; and will house 20 big or 30 small helicopters.

It should be noted that she will have a speed of only 21.5 knots. Apparently it is thought that in such ships a high speed is not so important as ability to stay at sea for a long time.

The other two being built from the keel up are the OKINAWA, to be ready about the middle of 1962; and the unnamed LPH7, due some time in 1963. Thus it will be seen, since the three are to have similar dimensions and power, that all will be appreciably slower and smaller than Britain's converted Commando carriers. They will be shorter and broader in the beam.

A comparison between the Royal Navy's BULWARK and the United States Navy's IWO JIMA is interesting:

H.M.S. BULWARK

Original cost: £10,386,000.
Tonnage: 23,000.
Overall length: 737 ft.
Beam: 90 ft.; Extreme
breadth: 123 ft.

Speed: 28 knots.

Marine complement: 600.

U.S.S. IWO JIMA

Original cost: £14,000,000.
Tonnage: 17,000.
Overall length: 600 ft.
Maximum beam: 105 ft.
Speed: 21.5 knots.
Marine complement: 1,500-2,000.

Silver Drums as Navy Jubilee Tribute

The Commonwealth and State Governments are making a presentation to the Royal Australian Navy to commemorate the Navy's first half century of service.

The presentation is in the form of a set of silver drums for use by the Navy bands.

The set of eleven drums is expected to be ready during 1962, and special ceremonies will mark their official presentation to the R.A.N.

The announcement of the Commonwealth and State tribute to the Navy comes at the end of a year of celebrations marking the fiftieth anniversary of the R.A.N.

Senator Gorton said the Commonwealth was providing four side drums and a bass drum. South Australia, Western Australia, Queensland and Tasmania were each presenting a side drum, while New South Wales and Victoria were each providing a tenor drum. The appropriate State and Commonwealth coat of arms would be engraved on the instruments.

Senator Gorton said the Navy was delighted to receive such a gift from the people of Australia. The set of silver drums would be a lasting and appropriate reminder of the Navy's first fifty years of service.

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H.M.A.S. PENGUIN

Brief History

PENGUIN was one of 14 ships known as the "Wild Swan" Class. Sister ships were: CORMORANT, DRAGON, DOTEREL, GANNET, WILD SWAN, KING FISHER, MIRANDA, OSPREY, PEGASUS, PELICAN, PHOENIX, MUTINE and ESPIEGLE. All were built between the years 1876-78. PENGUIN launched at Glasgow in January, 1876.

Classified as Survey Ships, they were a single screw composite Sloop, with iron frames sheathed with wood and copper. PENGUIN was 170ft. long, 36ft. beam, draught 16ft. 1in.; displacement, 1,130 tons. Maximum speed rated 11 knots. Bunker capacity measured 150 tons of coal and radius on continuous use of engines was reckoned at 1,500 miles at 10 knots.

Armament consisted of two 90 cwt. M.L.'s; two 5-inch 38 cwt. B.L.'s; three 64 Pdr. M.L.'s; four machine guns and a so-called "Boats Gun." Her cost was £52,111 and she commissioned on 23rd August, 1877.

Much of her early service was spent operating as a man-o-war, and in the middle 'eighties she saw service in suppression of the slave trade on the Africa Station. In 1888 she took part in the blockade of Zanzibar, capturing several dhows.

It is, however, in her designed role of Survey Ship that her chief claim to fame lies. In 1890, PENGUIN began a series of surveys in Pacific waters and was, in fact, actively employed on Pacific and Australian coastal hydrography between the years 1890-1906. In 1895 she sounded to a depth of 4,900 fathoms (without touching bottom) in the Tonga Trough, beating the existing record of H.M.S. CHALLENGER of 4,575 fathoms established in 1875.

The following year (February, 1896) she broke her own record, when Lieut. Andrew Balfour, R.N., obtained a sounding of 5,155 fathoms in Kermadec Deep. On this occasion, in order to make certain the line would hold, her commander ordered it wound "by hand." The ship's company

worked for several hours in relays of four and were eventually rewarded with an "excellent specimen of red clay."

PENGUIN carried out detailed surveys of the Barrier Reef, correcting much faulty earlier work and continuing the trigonometrical survey of the Queensland coast where Commander Bedwell left off in 1880.

Survey of the Pacific Cable route was also part of PENGUIN's work and she is reputed, during the course of this duty to have remained under weigh for eleven months.

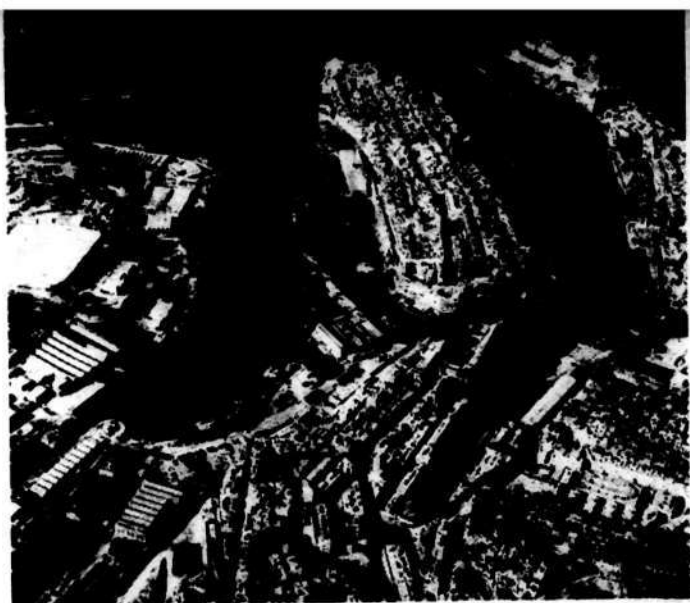
In January, 1907, PENGUIN reached Sydney for paying off and finally ended her seagoing career on 31st March of that year. Her duties on Pacific Ocean Surveys were taken over by H.M.S. FANTOME, commanded for many years by Captain F. G. Pasco, R.N., a grandson of Crawford Pasco, who served in BEAGLE under Stokes and a great grandson of the Lieut. Pasco responsible for hoisting Nelson's signal at TRAFALGAR.

On 17th February, 1908, Admiralty approved an expenditure of £650 to convert PENGUIN to a Depot Ship. Dismantling began in June, 1908, and conversion was completed before the close of the year. She commissioned as Depot and Receiving Ship on 1st January, 1909.

Admiralty relinquished control at Garden Island on 27th June, 1913, selling PENGUIN to the R.A.N. as part of the effects for the sum of £2,000. She remained the Depot Ship throughout the 1914-18 War. In September, 1923, PENGUIN ended her life as a Depot Ship and was later sold to private interests. Her place as PENGUIN II was taken by EX-COUNTER.

PENGUIN's figurehead is now at Balmoral Naval Depot.

MALTA CHANGES ITS FACE



Portion of Malta's Harbour which suffered so heavily from bombing in the war. The island was awarded the George Cross in 1942 for the heroic part it played in World War II.

After being in continuous use as a British Naval Base and fortress since the Napoleonic War, Malta is now being converted to civil use.

An island of great antiquity and religious tradition, Malta is a fragment of the land-bridge joining Africa to Italy.

For a tourist it has charm and fascination. The island has ten months of sunshine and a winter temperature of 50 degrees.

In the post-war years Malta suffered severe economic stress and the United Kingdom Government, aware that Malta's importance as a Naval Base had lessened, decided upon a policy which would drastically alter Malta's economy.

A five-year plan involving the expenditure of £32,500,000, of which the U.K. Government

made £29,250,000 available by way of loans, was worked out.

In the 18 months since the scheme was commenced the conversion of Malta from what was almost purely a Naval Base to an island with great commercial potential has gone ahead at an unexpectedly fast rate.

Many factories are already in production and the large number of applications to create industries on the island indicates the commercial world interest in this Mediterranean project.

A gratifying feature is that in the same 18 months, three-fifths of the target for redeployment of labour has been achieved.

Today the island's factories are busy supplying a wide range of products varying

from furniture, household and industrial textiles, plastics, chemicals, paint, stocking and shoe factories.

A cannery is working at top pressure and the American Rambler car is being assembled and modified to suit the markets of the Mediterranean area.

A steel re-rolling mill is being established, an edible oil refinery and other factories are rising.

Dock Development

Most important of the factors responsible for changing the island's economy are the creation of proper cargo discharge facilities and the dockyard conversion.

Malta has always been a lighterage port and the first (Continued on page 22)

UNDERWATER SEARCH COMPLETED



Six hundred and forty thousand square yards of Botany Bay were searched by divers of the Royal Australian Navy in their six week, long search for the wreckage of the Viscount airliner which crashed into the middle of Botany Bay during a cyclonic storm early in the evening of November 30. The picture shows Lieutenant G. Parker, Officer-in-Charge of the diving team from H.M.A.S. RUSHCUTTER, and divers examining some of the wreckage recovered.

Section of the Recovered Wreckage



Eighty-five per cent., including all vital parts, of the wreckage was recovered by the divers, who worked 7 days a week from daylight to dark. The thoroughness with which the divers had searched the seabed was praised by the Minister for Civil Aviation, Senator Paltridge. He said the work of the Navy divers had been highly successful and that it had been carried out under extremely difficult and trying conditions.

CHANGES IN SENIOR NAVY POSTS

Senator Gorton has announced new appointments to the senior Naval posts in two areas.

Captain W. B. M. Marks, C.B.E., D.S.C., is to become Naval Officer-in-Charge, West Australia Area, while Commander E. P. Keatinge has been appointed Naval Officer-in-Charge, North Australia Area.

Captain Marks, who is at present Director of Naval Reserves at Navy Office in Canberra, will receive Commodore's rank when he takes up his West Australian appointment in February. A former Australian Naval Attaché in Washington, he was awarded the C.B.E. for his work as chairman of the Joint Services Committee which made arrangements for the second atomic test at Monte Bello Island.

In Fremantle, Captain Marks will succeed Commodore R.

Rhoades, D.S.C., A.D.C., who has been appointed Commodore Superintendent of Training at Flinders Naval Depot in Victoria.

Commander E. P. Keatinge will succeed Captain A. H. Cooper as Naval Officer-in-Charge, North Australia Area. Commander Keatinge, who has been serving as Superintendent of the R.A.N. Experimental Laboratory in Sydney, will go to Darwin in December as a Captain. Captain Cooper is to direct the Navy's survey work as Hydrographer R.A.N., based on Sydney.

At Navy Office, Captain Marks will be succeeded as Director of Naval Reserves by the Australian Naval Attaché in Washington, Captain J. H. Dowson. Commander N. A. Boase, the captain of the cadet training ship, H.M.A.S. SWAN, succeeds Commander Keatinge at the Navy's Experimental Laboratory.

Navy Doctor Studies Underwater Medicines

A Naval doctor who will establish an underwater medical unit for the Royal Australian Navy has left for a special training course in the United Kingdom.

The Minister for the Navy, Senator Gorton, said that Surgeon Lieutenant-Commander R. Gray had been selected to head the R.A.N.'s Underwater Medical School. This unit will make a concentrated investigation into the physical problems of underwater work, and will constantly strive to increase the medical knowledge in this field.

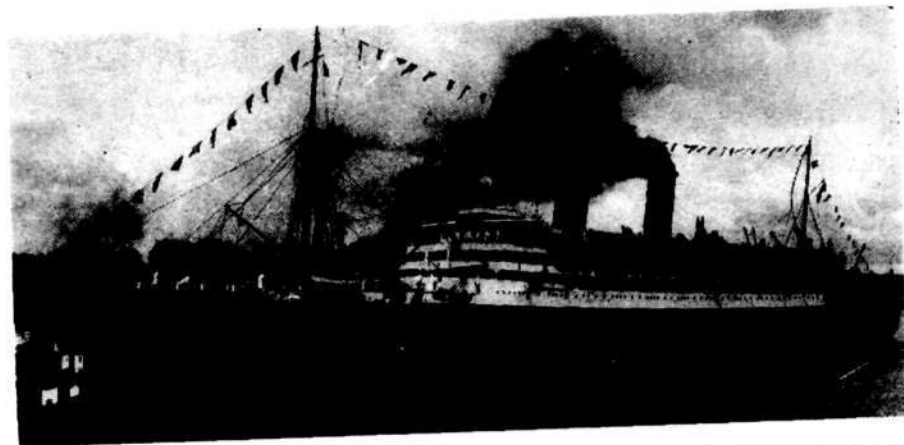
In the United Kingdom, Surgeon Lieutenant-Commander Gray will study the latest developments in underwater medicine, and will attend the Royal Navy's physiological laboratory. He is the first Australian officer to undertake this special training.

Surgeon Lieutenant-Commander Gray, who was formerly a Sydney Anaesthetist, joined the Royal Australian Navy's diving team at H.M.A.S. RUSHCUTTER in Sydney earlier this year. He personally underwent the rigorous naval diving course to obtain first hand knowledge of practical aspects of diving.

He also obtained valuable information while serving as medical advisor to the Navy diving team that made record descents at Lake Eucumbene last year. He has compiled clinical records of the ailments of divers, and the pattern of physical behaviour under stress conditions.

The Royal Australian Navy has helped pioneer Naval diving, and to-day, Australia is one of the leading nations in clearance diving techniques.

ORONTES SAILS FOR LAST TIME



The P & O-Orient liner "ORONTES" sailed from Sydney recently to "pay off" in the United Kingdom. In addition to carrying troops from Australia to the Middle East, she took part in many landings, including Oran and Sicily. Since the war, "ORONTES" has brought many new settlers to Australia.

MALTA CHANGES ITS FACE (Continued from page 19)

priority has been given to the construction of a new £2,000,000 deep-water quay, which will reduce the handling charges.

Large tankers can now berth at the wharf and discharge oil for bunkering ships.

Other facilities include berthing for small coastal vessels and lighters and a grain silo, with a capacity of 12,500 tons.

Some 50,000 worth of mechanical handling equipment is being installed.

The dockyard conversion is being carried out by an associated company of Bailey's, the firm in south Wales.

There are five dry docks and a floating dock, and much reorganisation has begun. It is hoped to make an early start

on the conversion of the docks themselves.

The company employs over 5,000 and intends to enter the ship-building industry, restricting production to tugs and smaller craft.

SEA CADETS (Continued from page 11)

go before the entire programme is completed. In the New Year we have the Continuous Training Camps. There is the Cruise South in H.M.A.S. SWAN to come and eight specially selected Cadet Petty Officers and Leading Seamen will be picked from volunteers for this cruise.

All Units are showing signs of improvement in appearance and Training and it is hoped that 1962 will see the N.S.W. Division progress in efficiency.

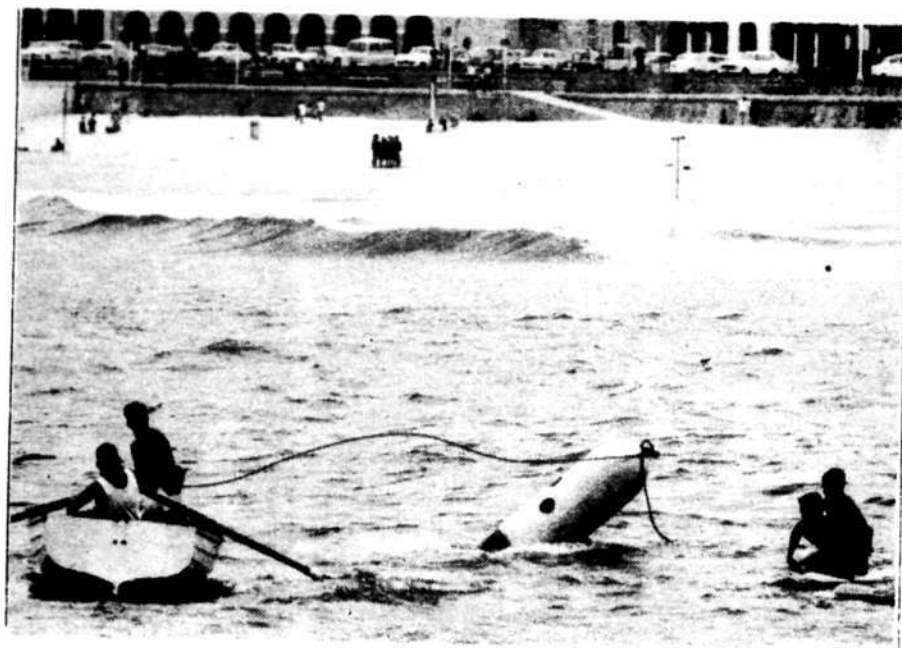
APPRENTICES JOIN NIRIMBA

Fifty-six young men from all over Australia entered NIRIMBA on January 14 to train as apprentices.

At left they inspect one of the lathes on which they will train.



THE ERRANT TORPEDO



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When two of six torpedoes fired by H.M.S. TABARD at target VOYAGER failed to surface, the "knowing ones" said it was because VOYAGER, having a family day, had women on board.

One torpedo didn't agree, for it popped up at Bondi Beach, the home of the bikinis, on a hot Sunday morning.

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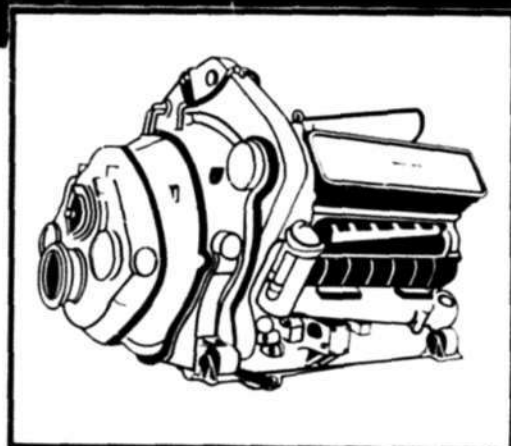
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Napier "Deltic" diesel engines have been ordered by the Royal Australian Navy as replacement power plants for six of their "TON" class minesweepers. The ships are to be re-engined with "Deltics" as part of a modernisation programme starting mid-1961. 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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First Sea Lord, Admiral Sir Caspar John

VISIT TO AUSTRALIA AND NEW ZEALAND

The importance to the democratic world of
having strong undersea forces was stressed by
Admiral Sir Caspar John, G.C.B., during his
recent visit to Australia.

Admiral Sir Caspar John, the First Sea
Lord, spent several days in Australia and New
Zealand, and held talks with the Australian
Naval Board and national defence authorities.

At a press conference, Admiral Sir Caspar
John stated that the Admiralty placed great
importance on the submarine service and said
the Western World must recognise it could
not keep its head above water unless it had
underwater strength.

THE NAVY

ANNUAL MEETING OF THE U.K. NAVY LEAGUE

Including an address by Admiral, Sir Richard Onslow, K.C.B., D.S.O.

AT the 1961 Annual General Meeting of the Navy League, the policy of the League was outlined by the President, the Earl Granville, M.C. Lord Granville said: "... I would like to say a few words about what has been going on since the beginning of the year.

"There is no change in the general policy of the Navy League. That is constant: to try to awaken our people and our Government to the importance of the sea in our daily lives. That we continue to do by our lecturers, our publications, through the Press where opportunity arises and by keeping contact with members of both Houses of Parliament of all parties. I think it is true to say that none of our representations to Members of Parliament have been forgotten when there have been debates on defence or the Royal Navy.

"There are two points I would like to mention, without, I hope, impinging on what our guest speaker, Admiral Sir Richard Onslow, is going to say.

"We are passing through critical times. From the Far East, through Africa to Europe and even in the Americas the 'cold war' is being fought. On many occasions this involves outbreaks of violence; any one of which might lead to open war. This, then, does not seem the time for the Chancellor to restrict expenditure on our defences.

"This is also a critical time for the three Services, particularly, so far as we are concerned, the Royal Navy. Mr.

Duncan Sandys' five years defence plan is drawing to its close. Decision as to what is to follow cannot now be long delayed.

"I would like to draw your attention to two particular decisions which, in our view, ought to be made at once.

"The first is, are we to start building a new generation of aircraft carriers?

"Our view is that we should, and that the work should be put in hand at once. Admiral Onslow will tell you more about that presently.

"The second is in regard to 'the deterrent'. If it is agreed that Great Britain should play its part in providing this horrid weapon, as I think we should, should we start now to devise and build a new generation of heavy bomber aircraft or rockets fired from land bases, or should we confide the means of discharge to submarines, like the American 'Polaris'?

"There are obvious advantages about the last course. All the oceans of the world could be used in which to establish secret and mobile bases instead of having to rely on very vulnerable rocket sites or aerodromes.

"The disadvantage is expense. But if we are going to do a job, let's do it thoroughly and efficiently.

"Another critical situation arises in regard to our Merchant Navy. The situation continues by which a number of countries give uneconomic preferences to ships of their own flags. Also their ships can operate virtually tax free under the

flags of countries like Panama, Liberia and so on. Now there arises a new situation by which threatened American legislation would seriously interfere with our North Atlantic trade. These are matters which our Merchant Navy cannot cope with on its own. Government intervention is essential. And I do not have to remind you that the Merchant Navy is the life-blood of this country and of our Commonwealth.

"I am glad to be able to tell you that the Sea Cadet Corps continues slowly but steadily to increase its numbers both of cadets and instructors but we could do with more officers.

"Particularly this is so in the face of the Albemarle Report on the Youth Service. We, in common with the other voluntary Youth Organisations, have been asked to try to double our members in the next few years. But this can be possible only if we can get greatly increased public support both in voluntary service and in cash ...

Lord Granville then passed on to the general business of the meeting; after which an address was given by Admiral Sir Richard Onslow, K.C.B., D.S.O., until about a year ago Commander-in-Chief, Plymouth.

Address by Sir Richard Onslow.

"I think the Navy League would have done better to have asked someone who was not a retired sailor as your guest speaker; someone not damned with that tag of Admiral, which

March, 1962

to so many is synonymous with 'Blimp'. You and I know what splendid people Admirals are: but it is unfortunate that the public—or a lot of it—and the Press—most of it—think quite otherwise. They are, of course, in very respectable company in doing so, including the late Mr. Bernard Shaw, who wrote of Admirals as follows: 'Men go into the Navy, at least they do in this country, thinking they will enjoy it. They do enjoy it

for a year, at least the stupid ones do, riding back and forth dully on ships. The bright ones learn they don't like it in half a year. But there's always the thought of that pension, if only they stay in, so they do stay in. They stay in and are promoted as a matter of time, if not of course. Gradually they become crazy, Crazier and crazier. Only the Navy has no way of distinguishing between the sane and the insane. Only about five per

cent, of the men in the Navy have the sea in their veins. These are the ones that become Captains. Thereafter, they are segregated on their bridges. If they are not mad before this, they go mad then. And the maddest of these become Admirals.'

'I do not expect you, necessarily, to agree with me when I say that this is great nonsense. I am of one mind with the critic who wrote of Mr. Shaw that 'he skipped upon the graves of the illustrious dead like a blue-behind eye among the trees of Paradise'.

'Having in some way introduced myself I should now like to give you some of my personal views about the Navy as it is to-day and its immediate future. I must emphasise that these are my views and my views alone.

'First, in this nuclear age one cannot discuss the Navy without thinking of the 'deterrent'. It is, of course, the nuclear deterrent which has saved us from war over the past 14 years or so—ever since the Russians became really nasty, at the time of the Berlin blockade. That is quite incontestable, but is often forgotten by people like Canon Collins and his ilk. We, the Western alliance, must continue to rely on 'the deterrent' to deter. As I see it East and West have reached a state of nuclear stalemate in which each side knows that, if it launches weapons of mass destruction, retaliation will be swift and devastating. Neither side can stand to win; both sides stand to lose, and the world and its civilisation would inevitably relapse into barbarism.

'Therefore I find it inconceivable that the West should ever initiate a nuclear war; and I also find it inconceivable that the East should do so—just so long as we in the West have the power to retaliate at once.

Whatever happens we must retain that power.

'But there are many ways short of global war that are open to the evil men who rule Soviet Russia to spread their evil; I don't put any of them past them. They have shown themselves masters of the pin-prick—the pin-prick from which they can immediately withdraw if things do not go their way, but which, if not dealt with quickly, can easily fester into a ghastly sore.

'They are adept at inducing their stooges of every race and colour into making trouble for the West; and there is no quarter of the globe where their influence is not felt.

'We can defeat this policy of theirs as long as we are ready and able to extinguish the smouldering fire before it can burst into a blaze.

The Pax Britannica was maintained by a small regular Army well supplied with overseas bases; and the security of those bases and their lines of communication was assured by a powerful British Fleet. To-day the greater part of our Army is committed in Germany and most of those bases have

been lost to us for one reason or another; nor can we guarantee the security of those that remain.

'We cannot rely upon land reinforcements arriving quickly by air, since we depend for overlying rights upon countries who may well be unfriendly. In the event of war, for example, a hostile Middle East would impose upon us an air barrier stretching from Russia to a third of the way down Africa.

'So you see the whole trend of world affairs and all the troubles we see surrounding us to-day emphasise the need to adopt a strategy that is predominantly maritime. The sea is the only medium that is free from political hindrance, and in the context of a brush fire or limited war it is from the sea that our forces must come.

'As an example, look how expeditiously the Kuwait affair was settled: initially, as you know, by Royal Marine Commandos landed from the Bulwark, with the Army follow-up, including all their armour, largely lifted in the Amphibious Squadron; and with the whole operation supported by carrier-borne aircraft.

'And that brings me on to say a few words about the future of the aircraft carrier.

'There is a school of thought which believes that the present generation of aircraft carriers should be the last: that large, expensive and vulnerable ships have no place in the space age which they imagine is upon us. I am not one of them. I firmly believe that we shall need at least one more generation of these ships.

'I would not argue that in the 1970's the aircraft carrier would be a sensible medium for deploying part of the nuclear deterrent, as for example the Americans use it to-day. I see the function of the carrier of the future primarily as giving air-strike support and air defence to our land forces (as well as to our sea forces) in pursuance of a maritime strategy.

'In the context of our dwindling chain of bases, and as it becomes ever more difficult to set up ashore the complex organization required to operate land-based aircraft, the carrier appears to be the only means of giving the Army the support necessary for a quick military response to a limited threat.

'So you see the carrier of the future is not, in my view, just a sailors' toy; it is an essential three-service requirement, without which we shall be totally unable to provide air support for our ground forces outside the range of land-based aircraft.

'What then does the Navy require for the brush fire operation, or for the limited war which may follow an unextinguished fire? (And don't forget that a limited war may involve operations with some naval opposition). I suggest we want the sort of ships that have already been announced in the Naval Estimates: aircraft carriers, commando ships, assault ships, and of course the destroyers, frigates, minesweepers and auxiliaries to compose a balanced



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fleet. I have no quarrel at all with the Government's concept of the sort of ships we need: what I am worried about is the numbers. I have no quarrel with the Admiralty's concept of the sort of strategy we should adopt in the future, so admirably set out in the First Lord's report on the Navy when he introduced the estimates. What I am worried about is whether the Ministry of Defence, and the Government as a whole, have appreciated yet that in a changing world the special value of sea-power—its mobility and flexibility—remains constant. The last Minister of Defence never understood it: I hope the present one does. To quote the First Lord: 'Sea power can be quickly concentrated and brought to bear where it is needed. Its deployment cannot be prevented by the denial of over-flying and staging rights. It can be held poised in readiness at sea without encroaching upon a country's sovereignty; and it can remain unobtrusive.'

These are good words and true words. But what are the tools we have to implement them?

Four good but ageing aircraft carriers—and no plans yet to replace them.

One commando carrier—with one more to come; and too few Royal Marine Commandos.

One ageing squadron of amphibious ships—to be replaced by one new assault ship.

This is just not good enough. We have two vast sea areas divided by the great land mass of Europe and Africa. We must have adequate naval forces for the very modest role I am envisaging in both areas—East and West of Suez. We have not got them. Nor at the moment is it planned that we should have them. The planned additions to our existing ships are inadequate in numbers and make no

allowance for refits or casualties.

'You may ask: 'How can we afford it?' It is not, of course, my job to answer that; but afford it we should, even if it means some sacrifice. I do not think that it will require any vast overall increase in defence expenditure. I believe it could be largely done by readjustment of the Vote.

'The concept of maritime strategy—if properly applied—should result in considerable savings in both Army and Air Force measures to meet the sort of limited threat which I have described and which it is so important to stifle at birth. Let those savings be taken up now.

'But I think more will be needed, and there is another source that might help; and that is a relatively small slice of the deterrent. Your President, in his opening remarks, mentioned the need for Polaris submarines, and I must diverge

from my argument for a moment to say something about them. The Polaris submarine is probably the best way of delivering the nuclear deterrent, but Polaris is not a naval weapon. It is a defence weapon. If we are to build Polaris submarines, they must not be built out of the Naval Vote. I am all for having them, but don't let us look upon them as naval ships, which they are not.

'I have already said how important I believe the allied deterrent to be, and I am certain that we should contribute towards it. But our contribution is so small anyway in comparison with America's that a slight reduction would have a negligible effect on the overall potential. I believe that if a choice has to be made—and I am sure it will have to be—we would be making a better and more sensible contribution to world peace by reducing our expenditure on nuclear delivery and increasing our expenditure on sea power.

'I have said nothing so far about the huge Russian submarine fleet and the danger it poses. I need not remind this audience how close to defeat we have been from such a threat—twice in 50 years. We are still an island: we will still starve if our sea communications are cut. Since we are more vulnerable to blockade than any of our allies surely our contribution to the allied defence of shipping should be a major one.

'The Russian submarine fleet is nearly 10 times as big as the one we faced in 1939. Unless we show, and show quite clearly, that we are capable of countering this threat, we could be blackmailed by quite limited enemy operations at sea, leaving us no alternative between giving in to pressure and letting loose the nuclear holocaust.

'Have you thought what would happen if Krushchev should wake up one morning with a vodka-induced liver and

say to the West: 'Unless you give in about Berlin, I will declare a blockade of Western Europe'? I ask you to think about that now. Is it not possible to envisage the development of another Battle of the Atlantic—in isolation—without a shot being fired on land and without the release of a single weapon of mass destruction. I believe we should win such a battle, but it would cost the lives of thousands and thousands of sailors and would require much time to build up our escort forces. We should be a very hungry and sad people before the end.

'My last appointment, as Commander-in-Chief at Plymouth, carried with it the N.A.T.O. responsibility for the protection of shipping in the Western Approaches. I cannot pretend I was happy about the strength of the anti-submarine forces which would have been at my disposal in war.

'We must increase our strength. Any increase will be cheap as a deterrent against blackmail and as an insurance against the appalling need to use the nuclear weapon.

'What can you—the Navy League—do about this? Our countrymen are asleep—lulled to slumber by the soporifics of the Welfare State. And of those who are not asleep, many are either cranks or yellow, who would accept Communist domination rather than risk their miserable skins.

'There is nothing wrong with the Navy to-day except that it is too small. For its size we have the best Fleet in the world—the most highly trained and the most efficient. Our men are as good as ever they have been—indeed, I think they are better—and their quality shows no signs of falling away. And the higher direction of naval affairs at the Admiralty could not possibly be in better hands. There is much wisdom there, no ostentation

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and very little blimpishness. But that wisdom cannot be translated into action without the approval of the Government and of Parliament — without ultimately the approval of the people. And of course it is in the education of the people that you, the Navy League, can help.

"It is upon the Navy, under the good providence of God, that the safety, honour and welfare of our country do chiefly depend."

"That, as you know, was the prologue of the Naval Discipline Act, and those rather lovely words are still true, only perhaps they are not very easy for the public to understand in a nuclear age."

"More prosaically you can tell them this:

"A strong Navy is the best contribution this country can make to the maintenance of world peace. It is our best and most economical insurance against the spread of local wars, against the power for blackmail of the submarine, and against the appalling possibility of having to use the nuclear weapon."

"Tell them to wake up before it is too late!"

U.K. PRESS COMMENT

Admiral Onslow's words about the mobility of sea power and of the aircraft carrier in relation to our "dwindling chain of bases" find support in various news items of the past few weeks. The proposals for the political association of Malaya, Singapore, and the British territories in Borneo have raised the question of the future of the base at Singapore, and the use which may be made of it. Mr. Lee, the Prime Minister of Singapore, has intimated that the arrangements covering the use of the base will have to be negotiated afresh to bring them into line with the proposed merger; and the position was explained in an article in the Scotsman, 13.10.61. The correspondent wrote that, if the base were to pass under Malaya's sovereignty, its function as a S.E.A.T.O. depot would become dubious. Britain at present controlled Singapore's defence and foreign affairs; and the base could be used for whatever purposes London required. Malaya, however, was an independent nation, not a member of S.E.A.T.O. British forces in

Malaya were there for the mutual defence of Malaya and of British interests in Singapore, Borneo and Hong Kong. If they were to be used elsewhere, the prior consent of the Malaya Government must be obtained, if the active use of bases in Malaya was involved. Legally, it had hitherto been possible to withdraw such forces to Singapore and then use them for S.E.A.T.O. purposes; but that loophole was now likely to be closed.

From the Malayan end, it has been made clear by the Prime Minister, Tunku Abdul Rahman, that no objection would be raised to the continued use by Britain of the Singapore base in the present manner. It was clear, however, from a series of reports published in various papers on the 17.10.61 and 18.10.61 that it would not be possible to use Singapore as a S.E.A.T.O. base. The Defence Correspondent of the Daily Mail wrote on 17.10.61 that: "The abandonment of Singapore as a S.E.A.T.O. base is likely to be the start of revolutionary changes in British maritime strategy."

"The Defence Ministry and the Admiralty are planning reorganisation of the Far East Fleet into a compact strike force supported by its own supply ships."

"It is expected this fleet will still be able to use Singapore's vast harbour in peacetime as a purely British base."

"If an emergency arose involving Britain as a member of S.E.A.T.O., it would be able to put to sea and operate independently of the base."

Other Commonwealth bases whose availability has been questioned recently are those in Kenya, where The Times on 18.10.61 reported that K.A.N.U.

(Continued on page 19)

Chief of Naval Staff retires

Vice Admiral Sir Henry Burrell, Chief of Naval Staff and First Naval Member, relinquished his post on the 23rd February.

In an address to officers and men of the Royal Australian Navy, he said:

"As First Naval Member and Chief of the Naval Staff I am responsible for matters relating to maritime warfare, the Naval Staff business and major questions of Naval policy."

Naturally, I am responsible to the Naval Board, which in turn is responsible to the Minister for the Navy."

So military advice is really my affair. After 44 years service (and I've carried three good conduct badges for 27 years) I do know a lot about the job. I stand by my work of the last three years."

The results will take some time to show out, but I am quite certain in my mind, that the foundations of the Navy of the future have been laid on sound lines — within the limits of the finance allocated to the Navy from the Defence Vote."

Naturally, I hope you are happy about the future of the Royal Australian Navy. Sir Winston Churchill once referred to the decision to go to the help of Greece."

He said "History will show that that decision was correct — that is — it will — when I have time to write it".

If you are not happy, then you can blame me."



Vice Admiral Burrell being greeted by Rear Admiral McNeill on the flight deck of H.M.A.S. MELBOURNE at Jervis Bay, when he visited the Fleet to say farewell.

Naval Programme

I won't go right through the programme but — in less than five years, some of you will be in the U.S.A. preparing to commission the two CHARLES F. ADAMS class — vital additions to the Fleet and ultra-modern in every way. Interesting commissions for any of you! The Defoe Shipbuilding yard is at Bay City on the shores of Saginaw Bay in that freshwater lake — Lake Huron."

Those standing by will be within an hour's flight of Detroit and Chicago. It seems probable that the completion and commissioning will take place at Boston, and that's not far from New York."

● Next year MELBOURNE will be a tower of strength with her new modern A/S helicopters."

● Then the survey service will have a shot in the arm with a new surveying vessel properly designed for her task."

● This year we will have six (as new) Coastal Minesweepers arriving out here — those of you who enjoy small ship life will welcome them. So will Lieutenants who to-day have few opportunities to com-

mand one of Her Majesty's ships."

● Our Fleet tanker will have rejoined the Fleet and give it that extra mobility which is very desirable these days. "Join the Navy and see the world" is not just a wild advertising stunt."

To give an account of my stewardship in every direction would take too long."

When I turn over my duties to Admiral Harrington, I know you will have a C.N.S. whose broad aims will be the same as mine — for Australia to have a virile modern Navy available to defend our homeland and to play its part wherever duty calls."

To man and maintain the highly technical Navy of the future, you will all need to keep fit, to keep clear-eyed and clear-brained."

Nothing is impossible if you are prepared to try. I look to you all, each in your own way, to apply yourselves to your labours, your schooling, your instruction. You will be surprised what you can achieve, I was."

I have had long experience and knowledge of the individual rating. I have had the honour to command two des-

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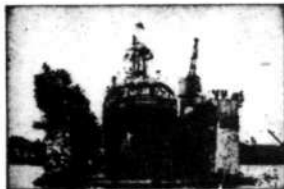
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troyers, an eight inch cruiser and an aircraft carrier. Twice have I commanded the Fleet, and I know of no finer man to command than the average R.A.N. rating.

In the years to come, naturally I will follow the progress of the Navy with the greatest interest.

I envy those of you who have recently joined the service. You have a fair life ahead of you. You also have the honour and satisfaction to serve Queen, and country.

During my service I have been supported and trusted by so many of you. Simply, I would like to say "Thank You".

Last Trafalgar Sunday I read the lesson in Canberra in which occurred—

"Ye are the salt of the earth".

I think that applies to the officers and men of the Royal Australian Navy to-day.

S.V.S.O. RETIRES



Sir Henry interrupted his final calls to say good-bye to Mr. N. D. Bretherton, S.V.S.O., who returned from final leave to be officially farewelled by C.N.S. and other senior officers. Mr. Bretherton was later "rowed ashore" on a truck load of vegetables.

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R.A.N. Helicopter Test Pilot For U.K.

An Australian Fleet Air Arm pilot who will flight test the Royal Australian Navy's new anti-submarine helicopters has left for the United Kingdom.

The Minister for the Navy, Senator Gorton, said that Lieutenant-Commander J. R. N. Salthouse had been selected as the R.A.N.'s maintenance test pilot to check the helicopters as they came off the production line in Britain.

The Royal Australian Navy is obtaining twenty-seven

Westland Wessex anti-submarine helicopters, a squadron of which will operate in H.M.A.S. MELBOURNE after 1963.

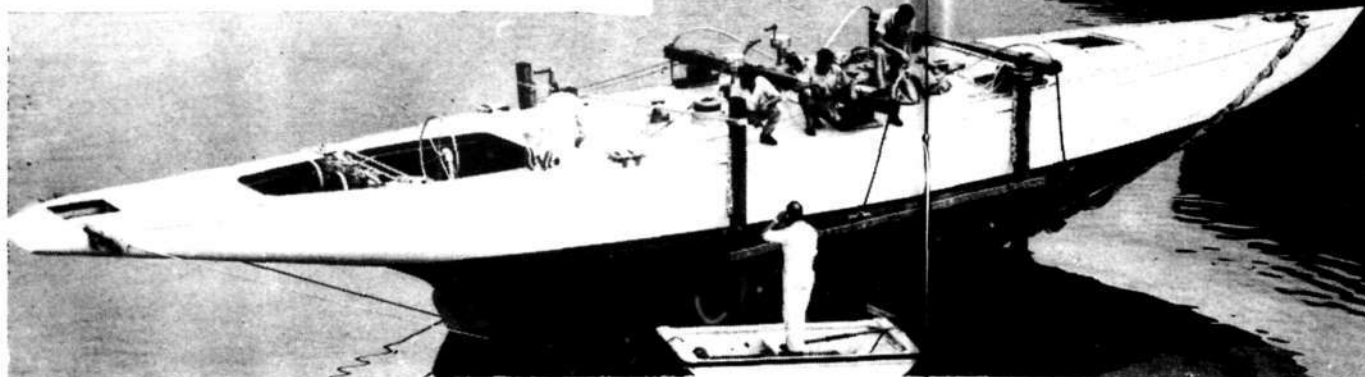
Lieutenant-Commander Salthouse is already a maintenance test pilot on fixed-wing aircraft, and he will undergo a special helicopter test pilot course in the United Kingdom. From about the middle of next year he will work at the Westland Aircraft Company's factory at Yeovil in Somerset. His task will be to test the heli-

copters for acceptance by the R.A.N.

He will be assisted by an Australian Fleet Air Arm observer, Lieutenant A. L. Eccleston, who will be responsible for checking the anti-submarine equipment. Lieutenant Eccleston is already in the United Kingdom for operational training in anti-submarine helicopters.

Lieutenant-Commander Salthouse is at present serving at Navy Office in Canberra on the staff of the Director of Naval Reserves.

New and Old Visitors to GARDEN ISLAND



The yacht GRETEL, which was designed and built in Australia to challenge the U.S.A. for the America's Cup, and the visiting French Training Cruiser JEANNE D'ARC and the Escort Destroyer VICTOR SCHOELCHER were all berthed at Garden Island in February. They, for different reasons, created great interest. GRETEL was having her 94-foot mast stepped and JEANNE D'ARC was on her third and last visit to Sydney. VICTOR SCHOELCHER is the most modern French ship to visit Australia.



Photos show:

GRETEL being launched at Halvorsen's boatshed.

Left: JEANNE D'ARC and above VICTOR SCHOELCHER.

Blocks by courtesy "Daily Telegraph" and "Le Courrier Australien."

FRENCH SHIPS VISIT SYDNEY



Captain Storell, Captain of JEANNE D'ARC, accompanied by Lieutenant Commander W. G. Bowles, D.S.C., Base Intelligence Officer E.A.A., leaves his ship to make one of several official calls.

The replacement for F.S. JEANNE D'ARC is the LA RESOLUE, which was "launched" in the dry dock at Brest.

She is the first ship in the world to be specially built for carrying helicopters. Her building was in 1955 and she was ordered in March, 1957, though construction was delayed until September, 1960. Her dimensions are: 12,000 tons in full load, 172 metres long, 22 metres waterline breadth and

6.20 metres mean draft. Engines: 40,000 h.p. (turbines), two shafts, speed 27 knots and radius 6,000 miles at 15 knots. Armament: four 3.9 A.A. single automatic guns, A.A. "Masurea" guided missiles on a twin mounting forward, and eight heavy "Frelon" helicopters, of which two will be able to take off simultaneously. Complement: 44 officers, 670 ratings, and 192 cadets as a training ship. She will be able to fulfil the following tasks:

- (1) to carry a battalion of 700 men with full equipment, and to land them by her helicopters.
- (2) to hunt submarines with helicopters using special sonars and torpedoes.
- (3) to clear up a minefield with helicopters specially rigged.
- (4) to repair the helicopters of the escort vessels.
- (5) and, in peace time, to replace the worn out training cruiser JEANNE D'ARC.

THE NAVY

A Revolutionary Mine-Detector Equipment

By courtesy of the "Engineer".

Before the days of thermonuclear missiles, Communist aggression in Korea made it urgently necessary for Britain to start a new naval building programme to deal with two dangers of a new kind which had arisen during World War II—the fast underwater vessel, and the magnetic or other influence ground non-contact mine.

Large numbers of two sizes of a new type of minesweeper—one of about 400 tons and another much smaller of about 150 tons—were built to deal with the mine danger and it is very satisfactory that 175 of these minesweeping vessels are still in service with the Royal Navy. No less satisfactory is the great progress that has been made by the Royal Navy in the detection of ground mines, for it is now universally realised that under the umbrella of the H-missile, there are as many opportunities to-day as in the past for aggression provided it is limited in aim and scale.

The Royal Navy has in fact in recent years performed one more service for the N.A.T.O. navies in producing a means of quickly locating unknown positions of underwater objects, which is believed to be the most effective method of mine-hunting at present in existence.

It is an all-British development of Asdic which enables a minesweeper to locate and classify any mine-like object on the seabed with an accuracy and range hitherto impossible. All that is needed is for the reported position of the object to be known very approximately—within a few miles only. The new equipment will do much to simplify the task of minesweepers, which was made so much more difficult in the Second World War by the use of the ground, or non-contact mine.

Apart from the normal daily minesweeping for moored mines, channels had to be continuously swept by vessels fitted with special types of sweeps suitable

for blowing up magnetic and acoustic mines at a safe distance from the minesweepers. Moreover these sweeps were often ineffective because of the delayed action operation of the mine. The ground mine is the simplest of all mines to lay as it has negative buoyancy, and thus acts as its own sinker. Hence it is eminently suitable for laying from aircraft or from the torpedo tube of a submarine, and cannot be located and destroyed by the sweep-wires of the normal minesweeping vessel. But with this new mine-hunting device channels can be searched with safety and thoroughly by a single minesweeper and the local authorities informed at once if a ground mine has been located.

One of the 175 post-war minesweeping vessels—the 400-ton H.M.S. SHOULTON, which paid a brief visit to Greenwich recently, after being fitted with the new equipment demonstrated it to the Americans in 1960 when carrying out



H.M.S. SHOULTON.—The R.A.N. is to get six of these minesweepers late in 1962. The minesweepers will be powered by Napier "Deltic" engines.

March, 1962

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side-by-side trials with United States Navy minesweepers.

It was immediately regarded by them as a significant contribution to the art and science of mine-hunting, and a similar type of equipment is now in use in the United States Navy, together with the other all-British innovations it has adopted—the angled deck and steam catapult—which have made it possible to operate modern heavy fast aircraft from an aircraft carrier. During the past twelve months H.M.S. SHOULTON has also demonstrated the equipment to the navies of fourteen N.A.T.O. and S.E.A.T.O. countries and over 250 officers from those navies have had the privilege of seeing the system at work in the specially designed, air-conditioned operations room, manned by two officers and three ratings.

In spite of so many foreign officers having witnessed the

system in operation, it is still thought possible to keep secret its range, degree of accuracy and other performance details which remain classified. Though designed for locating mines, the equipment has already proved invaluable both in this country and abroad in finding crashed aircraft, rockets and other weapons at sea. The ship's company of five officers and thirty-one ratings includes a team of divers who have sometimes operated in water temperatures down to 4 deg. Cent. to confirm contacts obtained by the mine-hunting system.

The complement are trained as a team to operate the ship as a mine-hunter and in the first half of this year spent 118 days at sea and took part in four naval exercises. Over 400 hours of operational experience has been gained with the Asdic system since the end of last year and during the two-and-a-half years in which the system has been operated in H.M.S. SHOULTON she has been called on by several countries to search for a variety of underwater objects. On her last aircraft search she succeeded in finding a crashed helicopter after only four minutes' operation.

It is intended that other coastal minesweepers will, in the future, be fitted with the equipment and converted for a mine-hunting role. The SHOULTON class are powered by high-speed lightweight diesels driving two propellers, and fitted with active rudders for ease of manoeuvring at slow speed. Their hulls are built of two thicknesses of mahogany, and metal fittings are mainly of aluminium alloy to make them as safe as possible against magnetic mines. All underwater surfaces of the wooden hull are covered with fibreglass as a protection against marine boring worms.



H.M.A.S. Sydney Commissions

Stores being carried aboard H.M.A.S. SYDNEY, which will be commissioned as a fast Army Transport early in March.



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WORK BEGINS ON NAVY SURVEY SHIP

Work has started at the Newcastle State Dockyard on a new survey ship for the Royal Australian Navy.

The Minister for the Navy, Senator Gorton, said that pre-fabrication of steel structure

had begun at the shipyard workshops. A detailed hull model had been completed and draughtsmen were well advanced on final drawings. Steel orders had been issued by the shipyard, and the keel should

be laid about the middle of the year.

The ship, which will be the Navy's first vessel designed specifically for survey work, should be completed towards the end of next year at a cost of about 2-million pounds.

Senator Gorton said the ship would enable the Navy to speed up its comprehensive programme of preparing modern charts of the Australian coastline.

The survey ship will be of 2,300 tons and will rank among the best vessels of its kind in the world. It will be equipped with a helicopter, modern position fixing instruments, small auxiliary boats fitted with echo sounders, and many other advanced survey features.

Turbine powered helicopters, the Westland P.531, have been selected to operate from the survey ship, and two of these helicopters are due in Australia later this year.

They will be the first turbine powered helicopters in the Royal Australian Navy, and among the first in Australia. They are a very fast helicopter, with a speed exceeding one-hundred miles an hour. They have a rapid rate of climb, and can carry five people in addition to the pilot.

The helicopters are expected to be ready in June, and to be available in Australia early in August. The Westland P.531 is a versatile machine and would be capable of carrying out a variety of military tasks in addition to surveying.

Senator Gorton said use of helicopters would result in much faster surveys. Their main role would be in the transporting of men and equipment to establish the essential shore bases. Within minutes they would be able to transfer men and equipment to hill tops and other vantage points. At present it took hours and sometimes days for this work.

THE NAVY

Soviet Claims Nuclear Submarines

The Soviet Union has claimed it has the world's fastest fleet of nuclear submarines and for the first time published a picture of a submarine which it says is atom-powered.

Premier Krushchev has said in numerous speeches that the Soviet Union has nuclear-powered submarines armed with missiles, but there has never been any direct mention of them in the press nor has any westerner seen one.

They were expected to be on display at Soviet Navy Day celebrations last July, but did not appear.

The Soviet government newspaper IZVESTIA hinted that Marshal Georgi K. Zhukov was fired as Defence Minister in November, 1957, for opposing construction of nuclear submarines.

The reporter said Premier Krushchev made the decision to go ahead and build them and is known in the Red Navy today as "the father of the

nuclear fleet which today guards our Soviet state."

An IZVESTIA correspondent described the submarine as having "a snub nose of conventional transport planes and a small elastic tail like the tail fin of a big sturgeon."

"Although the crew say their submarine is a big one, this is so only relatively speaking," the reporter wrote. "The overall dimensions of the submarine, just like those in any other submarine vessel, are limited and the designers did a fine job in solving the difficult task of cramming into a small space the reactors, the shielding and the various gear needed to convert nuclear energy into mechanical (energy)."

The Soviet nuclear submarine was also credited with speeds greater than that of the fastest ocean liners (30 to 35 knots).

Her captain was identified as Lev Zhultsov, "a veteran of the Soviet atomic fleet."

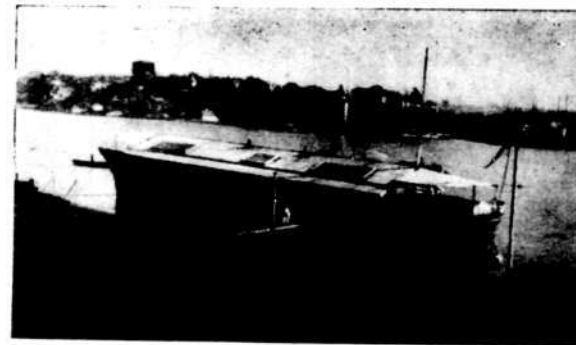
Most sources credit the Soviet Navy with three nuclear submarines in service and an equal number on the building ways. In contrast, at press time the United States Navy had 22 nuclear submarines in commission, 36 in various stages of construction, and three others will be ordered this year. In addition, Great Britain has two A-subs under construction.

Commenting on the Soviet boast, Admiral George W. Anderson Jr., United States Chief of Naval Operations, said in his opinion the Soviets have "a limited number of nuclear-powered submarines."

He added that the Russians were probably having some problems and "it wouldn't surprise me if they lost some."

"We haven't lost any yet and we don't intend to. There's no doubt in my mind that the United States is far ahead of the rest of the world in nuclear propulsion," he said.

(Continued from page 8)
representatives had been attacking in the legislative council the continued presence of British bases; and Malta, where under the new constitution Britain is to retain control of defence and therewith the use of the base. In comment in the papers of 25.10.61, however, it was recalled by various writers that this constitution might eventually lead to independence; and in a short leader the Daily Telegraph concluded: "... there is no finality about the new Constitution. It is a compromise between full self-government and the defence requirements which must be safeguarded as long as Malta occupies its present place in the strategic picture. This is not immutable."



H.M.A.S. PENGUIN

This photograph was taken by Mr. Wray in 1911, when he was serving with the Navy on Garden Island.

March, 1962

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Canada To Get Submarines

IT is reported that Canada is to order six submarines in the near future, to be constructed in Canadian shipyards.

Since 1949 three submarines of the Royal Navy, constituting the Sixth Submarine

Squadron, have been based on Halifax, Nova Scotia, each boat being relieved by another from the United Kingdom as her commission has elapsed.

Officers and ratings of the Royal Canadian Navy have also served in British submarines, and have been trained

at H.M.S. DOLPHIN, the Submarine Headquarters at Fort Blockhouse, Gosport, where they have gone through the submarine escape course in the giant tank tower.

More recently the United States Navy lent one of their submarines, the U.S.S. BURR-FISH, to Canada for a term of five years, with the option of renewal for a further period, and she was recently commissioned in the Royal Canadian Navy and renamed H.M.C.S. GRILSE.

So both Great Britain and the United States have given practical submarine assistance to Canada and have extended submarine training facilities, and the Royal Canadian Navy will have the opportunity of taking the best of both worlds. In the design of the new Canadian submarines they will doubtless incorporate the best features of both British and American submarines.

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Navy Ship Begins International Survey

A ship of the Royal Australian Navy has begun the first work in a vast international survey to discover the secrets of the Indian Ocean.

The Minister for the Navy, Senator Gorton, said recently that the oceanographic and training frigate, H.M.A.S. DIAMANTINA, has begun a six-week survey in the Indian Ocean. This marked the official beginning of an intensive three-year programme to study the world's least-explored ocean.

Many nations, including Britain, America, Russia and Japan, are taking part in the scientific research, which is being sponsored by UNESCO and the Scientific Committee for Oceanographic Research.

Senator Gorton said Australia would make a major contribution to the Indian Ocean investigation. For the first time, both the Navy's oceanographic vessels, DIAMANTINA and GASCOYNE, would work in the Indian Ocean. During 1962 these two ships, with C.S.I.R.O. scientists aboard, would carry out six oceanographic cruises, most of them in the Indian Ocean.

A total of nearly thirty oceanographic ships will be taking part in the international survey, and up to ten of them will be operating in the Indian Ocean at the same time.

Senator Gorton said the international survey would be of great importance to Australia. Among many other things, it would provide new information on weather forecasting and fishery resources.

The R.A.N.'s two oceanographic frigates combine basic seamanship training with their scientific surveys. C.S.I.R.O. scientists work in the special laboratories fitted in DIAMANTINA and GASCOYNE.

U.S. Navy Chief At Garden Island



Rear Admiral James, U.S.N., inspected the workshops on Garden Island during his recent visit to Sydney. Admiral James came to Australia to confer with Government and Naval authorities on the construction of the new guided missile ships for the R.A.N., these ships being similar to the CHARLES F. ADAMS class of the U.S.N.

R.A.N.'s Diving Expert for Malaya

One of the Royal Australian Navy's most experienced underwater experts is being loaned to the Royal Malayan Navy.

The Minister for the Navy, Senator Gorton, said that Lieutenant R. M. Titcombe, formerly officer in charge of the Navy's Diving School in Sydney, had been assigned for a tour of duty with the Malayan Navy. He would not be concentrating on clearance diving work in Malaya, although his experience in this field would undoubtedly be of considerable value to the young Navy.

Senator Gorton said Lieutenant Titcombe would be the seventh Royal Australian Naval officer appointed to serve with the Royal Malayan Navy. The R.A.N. was assisting Malaya with the development of her Navy, and the officer in command of the Malayan Naval forces, Captain W. J. Dovers, was an Australian Officer.

FORMER MERCHANT SERVICE OFFICER

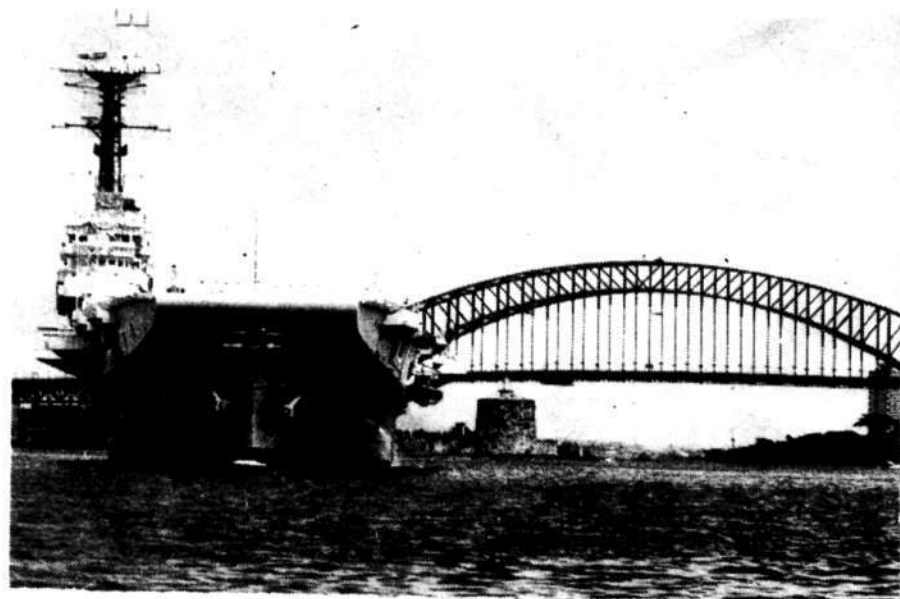
A former member of the Merchant Navy, Lieutenant Titcombe, joined the Royal Australian Naval Reserve and was granted a permanent commission in 1954. While on loan to the Royal Navy, he was awarded the M.B.E. for salvaging a helicopter in 170 feet of water. He has played a leading role in underwater assignments in Australia since becoming officer-in-charge of the Navy's Diving School two years ago.

Lieutenant P. A. Hawke, the former executive officer of the training frigate, H.M.A.S. DIAMANTINA, has succeeded Lieutenant Titcombe at the Diving School.

Royal Australian Navy In Far East



Petty Officer Douglas Parsons, of South Guildford, N.S.W., shows a tiny Vietnamese girl over H.M.A.S. VAMPIRE. She was one of 80 orphan children entertained by H.M.A.S. VAMPIRE and H.M.A.S. QUICKMATCH during their second visit to Saigon. The ships will be joined by other H.M.A. Ships MELBOURNE, VOYAGER and QUEENBOROUGH about the middle of March.





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ANTI-SUBMARINE HELICOPTERS ARRIVE THIS YEAR

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NAVY MINISTER COMMENT ON £3½ MILLION FERRY

The Minister for the Navy, Senator Gorton, welcomed the announcement by the Minister for Shipping and Transport, Mr. Opperman, that a £3½-million vehicular vessel would be built at Cockatoo Dockyard.

Senator Gorton said: "Cockatoo Dockyard now carries out all refits and alterations to the submarines based in Australia as well as refitting some naval surface ships.

"It has the equipment and the know-how to act in concert with Garden Island Naval Dockyard in backing naval effort. However, after completion of the naval ship it is at present building the yard faced difficulty in keeping its whole work force together and in maintaining a desirable balance of trades. This contract to build a passenger ship will largely overcome that difficulty.

THE NAVY

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

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

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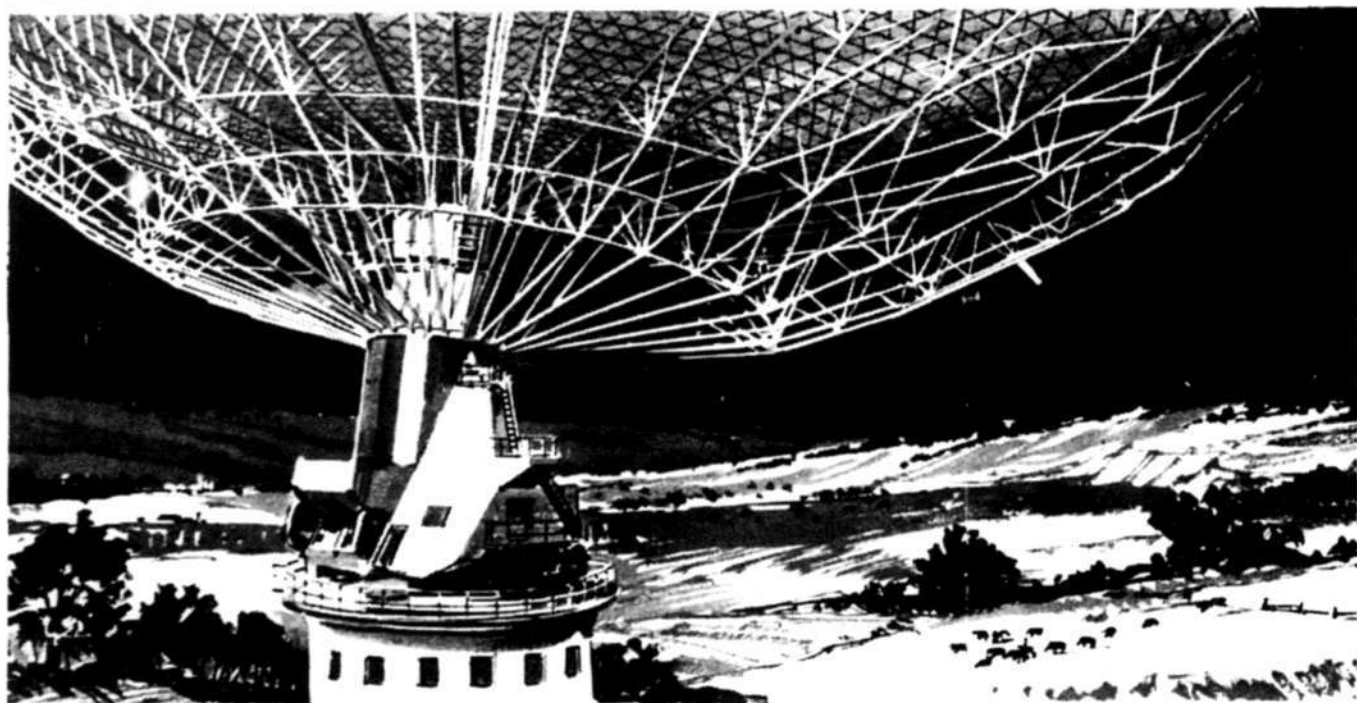
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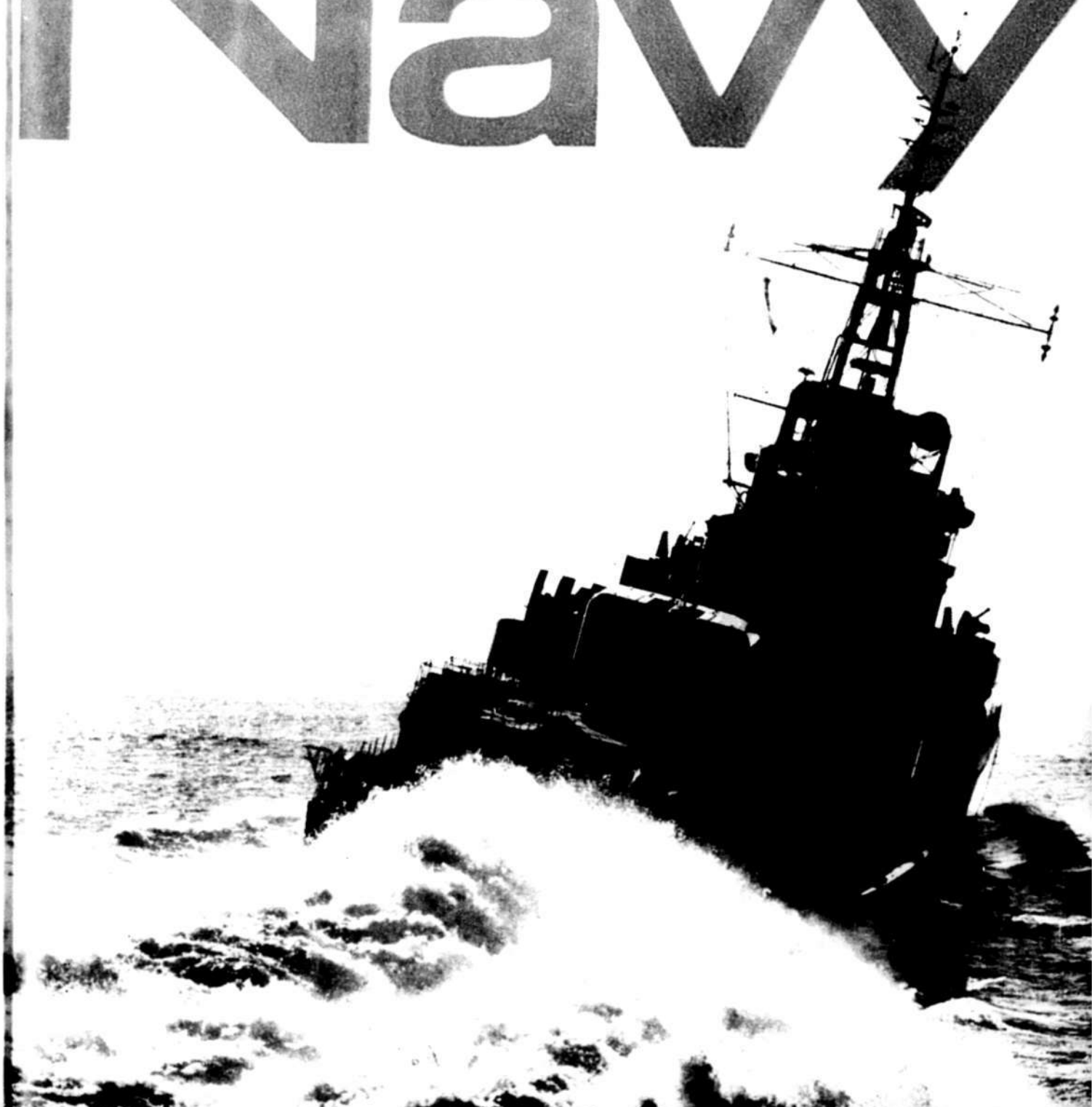
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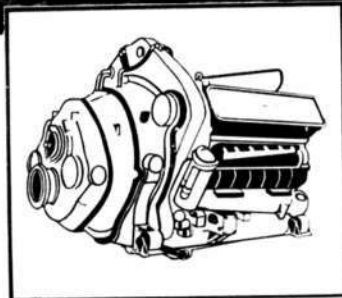
THE Navy

APRIL MAY 1962

1/6



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 NAVY

Vol. 25

APRIL-MAY, 1962

The Official Organ of the Navy League of Australia

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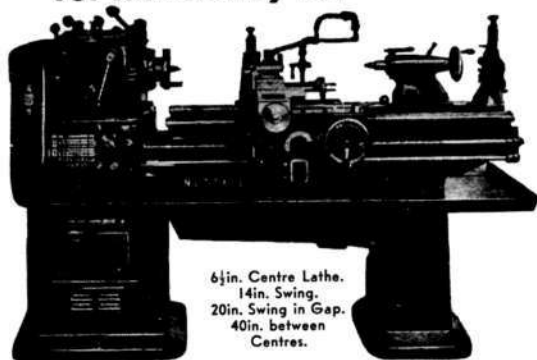
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FLAG OFFICER SUBMARINES

VISIT TO AUSTRALIA

Rear Admiral H. S. Mackenzie recently visited Australia and New Zealand. The following are some questions and answers at the Press conference he gave shortly after his arrival in Sydney.



Before questioning commenced he stated his visit to Australia was primarily to look at the Fourth Submarine Division of which he had some responsibility in his job as Flag Officer, Submarines.

He added: "I also will visit Canberra and New Zealand to talk about the part submarines will play in the navies of today and in the future."

In answer to this question "Will these talks include Australia being equipped with submarines?" Rear Admiral Mackenzie said: "I will be discussing the question of the formation of an Australian-manned submarine branch while I am in Canberra. How you will build them or acquire them is a matter for Australia."

Rear Admiral Mackenzie added it must be appreciated, however, that the formation of such a branch was a matter for Australia.

He went on to say: "I am convinced that every major Navy has to be interested in the submarine world ... I think there is a tremendous future for submarines, especially for nuclear submarines."

In answer to a question whether Australia should start with nuclear submarines, he said: "I would recommend that you start with a conventional submarine which I do not agree is obsolete."

"The conventional submarine has a large part to play for many years to come but of course they will be overtaken by the nuclear submarine. "When I say that I am referring to 20-30 years ahead.

"In those years, the nuclear submarines will be the capital ships of the future. More and more of naval warfare will be decided underwater."

What would you say would be the largest ship to operate under the water?

"Well, in years to come, what with vertical take-off aircraft and things like that, possibly

April-May, 1962

even a carrier might go under water with nuclear power to drive it and I know there are plans already afoot for building merchant ships, bulk carriers, tankers and so on of 50 to 60,000 tons of nuclear power."

Asked how many submarines he thought Australia should have, Rear Admiral Mackenzie said: "It is hard to give an answer. If you have only three submarines there is no future career for those who go into submarines. The men will become frustrated ..."

"I believe that more and more of the world's navies will go underwater ... by the end of the century you might have an underwater Navy ... you need a minimum of three submarines for training needs and these needs are likely to go up in the future ..."

Rear Admiral Mackenzie then was asked this question: "If Australia does get submarines, would they be second-hand or new?"

He replied: "That is up to Australia. There aren't many second-hand ones available unless you get them from Russia. You might have to get them built."

Discussion then touched upon costs and Rear Admiral McKenzie said a conventional submarine cost between £3,500,000 to £4,000,000 and a nuclear submarine up to £20,000,000 sterling.

He told the Press, DREADNOUGHT would be commissioned towards the end of this year and that Britain would have between 40 and 50 submarines.

It was intended to have a fleet of about that number.

"In the event of any future war do you feel that surface ships would entirely disappear?"

"Not for a long, long time, but if one is looking say 40-50 years ahead I believe we may find that the surface warship plays a very much less important part than it does now, and the balance will shift to the submarine."

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"Are the hazards as great for the crew members of the nuclear submarine as they are with the conventional type submarine?"

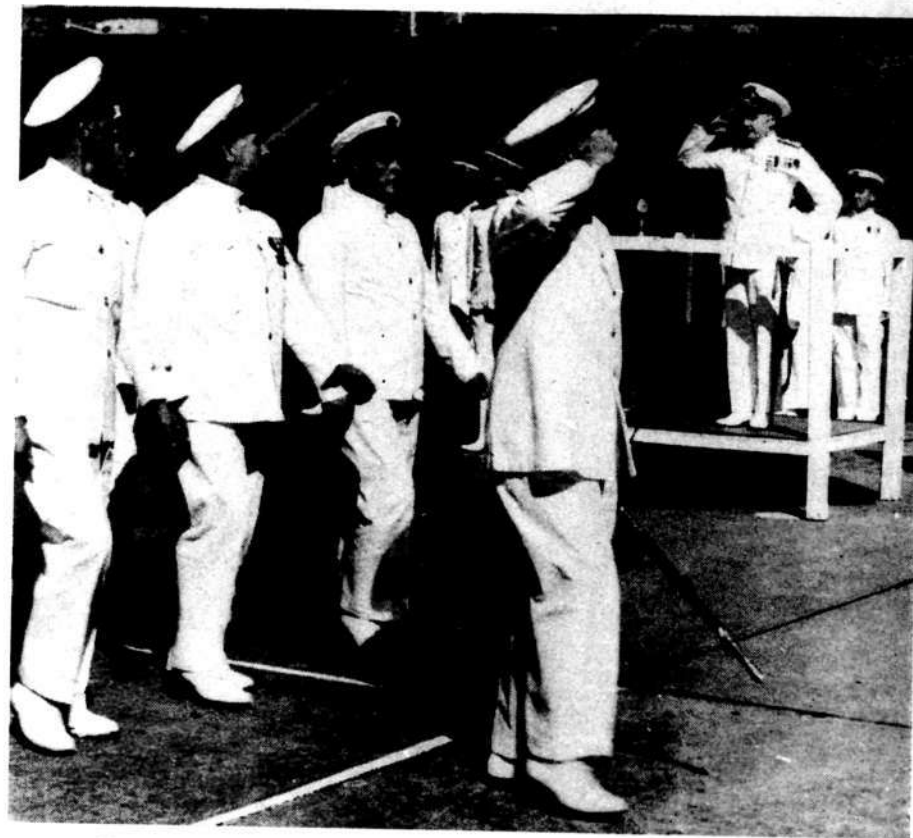
"Yes, there is very little change in that respect. The nuclear submarine has got to obey the very sound principles on which our conventional submarines run themselves, and the hazards may be increased slightly and that the nuclear submarine is higher speed, greater manoeuvrability and can change depth very much faster than a conventional one and so it's got to be just that much more careful in what it does."

Questioned about the submarine fleets of Russia and Red China, Rear Admiral Mackenzie said their strength "worried Britain".

To a question, he said he thought Russia had about 10 nuclear submarines, China about 12-15, mostly conventional, U.S.A. over 100 submarines including 15 nuclear submarines operational.

He saw nothing unusual in Russian or Chinese submarines being on patrol in the Pacific.

The subject then turned to the Singapore Base and Rear Admiral Mackenzie said that "if we want to deploy our military forces east of Suez we must have a base."



Rear Admiral H. S. Mackenzie takes the salute during an inspection of the 4th Submarine Squadron at H.M.A.S. PENGUIN.

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PRESS CONFERENCE (Continued)

"If, politically, Singapore is unreliable, I hope you will allow us to use Australia as a base."

"We have put a large amount of money into Singapore, but if Malaysia objects to having us there we will have to go."

"However, this is very much a political question."

In answer to a question, Rear Admiral Mackenzie said he would like to see Fremantle again used as a submarine base.

He recalled that he had been based there and said he would very much like to see submarines going back to Fremantle.

April-May, 1962

Rear Admiral Mackenzie became Flag Officer Submarines on July 31, 1961.

During the war he commanded H.M. Submarine THRASHER and H.M. Submarine TANTALUS and for his services in Command of these submarines while carrying out war patrols, he was awarded the Distinguished Service Order and Bar, and the Distinguished Service Cross.

While in Command of H.M.S. TANTALUS, serving in the Pacific, and based on Western Australia, his submarine established a British record in 1945 for length of a war patrol—56 days, of which 37 were spent north of the Malay.

THE NAVY



Capt. R. I. Peek and members of the Ships' Company salute as the White Ensign is hoisted on Commissioning.

THE NAVY



The Royal Australian Navy's former aircraft carrier, H.M.A.S. SYDNEY, has begun a new career.

She commissioned at Garden Island Dockyard in Sydney on March 7, as a fast troop transport, becoming the R.A.N.'s twentieth ship in commission.

SYDNEY was commissioned by eighteen officers and 208 ratings who will form the nucleus of the troop carrier's crew.

In the event of an emergency, the Royal Australian Naval Reserve will provide the balance of the ship's company.

SYDNEY has been refitted for her new role as a fast transport for troops, stores and equipment.

She will normally be berthed in Sydney and will be ready for sea at seven days' notice.

The troop carrier will put to sea for training cruises each year and the reserve component

of the crew will carry out their annual training on board.

The first sea-going training period, in cooperation with the Army, will be in May.

While berthed in Sydney Harbour, H.M.A.S. SYDNEY will be used to train junior ratings and will also serve as a support ship for the R.A.N.'s new minesweeper squadron.

SYDNEY is commanded by Captain R. I. Peek, O.B.E., D.S.C., who recently returned to Australia from Britain.

He has been on exchange duty with the Royal Navy and also attended the Imperial Defence College.

SYDNEY was the Royal Australian Navy's first post-war aircraft carrier, and joined the fleet in 1948.

Until the start of her refit as a troop carrier last year, she had spent three years in Reserve in Sydney Harbour.

April-May, 1962

New Frigates for First Asian Duty

The Royal Australian Navy's two newest warships will sail late this month to represent Australia on the British Commonwealth Strategic Reserve in South East Asia.

The two warships, H.M.A.S. PARRAMATTA and H.M.A.S. YARRA, joined the Australian Fleet towards the end of last year, and it will be their first tour of duty in South East Asia.

Senator Gorton said the two frigates would be a major contribution to the Naval strength of the Strategic Reserve. The sister ships would be among the most modern vessels operating from Singapore. They would be proud escorts for the Australian flagship, H.M.A.S. MELBOURNE, already serving in South East Asia.

The Australian-built frigates are equipped with the most advanced equipment for seeking and destroying submarines. PARRAMATTA (Commander G. R. Griffiths) was built at Cockatoo Docks in Sydney, while YARRA (Commander J. L. W. Merson) came from the Naval Dockyard at Williamstown in Victoria.

Both frigates have been undergoing refits following their initial period at sea last year, and they will "work-up" in Jervis Bay early next month. After sailing from Sydney on 20th April, they will call at Cairns and Manus Island on passage to the Philippines, where they will rendezvous with other ships of the Australian Fleet, including H.M.A.S. MELBOURNE.

THE NAVY

TWENTY years ago last December the most powerful naval striking force the world had ever seen steamed across the North Pacific. The force — flying the Japanese ensign — was built around six aircraft carriers supported by fast battleships, cruisers, destroyers and submarines.

At 6 a.m. on December 7, 1941, the first of 361 fighters and bombers left the pitching decks of the striking force's carriers and headed south towards the United States military installations in the Hawaiian Islands.

Thus, the greatest naval war in history began. During the ensuing four years of war the Japanese sent to sea the largest non-nuclear warships and submarines ever built.

But this mighty armada was defeated by an overpowering force of Allied warships, submarines and aircraft. When the surrender document was signed aboard the United States battleship MISSOURI on September 2, 1945, the Japanese could muster but a handful of damaged warships capable of putting to sea. Capable, that is, except that their fuel bunkers were void of oil — another effect of Allied sea and air power.

Now, two decades, after the well-executed attack on Pearl Harbour, the Japanese Navy is again putting to sea. To-day the fast-growing Japanese fleet is a powerful, and welcome, addition to the non-communist world's naval power.

The present Japanese Navy, officially Maritime Self-defence Force, was born with the Peace Treaty of 1951 and the Maritime Safety Force which followed.

This Maritime Safety Force was later renamed the Coastal Safety Force which has evolved into the Maritime Self-defence Force of to-day.

JAPAN: ALLY IN THE EAST

By NORMAN POLMAR

(Reproduced from "THE NAVY")

Heading the Maritime Self-defence Force is Vice-Admiral Sadayoshi Nakayama in the billet of Chief of Staff, a position which corresponds to the Royal Navy's First Sea Lord and Chief of Naval Staff.

The Maritime Staff Office, under the chief of Staff, has administrative, operations, intelligence, supply and technical divisions. The Technical Division has branches for ship, aircraft and ordnance matters. All Maritime Self-defence Force air activities, both operational and support, come under this office, there being no separate office for naval air matters in the Japanese organization.

The Maritime Staff Office also controls and co-ordinates the operating branches of the Maritime Self-defence Force. These are the:

Self-defence Fleet; Training Squadron; Air Training Group; First Minesweeping Squadron; Five Regional Districts; and Support activities (schools, hospitals, etc.).

The Self-defence Fleet, Training Squadron, Air Training Group and First Minesweeping Squadron are under separate commanders responsible to Admiral Nakayama.

The Self-defence Fleet, headed by Vice-Admiral Suguru Suzuki, consists of the Escort Fleet and Fleet Air

Force. The Escort Fleet in turn consists of the First, Second and Third Escort Squadrons and the Second Minesweeping Squadron. The Fleet Air Force consists of the First, Second, Third and Twenty-first Air Wings.

Of the eighteen destroyers now in commission in the Japanese Maritime Self-defence Force, fourteen have been constructed in Japanese shipyards since 1956. The four others are former United States ships built during World War II.

The Japanese-built destroyers are armed with United States designed weapons and have a formidable anti-submarine capability. Several have the so-called Weapon Alfa A/S rocket launcher. Since Japan is very much dependent on foreign trade for its existence, anti-submarine operations are the nation's primary naval concern in view of the large number of Soviet submarines reported in the Far East and the growing Chinese Communist undersea fleet.

Japan is now building a guided missile-firing destroyer. Unnamed as yet, she will be a 2,600-ton ship armed with conventional guns and the United States-supplied Tartar anti-aircraft missile. The Tartar — now operational aboard United States destroyers — has a speed

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of Mach 2.5 and a ten-mile range.

The missile-firing destroyer will be completed in 1963.

Next on the Japanese Navy lists are twenty-six anti-submarine frigates. Of these, twenty are former United States World War II built ships. Five others were built in Japanese yards since the war and one is a former Imperial Japanese Navy ship.

The last is the 1,250-ton WAKABA, originally com-

pleted in March, 1945, as the NASHI. She was sunk off Hatajiri Point on the Inland Sea by allied carrier aircraft on July 28, 1945. She was salvaged after the war, rebuilt and commissioned in the Maritime Self-defence Force on May 31, 1956. During the latter part of 1957 and early 1958 she had a host of radar equipment installed and was officially rated as a radar picket ship.

To assist in training anti-submarine forces of the new

Japanese Navy, the United States fleet-type submarine MINGO was transferred to Japan in August, 1955. Renamed KUROSHIO, she has become the forerunner of a fast-growing, but modest, Japanese submarine force.

On Christmas Day, 1957, the keel was laid in a Japanese shipyard for a 1,100-ton submarine. Completed in 1960, the ship has been named OYASHIO and is now serving as a training ship for anti-submarine operations. She is a streamlined, snorkel-equipped craft with an estimated submerged speed of 19 knots.

One improved "Oyashio"-type submarine of 1,100 tons and four smaller 750-ton under-sea vessels are now under construction. Reportedly, Japan plans to build some twenty submarines during the next decade.

At present Japan has no aircraft carriers. The Maritime Self-defence Force wants to construct one helicopter carrier which will be the core of a fast anti-submarine carrier group.

The Training Squadron provides at-sea training for Maritime Self-defence Force recruits and students at the tri-service Japanese Defence Academy who will be commissioned in the nation's sea service.

This "fleet" consists of several frigates plus a destroyer which is usually attached for "big ship" training.

Most Japanese Navy men want a big ship of cruiser size for training, but at present there are no definite plans to obtain one. There has been talk on both sides of the Pacific of Japan acquiring a moth-balled United States "anti-aircraft" (light) cruiser. One of these 6,000-ton ships armed with a dozen 5-inch guns would make an ideal "small fleet" flagship and could also

serve as a "big ship" training vessel.

The third Japanese "fleet" is the First Minesweeping Squadron. This force shares Japan's fifty minesweepers with the Second Minesweeping Squadron. It also has a frigate which serves as squadron flagship.

Minesweeper duty in the Japanese sea service is still a dangerous occupation because of the large number of World War II sown mines which still remain in the waters along Japan's 16,000 miles of coastline.

There's incentive pay for sailors serving in minesweepers (20 per cent. above base pay) as there is for Japanese submariners (40 to 45 per cent.) and flyers (36 per cent.). All Japanese sailors on sea duty receive more pay (30 per cent.) than do men in similar billets ashore. There's also additional pay for engine-men, divers, explosive disposal personnel, etc.

Ships are also assigned to the five regional districts of the Maritime Self-defence Force. Each district has a frigate and several submarine chasers, minesweeping craft and landing craft assigned to it.

Because of the present close-in operations of the Japanese fleet it has no large auxiliary or fleet support ships in service.

One oiler is under construction and will extend the radius of action for the destroyers. In addition, a landing ship has been converted into a target drone launching ship for anti-aircraft gunnery exercises. There are also a few maintenance ships and tugs and a submarine rescue vessel.

The air arm of the Maritime Self-defence Force has some 200 shore-based aircraft and helicopters and a few amphibious planes.

The backbone of the air arm consists of thirty-five P2V Neptune patrol bombers and sixty

S2F Tracker anti-submarine aircraft. These are the same types of planes now used in United States front-line squadrons and the Neptune is a familiar plane to many N.A.T.O. naval air forces.

About half of Japan's Neptunes, P2V-7 models powered by two reciprocating and two jet engines, are U.S. built. The rest have been produced in Japan under licence from the U.S. manufacturer.

There are thirty-eight helicopters in the naval air arm, most of which are rigged for anti-submarine operations.

The Maritime Self-defence Force's other planes are single and twin-engine trainers and a few amphibious planes used for rescue and utility missions.

Japanese naval aircraft operate from twelve maritime air bases and air-training centres.

Backing up this fast-growing naval force is Japan's booming industrial capacity. Since

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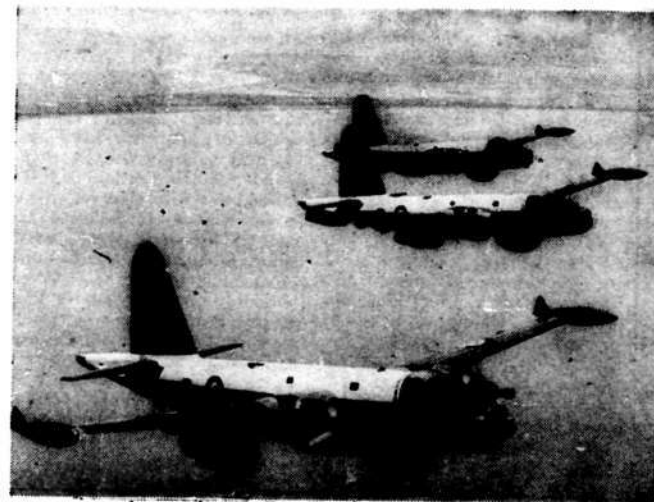
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Please note that all annual subscriptions now commence in January. New subscribers after January should send only 1/11 for each month remaining up to and including December. Otherwise back copies from January will be posted.



The First of twelve P2V7 Neptune anti-submarine bombers for the R.A.A.F. have arrived in Australia.

The bombers, which will cost £10,000,000 have newly developed secret electronic equipment.

The equipment allows underwater detection of submarines at greater ranges than hitherto. Experts regard the Lockheed P2V7's as amongst the most up-to-date anti-submarine aircraft in the Western World.

1956 Japanese shipbuilders have led the world in tonnage of ships constructed, with Great Britain and West Germany following in that order.

Annually Japan launches a fifth to a quarter of the non-Communist world's new ships. Many of these are built to the order of United States ship-owners, especially the major oil companies, enabling them to compete favourably in world markets.

Japan's shipbuilding industry has long been considered highly advanced. This is somewhat ironic when one considers that almost no ocean-going craft were constructed for some two and a half centuries in Japan from the early 1600's through the mid-1800's.

But the Japanese proved themselves very adept at learning and improving Western shipbuilding techniques after their period of isolation under the Tokugawa shogunates.

The Mitsubishi shipyard in Nagasaki recently celebrated the centenary of its founding. To-day it is one of the largest shipyards despite the fact that it was completely destroyed by an atomic bomb in August, 1945.

During the late 1930's and early 1940's the Japanese shipbuilders sent to sea the largest battleships, aircraft carriers, destroyers and submarines built during the war period.

Greatly influenced by construction speed-ups developed in the United States during the war, Japanese yards now concentrate on automatic welding apparatus, gas steel-cutting equipment, giant cranes, and similar devices. Pre-construction of hull sections on the ground with assembly in the building ship is a standard procedure.

Construction of a 10,000-ton freighter which required about 15 months in the 1930's now takes 8 to 10 months. The difference makes a good cost saving and has enabled Japan to take the world leadership in shipbuilding.

In addition to the speed with which the Japanese yards produce ships, they are building big ships as they did during the war. To-day the largest tankers in service are the near sisters UNIVERSE DAPHNE and UNIVERSE APOLLO, both built in record times by the Kure Shipyard Division of National Bulk Carriers, Inc. These ships each have a dead weight tonnage of some 107,000 tons and are 950 feet long and 130 feet wide.

A pair of 130,000 dead-weight ton tankers are now being built by the Sasebo Ship Industry Company and the Ishikawajima-Harima Heavy Industries Limited at Tokyo. These 955-foot giants will be the largest of their type in the world.

And the future? Three years ago the Mitsubishi Heavy Industries announced it had designed an atomic-powered undersea tanker, the first non-military craft of its type.

NAVY MAKES SENIOR FLYING APPOINTMENT

Commander H. E. Bailey, D.S.C., will become Commander (Air) at the Fleet Air Arm's shore base, H.M.A.S. ALBATROSS, next month. This is the top flying post at the Naval Air Station at Nowra, and Commander Bailey will be supervising the transition from fixed wing aircraft to anti-submarine helicopters. The first of the twenty-seven WESTLAND WESSEX helicopters are due at Nowra later this year.

Commander Bailey is a former commanding officer of the Navy's 817 Gannet squadron embarked in H.M.A.S. MELBOURNE, and he won the D.S.C. while flying from H.M.A.S. SYDNEY in Korea. He joined the Navy in 1948 after serving as an R.A.A.F. pilot during the Second World War.

Commander Bailey is at present at Navy Office in Canberra as Deputy Director of Plans. He will be succeeded by Commander A. H. Gordon, D.F.C., a Fleet Air Arm observer whose career has closely followed his own. A former R.A.A.F. navigator, Commander Gordon was Commander Bailey's observer in Korea and served with him at the Royal Navy's anti-submarine school on exchange duty in Britain.

At the Naval Air Station at Nowra, Commander Bailey takes over from Commander J. D. Goble, who has been appointed Executive Officer of the Fleet replenishment ship, H.M.A.S. TIDE AUSTRAL.

THE NAVY



NEW ZEALAND VISITOR

Commodore L. S. Stanners, 2nd Naval Member of the N.Z. Naval Board with Commander A. H. McIntosh during an inspection of H.M.A.S. HARMAN.

H.M.A.S. SWAN 25th ANNIVERSARY

During her long career she has been a most active ship and saw extensive service in World War II.

In 1942 she survived seven attacks in Japanese air raids on Darwin Harbour but suffered casualties, five members of her crew being killed and 19 injured.

H.M.A.S. SWAN acted as a safety ship in the Indian Ocean in 1958 for the Qantas Airliner carrying the Queen Mother.

She survived a hurricane in New Zealand in 1959.

WAR SERVICE

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REPLACEMENT OF BRITISH CARRIERS

The British magazine, "The Navy," has this to say, in an editorial, regarding the possible building of carriers for the Royal Navy:

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It has been reported in several newspapers that a decision has been reached to start a replacement programme for our existing aircraft carriers, by laying down two of these vessels of about 50,000 tons each. Such reports have, as yet, however, no official background. Indeed, it is reasonable to assume that no Government statement of its intentions regarding defence planning over the next few years, now that the Duncan Sandys five-year plan has happily come to an end, will be made until next month, when the various defence White Papers may be expected. Nevertheless, it is to be hoped that the inspiration of the writers of these articles will be found to be, in fact, true prophecies of what will then be disclosed.

It may be that not everyone will agree with everything that

"Reactor" has had to say in his articles published last month and again this month in "The Navy." Yet this must be apparent to every discerning mind that our future defence strategy in the state of the world as we can foresee it must increasingly be based on an amphibious conception. No longer can we rely on overseas bases in which our troops, supposing we had them, and our aircraft squadrons could maintain our interests throughout the world.

We cannot even rely on "flying space" over which our transport aircraft could passage to support such garrisons as we have left. We must face the fact, expensive as it is, that our defence strategy must go to sea. And the core of this seagoing defensive strategy must be aircraft carriers; commando vessels, assault ships and, of course, their supporting cruisers, frigates and supply ships.

Thus the Duncan Sandys conception of our defence strategy, in which he cast doubt on the role of the Navy is seen to be completely erroneous and, in fact, the Royal Navy, and its auxiliaries, is once more coming to be realised as "the sure shield" of these islands, this Commonwealth and what is left of the British Empire.

We must therefore hope that these "inspired" reporters are right and that a new generation of aircraft carriers is to be built. In addition we would like to see a third commando vessel; more assault craft and an increase in their supporting cruisers, frigates and supply ships.

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WRANS — 21st ANNIVERSARY

A milestone in the history of the Women's Royal Australian Naval Service was reached this month when the W.R.A.N.S. began celebrations to mark the anniversary of the 21st year of their formation.

The W.R.A.N.S. started in Australia in the dark year of war and the story of its formation, its demobilisation and of its re-formation into a Service which is now an integral part of the Royal Australian Navy is taken from official records.

Among the voluntary bodies which sprang up, on the outbreak of war was the Women's Emergency Signalling Corps, inaugurated in Sydney by Mrs. F. V. McKenzie.

Even before the outbreak of World War II, Mrs. McKenzie had gathered about her a group of young women who were willing to give up their spare time for an ideal.

They were trained by her to proficiency in wireless telegraphy.

These girls unable to join any service in Australia, voluntarily helped their country by instructing classes of men, who took the knowledge thus gained into their own Services.

It seemed for a long time that this would be the only contribution to their country's defence that these girls might make.

But the splendid work done by the W.E.S.C. came to the ears of authority and towards the end of 1940, the suggestion that the girls trained in W./T. might be admitted to the Royal Australian Navy on a similar basis of the W.R.N.S. was made by Commander (then Lieut. Commander) J. A. S. Brame, R.N., Assistant to the Director of signals and Communications, (Commander J. B. Newman, R.A.N.) at Navy Office.

On December 27, 1940, Mrs. McKenzie wrote to the Minister for the Navy (Mr. W. M. Hughes) suggesting that girls trained by the W.E.S.C. should be permitted to join the Royal Australian Navy as Telegraphists.



Mrs. F. V. McKenzie.

Recommendation

Early in January, 1941, Commander Newman called on Mrs. McKenzie and tested a number of girls in W./T. procedure.

He found, as Mrs. McKenzie had maintained, that they were highly proficient.

As a result of his visit, Commander Newman recommended that girls should also be employed by the Navy at Port War Signal Stations and in other shore establishments.

This opinion was endorsed by the Commander-in-Charge, Sydney (the late Commodore G. C. Muirhead-Gould) whose practical and sympathetic interest in the Women's Royal Australian Naval Service from that time until his return to the United Kingdom in September, 1944, was an important factor

in the ultimate success of the Service.

On January 31, 1941, Commander Newman was informed that the Naval Board had agreed in principle to the employment of women telegraphists.

Beginning

Incidentally, in this submission, on March, 1941, it was recommended that the W.R.A.N.S. scheme be introduced as soon as possible.

But it was not until April 18, 1941, that the Minister for the Navy reluctantly approved the employment of twelve telegraphists and two attendants for H.M.A.S. HARMAN, with the proviso that no publicity was to be given to this break with tradition.

This, then, was the beginning. On April 21, a Navy Office letter to the Commodore-in-Charge, Sydney, authorised the entry of women into the Service as Wrans.

On April 28, accompanied by their friend and mentor Mrs. McKenzie, twelve telegraphists and two other telegraphists who had volunteered to serve as Cooks, set out in their hunting-green W.E.S.C. uniforms for Canberra, and a life of watch-keeping.

Service Expands

By October, 1942, this silent branch of the Silent Service was firmly established, and in addition, to Communications Branch Wrans at HARMAN and at Navy Office, Melbourne, Wrans were being recruited for



First Officer Mary Howard accompanies the Duchess of Gloucester during a visit to Australia during the war.

WRANS IN WAR ANDPEACE



Mrs. S. Kenworthy, O.B.E. (formerly Miss Shiela McClemons), who was the first Director to be appointed.



W.R.A.N.S. on Parade at Flinders Naval Depot.



W.R.A.N.S. manned boats during the war.



Wran Radio Supervisor Robinson, one of the accomplished operators at H.M.A.S. HARMAN.

Chief Officer Streeter who is the present Director of W.R.A.N.S. was born in Melbourne.

She joined the W.R.A.N.S. as a Writer during the Second World War and was promoted to Officer rank in May, 1942.

After hostilities ended she went to Toronto (Canada) to live, but when a shortage of experienced officers became acute in the post-war W.R.A.N.S. she accepted an invitation to rejoin as a Second Officer in June, 1954.

During the war she served in Sydney and Cairns.

On rejoining the W.R.A.N.S. she served as Unit Officer at H.M.A.S. HARMAN (Canberra) until December, 1954, when she was transferred as Unit Officer to Flinders Naval Depot and promoted to First Officer. In December, 1958, First Officer Streeter was promoted to Chief Officer.



Depots from Brisbane to Fremantle.

Early in 1942, a Navy Office letter had been sent to the Secretary of the Women's National Register in the capital cities, calling attention to the existence of the Wrens and stating that recruits would be taken from cities other than Sydney, which to date had provided virtually all the entries.

In June, 1942, "Application for enlistment" forms were sent to the Women's National Registers.

Prompt replies from each branch asked for many additional forms on the score that so many girls were anxious to join the Service.

A month later the Women's Voluntary Registers were advised that applications were invited for Wrens Telegraphists and Writers (typists and clerks).

A conference of great significance to Wrens was held at Navy Office on July 24, 1942, despite the fact that at this time the manpower situation was very difficult.

It was believed that no more than 600 Wrens (and of these 280 were to be Telegraphists) could be absorbed into the Service.

It was decided that the appointment of Wrens Officers was to be deferred for the time being and that the responsibility for administration of the Service was to be vested in the Director of Naval Reserves and Mobilisation.

Also, at this conference it was suggested that Wrens could be employed (apart from Communications) as car drivers, messengers, writers and supply ratings.

At this time the entry of Wrens Officers was first seriously considered, and became a matter of increased urgency when the estimate of Wrens requirements rose at the end of August to 1,000.

Problems

The expansion of the Service naturally brought many problems in its train, problems which, it was felt, could be dealt with by, or on the advice of, responsible women officers.

Despite opposition from the ranks, plans were made to hold a course for potential Wrens Officers at Flinders Naval Depot.

It was decided that, of the sixteen young women chosen half should be serving members of the Service and the other half chosen from those women who had applied for the advertised position of First Officer, W.R.A.N.S.

Some hundreds of women throughout Australia had answered this advertisement, and a selection board in each State finally reduced their numbers to eight.

One of these could not obtain her manpower release, however, so when the course commenced on January 18, 1943, nine cadet Wrens came from the Service (including Petty Officer Frances Provan and Leading Telegraphist Joan Furley, Numbers 1 and 2 respectively) and seven "from the beach", these latter with the right to return to civil life should they fail to qualify as Officers.

With so wide a field from which to choose, the standard was necessarily high, so it was not surprising that not only were all sixteen passed out as officers (instead of the six originally intended) but that many senior officers of the Service were ultimately drawn from this course.

Subsequently, between May, 1943, and September, 1945, 17 Wrens Officers Training Courses were held at Flinders Naval Depot.

High Standard

Serving W.R.A.N.S. were chosen for these courses by a selection board — comprising

Chief Officer McClellans and two senior Naval Officers — which visited each Depot and interviewed every Wren in possession of the necessary educational qualifications.

In all, 124 Officers were appointed, approximately four per cent. of the three thousand odd girls who joined the Service.

The work was most commonly done by the Wrens specialist officers—as distinct from Executive officers who were in charge of the discipline and general welfare of the Wrens in the Naval Staff Offices in the various ports.

Cyphers, confidential books and secretarial work were eventually largely handled by Wrens Officers.

These various appointments, in addition to those of a technical nature at HARMAN and Monterey, and the less spectacular but equally essential work of many other W.R.A.N.S. Officers, were a remarkable indication of the way in which—so to speak—members of the Service had a finger in every shore-side pie of the Royal Australian Navy—a far cry indeed from September, 1942, when the Naval Board first approved in theory the appointment of six officers "for executive duties only".

Overseas Service Refused

All efforts to obtain permission to send Wrens overseas were also unavailing, the unequivocal signal "the answer is No (R) No" being sent to Commanding Officer, H.M.A.S. MORETON in reply to a signal in August, 1944, "GHQ SWPA enquiry. Will Wrens personnel be permitted to serve in New Guinea Area and overseas."

By May, 1943, the Service was fairly on its feet. On the 31st of that month, Shiela McClellans was appointed as Staff Officer, W.R.A.N.S.

Gradually, all matters pertaining to the administration of

the Service were given into her capable hands.

The minutes of the Naval Board meeting held on August 16, 1944, took cognisance of this fact thus:

"The Naval Board decided to approve, that Acting First Officer Shiela McClellans, who has served as Staff Officer, W.R.A.N.S., on the staff of D.N.R.M. since 31.5.43, be appointed as W.R.A.N.S. Director."

On April 28, 1944, eleven of the original fourteen entries to the Service shipped—without benefit of the customary 3d. per day—their first Good Conduct stripe.

One of the original entrants had decided not to enlist when the change over from enrolment to enlistment was made in October, 1942, and Wrens Number 1 and 2—Frances Provan and Joan Furley—were, as Officers, entitled to wear the distinguished chevron on their left arm.

All might be proud of their record.

The policy of expansion, which continued almost to the close of hostilities, while involving frequent creation of new "musterings" was based broadly on the principle of "a W.R.A.N. in, a man out" with no surplus pool.

In the ranks the numbers rose to a maximum of 2,501 W.R.A.N.S. serving in 22 groupings and numerous special postings.

Demobilised—Reconstituted

Demobilisation of the W.R.A.N.S. commenced in 1946 with the object of total disbandment.

The average dispersal rate was nine Wrens per day per six-day week.

By February, 1947, when the W.R.A.N.S. ceased to exist as an organisation, 2,504 had been discharged to civilian life. On



W.R.A.N.S. work with naval men at H.M.A.S. HARMAN.

February 27, Chief Officer S. M. McClellans, O.B.E., retired.

A small number continued serving until mid 1948, but on July 2, 1948, the last wartime Wren was discharged.

In late 1947, however, proposals to enter W.R.A.N.S. in the permanent Royal Australian Navy forces were already being considered.

Particular reference was paid to the suitability of women as Writers, Sick Berth Attendants, Telegraphists and Teleprinter Operators.

A Committee was formed to make a thorough investigation and it placed its proposals for the reinstitution of the

W.R.A.N.S. before the Naval Board on February 26, 1948.

From this initial report there stemmed a long series of discussions, proposals, counter-proposals and further W.R.A.N. Committee reports. There were many difficulties.

In mid-1949, the Defence Committee examined the general question of the re-introduction of women into the peacetime Australian Defence Forces.

It recommended that approval be given for the recruiting of Telegraphists only, but since employment of women in any capacity involved a major aspect of Government policy

(Continued on page 32)



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The Drama of the "Graf Spee"

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A summary of two lectures recently given by Sir Eugen Millington-Drake,
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SPECIAL ASSETS OF THE GRAF SPEE FOR THE CRUISE: HER ACHIEVEMENT

- (1) Diesel engines giving the enormous range of 10,000 at 15 knots for cruising, enabling her to attain her maximum speed (28 knots) quicker than steam turbine ships.
- (2) An early form of Radar with a range of only 18½ miles, intended mainly for range finding. The British cruisers had no Radar, although Britain had developed Radar to operate on a much longer range, by which in great part the Battle of Britain was won less than a year later.
- (3) A special wireless device which continually combed the air for all wireless transmissions and indicated their occurrence.
- (4) A special staff of cipher experts able to decipher practically any code.
- (5) A group of Mercantile Marine Officers from the Naval Reserve who were thoroughly familiar with the trade routes where she would operate.

The GRAF SPEE was to succeed in sinking nine British merchantmen totalling just over 50,000 tons without the loss of a single life when nine "hunting groups" of Allied ships were looking for her—a fine record of which Captain Langsdorff could be proud.

THE BATTLE WAS THE LAST IN CONDI- TIONS COMPARABLE TO WORLD WAR I

Yet, in spite of wireless and aircraft, it should be emphasised that this was the last battle and indeed the last cruiser raid in conditions nearly similar to those of the First World War and in some sense comparable to those of Nelson's day, i.e., before the development of modern Radar, long distance air reconnaissance and fighter-bomber planes had altered the whole aspect of naval warfare, as they did even within months of this battle. When the GRAF SPEE

met Harwood's three small cruisers, they discovered each other by the masts on the horizon as it would have been by masts and topsails in Nelson's days.

PART I THE GRAF SPEE'S RAIDER CRUISE (Aug. 21—Dec. 12, 1939)

GRAF SPEE starts from Wilhelmshaven a fortnight before the outbreak of war and on September 1, just North of the Equator, meets her supply ship, the oil tanker ALTMARK. She receives orders to begin operations only on September 26 and on September 30, off Pernambuco, sinks the first British merchantman, CLEMENT.

Four more British merchantmen sunk in the eastern half of the South Atlantic (October 5-22). GRAF SPEE'S usual procedure is to approach very near to them end-on flying French flag and then to hoist Swastika flag and machine-gun the bridge and wireless cabin to stop wirelessing. From these four ships some 200 prisoners had been gradually transferred to the ALTMARK, which GRAF SPEE meets for fifth time on October 28.

GRAF SPEE then starts a diversion to the Indian Ocean, finding no wool ships from Australia off the Cape of Good Hope, but sinks Captain Dove's AFRICA SHELL (October 15) within 3 miles of coast off Portuguese East Africa near Lourenco Marques. Then returns through the "Roaring Forties" to South Atlantic. The ALTMARK again met the GRAF SPEE camouflaged (November 26-29).

Move towards South-west African Coast, south of St. Helena. Captain Langsdorff's first error of judgment: far off "gunning" of the 10,000 ton cargo liner, DORIC STAR (December 2), enabling her to send out repeated wireless distress signals. Sinking of TAIROA (December 3), her courageous distress signal notwithstanding shell-fire also picked up.

From these Commodore Harwood rightly calculates GRAF SPEE'S probable move to The Plate. Her last meeting with ALTMARK (December 6), to which are also transferred prisoners from the last two ships sunk. But 29 senior officers from all ships sunk are retained on GRAF SPEE as Captain Langsdorff intending to return with them to Germany in January.

After sinking the last British merchantman STREONSHALH (December 7) and taking officers and crew on board GRAF SPEE approaches The Plate as foreseen by Commodore Harwood. He concentrates AJAX, ACHILLES and EXETER 250 miles eastward off The Plate (December 10-12).

PART II THE BATTLE IN THE MORNING, THE PURSUIT AND THE BATTLE IN THE EVENING (Wednesday, December 13, 1939)

THE BATTLE IN THE MORNING

The Encounter, 5.52—6.17 a.m.: GRAF SPEE'S ultra-powerful range-finder spots masts to the south at 5.52 a.m.; sunrise 5.56 a.m.; EXETER identified 6 a.m. with "two destroyers". Captain Langsdorff seeks battle at

25 knots. At 6.10 a.m. he sees that two destroyers are in fact two light cruisers. These spot smoke at 6.10 a.m. and at 6.15 a.m. identify GRAF SPEE. EXETER and twin light cruisers divide according to plan, EXETER to NW, and the twin cruisers to the NE.

First Phase, 6.17—7.10 a.m.: GRAF SPEE opens fire at 20,000 yards and by 6.27 a.m. has scored three most damaging direct hits on EXETER, which nevertheless fires starboard torpedoes and had scored two direct hits. The torpedoes and concentrated fire of three cruisers, makes GRAF SPEE turn back westward (6.36 a.m.). ACHILLES receives damaging splinter hit (6.40 a.m.), killing seven and wounding Captain Parry and the Chief Gunnery Officer, Lt. Washbourn.

AJAX aircraft catapulted 6.47 a.m. but spotting on wrong wavelength for twenty minutes. EXETER, although receiving fourth direct hit, turns eastward at 18 knots to fire port torpedoes, but after receiving two more direct hits retires south-westwards, still firing one stern 8-inch gun with a list and heavy casualties.

Second Phase, 7.10—7.45 a.m.: AJAX and ACHILLES now at maximum speed of 31 knots, turn westward and go straight at GRAF SPEE, closing to 8,000 yards for torpedo attack, to

prevent her finishing off EXETER. Meanwhile they make 18 direct hits but AJAX has X and Y turrets and main mast knocked out. Owing to ammunition shortage and apparent failure to damage GRAF SPEE Commodore Harwood breaks off the action in order to shadow and renew it at nightfall.

British Prisoners on the GRAF SPEE: Their experiences during these two phases and hair-breadth escape from a 6-inch direct hit.

THE PURSUIT ALL DAY,

7.45 a.m.—6.15 p.m.

AJAX and ACHILLES shadow all day just out of range but GRAF SPEE fires accurate 11-inch salvoes at 26,000 yards when they approach too close. EXETER, all guns out of action and casualties 5 officers and 56 men killed and many wounded, ordered to Falklands while CUMBERLAND ordered from there to The Plate.

Captain Langsdorff assesses damages and casualties (37 killed, 60 wounded) and decides to enter Montevideo. He sends wireless message signed GRAF SPEE to AJAX (11 a.m.) requesting her to pick up boats of British merchantman SHAKESPEARE, but, as her crew refuse order to take to their boats, she is not sunk.

BATTLE IN THE EVENING,

6.15 p.m.—9 p.m.

Exchanges of salvoes on entering River Plate Estuary but resulting only in near misses. This part of the action observed by Uruguayan gunboat, URUGUAY, which then tries to keep up (like an umpire's launch!); her captain's report in Uruguayan Blue Book.

Great excitement at famous seaside resort of Punta Del Este (the Uruguayan Le Touquet) and all along the Uruguayan coast.

ACHILLES pursues GRAF SPEE closely

and further exchange of salvoes at sunset, while AJAX keeps out to the southward in case GRAF SPEE doubles back. At midnight GRAF SPEE enters Montevideo Harbour without pilot.

PART III

THE FOUR DAYS IN MONTEVIDEO AND SELF-DESTRUCTION OF THE GRAF SPEE

(Thursday, Dec. 14—Sunday, Dec. 17)

THE FIRST DAY, THURSDAY

Morning: GRAF SPEE refuels from TACOMA and lands 60 wounded. German and British pleas to Uruguayan Foreign Minister, Dr. Guani, who had been Minister in Brussels, Paris and London and delegate to League of Nations. He had returned to Montevideo as Minister for Foreign Affairs in 1938 in a new and fairly elected Government, which had the confidence of the Uruguayan people. The British request that GRAF SPEE, being sea-worthy, be allowed only 24 hours stay. German request for 15 days to repair damage to make her sea-worthy again.

Afternoon: Release of British prisoners. Uruguayan experts inspect damage on GRAF SPEE. The only Uruguayan shipyard had refused all help. Captain Langsdorff's conference with his officers and optimism because 15 days would allow arrival of German submarines to help him break blockade. H.M.S. CUMBERLAND arrives from Falklands at 10 p.m., so joining AJAX and ACHILLES in watch in the Estuary.

THE SECOND DAY, FRIDAY

Morning: British Minister receives new instructions to try and keep GRAF SPEE in till

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following Tuesday, when ARK ROYAL and RENOWN would arrive. But these vessels reported as visible from GRAF SPEE lookout by Chief Gunnery Officer. Funeral ashore of 37 GRAF SPEE dead. Captain Langsdorff gives naval, not Nazi salute (which was not prescribed for the Navy till over a year later): British merchant captains present.

Afternoon and Evening: Uruguayan Government decree limiting GRAF SPEE'S stay to 72 hours, terminating 8 p.m. Sunday. Langsdorff's preoccupation at this further bad news and report to German Admiralty stating breakout seaward impossible because of ARK ROYAL and RENOWN but proposing breakout to Buenos Aires if possible without prospect of disaster; or alternatively scuttling or internment.

British merchantman ASHWORTH had been made to sail 6.15 p.m., wherefore GRAF SPEE, according to International Law, could not sail for 24 hours. British Minister and Naval Attache see Dr. Guani at 11.30 p.m.: their request for placing a Uruguayan picket on board refused.

THE THIRD DAY, SATURDAY

Morning: Montevideo had become the centre of world attention, e.g., telephone call from Tokyo; and crowds coming in from the provinces to watch GRAF SPEE. Captain Langsdorff and German Minister interview Uruguayan Minister of Defence, whom they report to be "entirely in enemy camp". American broadcaster by chance in Uruguay to record bird songs and habits is authorised to broadcast events for "hook-up" throughout U.S.A. His broadcasts listened into on British cruisers.

Afternoon: In Berlin Admiral Raeder, after conferring with Hitler, approves proposed breakout to Buenos Aires but alternatively excludes internment and stipulates thorough sabotage in case of scuttling.

Many musters on deck of GRAF SPEE while breakout being prepared, but Langsdorff and his officers and German Naval Attache subsequently decide secretly on scuttling because of difficulties of manoeuvring in very shallow water of The Plate (as GRAF SPEE drew 22 feet and the cruisers only 16-17 feet) and risk that mud drawn into water-cooling intake in her bottom would incapacitate engines. This decision was subject to final attempt of German Minister to obtain extension of time limit, which was again steadfastly refused by Dr. Guani in two-hour interview. At the German Legation Captain Langsdorff prepares a long letter of protest at attitude of Uruguayan Government which, he states, obliges him to scuttle his ship.

(Continued on page 32)

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H.M.A.S. HOBART— LAST VOYAGE



H.M.A.S. HOBART leaves Captain Cook Dock on the start of her last voyage.

The famous 7,000-ton cruiser (formerly the Apollo) who was sold for £170,000 to Japanese business interests, led a lively wartime life in the service of the Royal Australian Navy in which she was commissioned in 1938. A few months later she was at war, destined to serve in the fierce campaigns of the Mediterranean and Pacific theatres.

HOBART did not escape unscathed, but she lived to be present at the surrender of the Japanese Fleet in Tokyo in 1945.

CAPTAIN CLIFFORD EDGECOMBE, R.D., R.N.R.

The Board of Admiralty has approved the appointment of Captain Clifford Edgecombe, R.D., R.N.R., as Commodore, R.N.R. Captain Edgecombe is Captain of the record-breaking P & O-Orient liner ORIANA, 42,000 tons.

His appointment as Commodore, R.N.R., took effect on 2nd February, and he will hold this active appointment until he is retired from List One of the Royal Naval Reserve in a little over three years time. Captain Edgecombe will fly his Commodore's broad pennant in H.M.S. WESSEX, Southampton, headquarters ship of the Solent Division of the R.N.R. Southampton is also the home port of ORIANA.

ORIANA sailed on her maiden voyage on 3rd December, 1960, and has since made three round trips to Australia, New Zealand and the U.S. West Coast, and one round trip to Australia, apart from cruising

in Australian waters. Captain Edgecombe has been in command throughout, but, on the liner's arrival at Southampton on 23rd January, he came ashore for three months' leave, and will assume command again after ORIANA'S next round voyage.

Captain Edgecombe, who was born on 23rd April, 1909, is a great-great-grandson of Admiral Sir Charles Bletsoe, who fought with Nelson at Trafalgar. An ex-H.M.S. WORCESTER Cadet, he joined the Orient Line in 1934, and was given his first command in 1955.

Captain Edgecombe was given his first command in the R.N.R. at the age of 30—that of the minesweeper H.M.S. OAK—in 1939. He received three commendations during the war: For mine-clearance operations in the North-West Approaches (1940-42); mine-clearance operations in the Channel and the invasion of France (1943-44); and the invasion of Burma and Malaya (1945). He has served in cruisers, destroyers and submarines.

Captain Edgecombe's home is at Reigate, Surrey.

SEA SLUG MISSILE FOR SERVICE IN R.N.

The Royal Navy's medium range guided missile, Sea Slug, is now ready for service in the Fleet and will this year be fitted in the most advanced guided missile destroyers.

A five-year programme of trials carried out by H.M.S. GIRDLE NESS ended so successfully that the Navy looks forward with the greatest confidence to the advent of this new weapon and considers it likely to be the best of its type in the Western world.

The GIRDLE NESS has paid off on completing her historic task. She fired hundreds of test missiles during her five years as missile trials ship and in the last commission 90 per cent. of those fired intercepted their targets.

"Its degree of reliability is unmatched by any other missile in the world today," says the Admiralty.

KEEL LAYING OF THE NUCLEAR SUBMARINE VALIANT

The keel laying of the nuclear submarine VALIANT took place on January 22 at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd., when a prefabricated circular section of the boat, weighing just over 60 tons, was laid on the slipway.

The VALIANT will be the first nuclear submarine to be designed and built entirely in Britain. It will be slightly larger than the DREADNOUGHT and is to be powered by a pressurised water reactor.

The main machinery contractors are Vickers-Armstrongs (Engineers) Ltd. and Rolls Royce & Associates Ltd.

AMERICA IN THE ANTARCTIC



Rear-Admiral Tyree and the Minister for the Navy, Senator Gorton, confer in Canberra.

Recently Australia was visited by the Commander of the United States Naval operations in the Antarctic, Rear Admiral David M. Tyree.

He was accompanied by members of his staff and of the United States Antarctic Research Projects Office.

The Minister for the Navy Senator Gorton said yesterday talks were held with the Antarctic Division of the Department of External Affairs and with the Commonwealth Bureau of Meteorology.

Rear Admiral Tyree also met

members of the Royal Australian Naval Board.

In an interview after his arrival in Sydney, Rear Admiral Tyree spoke of the work being carried out in the Antarctic by American engineers on the feasibility of establishing an all-weather permanent airfield in the Antarctica.

The airfields, he said, could be used by commercial airlines and so would shorten considerably the distance between South America and Australia.

He thought a site near McMurdo would be suitable, but factors in the building of such

an airfield were of major importance and the cost would be "tremendous".

Rear Admiral Tyree also said the U.S. Antarctic expedition recently had completed a 1500 kilowatt nuclear reactor at McMurdo Sound. It should be in full power shortly.

A second reactor would be built next year at Byrd Station.

U.S. bases in the Antarctica now carried a population of 1200 in summer with 1000 stationed at McMurdo Sound.

America, he added, spent about £11,000,000 a year in the Antarctica.

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Navy Selects Minesweeper Captains

The formation of Australia's new minesweeping squadron will result in greater opportunities of seagoing command for young officers in the Royal Australian Navy.

The six "Ton" Class minesweepers will be commissioned in Britain this year and are

due in Australia in December.

Senator Gorton said the six ships, each of 450 tons and with a complement of twenty-nine officers and men, would provide valuable opportunities for young Naval officers to command their own ships at sea. Four of the six captains

selected are lieutenants, all under the age of thirty.

The captains of the minesweepers will be:

Lieutenant-Commander D. A. Ross, of Sydney, who, in addition to commanding one of the ships, will be Senior Officer of the Squadron. He is at present serving on the staff of the Australian Naval Representative in London.

Lieutenant-Commander J. G. Stacey, of Melbourne, at present on the staff of the Royal Naval College at Dartmouth.

Lieutenant P. H. James, of Ararat, Victoria, now on exchange duty with the Royal Navy in Britain.

Lieutenant M. B. Rayment, of Sydney, who is serving in a Royal Navy minesweeper in Britain.

Lieutenant A. L. Beaumont, of Sydney, on exchange duty with the Royal Navy in Britain; and

Lieutenant B. G. J. Dunn, of Brisbane, formerly a Fleet Air Arm observer, most recently serving in H.M.A.S. ANZAC.

The captains will be given special minesweeping courses in Britain before taking command of their ships.

An Admiral's son will be the navigator for the squadron on its delivery voyage to Australia. He is Lieutenant R. G. O. Gatacre, the son of the Second Member of the Naval Board, Rear-Admiral G. G. O. Gatacre, C.B.E., D.S.O., D.S.C.

Royal Australian Naval Reserve officers will be in each of the six ships, and in four of them they will serve as Executive Officer. Sixty per cent. of the crew in four of the minesweepers will be Naval Reserves who will take leave from their civilian jobs in Australia.

The big fleet tanker, TIDE AUSTRAL, will escort the small coastal minesweepers on their ten-week delivery voyage.

THE NAVY

U.S. ICE-BREAKER VISITS SYDNEY



The United States ice-breaker "BURTON ISLAND" which recently visited Sydney after 4 months in the Antarctic region brought with her a record for journeying for this type of ship.

Her penetration of the ice-locked seas in mid-November was the earliest breakthrough ever accomplished.

"BURTON ISLAND" during her 4 months in Antarctica consumed 663,000 gallons of diesel fuel and churned out 23,000 engine miles enough to circumnavigate the globe.

"BURTON ISLAND" finished her fifth season as part of the support for supplying United States bases in the frozen continent. She was part of a special 5-ship convoy which took aviation fuel to the air field at McMurdo station.

"BURTON ISLAND" is named after a small island on the Atlantic coast of Delaware. Since commissioning in December 1946 she has made at least one trip to the Arctic every year. She

April-May, 1962

has pioneered winter operations in the frozen Bering Sea between Russia and Alaska.

When the ship arrived off Nome unannounced in February 1949, the people of that small arctic city could hardly believe their eyes. No ship had ever been there in the winter. It was hailed as "the biggest event in Nome since the gold rush." During summer months "BURTON ISLAND" usually operates north of Alaska in the Arctic Ocean where the ice never melts.

"BURTON ISLAND" is not a small ship as she displaces over 60,000 tons in spite of her short length of 270 feet. Her beam is extremely wide at 60 feet and her cavernous storeroom can hold up to a 2-year supply of food for the 230 enlisted men and 17 officers who man her. The six diesel engines can supply up to 10,000 horse power to the 19 inch propeller shafts making it possible for "BURTON ISLAND" to break ice over 5 feet in thickness.

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ROLLING HOME FROM RIO IN A 33-FOOT SLOOP

A crew of serving Royal Naval and Royal Marine officers plan to sail the 11-ton sloop BELMORE non-stop home from Rio de Janeiro following the 1,200-mile ocean race from Buenos Aires. In command for the 5,000-mile homeward voyage will be Lieutenant Timothy Sox, aged 27, of Send, near Woking, who recently qualified as a gunnery officer.

Wearing the burgee of the Royal Naval Sailing Association, the BELMORE has already won an outstanding reputation for ocean sailing, having twice sailed across the Atlantic since she was built at Emsworth, Hants., four years ago. Last year she won her class in the 3,500-mile Trans-Atlantic race from Bermuda to Scandinavia for the King of Sweden's Cup; before that she came nearer to winning the famous Bermuda trophy than any British yacht has ever done, finishing this 630-mile classic in second place among an international fleet of 134 yachts; and she has also won her glass in the Fastnet race, main ocean racing classic in European waters.

BELMORE's owner, Mr. T. W. M. Steele, aged 36, of Upham, Hants., will skipper his 33-foot-long boat for the Rio race, in which Britain will also be represented by Mr. G. Pattinson's ZARABANDA. After the race this wartime R.N.V.R. officer must fly back to manage his farm, but his naval crew agreed to sail home the yacht from South America, so that cost would not prevent strong British participation in this important race, to which they have been specially invited by the Argentine authorities. First mate will be Captain G. M. Wheatley, R.M., aged 33, of the Royal Marine Barracks,

Eastney, and the rest of the crew will be Lieutenant Peter Paffard, R.N., aged 26, of Alverstoke, Hants., a submarine officer; Lieutenant Terence Martin, R.N., aged 35, of Salecombe, Devon, a naval aviator; and Sub-Lieutenant William Anderson, R.N., aged 21, of Windlesham, Surrey.

For the very long voyage home, Skipper Tim Sox expects to steer a course across the South Atlantic Ocean until within a few hundred miles of the African coast; he should then be able to carry the South-East Trade Winds to the Doldrums, where the crew will have a tiresome battle through the belt of calms, oppressive

ATOMIC BUOY LAUNCHED

A seven-ton ocean buoy using nuclear waste products as the source of energy for its navigational aid has been activated in Arundel Cove near Baltimore on the Eastern coast of the United States.

It is powered by an eight-inch rod of strontium titanate, 2½ inches in diameter. This is not a "reactor" in the sense that nuclear power plants in ships are. The rod of radioactive material gives off gamma and beta rays. The heating in the buoy produces ten watts of power without any moving parts. This power

HIGH COST OF U.S. CARRIER

The cost of the 85,000-ton U.S. atomic aircraft carrier ENTERPRISE has caught the breath of Congress: 444 million dollars (approximately 158 million pounds) is a heavy price, even for the Americans, to pay.

Ways and means of cutting down both cost and size are to be explored before another similar project is embarked upon. There is one school of American thought which be-

lieves that naval supremacy in future will belong to the nation with the largest fleet of nuclear-powered carriers. Those who subscribe to it are inclined to refuse to support schemes for conventional carriers.

The Navy, however, takes a more sober view and is likely to recommend that its next carrier shall be powered by conventional machinery.

heat and sudden equatorial squalls. They will welcome the North-East Trade Winds to speed them northwards until about halfway between the West Indies and the Canaries, where they should pick up the Westerlies for the last long leg of the North Atlantic Ocean.

Gales are likely in the final thousand miles of the North Atlantic, but skipper and first mate know about ocean gales in small boats, as they were both mates of BELMORE for her great Trans-Atlantic race, when she met ample hard weather in the waters between Iceland and Scotland's Cape Wrath.



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SURVEY HAZARDS IN NEW GUINEA

A report from the Royal Australian Navy's survey ship in New Guinea, H.M.A.S. PALUMA, gives an indication of some of the hazards and difficulties faced by Navy hydrographers.

The two-hundred-and-fifty-ton vessel has been battered by sudden gales, is relying on ingenious self-help navigation devices to dodge reefs, and the hydrographers themselves are trekking over mountain passes in search of survey control points.

The Minister for the Navy, Senator Gorton, said that PALUMA was working on a survey for a new coastal chart stretching ninety miles south-east of Port Moresby.

The captain, Lieutenant-Commander E. R. Whitmore, has reported a number of violent storms known as "Gu-

bas", which sweep down without warning from the Owen Stanley Ranges. Within a few minutes, a still morning with a mirror sea is whipped into a fury with heavy rain squalls and forty knot winds.

On one occasion PALUMA was caught without any shelter, and was lucky to escape with nothing worse than a fouled anchor and blown fuses. Another time the "Gubas" continued on and off all day. The captain reports that the day was not wasted, and hydrographers concentrated on preparing charts from information gathered. However, he admits the bouncing ship was not conducive to the neatest of charts.

Lieutenant-Commander Whitmore also reported that his officers were "becoming proficient polaroid navigators with clear ideas on which coconut palm to put in transit with which kunai patch". This is a reference to the hazardous navigation in the area. The navigator has to rely on visual sightings of under-water reefs, and his proficiency is increased by wearing polaroid glasses to reduce water reflection. As no navigational marks are available, the palms and kunai patches are used as the only available alternative.

The hydrographers are also getting plenty of exercise. After a frustrating and unsuccessful sea search for a hill required as a survey "fix" point, surveyors had to set off on foot with native guides to eventually track down the elusive landmark.

However, despite the difficulties, PALUMA is making good headway in modernising charts which are still based on those prepared by Captain Owen Stanley in 1850.

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BATTLE OF THE RIVER PLATE (Contd.)
He only returns on board at 3 a.m. when all repair work is secretly stopped.

British Admiralty congratulations to Commodore Harwood, his officers and men. He is promoted Rear-Admiral and made Knight Commander of the Bath and his captains Commanders of the Bath. High morale on the British cruisers, on which men volunteer to remain at action stations all that night.

FOURTH AND LAST DAY, SUNDAY

Morning: Harwood's preparations as for another battle. Mr. Churchill's anxiety at the Admiralty. GRAF SPEE disembarks welding apparatus brought from Buenos Aires and prepares secretly for scuttling. Much machinery and apparatus destroyed with hammers, also destruction of confidential codes and papers including, erroneously, Langsdorff's special action report on the battle, to his great annoyance.

Afternoon: North and South American envoys convened by Dr. Guani fully support Uruguayan attitude.

Some 800 of GRAF SPEE crew transferred to TACOMA, which follows GRAF SPEE out of harbour at 6.30 p.m. GRAF SPEE heaves to 4 miles out and at 7.35 p.m. Captain Langsdorff and skeleton crew of 43, leave in launches for TACOMA after lowering flag as secret signal to TACOMA that fuses set going for explosion in twenty minutes. Anxiety on TACOMA.

To be continued in next issue

A CAKE FOR U.S.S. COONTZ



Captain V. A. T. Smith, H.M.A.S. MELBOURNE, inspects a cake baked in the ship and transferred to U.S.S. COONTZ when the ships met in the Australian Bight recently. MELBOURNE was en route to the Far East for SEATO exercises. COONTZ was visiting Australian ports.

WRANS - 21st ANNIVERSARY - (Continued).

the Minister of Defence stated that a Cabinet decision would be necessary.

Approval for the recruiting of Telegraphists only was held in abeyance, but in July, 1950, the Government finally agreed in principle to the re-introduction of Women's Services in the Navy, Army and Air Force.

On July 18, 1950, the Minister of the Navy announced that the W.R.A.N.S. were to be re-constituted as a permanent and integral arm of the R.A.N.

Figure Set

The maximum strength was set at 300, including five officers,

with an initial intake of 101, all ranks.

Meanwhile, W.R.A.N. Officers on the Reserve List were contacted and invited to apply for one of the five commissions available.

From the applicants the first Director of the post-war W.R.A.N.S. was chosen.

She was First Officer B. T. Bowden who had also been one of the original group of officers of the "hostilities only" W.R.A.N.S.

First Officer Bowden was appointed on December 23, 1950,

and took up her duties in March, 1951.

All of the four officers recruited to assist First Officer Bowden to administer the re-constituted W.R.A.N.S. were ex-officers of the wartime R.A.N. service.

They were Second Officers J. S. Prain and N. P. Ireland and Third Officers G. M. V. Swain and M. C. Vaile.

The first rating entered the service on January 5, 1951.

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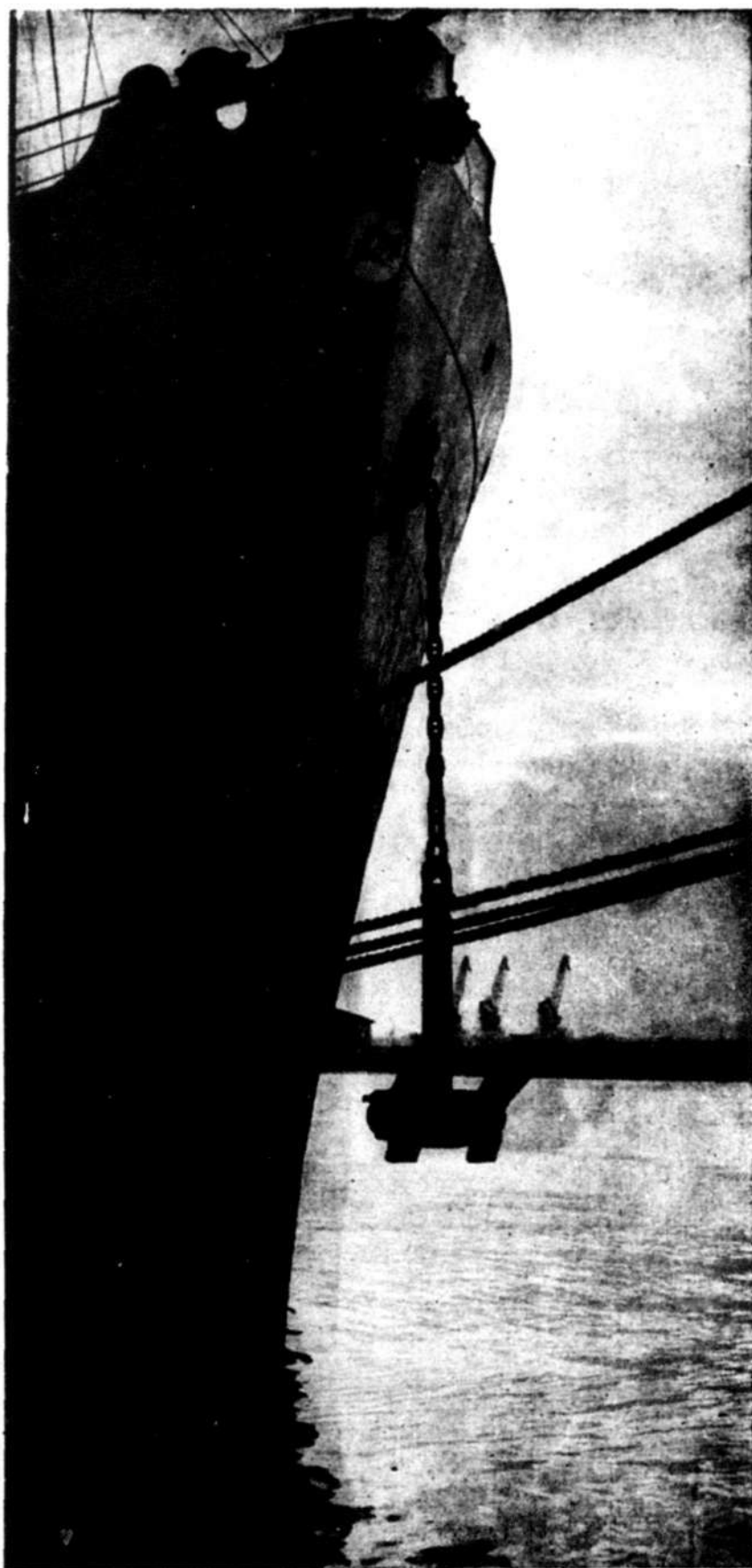
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