

# THE 359 Na Navy

SEPTEMBER - OCTOBER, 1962

**NAVY WEEK ISSUE**



**INCLUDING PROGRAMME of OPEN DAYS at**

H.M.A.S. "WATSON"

1st OCTOBER, 1962

H.M.A. NAVAL ESTABLISHMENTS, GARDEN ISLAND

6th OCTOBER, 1962

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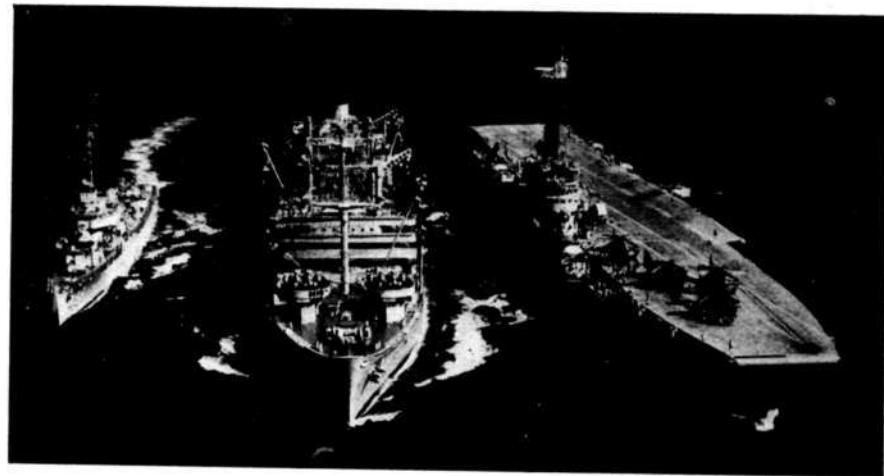
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## OIL SERVES THE NAVY WELL

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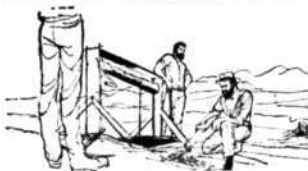
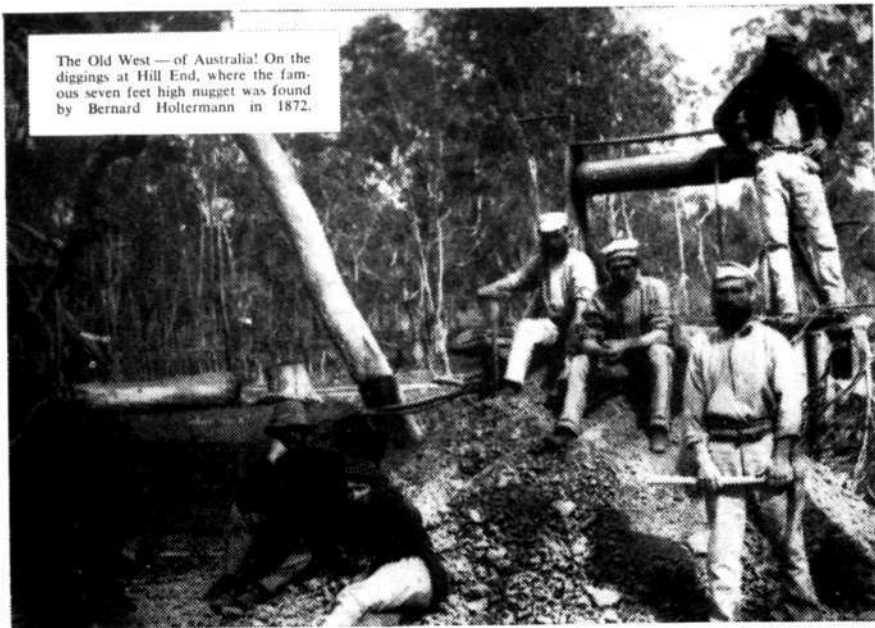
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# THE SEA — FRIEND OR FOE?

*By the Minister for the Navy,  
Senator, The Hon. J. G. Gorton.*

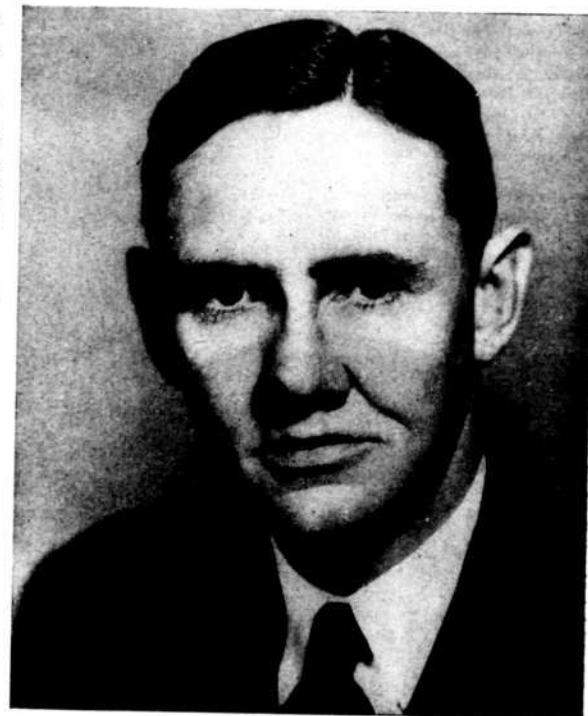
In these days of orbital flights and great scientific achievement, I feel that Navy Week comes as a timely reminder. It serves, perhaps, to bring our thinking "down to earth", and to focus our attention on the sea that surrounds us.

For, despite the "space age" achievements, the sea is still a primary factor in the security of nations. This applies particularly to Australia . . . our isolated island continent, with its 12,000 miles of coastline.

Sea communications are essential to Australia's very existence. On any one day of the year there are 150 ships in Australian waters, and the port of Sydney alone handles nearly 5,000 ships in a single year. These vessels carry oil and other strategic materials and generally constitute a maritime life-line that is vital to the economy and security of the country.

In time of war, the sea can be an ally or a foe . . . a mantle of strength and safety, or a noose strangling life from an island continent. The Royal Australian Navy, assisted by her sister Services, has the main responsibility of deciding the allegiance of the seas encompassing our shores.

During Navy Week, many Australians will have a chance to see something of their Navy at first-hand. I hope they take full advantage of this opportunity. They should be proud of what they see.



Australia has a small but highly-efficient and mobile Navy. Our combat ships are among the world's best, and frequently prove themselves in international exercises.

The Navy to-day is attracting fine young men, who are looking for a career that offers real satisfaction of service to the nation.

You can give increased strength to your Navy through your interest and appreciation. These factors are important to the prestige and morale of the Services on whom our survival could one day depend.

September-October, 1962

## BATTLE OF THE NILE

### Master's Medal

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

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

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



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

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THE NAVY

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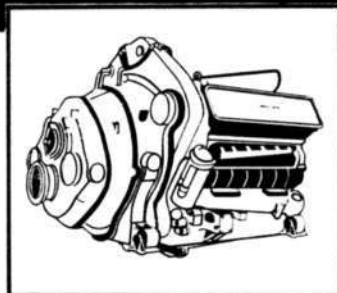
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Napier "Deltic" diesel engines have been ordered by the Royal Australian Navy as replacement power plants for six of their "TON" Class minesweepers. The ships are to be re-engined with "Deltics" as part of a modernisation programme starting mid-1961.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



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## AUSTRALIA STRENGTHENS ITS ANTI-SUBMARINE DEFENCES

*By a Special Correspondent.*

Australia is on the threshold of a new era in the defence against the submarine — the weapon which could pose the biggest single threat to the nation in the event of war.

The first of a force of 27 anti-submarine helicopters will be delivered to the Royal Australian Navy this year, enabling the R.A.N. to adopt the most advanced techniques of anti-submarine warfare. In addition, Australia will soon be reaping the benefits of a concentrated programme of scientific research in the anti-submarine field.

The submarine has long been recognised as the main threat to Australia's extended sea communications. The development of air transport has done little to reduce the nation's dependence on sea supplies. On any day of the year, 150 ships are on the Australian coast, handling the 38 million tons of sea cargo on which the nation depends each year.

The Navy puts its greatest effort into anti-submarine warfare. The R.A.N. has an effective anti-submarine force comprising five frigates, four destroyers, and the Gannet squadrons of the Fleet Air Arm.

### NEW WEAPON

The Royal Australian Navy has not been devoting all its resources to the preparedness of ships and men. Simultaneously with its anti-submarine training programmes, the R.A.N. has been carrying out underwater research, experimenting with new techniques, and developing a radical new anti-submarine missile.

Royal Australian Navy scientists, together with scientists of the Australian Department of Supply, are working on a surface-to-sub-surface missile that could prove to be the biggest post-war advance in weapons to combat the modern



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**NAVY WEEK**

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submarine. The Minister for Defence, Mr. Townley, has said that the missile will have a long range, and will home on to its target. The United States has been sufficiently impressed with the weapon's potential to invest 4,000,000 dollars in its development.

Meanwhile, operational research teams have been making a detailed scientific analysis of anti-submarine warfare, using an Action Speed Tactical Teacher, which simulates the conditions and circumstances of anti-submarine warfare. These scientific studies have provided information on different tactics to meet various types of submarine attack.

Australia's two oceanographic research ships, DIAMANTINA and GASCOYNE, besides doing a great deal of scientific research, have also collected information with a bearing on submarine detection. Their records of sea characteristics, such as temperatures, salinity and currents, are making a contribution to Australia's anti-submarine defences.

**"HUNTER-KILLER" HELICOPTER**

The first operational squadron of anti-submarine helicopters will be in the air next year, giving new strength to the R.A.N.'s anti-submarine capability. The "hunter-killer" helicopter has proved one of the most effective

answers to the modern submarine. It combines speed and manoeuvrability in finding and attacking, and the submarine has little chance of predicting its tactics. The helicopter can be armed with homing torpedoes.

Moving swiftly from point to point, the hovering helicopter can suspend an "active" asdic device that sends signals probing beneath the sea. These signals seek out the underwater raider, and can strip away the cloak of invisibility from the most advanced submarines, even those of the nuclear variety.

Operating from an aircraft carrier like H.M.A.S. MELBOURNE, helicopters can help screen convoys against submarine attack. The helicopters can work in various defensive patterns around the convoy, supplementing the escort ships. They can also be used ahead of the convoy, listening for any submarine that may be waiting to pounce on the approaching ships.

The helicopter's proven ability to find and attack serves as a strong deterrent to the submarine. Once aware that anti-submarine helicopters are in the vicinity, the submarine captain finds it prudent to take evasive action. He can keep track of a frigate's course and speed with his listening devices, but there is no anticipating the darting movements of the deadly "chopper".



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There is the ever-present danger that the helicopter's asdic device will descend near him.

The R.A.N.'s first operational squadron of anti-submarine helicopters will be formed next year. The Westland Wessex helicopters being obtained by the Navy can operate by day and night and in virtually all weather conditions. A selected group of R.A.N. pilots and observers have been undergoing special training in Britain. They will form the nucleus of the Australian helicopter squadron and staff an anti-submarine helicopter Operational Flying School to be established at the Naval Air Station at Nowra later this year.

#### SHIPS AND MEN

The Royal Australian Navy's escort ships are already equipped with modern devices for detecting and destroying submarines. YARRA and PARRAMATTA, two new frigates designed specifically for anti-submarine warfare, joined the Fleet last year. They rank among the most advanced anti-submarine frigates in the world. Two more of these ships, STUART and DERWENT, are nearing completion in Australian shipyards.

Officers and men are trained in the art of anti-submarine warfare at the Torpedo Anti-Submarine School in Sydney (H.M.A.S. WAT-

SON). This is the basic training establishment for detection devices and weapons.

Also located in the Sydney area is a Maritime Headquarters, where the Navy and Air Force Commanders can maintain joint control of sea and air forces.

The close co-operation between the Navy and the Air Force is moulded at the Australian Joint Anti-Submarine School at the Naval Air Station at Nowra. This School was started in 1951 specifically to integrate the anti-submarine forces of the two Services. It teaches joint tactics to ensure efficient co-operation between Navy ships and aircraft and the Maritime Squadrons of the R.A.A.F. The School organises frequent joint exercises in the Tasman Sea with ships, and Naval and R.A.A.F. aircraft.

To provide realistic training, the R.A.N.

maintains a Royal Navy submarine squadron in Sydney. The Fourth Submarine Division, comprising three British "T" Class submarines (TAPIR, TRUMP and TABARD) provides the essential year-round practical training for the Navy and R.A.A.F.

International exercises with Allied navies are now an integral part of the R.A.N.'s annual training programme. Ships and aircraft take part in several international exercises each year, and in particular gain valuable experience working with modern submarines of the United States' Navy.

With the new weapons of tomorrow, Australia's highly-trained anti-submarine forces will be in a still stronger position to cope with their dual responsibility of escorting convoys to battle areas and protecting Australia's sea lifelines.

## ANTI-SUBMARINE WEAPON "LIMBO"



Ratings at H.M.A.S. WATSON wearing anti-flash equipment closed up waiting to fire the anti-submarine weapon, "LIMBO." This weapon automatically sets the mortars to fire at the depth at which the submarine has been detected.

September-October, 1962

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THE NAVY

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Most lads who leave school at 15 or so have no specific career training. There are insufficient apprenticeships in industry to meet the demand, and many jobs open to youths do not lead to a worthwhile career.

Because of this situation, the Navy has two training schemes for youths. Firstly, an apprentice training school near Sydney has been opened where lads of 15-17 start a five-year apprenticeship as fitters and turners, electrical fitters, or naval shipwrights. As training is a full-time job for a naval apprentice, he is considerably better off than his civilian colleague, who has usually only the evenings for theoretical training.

After four years at the Apprentices Training Establishment, the Naval apprentice has an extra year's training on the job, after which he becomes a petty officer. To discharge his responsibilities as a petty officer, and because he will have oppor-

## YOUTH IN THE NAVY

tunities for gaining commissioned rank, a good deal of training at the Apprentices' Establishment is designed to improve his capabilities as a leader.

The second training scheme which is of great interest to young school leavers is the Junior Recruit Training Scheme. Since the Junior Recruit Training Establishment was opened at Fremantle in 1960, it has grown steadily in popularity. So great has been the demand for entry to this School that it is planned to open a second School at Flinders Naval Base in 1963.

The Junior Recruit enters the Navy aged between 15½ and 16½, and spends his first 12 months at the Junior Recruit School. His instructional time is divided between Naval and academic subjects, for a sound basic education is becoming more and more important for naval ratings if they are to master their future

technical training.

In many ways, the Junior Recruit Establishment resembles a boarding school rather than a Naval establishment, and life is not all drudgery and no fun. The year at the Establishment is broken up into two terms, with home leave between them. There are week-end camps and opportunities for boatwork and many kinds of sports — even dancing.

After leaving the Junior Recruit Training Establishment, the ex-Junior Recruit is absorbed into one of the many branches of the Navy, and soon finds himself at sea, playing his full part as a member of a ship's company in the Fleet.

It is expected that these two junior entries into the Navy will this year be more popular than ever, because a record number of youths are expected to leave school.

## WREATH LAYING AT CENOTAPH



Junior Legatees Grant Beasley, of Randwick, and Marilyn McKeown, of Greenacre, are escorted by Chief Petty Officer A. T. Adams (left) and Chief Petty Officer B. W. Mason to place the wreaths on the Cenotaph at Martin Place recently, as part of Legacy Week activities.

September-October, 1962

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## Norfolk Islander Joins R.A.N.

The tiny Australian territory of Norfolk Island, in the Pacific Ocean, has provided one of its first recruits for the Royal Australian Navy.

A 15-year-old youth from the island has begun training at the Royal Australian Navy's Apprentice Training Establishment at Quaker's Hill, near Sydney.

The future naval artificer is Leo De Chesne, whose father is the chemist on Norfolk Island, Leo, of Belgian descent, has lived all his life on the small Pacific island, 930 miles northeast of Sydney.

He was brought to Australia specially to enter the Apprentices' Establishment after successfully completing an entrance test. After five years of training he will become a Petty Officer artificer in the R.A.N.

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THE NAVY

## R.A.N. SURVEY SHIP RETURNS FROM NEW GUINEA

A small Royal Australian Navy survey ship with a big responsibility in the development of New Guinea returned to Sydney recently.

She is the 300-ton H.M.A.S. PALUMA, which has the task of ensuring safer navigation in the waters around New Guinea. The small ship, with a crew of three officers and 22 ratings, has just completed the second year of a five-year programme to produce accurate new charts and maps of the area.

The Minister for the Navy, Senator Gorton, said recently that since leaving Sydney last December, PALUMA had carried out a number of surveys that were essential to the development of New Guinea.

One of her major tasks this year has been in New Britain.

She has been surveying in Rabaul Harbour and the associated waters of Blanche Bay and Matupi Harbour, to assist the recovery of Rabaul as a major port. The re-development of Rabaul's port facilities has been made possible by recent salvage operations to clear the Harbour of Japanese wrecks.

However, PALUMA'S survey showed that the salvage work was not entirely successful. She pin-pointed seven ships and 34 smaller wrecks on the Harbour bed. The smaller wrecks could have been planes or landing craft.

Senator Gorton said that during her survey in the Rabaul area, PALUMA also found that: • The bottom of Matupi Harbour has risen 35 feet since the last survey, 50 years ago;

• The Matupi coastline is still hot as a result of volcanic activity, and the surveyors suffered from "hot feet"; and

• The Beehives, an important landmark in Rabaul Harbour, is the victim of subsidence or erosion. Its height has reduced by 25 feet. The Beehives arose from the sea bed during a volcanic disturbance in the 19th century.

The last detailed survey in the Rabaul area was made by German hydrographers before the start of the First World War. In some places in Papua, PALUMA is making charts to replace those based on the data gathered by Captain Owen Stanley, 110 years ago.

PALUMA will undergo her annual refit while in Sydney, and will return to New Guinea in December. She is under the command of 31-year-old Lieutenant-Commander Michael Calder, of Melbourne.

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And at 11 Watt Street, Newcastle, and c/o Adelaide S.S. Co. Ltd., Port Kembla, N.S.W.

September-October, 1962

# H.M.A.S. WATSON — OPEN DAY

## 1st OCTOBER, 1962

The first major function during the 1962 Navy Week in Sydney will be at H.M.A.S. WATSON, when this establishment will be open for public inspection from 1.30 p.m. to 5.00 p.m. on Monday, 1st October.

### HOW TO GET THERE:

H.M.A.S. WATSON is located at South Head, with an Army establishment adjoining. The entrance gates are in Cliff Street, Watson's Bay. Buses from Central Railway (Eddy Avenue), Bridge Street, corner of Park and Elizabeth Streets, and Kings Cross terminate at Watson's Bay, approximately 300 yards from the entrance gates.

Visitors arriving by private car should drive through the entrance gates. They will then be directed along Watson Drive to a car park.

### SHORT HISTORY OF H.M.A.S. WATSON:

The establishment first commenced in the early years of the Second World War, when the need arose for a school in which to train operators of Radar, which had recently come into service in the R.A.N. The establishment was enlarged considerably in 1944, and in 1945 it was officially commissioned as H.M.A.S. WATSON.

In the meantime, navigation training had commenced at WATSON, and the two types of training were combined under the title of Navigation Direction School.

The Torpedo Anti-Submarine School, which has been located at Rushcutter Bay, moved into its fine new building at WATSON in 1956, and, fol-

lowing this, new accommodation buildings, dining hall galley and amenities buildings for all ratings, plus a new Administration building, have been completed.

The new Chapel will also be open for inspection during the afternoon.

### WHAT TO SEE:

H.M.A.S. Watson is the home of the Torpedo Anti-Submarine School, the Navigation School, the East Australian Naval Band, and an Advanced Cookery School.

Throughout the afternoon men from the two first-mentioned Schools will demonstrate for the benefit of visitors, the tasks for which they are trained.

### TORPEDO ANTI-SUBMARINE DISPLAYS AND DEMONSTRATIONS:

1. Within the School there will be displays of Torpedo Anti-Submarine Equipment. Anti-Submarine attack teams will show visitors how submerged submarines are detected and the sequence of events leading up to attacks by anti-submarine mortars.

2. Perhaps the most spectacular events will be the anti-submarine mortar firings and the diving demonstrations by Naval clearance divers.

3. Visitors will see at first-hand how the mortars are fired in exactly the same way as in anti-submarine ships of the Royal Australian Navy.

4. Naval clearance divers will demonstrate in Lady Bay how they enter the water and are retrieved by a fast-moving boat so that they may carry out their mission in enemy waters and

make good their escape as quickly as possible.

### NAVIGATION DIRECTION DISPLAYS:

In the Action Information Training Centre and Radar Block all available radar sets will be operating. Here the visitor may witness how ships and aircraft are located by radar and their movements plotted, so that the Captain of a ship can see immediately the disposition of friendly and enemy forces and make his plan for attack.

The Hydrographic Display will enable visitors to see how charts are made and Navy surveyors work.

### BAND MARCHING DISPLAY:

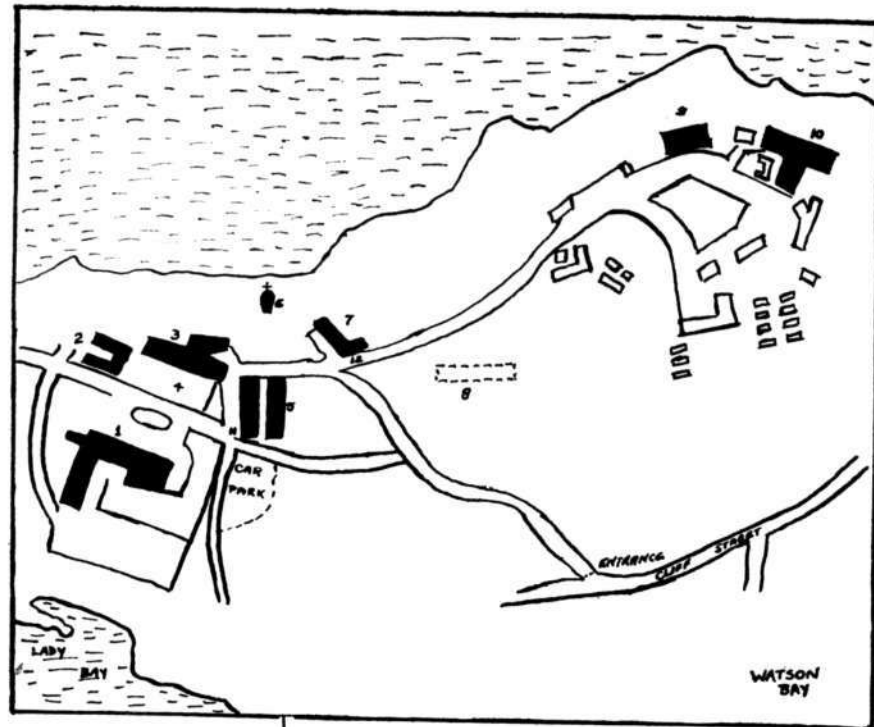
Throughout the afternoon the combined Naval Bands of H.M. Australian Fleet, the East Australian Area and H.M.A.S. ALBATROSS will play incidental music on the Parade Ground, immediately in front of the Amenities Building. As a finale they will give a marching display at 4.15 p.m. on the Parade Ground.

### REFRESHMENTS:

Around the establishment visitors will find refreshment stalls to cater for their immediate requirements, and afternoon tea may be obtained in the Amenities Building at 3.30 p.m.

### RATINGS' ACCOMMODATION AND AMENITIES

The lower floor of the northern Junior Ratings' Accommodation Block will be open, so that visitors may see the comfortable living conditions in H.M.A.S. WATSON.



Inspection of the first floor of the Amenities Building shows how pleasantly ratings may spend off-duty hours, with provision for wet and dry canteens, billiard and reading rooms, and television. On the ground floor of this building is a modern galley and first-class dining hall, with a seating capacity of 400.

### LOCATION OF INSTALLATIONS

- |  |  |
|--|--|
| 1. Torpedo Anti-sub. School.                 | 7. Administration Building.            |
| 2. Chiefs and Petty Officers' Accommodation. | 8. New Wardroom (under construction).  |
| 3. Amenities.                                | 9. Action Information Training Centre. |
| 4. Parade Ground                             | 10. Radar Block.                       |
| 5. Junior Ratings' Accommodation.            | 11. First Aid Post.                    |
| 6. Chapel.                                   | 12. Lost Children.                     |

### PROGRAMME OF DISPLAYS

#### ANTI-SUBMARINE ATTACK

##### DEMONSTRATIONS:

1.45 p.m., 2.15 p.m., 2.45 p.m., 3.15 p.m., 3.45 p.m., 4.15 p.m.

Teams will show how attacks on submarines are made, using under-water detecting devices. The demonstration will take place in the T.A.S. School.

#### ANTI-SUBMARINE MORTAR FIRINGS:

2.00 p.m., 2.45 p.m., 3.30 p.m., 4.15 p.m.

These firings will simulate attacks on enemy submarines, and will take place at the rear of the T.A.S. School.

#### BAND MARCHING:

4.45 p.m. on Parade Ground.

#### CLEARANCE DIVING DEMONSTRATIONS:

2.15 p.m., 3.00 p.m., 3.45 p.m., 4.30 p.m.

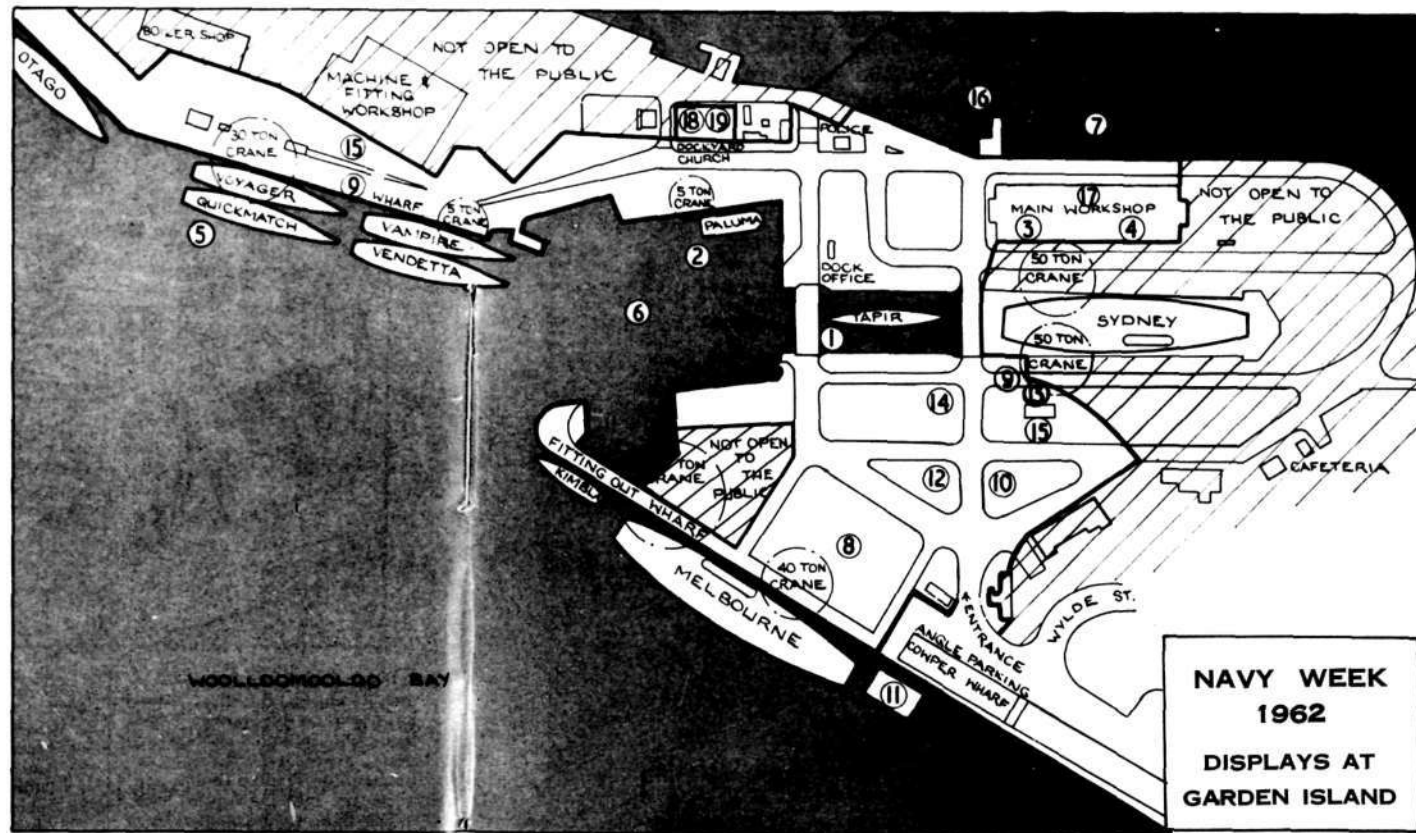
Clearance divers will simulate action in clearing an enemy beach-head of obstructions. This will take place in Lady Bay, at the rear of the T.A.S. School.

# NAVY WEEK IN SYDNEY — DISPLAY AT GARDEN ISLAND, OCTOBER 6

## PROGRAMME OF EVENTS

P.M.

- 1.30 Dockyard gates to be opened.
- 2.00 Dockyard and H.M.A. Ships open to visitors; Crane Rides commence.
- 2.00 Helicopter Display, and Diving Display in Woolloomooloo Bay. (6).
- 2.15 H.M.S. TAPIR, diving and surfacing. (1).
- 2.25 H.M.A.S. QUICKMATCH fires A/S mortars. (5).
- 2.30 Diving Display, South East Pound. (16).
- 2.30 Fire Fighting Display. (8).
- 2.40 Helicopter Display in Woolloomooloo Bay. (6).
- 2.50 Diver "Drop and Pick-up" Drill, south of South East Pound. (7).
- 3.00 Fly-past by Fleet Air Arm.
- 3.15 H.M.A.S. QUICKMATCH fires A/S mortars. (5).
- 3.30 H.M.S. TAPIR, Diving and Surfacing (1).
- 3.30 Helicopter Display in Woolloomooloo Bay. (6).
- 3.45 Fire Fighting Display. (8).
- 3.45 Diving Display in South East Pound. (16).
- 4.00 Helicopter Display in Woolloomooloo Bay. (6).
- 4.05 H.M.A.S. QUICKMATCH fires A/S mortars. (5).
- 4.10 Diver Attack from Submarine. (1).
- 4.30 Fire Fighting Display. (8).
- 4.30 Diving Display at South East Pound. (16).
- 4.45 Helicopter Display. (6).
- 4.50 H.M.S. TAPIR, Diving and Surfacing. (1).
- 5.00 H.M.A. Ships closed to visitors.
- 5.10 Diver "Drop and Pick-up" Drill south of South East Pound. (7).
- 5.30 Ceremonial Sunset by Massed Bands. (10).
- 6.00 Dockyard closed to visitors.



**NAVY WEEK  
1962  
DISPLAYS AT  
GARDEN ISLAND**

**DIMENSIONS OF THE CAPTAIN COOK DOCK**  
Length: 1,139ft. 5ins.  
Inner Dock: 706ft. 5ins.  
Outer Dock: 393ft. 10ins.  
Breadth: 147ft. 7ins.  
Draught of water on sill at spring tide: 45ft.  
Maximum Pumping Rate: 360 tons per min. per pump.  
The whole dock can be emptied in four hours.

## LOCATION OF DISPLAYS AND AMENITIES AT GARDEN ISLAND

- |  |  |
|--|--|
| 1. Submarine Diving and Surfacing — Outer            | 9. Crane Rides.                        |
| 2. Captain Cook Dock.                                | 10. Ceremonial Sunset — Massed Bands.  |
| 3. Floating Dock.                                    | 11. Ferry Landing.                     |
| 4. Main Workshops.                                   | 12. Lost Children.                     |
| 5. Apprentices' Display.                             | 13. Ladies' Rest Room.                 |
| 6. H.M.A.S. QUICKMATCH Fires Anti-Submarine Mortars. | 14. First Aid.                         |
| 7. Helicopter and Diving Display.                    | 15. Ladies' Toilets.                   |
| 8. Navy Clearance Divers — Drop and Pick-up Drill.   | 16. Clearance Diver, South East Pound. |
| 9. Fire Fighting Display.                            | 17. Film Screening.                    |
|  | 18. Dockyard Chapel.                   |
|  | 19. Sail Loft.                         |

## H.M.A. Dockyard Church, Garden Island

The first known Church service to be held in the present Church was a Thanksgiving Service for peace on the termination of the South African War. This would make the date of the present Church about 1902.

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## NAVAL DOCKYARD APPRENTICES

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

**APPRENTICESHIP** is available at Garden Island Dockyard, Sydney, controlled by the Commonwealth Government, under conditions which will enable you not only to become an efficient tradesman, but give you the opportunity of qualifying as a Draughtsman or Professional Officer in Mechanical or Electrical Engineering, or Ship Construction. The period of apprenticeship is for 5 years, and subject to satisfactory progress, Technical College fees will be paid by the Commonwealth Government.

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

**ELIGIBILITY** Age limit is 15 years and under 17 years at date of taking up appointment. A satisfactory pass at the Intermediate Certificate examination is desirable, but not essential.

**VACANCIES** exist for the following trade apprenticeships: Fitter and Turner, Scientific Instrument Maker, Refrigeration Mechanic, Radio Tradesmen, Boilermaker and Welder, Shipwright and Boatbuilder, Ship's Plumber, Moulder, Engin Smith, Motor Mechanic, Sailmaker, Sheetmetal Workers, Joiners, Patternmakers, Upholsterers, Electrical Fitter and Mechanics, French Polishers.

**APPLICATION** must be made on the form prescribed. For application form and copy of conditions of entry, apply to your District Employment Office, or the General Manager, Garden Island Dockyard, Sydney, closing date 15th November, 1962.

## NEW DESTROYERS FOR R.A.N.

Australia recently ordered from the United States two guided missile destroyers. These destroyers are to be built by the Defoe Shipbuilding Company who, during the last war, introduced a new method of shipbuilding.

The new system is described as follows:—

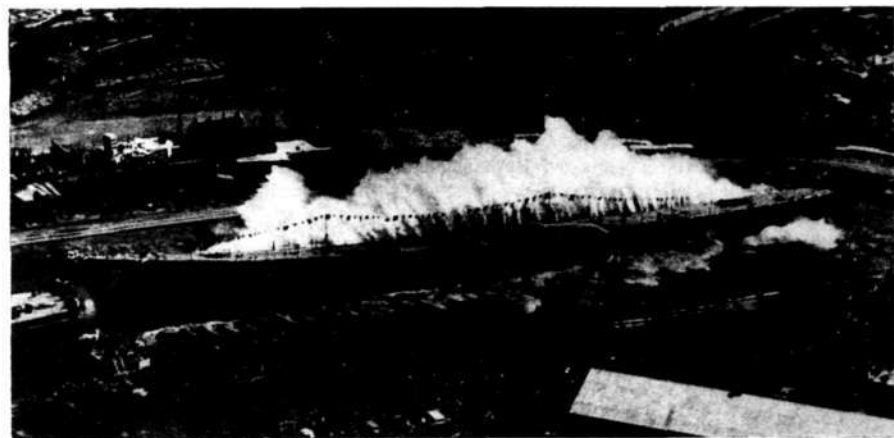
In order to fulfil sub-chaser contracts in the shortest possible time, an entirely new type and manner of ship construction was originated and perfected by Mr. H. J. Defoe. This has come to be widely known as the upside down and rollover method of construction. A cradle is built to the exact shape of the main deck of the vessel. On this cradle the deck is laid, and frames and bulkheads are erected bottom side up. The complete bottom section of the vessel, including keel, floors, and from four to six strakes of shell plating, is then dropped in place on top of the frames and bulkheads. The remaining shell

plating installed and welding undertaken. By using this method it is possible to eliminate approximately 90% of the overhead welding, thereby saving greatly in man-hours, as down hand welding can be done much faster, and results in better workmanship. When the vessel is in the upside down position all machinery which normally hangs or is attached to the underside of the deck is installed, because it then merely drops into position. The erection sequence for hull steel can be arranged so as to eliminate virtually all of the conventional ship scaffolding, thereby saving additional man-hours.

When the hull has been completed as far as necessary in the bottom-up position two semi-circle steel wheels are clamped around it, and the deck cradle, mentioned above, is dropped into an out-of-the-way position. The hull is then supported entirely on these two wheels, which in turn rest on two heavy

parallel steel tracks. Cables are then thrown around the hull in opposite directions and lead to a steam locomotive crane. This crane, by pulling on one cable and holding back on the other, rolls the vessel on the two wheels and tracks into an upright position. The whole line of process takes no more than two and a half minutes. When the vessel is upright, additional machinery is installed and deckhouses placed in place. This system was highly perfected during the construction of 58 submarine chasers.

The first destroyer escort attempted by Defoe on the conventional plan of an upright hull throughout the construction interval. However, the company decided that the highly-efficient method of the bottom-up hull utilized in the PC construction could also be adapted to the larger ship. From that point on, all destroyer escorts and high-speed transports were built bottom-up and rolled over.



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Office, Lieut.-Col. J. K. Mur-  
doch, says that service person-  
nel will hold a number of key  
positions in the Games Village.

They would be used as guards  
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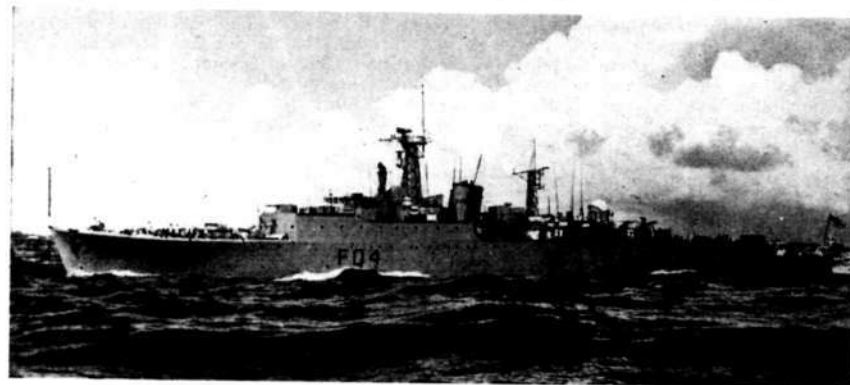
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September-October, 1962

## CHURCH HONOURS R.A.N.

A new Roman Catholic Church in Brisbane is to be dedicated as a war memorial, honouring the Royal Australian Navy. It will be the first memorial church of its kind in Australia. The only other Naval

memorial chapels are those at Naval Establishments in New South Wales and Victoria.

The Minister for the Navy, Senator Gorton, said recently that the unique R.A.N. memorial was the Church of St. John,

in the Brisbane suburb of Northgate. It was dedicated and blessed by His Grace, Sir James Duhig, Archbishop of Brisbane, on Sunday, 5th August.

Senator Gorton said the R.A.N. was very conscious of the honour bestowed by St. John's, and greatly appreciated this tangible gesture by the Brisbane parish. He said it was fitting that such a memorial should be built in the capital city of a State that had always been a rich source of manpower for the Royal Australian Navy.

The names of the Queensland sailors who lost their lives in the Second World War will be inscribed on a marble tablet presented to the Church by the Queensland Division of the Naval Association.

The new Church, costing £34,000, is a contemporary brick and glass building, with a modernistic tower. The parish priest, Father V. J. Rowan, is the Roman Catholic Chaplain of the Brisbane Division of the Royal Australian Naval Reserve.

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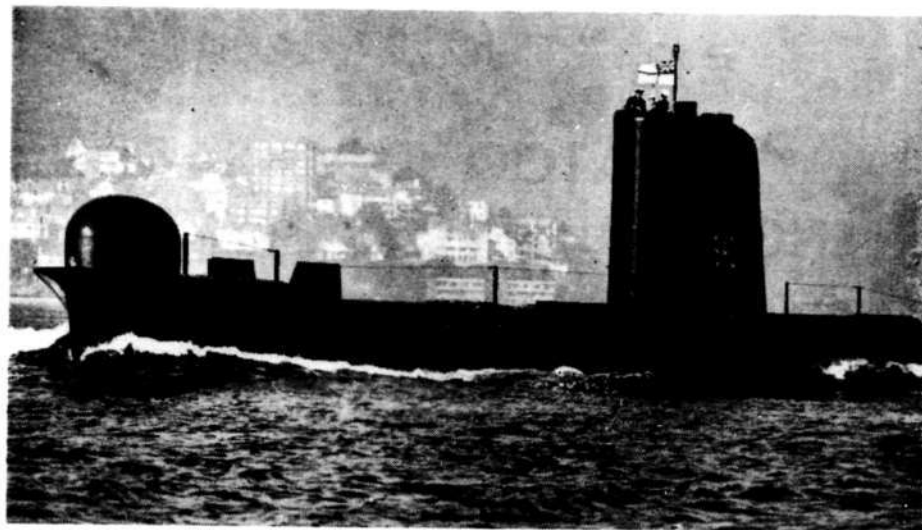
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# The New British Defence Policy THE ROYAL NAVY'S ROLE

From an article in the "British Navy League Magazine"

TABLE I  
THE VITAL STATISTICS

Item	1960-61	1961-62	1962-63
Total Net Estimate	£397.5 mil.	£413.2 mil.	£422.2 mil.
Total of Operational Warships	147	147	140
Total of Uniformed Men	102,000	100,000	100,000
Total of Admiralty Civilians	142,900	144,200	141,900
Total of Uniformed Men in Operational Fleet (approx.)	29,000	28,000	28,550

or Preparing for Service with it," and this is reproduced in Column A of Table II. The full Table contains the welcome additions of the second Commando ship (H.M.S. ALBION), the first

TABLE II  
THE OPERATIONAL FLEET, 1962-3

Type	A	B
Aircraft Carriers	3	2
Commando Ships	2	1
Cruisers	4	3
Guided-Weapon Destroyers	2	1 (see Text)
Destroyers	20	16
Frigates	32	24
Despatch Vessels	2	2
Ice Patrol Ship	1	1
Submarines	30	25
Minesweepers	37	30
Amphibious Warfare Vessels	7	5

A—Total number of ships in The Operational Fleet, or preparing for it (from The Navy Estimates).

B—Estimated numbers of ships at immediate readiness for service at any given time.

two "County" class guided weapons destroyers, the first of the new general purpose frigates, and, of course, H.M.S. DREAD-NOUGHT, the first British nuclear submarine. But how many of these newcomers will be actually in operational service on their assigned stations round the world complete with fully-trained crews on any given day in the next 12 months?

The Civil Lord has admitted that H.M.S. BULWARK will go in for a refit as soon as H.M.S. ALBION relieves her east of Suez in the autumn of this year. As for the guided weapons destroyers, H.M.S. DEVONSHIRE

commissions this summer, whilst H.M.S. HAMPSHIRE follows her next autumn; the sea trials and working-up of these extremely complex new warships, including the first Seaslug firings, will take at least four months, which means that the latter ship is unlikely to be ready for the operational fleet during the current financial year. The same can be said of H.M.S. DREAD-NOUGHT, which does not even commission until next winter.

When considering this question of operational availability, we must also take account of those of the ships listed which are exchanging crews in home ports, working up new crews, or carrying out maintenance or docking periods. In an emergency they also would not be immediately available for service. Probably some 25 per cent of the total number of ships in the operational fleet are occupied in these ways at any given time. Having taken account of these factors we are left with an overall availability figure which is very different from that given in the Explanatory Statement; column B of Table II gives an estimate of the actual numbers of each type of warship which are likely to be available at instant readiness for service on any given day during the coming year. It cannot be regarded as a satisfactory or

Although the Explanatory Statement on this year's Navy Estimates added little to what had already been said in the Defence White Paper about the role of the Navy in the new defence policy, the Navy Estimates Debate in the House of Commons produced a great deal of interesting information, and proved to be one of the most enlightened and constructive discussions on Naval affairs in recent memory; "As good a Navy debate as we have had for a long time," said the Civil Lord in his winding-up speech. Particularly encouraging were the grasp of current naval problems displayed by Members on both sides of the House, and the obvious interest in the subject reflected in the good attendance throughout.

Table I gives the vital statistics of the Estimates for the last three financial years, and once again underlines the basically unsatisfactory state into which the Royal Navy has been allowed to drift and the apparent inability of the Board of Admiralty to do much to remedy it.

A gradually increasing amount of money spent, a small but steady reduction in the total of operational warships, a vast number of civilians in Admiralty employment, and no improvement in the proportion of officers and men serving afloat; these have become the unchanging features of each year's Estimates, to which several Members rightly drew attention in the debate, urging that more radical steps be taken to improve matters.

The Explanatory Statement contains the usual table of "Ships in the Operational Fleet

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worthwhile return for the ex-  
penditure of over four hundred  
million pounds of public money,  
nor can this number of ships  
even begin to compete with our  
current world-wide commit-  
ments.

If the much talked of amphi-  
bious strategy for our armed forces  
is to have any meaning what-  
soever, there will have to be a  
considerable increase in the total  
number of the Royal Navy's op-  
erational ships. Let us see just  
what sort of an increase will be  
necessary. From Ministerial  
speeches in both the Defence  
and Navy debates it is now  
possible to forecast with some  
accuracy the shape and size of  
the naval component of the first  
Joint Service Task Force which  
will be formed for service in the  
Middle East area about 1966,  
as soon as the first of the new

assault ships is ready for service.  
Table III lists the Naval force,  
and a few words of explanation  
will help complete the picture.

The Flag Officer in command  
of the Task Force will fly his  
flag in the assault ship, which  
will be equipped with the com-  
munications necessary to control  
the force and maintain links  
with the troops once they have  
disembarked. The Army and  
Air Commanders will also be  
embarked in the assault ship, as  
will a fully integrated joint  
staff for the Task Force.

The Force will require protec-  
tion against the likely threat of  
air, surface or underwater attack;  
in practice this will mean suffi-  
cient forces to deal with small-  
scale bomber or fighter-bomber  
attacks with unsophisticated  
weapons, with attack by fast  
motor torpedo boats, or by a

small number of conventional  
submarines or under-water  
saboteurs. There must also be  
a mine-sweeping group, although  
these ships will be unable to  
operate tactically with the main  
force, owing to their slow speed.  
Last, but by no means least,  
there will be the Afloat Support  
group for the Task Force, prob-  
ably a minimum of two "Tide"  
class fast replenishment tankers,  
one Fleet replenishment ship  
and a mine-sweeper support  
ship; these ships will have a vital  
role to play in enabling the  
Force to operate for long periods  
away from its main base, and  
will also require protection  
against the same scale of attack.  
The complement of aircraft em-  
barked in the aircraft carrier  
must cater for close support and  
strike reconnaissance for the  
troops ashore, as well as for the  
air defence of the whole force;  
the carrier will also have "Wes-  
sex" A/S helicopters. For sus-  
tained air operations lasting  
more than a few days a second  
aircraft carrier would certainly  
be necessary.

Aircraft direction frigates or  
picket destroyers, such as the  
recently converted "Battle" class  
destroyers, and G.W. destroyers,  
will be needed to complete the  
air defence of the Force; they  
could be stationed at some dis-  
tance from the main body to  
provide early warning and de-  
fence in depth.

For anti-submarine defence  
there will be needed a sufficient  
number of frigates or destroyers  
to protect the whole force either  
when concentrated or with each  
group acting on its own. The  
figure given is considered to be  
the minimum which will safely  
meet this essential requirement.  
The escorts will also be required  
for general patrol and support  
duties within the force, as well  
as for gun support and to aug-  
ment the anti-aircraft defences as  
necessary.

Here then is the Joint Service  
Task Force, some 30 ships, 1,500

embarked troops with armour,  
guns and vehicles, and about 70  
aircraft and helicopters. One  
final point must be made. To  
be effective, the whole force will  
have to remain concentrated,  
and the absence of even one  
ship could seriously reduce its  
efficiency. At Kuwait last year  
the troops landed without air

30 per cent of the total numbers  
of the major types in the present  
operational fleet (excluding sub-  
marines and mine-sweepers),  
whilst if we take the immediate  
availability numbers in Column  
B of Table II we find this figure  
increased to about 50 per cent.  
For the defence of our vital  
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TABLE III  
THE JOINT SERVICE TASK FORCE

No.	Type	Remarks
1	<b>Assault Group:</b>	
1	Assault Ship (Flagship)	Army Tanks, Guns, Vehicles and
1	Commando Ship	1 Royal Marine Commando (750 men) and 1 Battery R.A.
1	Cruiser	Gun Support, May carry additional troops.
1	<b>Air Defence Group:</b>	
1	Aircraft Carrier	V.T.O.L./S.T.O.L. Aircraft, Wessex A/S Helicopters
2	"County" Class G.W. De- stroyers	
2	Aircraft Direction Frigates or Destroyer Pickets	
2	<b>Afloat Support Group:</b>	
1	Fast Replenishment Tankers	"Tide" Class
1	Fleet Replenishment Ship	Ammunition and Stores
1	Mine-sweeper Support Ship	
10	<b>A/S and General Escort Group:</b> (for all above Groups)	
10	A/S or General Purpose Frigates	A/S Defence, General Escort, Sur- face Patrols, Gun Support if re- quired.
6	<b>A/S Helicopters</b>	
6	<b>Mine-sweeping Groups:</b> Coastal Mine-sweepers	

cover; the only aircraft carrier  
east of Suez was thousands of  
miles away when the threat  
arose. In 1956, during the Suez  
operations our aircraft carriers  
operated for long periods with-  
out escorts; there were insuf-  
ficient destroyers and frigates in  
the area at the time. These de-  
ficiencies cannot be repeated,  
nor can our Naval strength in  
other no less important areas  
be still further reduced to make  
up the needs of the Joint Ser-  
vice Task Force.

But can the Royal Navy con-  
tinue to meet its existing world-  
wide commitments and provide  
for even one, let alone two, of  
these Task Forces without an  
increase in its operational  
strength, and thus in its man-  
power and financial budgets?  
One glance at the Tables in this  
article must prove that this  
would be impossible. One Task  
Force will require approximately

terranean, for the whole Far  
East area and for the South  
Atlantic and West Indies, we  
would be left with two aircraft  
carriers, one Commando ship,  
three cruisers, and some 30 to  
40 frigates and destroyers. This  
is clearly an impossible situation  
for a great maritime nation.

The conclusion is clear. The  
run down of our armed forces  
has left the Royal Navy far too  
small, inadequate for our exist-  
ing commitments, and totally  
unable to make an effective con-  
tribution to the new defence  
policy towards which Mr. Wat-  
kinson is slowly groping his way.  
This is indeed a dangerous situ-  
ation, and nothing short of a  
major change of attitude towards  
our defence problems can  
remedy it. The prime responsi-  
bility rests with the Cabinet,  
which alone can provide the  
means, financial and by deliber-  
ate policy decisions, to increase

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the size of the Navy. But there after the Board of Admiralty will need to carry out a drastic reform of its too conservative and traditional methods of administering the Service for which it is responsible. We must have more ships and men at sea for the same amount of

money, less waste of precious funds on costly refts of ageing and obsolescent ships, and, above all, a streamlined administrative machine, stripped of all but the essential departments and fully automated in the growing custom of this day and age. Time is running out; let us start now.

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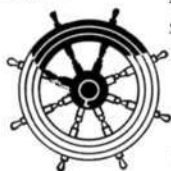
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## Visit From Britain's New Far-East Defence Chief

The Naval officer who is to fill Britain's new top defence post in Singapore visited Australia recently.

Admiral Sir David Luce, who is at present Commander-in-Chief of the Royal Navy's Far East Station, is to become the new unified Commander-in-Chief of all British forces in the Far East.

The Minister for the Navy, Senator Gorton, said Admiral Luce had had meetings with Ministers and Service Chiefs during his visit to Canberra.

The New Zealand talks were attended by the Australian Chief of the Naval Staff, Vice-Admiral W. H. Harrington, and the Chief of Staff of the Royal New Zealand Navy, Rear-Admiral P. Phipps. The meeting discussed matters of mutual interest affecting Naval matters in South East Asia and the Pacific.

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THE NAVY

## SEA SLUG



A sea to air guided missile leaves a trail of smoke as it leaves its launcher.

## Cover

The cover depicts a view of the North aspect of Garden Island.

In the background is H.M.A.S. SYDNEY which was commissioned this year as a fast Army transport. SYDNEY will be in dry dock during the Open Day at Garden Island.

In the foreground (F.O.5) is H.M.A.S. PARRAMATTA who, with her sister ship, H.M.A.S. YARRA, is at present serving with the Far East Fleet. These ships are specially designed for anti-submarine defence.



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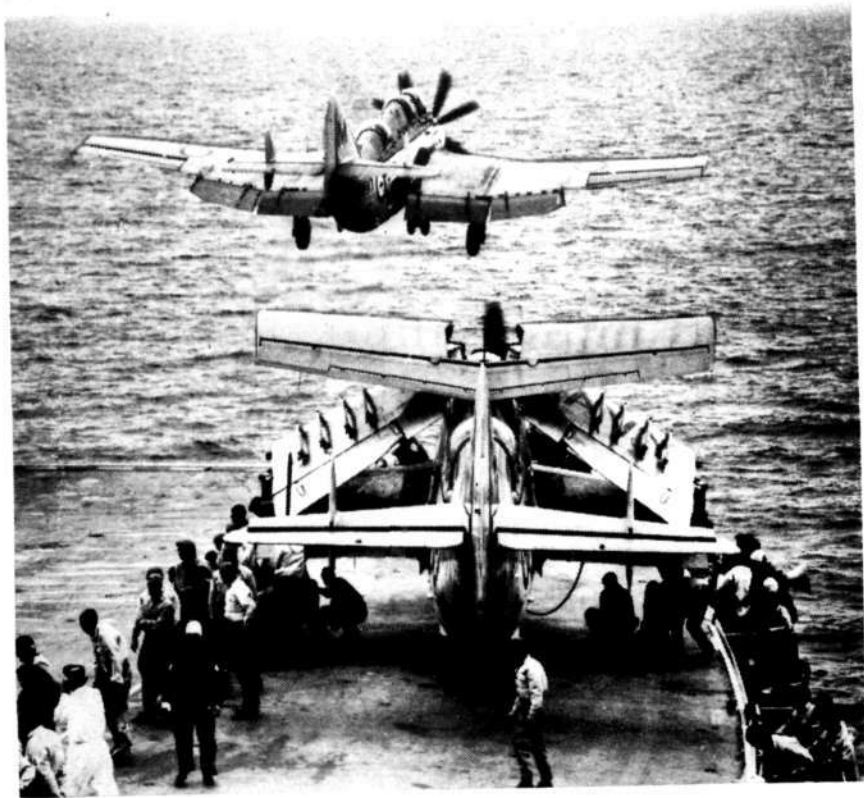
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# GANNET A/S AIRCRAFT IS CATAPULTED FROM H.M.A.S. MELBOURNE



A NAVY GANNET anti-submarine aircraft gracefully soars from the deck of the flagship of the Royal Australian Navy, H.M.A.S. MELBOURNE during the recent Exercises. THE GANNETS carried out an important role in anti-submarine detection during the Exercises. The planes, together with the Sea Venoms, are now at Nowra Air Station and took place in the fly past.

THE NAVY

## Navy Pilot To Command Frigate

A Fleet Air Arm pilot is to take command of one of Australia's fast anti-submarine frigates, H.M.A.S. QUICKMATCH.

The Minister for the Navy, Senator Gorton, has announced the appointment of Lieutenant-Commander C. H. C. Spurgeon as Captain of QUICKMATCH.

Lieutenant-Commander Spurgeon will be the only pilot commanding a ship in the Australian command fleet, although it is not the first time that former air crew have been given a sea-going command.

Lieut. Commander Spurgeon is a career officer who graduated from the Royal Australian Naval College in 1947. He later qualified as a pilot in the newly-formed Fleet Air Arm, and served in aircraft carriers in Britain and Australia. He is

at present the Executive Officer in the frigate which he will command. His home is at East Bentleigh, Melbourne.

In H.M.A.S. QUICKMATCH he takes command from Commander P. H. Doyle, who is one of two R.A.N. officers selected to undertake Tactical and Naval Staff Courses in Britain. Com-

mander Doyle, of West Pymble, has been Captain of QUICKMATCH for the past twelve months.

The other officer to undertake the courses in the United Kingdom is Commander J. A. Robertson, of North Sydney, who is Executive Officer of H.M.A.S. VOYAGER.

## R.A.N. TANKER RENAMED

The Governor-General, on behalf of the Queen, has approved the re-naming of the Royal Australian Navy's last replenishment tanker, which is due to arrive from Britain later this year.

The Minister for the Navy, Senator Gorton, said recently that the name of the ship would be changed from TIDE AUSTRAL to H.M.A.S. SUPPLY.

He said the ship, of 17,000 tons, had been on charter to the Admiralty since being built for Australia in 1955. The name

TIDE AUSTRAL conformed with style for Admiralty-operated auxiliary vessels. However, now that the tanker was to join the Australian Fleet as an R.A.N. ship, the new name of H.M.A.S. SUPPLY was more appropriate.

The name SUPPLY has historical associations with the beginning of Australia. H.M.S. SUPPLY was a unit of the First Fleet which arrived in Port Jackson with Governor Phillip in 1788.

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A Sea Venom, with wings folded, on the flight deck of H.M.A.S. MELBOURNE.

## NAVAL FIREFIGHTERS



Naval firefighters display their skill in fighting a fire on a dummy aircraft.

## WARATAH FESTIVAL GROWS

The Waratah Spring Festival, first held in 1956, has rapidly become the outstanding annual Sydney attraction. Crowds totalling 300,000 viewed the first Festival and Pageant. This year's celebrations, to be held between October 1 and October 6, 1962, will attract more than 1,500,000 people.

The Festival and particularly the Pageant which forms the highlight of the week's celebrations, is constantly being augmented by new and exciting features and attractions, in order to make each one better than the last.

Every possible taste has been catered for and many of the events are today recognised as being amongst the leaders in their fields.

The Royal Australian Navy itself has recognised the community value of the Waratah Festival by incorporating its Navy Week celebrations in the Festival programme.

This close liaison was initiated by Rear-Admiral G. C. Oldham, C.B.E., D.S.C., A.D.C., former Flag Officer-in-Charge, East Australian Area, and is being carried on by his successor, Rear-Admiral G. G. O. Gatacre, C.B.E., D.S.O., D.S.C.

The Waratah Festival takes its place as one of the world's major celebrations of Spring.

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All British subjects who signify approval to the objects of the League are eligible. MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

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## THE NAVY

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NOVEMBER, 1962

No. 8

The Official Organ of the Navy League of Australia

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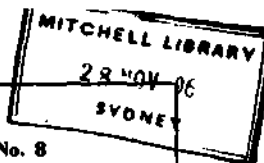
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NOVEMBER, 1962





\* This is one of the hull screws specially fabricated for the construction of GRETEL.

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**GRETEL's designer, Alan Payne, specified the high-strength, corrosion-resistant alloy EVERDUR for the fabrication of the challenger's hull screws and keel bolts.**

EVERDUR is the name licensed by Anaconda American Brass Co. for use by Austral Bronze Company to identify its alloy of copper, silicon and manganese in rod and wire form.

Also well known in this country as CUSILMAN in the form of sheet and strip, this famous alloy is now available as rod and wire stock to manufacturers of bolts, nuts, screws, nails and corrosion-resistant hardware.

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## NAVY DOCTORS KEEP UP-TO-DATE

It is sometimes said that a doctor really starts to learn medicine the day he receives his degree; that is to say, the formal training of the medical school must be supplemented by practical experience, under supervision at first, of the day-to-day treatment of patients. The story does not end there, however, and the most experienced practitioner has to return to the lecture room from time to time to keep abreast of progress in medical knowledge; a good doctor goes on learning to the end of his days.

Doctors in the Navy have their share of interesting cases and useful experience, and also their share of unexciting but never unimportant routine; they have plenty of opportunity, more so than the general practitioner or busy specialist, to study privately or to attend courses, conferences, and lectures. Medical officers joining the Navy have usually at least a year's experience in a civil hospital behind them, and some have spent time in general practice or a specialty as well. Their immediate need is training in the special conditions of Naval medical practice, and this is provided by short courses arranged or conducted by the Naval authorities. All new medical officers are given an opportunity, as soon as possible after joining, of a month's special tuition in Anaesthetics in a civil hospital; as further opportunities arise during their service, they may also undergo courses in Aviation Medicine and in the medical aspects of Atomic, Biological and Chemical warfare. The latter courses are conducted at the R.A.N. Air Station at

Nowra, N.S.W., and at Balmoral Naval Depot, Sydney, respectively; it is intended shortly to open a School of Underwater Medicine, also in Sydney, where courses in the special physiological problems of diving will be taught. Doctors who are interested, and physically qualified, may undergo the standard training course for Naval divers.

While the special aspects of Naval medicine are naturally emphasised in the early years of an officer's service, refresher training in general medicine is not neglected. Clinical meetings are held regularly in both Flinders and Balmoral Naval Hospitals, at which visiting speakers lecture on recent advances in all fields of medicine; these meetings are open to civilian practitioners as well as Naval medical officers. Doctors in sea-going ships are encouraged to call on medical authorities, civil as well as Service, in all ports of call, and to study local medical problems. Since R.A.N. ships spend a good deal of time in the Pacific and Far East areas, Naval doctors have opportunities to study tropical diseases that are denied to their shore-bound colleagues.

Lectures and personal discussion paint a broad picture of a subject and provide a stimulus to learning, but detailed study generally requires the written word, in the form of professional journals and textbooks. A small library of medical textbooks is included in the medical stores of every ship and establishment that carries a doctor, and there is a more comprehensive library in each base Hospital; a well-equipped Central Reference

Library is maintained at the Navy Medical Directorate in Melbourne, from which books can be borrowed as required. All R.A.N. medical officers receive the *Royal Naval Medical Bulletin*, and they may subscribe to the *Journal of the Royal Naval Medical Service*, in addition to any civilian medical journals they may obtain privately. The Medical Directorate receives the *Medical Newsletter of the U.S. Navy* and other overseas military medical journals, as well as a selection of the most important civilian medical periodicals of the world. Matters of special interest to Naval medical officers are abstracted from these journals and promulgated either in the form of Medical Technical Instructions, or in the R.A.N. Medical Newsletter which is shortly to be issued.

In the Navy, as in all Services, it is inevitable that the more senior Medical officers spend an increasing proportion of their time in administrative and supervisory duties, and have correspondingly less opportunity to keep their hands in with clinical work. They are not encouraged to stagnate, however, and are accorded every facility to attend medical post-graduate events and to keep in touch with medical progress. The Medical Director General and his staff regularly attend clinical meetings and lectures in Melbourne, and attend, or are represented at, the more important interstate medical gatherings. This year, the first Australian Medical Congress in Adelaide was attended by the Medical Director General, members of his staff, and several medical officers, who contributed a number of papers on subjects of Naval and Military interest, as well as taking part in the general proceedings of the Congress. The M.D.G. and members of his staff also appear regularly at medical conferences held in Melbourne. Naval medical

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officers attended this year's North Queensland Medical Conference and an Industrial Health course in Sydney. Doctors in the R.A.N.R. and R.A.N.V.R. are included amongst the Navy representatives at meetings of this nature, such attendance counting as service for pay and allowances. Medical members of the Reserves also get together every three months in Melbourne for a meeting with serving medical officers, for lectures by medical and other distinguished visitors.

The Medical Branch of the R.A.N. is frequently represented at overseas congresses, notably those of the Association of Military Surgeons and the Aerospace Medical Association, and a good deal of information on overseas medical progress reaches the Medical Director General through officers who

have attended such gatherings. Representation overseas is mainly by Reserve medical officers who happen to be visiting the countries concerned, and are happy to be accredited as official representatives of the R.A.N.

A period of service in the Navy offers the young doctor an unrivalled opportunity to broaden his outlook, to visit out-of-the-way places, and indeed to study out-of-the-way diseases; at the same time it does not deprive him of contact with the type of medicine he will practice on return to civilian life. The permanent medical officer, on the other hand, is assured of an interesting and satisfying career, but also of facilities to maintain contact with, and to contribute to, the mainstream of medical thought.



During YARRA'S visit to Penang Island, members of the ship's company went to the General Hospital in response to an appeal for blood donors. This picture shows Surgeon Lieutenant Cilento, assisted by one of the nurses, taking blood from one of YARRA'S volunteers.

THE NAVY

The Medical Branch of the Navy undertakes First-Aid training not only of their own personnel, but of all the officers and men in the Service. The most important part of this training is Artificial Respiration, with, of course, particular reference to the resuscitation of persons apparently drowned. Recent scientific investigations into the effectiveness of various methods of artificial respiration have led to considerable changes in the recommended methods; the Navy has been in the forefront of this work, and was one of the first authorities to adopt 'mouth-to-mouth', or expired-air resuscitation as the method of choice.

Many methods of resuscitation have been devised since Biblical times, some frankly absurd, some logical in theory but poor in practice, and others neglected for long periods but now known to be more efficient than even their inventors realised. Many patients survived after treatment, and claims of success were made without anyone really knowing whether they recovered because of, or in spite of, the method employed. It was not possible to measure the effect of artificial respiration in an experimental setting, because there was no way of paralysing the subject's voluntary breathing efforts which interfered with the measurements. In recent years, however, drugs have been introduced which do just that, and experiments have been carried out in many parts of the world; notably by Dr. Peter Safar in America, and also in Australia. Some rather surprising results have been obtained.

The Biblical writers who described expired-air resuscitation as used by the prophet Elisha probably regarded it as a ritual procedure, rather than a practical physiological method; but the method was re-introduced by medical men on various occasions during the succeeding cen-

## NEW VIEWS ON ARTIFICIAL RESPIRATION

turies. It never caught on, however, probably for aesthetic reasons, and was used only sporadically until Dr. Safar showed it to be by far the most efficient method yet described.

In the eighteenth century all ships of the Royal Navy carried a complicated apparatus for injecting the smoke of burning tobacco into the body, as a respiratory stimulant. There is little record of its successful use, however, and the method most commonly used by seamen of that time appears to have been to roll the victim backwards and forwards across a barrel. This probably did have an effect, similar to that of Eve's rocking method of the 1930's. The latter enjoyed some vogue in the Navy, where the necessary equipment could be more readily improvised than on shore. Sylvester introduced his method in 1852, and it was popular at first, but was soon eclipsed by Schafer's. The latter was taught almost exclusively throughout the last part of the nineteenth and first half of the twentieth centuries, often with Sylvester's as the second choice. It is ironic that Safar's investigations have reversed the position, showing Schafer's method to be almost completely useless, whereas Sylvester's now appears to be the second most efficient method after mouth-to-mouth resuscitation.

The Holger-Nielsen method and its several variations were introduced shortly before the Second World War, and held pride of place until the recent experiments. It is only slightly less efficient than Sylvester's method, and has the advantage that it is easier to maintain a clear air-way. It is certainly

a great deal more effective than Schafer's method which it replaced.

Medical authorities in the R.A.N. at present recommend mouth-to-mouth resuscitation as the standard method to be used whenever possible; Sylvester's method is the second choice, when the mouth-to-mouth method is absolutely ruled out, as for example by facial injuries; and the Holger-Nielsen method is retained for use when Sylvester's is inapplicable.

Nothing has yet been said about the use of mechanical appliances for resuscitation. These vary from the simple plastic 'resusitube' introduced by Dr. Safar to aid in keeping a clear air-way during mouth-to-mouth resuscitation, to elaborate equipment for giving oxygen under pressure.

Several of these devices are in use in the Navy, but great emphasis is laid on the need to start artificial respiration immediately, without waiting for special apparatus to be obtained. Oxygen equipment, used by trained operators, is considered to be essential for the treatment of both fresh and salt-water drowning cases, but expired-air artificial respiration will tide the patient over until it can be obtained.

All members of the Sick-berth staff are trained to operate the simple oxygen equipment which is carried in all ships, diving boats, ambulances, etc.

Artificial respiration, properly applied, can maintain life indefinitely, as long as the circulation continues. When the heart has stopped, however, or is beating ineffectively (fibrillating) it is necessary to establish an artificial circulation as

NOVEMBER, 1962

well as respiration. For many years it has been thought that this could only be done by opening the chest and massaging the heart directly, a procedure that could scarcely be carried out in the absence of medical facilities. The recent introduction of external, or "closed chest" cardiac massage has made it possible to institute an artificial circulation in the same circumstances and at the same time as artificial respiration; the victim can be kept alive by this means until a normal heartbeat is restored, by injecting drugs or passing an electric current through the heart. This procedure requires a little more knowledge of anatomy and physiology than artificial respiration, and there is still some difference of medical opinion whether it should be taught to everyone, or restricted to medical personnel. In the R.A.N., external cardiac massage is taught only to members of the Sick-berth branch, but films and training aids are available to teach it to all personnel when it is thought desirable to do so.

## BIOGRAPHICAL NOTE —

### SURGEON REAR ADMIRAL L. LOCKWOOD

C.B.E., M.V.O., D.S.C., M.D., B.S., F.R.A.C.P., Q.H.S.

The Medical Director General of the R.A.N., Surgeon Rear Admiral Lionel Lockwood, C.B.E., M.V.O., D.S.C., M.D., B.S., F.R.A.C.P., Q.H.S., was born at Natinuk, in the Wimmera district of Victoria, in 1902. Educated at Ballarat High School and the University of Melbourne, where he distinguished himself both academically and on the football field, he joined the R.A.N. as Surgeon Lieutenant in 1921. Sea service in H.M.A.S. Moresby, surveying the Barrier Reef from 1925 to 1927, and a period in H.M.A.S. Penguin, 1927-8, was followed by a shore job in Navy Office from 1928 to 1930.

Accelerated promotion to Surgeon Lieutenant Commander came in 1930 after he obtained the degree of M.D. (Melbourne), then an appointment to Flinders Naval Hospital until 1932, and back to sea in H.M.A.S. Australia. His time in this ship included the Royal cruise, for

which he was awarded the M.V.O. in 1935. Nineteen thirty-six found him in England to undergo the course for promotion to Surgeon Commander, held at the London Hospital and the Royal Naval College, Greenwich. In this he was so successful as to earn his promotion with 12 months ante-date of seniority. Surgeon Commander Lockwood returned to Australia in 1937, to become Surgical Specialist at the Naval Wing, Prince of Wales Hospital, Randwick, N.S.W., where he remained until 1941.

An appointment to H.M.A.S. Hobart took him into the thick of the sea-war, first in the Mediterranean in 1941, later in the Java and South China Seas, the Battle of the Coral Sea, and the Solomon Islands. Following the award of the D.S.C. in 1942, he saw further sea service in the South-West Pacific.

In 1946 the then Surgeon Captain Lockwood "swallowed the anchor" and directed his talents to medical administration, firstly as Medical Officer in Charge of Flinders Naval Hospital. In 1950 he was transferred to Sydney as Command Medical Officer, East Australia Area, and Medical Officer in Charge of Balmoral Naval Hospital. In 1955 he returned to Melbourne as Director of Naval Medical Services, with the rank of Surgeon Rear Admiral; the title of that appointment was later changed to Medical Director General. The C.B.E. was conferred on Surgeon Rear Admiral Lockwood in 1957, and in 1958 he was admitted to the Fellowship of the Royal Australasian College of Physicians, for distinguished services to Medicine.

THE NAVY

# Garden Island Sick Bay



THE NAVY-CIVILIAN SICK BAY AT GARDEN ISLAND has proved its value during the two years it has been operating. The Navy and civilian sides have averaged 20 outpatients a day while the former also has an additional 10 patients a day under treatment.



NOVEMBER, 1962



Surgeon Rear Admiral L. Lockwood during a recent visit to the Sick Bay discussed with S.B.A. R. Price the X-ray machine. It is estimated that over 4,000 photographs a year, including personnel from H.M.A. Ships and Shore Establishments, are taken on this machine.

## X-Ray Machine

Surgeon Commander J. Davenport, Rear Admiral Lockwood with S.B.A. R. Noonan during a recent inspection.



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A team of Royal Naval officers and ratings have successfully completed seven days of trials in the Mediterranean to test new techniques for escaping from submarines at depths up to 260 feet.

The team comprised submarine branch officers and ratings, and Royal Naval doctors specialising in the physiology of deep diving and escapes.

H.M. Submarine TIPTOE had been used a few miles east of Malta to investigate some of the problems entailed in getting men to the surface from greater depths than is practised at the moment. British policy has always been to concentrate the full escape facilities within the submarine itself and to train all submarine personnel escape technique from depths down to 100 feet. This training is carried out without any individual breathing apparatus.

The present series of trials — "Upshot One" — began in the Mediterranean on 24th September, and ended 4th October. They employed the current British Buoyant Ascent Method, as well as trying out a new type of escape suit incorporating a specially developed "hood", which enables the escaper to

## Royal Naval Submarine Escape Trials Successful

ESCAPES FROM H.M.S. TIPTOE 260 FEET DOWN

breathe the "trapped" air during his passage to the surface.

Royal Naval medical specialists believe that individual escapes from 450 feet, or even deeper, need no longer be regarded as an impossibility in years to come, even without the use of breathing apparatus, but much further research will be needed before such a technique could become standard practice for all submariners.

To carry out the trials, the submarine H.M.S. TIPTOE was supported by the Torpedo Recovery Vessel, H.M.S. MINER VI, which was used as base ship for the trials and the divers, who ensured safety in the event of difficulties.

Four days were given over to a series of escapes, starting at 80 feet, to test equipment and personnel, and using buoyant ascent methods, up to the maximum depth of 260 feet.

The personnel returned to Malta, having spent three further days of trials using the

escape hood technique, again down to 260 feet.

Escapers were flooded to a predetermined level at atmospheric pressure in the submarine. They were then positioned at the escape hatch and prepared for surfacing by accurate pressurisation. Escapers then surfaced in pairs.

Officer-in-charge of the trials was Lieutenant-Commander John Merewether, R.N. (aged 36), of Heath End Lodge, Petworth, Sussex. He has been 19 years in the Royal Navy, and has spent 17 of them in submarines.

The team of volunteers who carried out the actual escapes was led by Lieutenant-Commander Lawrence Hamlyn, R.N. (aged 42), of 58 Monkton Road, Alverstoke. Lieutenant-Commander Hamlyn has been 25 years in the Navy, and 20 years in submarines. He is Command Escape Officer on staff of Flag Officer Submarines at H.M.S. DOLPHIN, Gosport.

Six other volunteers undertook the full series of first-ever escapes from British submarines at 260 feet.

In addition to these, Surgeon Lieutenant H. M. Parsons, R.N., of 64 Ulwell Road, Swanage, and an Admiralty civilian submarine specialist, Mr. Kenneth Taylor, of 18 Shaws Way, Bath, carried out some escapes from shallower depths, to test equipment.

Studying medical aspects of the trials was Surgeon Lieutenant-Commander E. E. P. Barnard (35), of 16 King's Road, Southsea. He is on the staff of the Royal Naval Physiology Laboratory, and for the past three years has been a specialist in diving and submarine medicine.

## British-Australian Navies and Air Forces in Tasman Sea "Battles"

The "battles" were fought during September in the Exercise "Tuckerbox II", and became the most realistic anti-submarine engagement staged by Australia.

Rear-Admiral A. W. R. McNicoll, C.B.E., G.M., Flag Officer commanding the Australian Fleet, directed the Exercise from his flagship, H.M.A.S. MELBOURNE.

The movement and air protection of the convoys was co-ordinated from the Maritime Headquarters near Sydney, where Rear Admiral L. K. Morrison, O.B.E., D.S.C., and Air Vice Marshal A. M. Murdoch,

were in joint operational control.

Rear-Admiral G. G. O. Gatacre, C.B.E., D.S.O., D.S.C. and Bar, Flag Officer-in-Charge East Australia Area, and Commander Oliphant, R.N., controlled the "enemy" from headquarters in Sydney.

The Australian ships in the Exercise were H.M.A.S. MELBOURNE, and destroyers VENDETTA and ANZAC, and the frigates QUEENSBOROUGH and QUIBERON.

The Royal Navy force comprised the cruiser TIGER, destroyers CAPRICE and CASANDRA, the frigate LOCK

KILLISPORT, and the Fleet auxiliaries, WAVE MASTER, WAVE RULER, and FORD DUNVEGAN.

R.A.A.F. participation was by Neptune Maritime Reconnaissance aircraft from Townsville and Richmond, and Canberra bombers from Amberley.

The "enemy" submarines were TABARD and TAPIR, of the Fourth Submarine Division, based in Sydney, and H.M.S. AMBUSH from Singapore. During the first part of the Exercise they were assisted by Shackletons from the R.A.F.



Aerial photographs taken during "Operation Tuckerbox" are examined by Rear Admiral T. K. Morrison, left, Air Commodore D. Kingwell, Captain P. W. Graham, Captain of H.M.S. TIGER, and Rear Admiral A. W. McNicoll, Flag Officer Commanding the Australian Fleet.

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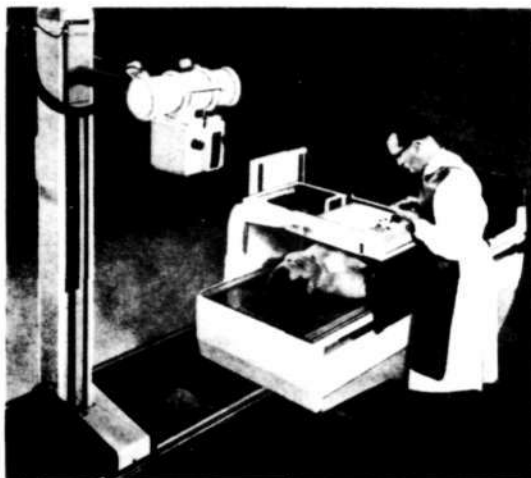
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It will be months before the results of the "battle" will be officially known, as scientists have the gigantic task of analysing volumes of information compiled by the participating groups.

### Claims Stated

The ships claimed one submarine was forced to surface, and two others were "killed".

The Royal Australian Air Force claims its aircraft "killed" two submarines.

The "enemy" submarines, not to be outdone, claimed to have hit the Royal Navy cruiser, H.M.S. TIGER, in one of several attacks made after the e-ort screen had been penetrated.

The Exercise was not solely devoted to anti-submarine warfare. While the submarines were re-fuelling, ships were attacked by Canberra jet bombers, and aerial "dog-fights" were staged, while ships fired upon enemy aircraft which dived on them.

In the concluding four days of the Exercise, ships completed the biggest concentration of naval armament in Australian waters since the Korean War.

Led by TIGER, whose fire-power is greater than two war-time cruisers, seven ships carried out long-range live bombardments to a split-second schedule.

Sea Venom and Gannet aircraft blasted targets with high-explosive rockets and 500-lb bombs, and later TIGER'S automatic 3-inch guns went into action against towed air targets.

Following the completion of the Exercise, during the week-end the ships gathered for entry to Sydney. Plans for a spectacular entry were ruined by the dismal conditions which prevailed. Hundreds of people who stood on the headlands at the entrance to Sydney Harbour could scarcely see the ships.

### Results Satisfactory

At a Press interview in the flagship, Rear-Admiral McNicoll, Rear-Admiral Morrison, Captain Graham, R.N., and Air Commodore Kingwell, R.A.A.F., expressed satisfaction with the results.

NOVEMBER, 1962

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# The Navy League of Australia

## REPORT OF FEDERAL PRESIDENT, 1962

Annual Meeting of Federal Council at Naval Headquarters, Sydney, N.S.W., on 14th September, 1962.

Before discussing the various activities of The Navy League of Australia for the year ended 30th June, 1962, I should like to firstly record the appreciation of the League and the Australian Sea Cadet Corps for the generous assistance and willing co-operation received from the Minister of State for the Navy, The Naval Board, the Department of the Navy, and the Royal Australian Navy, during the past twelve months.

**PATRON:** The Governor-General, His Excellency, The Right Honourable Viscount De L'Isle, V.C., P.C., G.C.M.G., K.St.J., graciously consented to become Patron of the League, and I am sure you will all join with me in wishing their Excellencies a quick return to these shores, and to Lady De L'Isle go our sincere good wishes for a complete and speedy recovery from her recent illness.

### STATE AND TERRITORY DIVISIONS:

Overall membership of the League throughout the Commonwealth is increasing, and the interest in the activities of both the League and the A.S.C.C. has grown considerably. Every year I stress the importance of membership to Divisions, and at the risk of repeating myself, would say again that numbers are the strength of any organisation wishing to bring their objectives to the attention of the general public, and, of course, the Government. You may be interested to know that in the United States of America the Navy League, known as "The Civilian Arm of the Navy," has more than 30,000 members. For us to become a force to be listened to in defence matters, we must expand, and this can only be achieved by membership and ensuring the Commonwealth becomes conscious of the League and its aims.

### INCORPORATION OF NAVY LEAGUE OF AUSTRALIA:

The Honorary Solicitor has continued the mammoth task of co-ordinating the requirements of all Divisions, and the solution appears to be in sight. The new Companies Act, adopted on 1st July last by all States except South Australia, may necessitate a few amendments. On behalf of the League, I wish to record my appreciation of the invaluable work being carried out by the Honorary Solicitor, Mr. J. K. Bowen.

### SEA CADET CORPS:

During the year a new Unit at Devonport, Tasmania, was afforded recognition and named T.S. MERSEY; also, a new Unit at Stafford, Brisbane, received official approval and named T.S. PALUMA. To these new Units, we wish every success and good fortune throughout their term of commission. Several other applications have been submitted to form Units, and these are receiving consideration, bearing in mind the limitation of the fiscal increase in the number of Sea Cadets.

Once again, a Sea Cadet Unit from the Queensland Division has won the Navy League Efficiency Trophy, and as this is the second year in succession, I am sure all Divisions would wish to join me in congratulating T.S. GAY-UNDAH on their truly magnificent effort, particularly as such strong opposition was encountered from their own and other States.

The following Sea Cadet Units, which are not listed in any order of merit, were judged to be the best in their respective States, and are to be congratulated on their achievement:—

T.S. BEDFORD	.....	Western Australia
T.S. ADELAIDE	.....	South Australia
T.S. EMU	.....	Tasmania
T.S. VOYAGER	.....	Victoria
T.S. SIRIUS	.....	New South Wales

It was also gratifying to receive approval from the Director of the Australian Antarctic Research Division for the inclusion of one Sea Cadet in the 1962-3 relief expedition to Macquarie Island, departing late November.

The latest figures received from the Director of Naval Reserves in March of this year gave the Divisional strength of the A.S.C.C. as follows:—

State	Officers & Adult Personnel	Cadets
Victoria	52	349
New South Wales	50	429
Queensland	56	470
Western Australia	25	254
South Australia	20	113
Tasmania	26	272
Northern Territory	4	30
Australian Capital Territory	7	34
	240	1,951

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## INTERNATIONAL RIFLE COMPETITION.

I knew it would happen sooner or later, and I was very pleased to learn that Australia had gained a position in the first four placings in the 1962 International Rifle Competition.

We extend our heartiest congratulations on an excellent performance to the team from T.S. VOYAGER and the Victorian Division. It is hoped that at the Federal Council Meeting a replica of the Trophy to be presented by Australia for third prize will be available for perusal and comment.

## INTERNATIONAL NAVY LEAGUE SEA CADET TRAINING CAMP, 1961:

This proposal, which remains in the preliminary stage, will receive your consideration at the Council Meeting for which we now are assembled.

## FINANCE:

The audited accounts will be tabled during the Federal Council Meeting, and to our Honorary Auditors, Messrs. Robertson, Crane & Gibbons, we would convey our sincere appreciation of their continued service.

Payment of Personal Accident and Legal Liability Insurance Policies paid on behalf of Divisions amounted to £251 15/11.

Finally, may I ask you to accept my thanks for your continued co-operation throughout the year, and to you all I wish success and continued happiness.

REAR-ADMIRAL H. A. SHOWERS, C.B.E.,

## NOTE

The Annual Report of the N.S.W. Division will be published next month. Annual Reports and information from other States would be appreciated.

# AT NAVY LEAGUE BALL



Right:  
The president of the  
Navy League, REAR  
ADMIRAL H. A.  
SHOWERS with  
LADY OLIVER.

The British High-  
Commissioner, SIR  
WILLIAM OLIVER,  
with MRS. GOLFREY  
GATACRE, MRS.  
REG GASKELL and  
MR. JOHN BOVILL  
at the Navy League  
Ball at Prince's. Sir  
William and Lady  
Oliver were guests of  
honour.



## SEA CADET PARADE T/S Paluma Commissioned

Saturday, July 14th, dawned with heavy rain and overcast conditions; in fact, typical Sea Cadet weather. Nothing daunted, however, all hands turned to with preparations for the first ceremonial parade of the new Australian Sea Cadet Corps Unit, "T/S PALUMA".

This optimistic outlook was justified, when, an hour before parade, the rain stopped, and the weather began to clear. The last clouds were blown away by the heartfelt sighs of relief, particularly from the Guard members.

These lads had given much of their spare time in the last few weeks to constant practice under the Gunnery Instructor, Sub-Lieut. J. Skennerton, and

richly deserved a chance to demonstrate their ability. At 2 p.m., the "Guard and Officers" call was given by the bugler, Cadet Owen Culley, and the Guard fell in, under Guard Commander Cadet Petty Officer Hunt. The remainder of the 60 Cadets of T/S PALUMA and 80 Cadets of the Dolphin Sea Cadet Corps fell in by watches, before a crowd of some 300 parents and friends. Watches were proved and dressed, and the Guard marched on with bayonets fixed.

The parade then stood by for the arrival of the Inspecting Officer, Commander N. S. Pixley, M.B.E., V.R.D., R.A.N.R., whose arrival was marked by appropriate honours. The Commander, who is State President of the Navy League, inspected the Guard and Divisions, speaking to many of the Cadets, and complimented the Guard Commander on the turn-out of his Guard.

Because of the association with Q.G.N., he was most pleased to present a framed photograph of the builder's model of the original gunboat, PALUMA, which now makes an interesting comparison with a similarly-mounted photograph of the present H.M.A.S. PALUMA, which, it may be recalled, was official visiting naval vessel for the City of Brisbane Centenary.

The State President then formally handed to the Commanding Officer of the Unit its first Sea Cadet Ensign. This was passed to the duty signalman, Cadet Rees and Watson, and used for the ceremonial raising of "Colours".

This ceremony provided a fitting closure to a very fine day.

## Jet Crashes In Sydney Harbour

### SEA VENOMS IN COLLISION

Two pilots of the Royal Australian Navy's Fleet Air Arm escaped death after a collision about 6,000 feet over Sydney shortly after 1 p.m. on Tuesday, October 2.

Lieutenant Albert Riley guided his damaged Sea Venom into Sydney Harbour, near Fort Denison, before being ejected from his seat and parachuting into the Harbour.

Lieutenant Barry Roberts managed to retain sufficient control over his damaged Sea Venom to be able to return to Nowra, where he landed safely, but was forced to use his arrester equipment.

Rear-Admiral G. G. O. Gatsacre, C.B.E., D.S.O., D.S.C. and Bar, Flag Officer in Charge, East Australia Area, said the accident occurred when a group of four Sea Venoms were giving an aerobatic display over Sydney as part of the Waratah Festival and Navy Week.

It appeared that the aircraft touched while flying in close formation and one plummeted into the Harbour after the pilot had taken steps to ensure that the plane would not create a hazard for the public or craft using Sydney Harbour.

### Sea Cadet Corps On The Scene

It was a strange coincidence that the Australian Sea Cadet Corps, T.S. SYDNEY, was well represented on the scene by coxswains (serving, or ex-members of T.S. SYDNEY) in charge of four of the small craft involved in rescue or other duties on the scene.

**R.A.A.F. AIR-SEA RESCUE LAUNCH**, i/c Warrant Officer Geoff CONSTABLE (ex-member), which was carrying out trials on the Harbour when the crash was observed, the launch was immediately opened up to 30 knots, and reached the scene, rescuing the pilot, Lieut. Riley, R.A.N., after he had been in the water for only two minutes.

**C.A.I.S. DEPT. OF CIVIL AVIATION LAUNCH**, i/c Mr. Wallace Hughson (ex-member), was alerted by radio from the Sydney Control Tower and instructed to proceed to the scene to render any assistance needed.

**NAVY DEPT. TUG**, i/c Tug-Master John HAMPSON (Serving Member, 1st Lieut.), was nearby with an ammunition lighter in tow. He reported the crash by radio to the Deputy-Captain of the Ports office. On berthing alongside H.M.A.S. VENDETTA, was instructed to transport "Vendetta's" diving team to the scene.

**STANNARD BROS. LAUNCH**, i/c Coxswain Mr. William Jackson (Serving Member, Divisional Sub Lieut.), was sent to the scene with the Press reporters for the "Daily Telegraph."

As founder of the T.S. SYDNEY, the part played above by serving and ex-members more than repays all who have given me their support over the years in my endeavour to keep alive the Sea Spirit of the British race in our Australian youth, and I sincerely hope that the above can be published in "Navy", as an example of what the Australian Sea Cadet Corps has done for many youths over the past forty years of its existence in N.S.W.

L. E. FORSYTHE.



Lt. Riley waves after his rescue.



Rear Admiral G. G. O. Gatsacre, C.B.E., D.S.O., D.S.C. and Bar, Flag Officer-in-Charge, East Australia Area and Lieutenant Commander Bowles, D.S.C., Fleet Aviation Officer, at the press and television interview.

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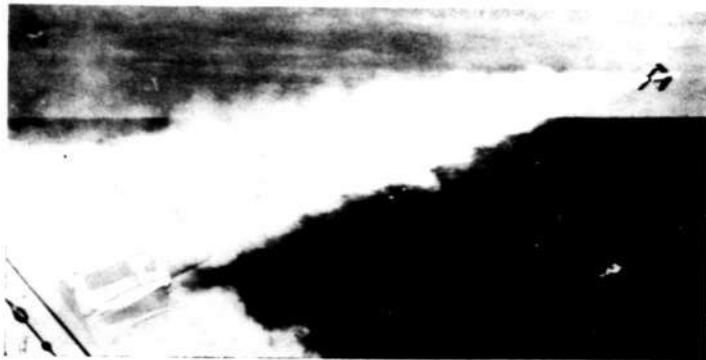
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## NEW CHIEF OF NAVAL CONSTRUCTION

Captain F. L. George, who  
has been promoted to Rear-  
Admiral and appointed to the  
Royal Australian Naval Board,  
has been in the Service since  
January, 1924, when he entered  
the Royal Australian Naval Col-  
lege, Jervis Bay, at the age of 13.

War Service in "Foxyager"  
and "Australia"

Appointed Chief Engineer of  
H.M.A.S. VOYAGER in Feb-  
ruary, 1938, he served in this  
ship during the early part of  
the 1939-45 War in the Indian  
Ocean and Mediterranean until  
1941.

He was promoted to Lieuten-  
ant-Commander (E.) on August  
1, 1940.

He returned to Australia and  
took up appointment as Naval  
Assistant to the Director of  
Engineering, Navy Office, Mel-  
bourne.

He was in H.M.A.S. AUS-  
TRALIA, which he joined in  
February, 1944, during opera-  
tions at Hollandia, Wadke,  
Biak, Neomfoer, Morotai, Leyte

and Lingayen.

When the ship reached Manus  
in a damaged condition (five  
Kamikaze attacks) he took over  
as Chief Engineer, and steamed  
the ship to Sydney for repairs.

On arrival at Sydney, he was  
appointed Assistant to the Engi-  
neer Manager, H.M.A. Naval  
Dockyard, Garden Island.

O.I.C. Captain Cook Dock

Shortly afterwards he was ap-  
pointed Officer in Charge of  
Captain Cook Dock, which was  
then nearing completion.

During the next year he was  
responsible for the docking and  
repairs of 21 capital ships, in-  
cluding the largest British battle-  
ships and aircraft carriers.

Promoted to Captain in De-  
cember, 1951, he subsequently  
completed the long Atomic, Bio-  
logical and Chemical Warfare  
and Damage Control Course at  
H.M.S. PHOENIX, April-May,  
1955.

He carried out a full investi-  
gation of Planned Maintenance  
in the Royal Navy, and pre-



REAR-ADMIRAL GEORGE

pared the necessary documenta-  
tion, etc., for its inception in  
the Royal Australian Navy.

From July to December, 1955,  
he carried out the investigation  
of Artificer Apprentice Train-  
ing in the Royal Navy and  
Marine Engineering Industry of  
Great Britain.

Starts Nirimba

This led to Rear-Admiral  
George commissioning H.M.A.S.  
NIRIMBA as the Royal Aus-  
tralian Navy Apprentice Train-  
ing Establishment on January  
6, 1956.

He personally planned, docu-  
mented and set to work  
Royal Australian Navy Artificer  
Apprentice Training, including  
the selection of the first 250  
apprentices.

Rear-Admiral George was  
Assistant Naval representative to  
the High Commissioner for Aus-  
tralia in 1958, and on January  
9 he joined the Imperial Defence  
College, completing the course  
in December, 1959.

Early in 1960 he re-organ-  
ised the management of Flinders  
Naval Depot, and on February  
12 was appointed General Man-  
ager of the Garden Island Dock-  
yard.

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## Trafalgar Commemoration Ceremony

Several hundred people watched as detachments of Sea Cadets, Sea Scouts and Sea Rangers commemorated TRAFALGAR DAY with a brief service at the Cenotaph, in Martin Place, Sydney.

The President of the Navy League, in an address, said:

"To-day we commemorate the 157th anniversary of the Battle of Trafalgar — the last great naval battle to be fought under sail.

"This victory at Trafalgar, by removing the fears of invasion, ensured for Australia the opportunities of uninterrupted development that we enjoy. The universal acceptance of those benefits, however, is such that, as a Nation, we Australians to-day are disposed to forget the fundamental lessons of that great victory.

"SEA POWER is vital to our protection, and it is both urgent and essential that we should cease to neglect our national responsibility to ensure its adequate provision.

"The overwhelming defeat at Trafalgar of the combined fleets

of France and Spain by a numerically inferior British Fleet, under the inspired leadership of Admiral Lord Nelson, made England 'Mistress of the Seas.' So crushing was this defeat that England remained the undisputed 'Mistress of the Seas' for more than 100 years, and the destiny of Australia was shaped under the protection of that sure shield.

"Incidental to national protection, piracy was exterminated whilst oceans and coastlines were charted, and thus was ensured the safety of the sea lanes upon which the trade and development of this country still remains totally dependent.

"By this Sea Power, forged at Trafalgar, our Australian mainland has been spared the horrors incident to invasion by any

enemy, and our overseas trade grown so abundantly that to-day Australia ranks sixth among the nations of the world for the volume of its overseas trade.

"Nothing is, nor can be, more vital to Australia than the maintenance of Sea Power, which ensures for us at all times freedom of the seas, but, in times of emergency, denies that freedom to the enemy.

"To-day, Navy League of Australia is proud to welcome here the representative detachments of the Australian Sea Cadet Corps, which it sponsors, also the Sea Scouts and Sea Rangers, who, by their presence and through their organisations, proclaim that youth in Australia is conscious of the influence of Sea Power, and that Sea Power itself is dependent on Manpower.

"Yes, we, the people of Australia, owe much to the victory at Trafalgar for the great benefits that have been passed down to us. The future well being and security of this great country rests in our hands to-day, and, for guidance in the discharge of that sacred duty, I commend Lord Nelson's immortal signal, made early on the day of this battle we commemorate, 'England expects that this day every man will do his duty'."

## Canada

The strength of Canada's armed forces stood at 126,850 at the end of April, the last month at which figures were available. Latest totals are: Navy, 21,670; Army, 52,107; Air Force, 53,073. Defence Department estimates for 1962-63 total \$1,682 billion — 26 per cent of Canada's scheduled spending in the current fiscal year. Included in this amount are major items for building construction, \$231,000,000 for the Royal Canadian Air Force, and \$65,000,000 each for the Navy and the Army.

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## Fleet Air Arm Builds Up Ground Staff

The Royal Australian Navy's Fleet Air Arm is introducing a new entry scheme, under which the recruits will reach Petty Officer rank in two years.

The new category of recruits will be trained to become the expert maintainers of the Royal Australian Navy's anti-submarine helicopter squadrons. The new training programme is designed to build up the skilled ground staff, now that there is no longer any uncertainty about the future of the Fleet Air Arm.

The new trainees will be recruited as potential Aircraft Mechanics (Airframes and Engines). After nine weeks' basic recruit training at Flinders Naval Depot in Victoria, they will go to the Naval Air Station at Nowra, south of Sydney, for their technical courses. At the end of two years, they will be promoted to Acting Petty Officers, and will serve in the flagship, H.M.A.S. MELBOURNE and at the Naval Air Station.

The Navy is demanding a minimum of intermediate certificate standard for the young

men undertaking this skilled training programme. The recruits will be aged between 18-26, and will sign on for a minimum period of nine years. The first group of 12 will begin training next January.

## New Submarine For 4th Sub. Division

H.M.S. TACITURN will arrive in Fremantle on the 21st November. The newcomer is a "T" class submarine, similar to the three Royal Navy submarines at present in Australia.

TACITURN is to replace H.M.S. TAPIR, which will sail for home next April.

On her arrival in Sydney in December, TACITURN will enter the Cockatoo Docks to undergo a refit before beginning operational duty. She was completed towards the end of the Second World War, but has been extensively modernised in recent years.

In addition to TAPIR, the submarines at present serving with the Fourth Submarine Division in Australia are TRUMP and TABARD.

The submarines come under the operational control of the Royal Australian Navy.

Sunday, 7th October, 1962, the 61st anniversary of the launching of the first British submarine, was remembered by the Fourth Submarine Division based at Sydney, N.S.W.

The day began with Divisions at H.M.A.S. PENGUIN, a colourful spectacle enhanced by the presence of the N.S.W. Police Pipe Band, complete with kilt, plaid and sporran.

At Divisions, Commander L. H. Oliphant, D.S.C., Royal Navy, Commander, Fourth Submarine Division, presented a Long Service and Good Conduct Medal to Leading Seaman Miles, of H.M.S. TRUMP.

Miles comes from Smethwick, in Staffordshire.

Divisions marched past, Commander, Fourth Submarine Division, taking the salute.

Then, under the orders of Lieutenant-Commander G. R. Dalrymple, of Farnham, Surrey, marched, to the martial and Scottish airs of the Pipe Band, to St. Clement's Church, Mosman.

# SUBMARINE DAY IN AUSTRALIA

There, they and their families attended a Service of Dedication of the crests of the three running submarines at present in the Fourth Submarine Division — H.M.S. TABARD, H.M.S. TAPIR, and H.M.S. TRUMP.

The address was given by His Grace the Lord Archbishop of Sydney and Primate of Australia, the Most Reverend H. R. Gough, O.B.E., M.A., D.D., and the order of Service contained several well-known naval prayers and hymns, to which the Division did full justice.

The church was packed to capacity, some 800 people attending.

Afterwards, back to H.M.A.S. PENGUIN and a barbecue lunch.

Two sheep, spit roasted, were an immediate focus point for all

juveniles, and some maternal eyes; for father's eyes there was a large tree, throwing some shade on Chief Mechanical Engineer Beardshore, of Gosper, Hampshire, Petty Officer Writer Dingle, of Mackay, Queensland, and their willing helpers, as they dispensed beer.

The families, who, with their children, numbering some 500 all told, were led by the united efforts of Chief Petty Officer Anscombe of Westernham, Kent, Petty Officer Allan of Kilburn, London, and an Australian, Mr. McConville, of Sydney.

The menu was steak hamburgers, grilled sausages, salads, and, in addition, the children had oranges and ice cream.

During the afternoon more than 1,800 glasses of beer and 20 gallons of fruit juice were drunk.

The Anglican Archbishop of Sydney, Dr. H. R. Gough (left), with the Commander of the Fourth Submarine Division, Commander L. H. Oliphant, D.S.C., R.N., at St. Clement's Church, Mosman, where a special service was held for officers and men of the division.



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The front-line squadrons of the Fleet Air Arm prepare to take off from H.M.A.S. MELBOURNE. The Gannet anti-submarine aircraft, lined up on the right of the flight deck, played a major part in searching for the three British submarines trying to intercept the joint Australian-British task force.

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## CHINESE NATIONALIST NAVY GROWS

The Chinese Nationalist Navy is reported to be building up a very strong force of landing ships and landing craft.

By the end of last year 27 tank landing ships of 1,653 tons, 15 medium landing ships of 743 tons, nine landing craft of 227 tons, and seven landing craft of 131 tons had been acquired from the United States.

But now the Chinese Nationalists on Taiwan are acquiring many more amphibious ships from the U.S.A.

Until recently the U.S. Navy maintained 156 tank landing ships, 178 medium landing ships, and 57 landing craft. Many of these have now been declared surplus to U.S. Navy requirements, and it is these ships, together with more that had been laid up in ready reserve in Japan that the Chinese Nationalists are now starting to acquire for their rapidly expanding navy.

The Chinese Nationalist Navy has also acquired four destroyers, five destroyer escorts, a high-speed transport, 15 fleet minesweepers, 26 submarine chasers, two motor gunboats, four coastal minesweepers, two repair ships and a dock landing ship (amphibious assault ship) from the United States.

The Chinese Nationalist Navy is undergoing training with the aid of officers and men of the United States Military Assistance Advisory Group on Formosa (Taiwan). A small detachment of United States Marine Corps advisers train Chinese marines in Taiwan in amphibious operations.

The Chinese Nationalist Navy now comprises over 200 warships and over 62,000 officers and men. It is reported that Chinese Nationalist naval officers and marine officers consider that after long training and with the warships acquired from the United States during the last

few years and with the recently acquired landing ships, any war operation or invasion could be mounted on the mainland to which they have all so long aspired to return.

### New Captain For Oceanographic Frigate

A new captain has been appointed for the Royal Australian Navy's training and oceanographic frigate, H.M.A.S. GASCOYNE.

Lieutenant-Commander Rust, who is at present serving at Navy Office in Canberra on the staff of the Director of Tactics, Trials and Staff Requirements, will take over command from Commander R. G. Loosli, who will be leaving for Britain shortly to undertake courses and to work with the Admiralty.

Lieutenant-Commander Rust graduated from the Royal Australian Naval College in 1944, and was assigned to Britain's East Indies Fleet for the final year of the Second World War. In the Korean campaign, service ashore at Kure, Japan, was followed by tours of duty in H.M.A.S. BATAAN and H.M.A.S. TOBRUK.

A specialist in the navigation and direction branch, Lieutenant-Commander Rust went to Navy Office two years ago, after advanced training in Britain. At 34, GASCOYNE will be his first command.

H.M.A.S. GASCOYNE is used to give sailors their first sea-going experience, and is also equipped with laboratories for oceanographic research.

## Navy-Minded Youngsters Set New Pattern For R.A.N. Recruitment

The Royal Australian Navy is to expand its Junior Training Scheme to take advantage of the enthusiastic response from potential recruits of school-leaving age.

The Minister for the Navy, Senator Gorton, said recently that the Navy had decided to establish a second Junior Recruit Training School, and to enlarge the existing establishment in Western Australia.

The new Junior Recruit School will be at Flinders Naval Depot in Victoria, and the first intake of 144 boys will enter the establishment in March of next year.

The first Junior Recruit School (H.M.A.S. LEEUWIN) was set up Fremantle only two years ago. The establishment was designed to give 12 months' educational and naval instruction to boys aged between 15½ and 16½ who wanted to make the Navy their career.

The scheme proved an immediate success, and hundreds of suitable applicants have had to be rejected because of lack of training space. The last intake in July attracted 770 boys for the 155 vacancies.

Senator Gorton said the new Junior Recruit School in Victoria and the expansion of the establishment at Fremantle would enable the Navy to take greater advantage of this rich source of recruits. The extension of the Junior Recruit scheme marked a new phase in Naval recruitment. In future, it was intended that the Junior Schools should produce about 40 per cent of the men for the R.A.N. Between them, the two Schools would train 550 junior recruits every year.

He said the success of the scheme augured well for the future of the Navy. Junior recruit training was part of the R.A.N.'s programme to raise standards to meet the challenge of increasingly complex ships and weapons.

## SHIPPING CONTROL EXERCISE BEGINS

Observers from six SEATO nations gathered in Canberra for the naval control of shipping exercise, "Seascope".

The observers watched the progress of "Seascope" from the Australian national capital, where a joint Australian-United States staff co-ordinated the exercise.

"Seascope" was destined to evaluate the naval control of shipping organisations of Manila Pact members, and was a part of SEATO's long-term training programme for collective defence against aggression.

During the two-week exercise, naval control of shipping officers directed, theoretically, the movement of some 1,200 available and simulated ships, to ensure their safe and timely arrival in friendly ports.

Observers who watched the exercise from Canberra were France (Lieutenant de Vaisseau Gravelin); Pakistan (Commander S. A. Hussain); the Philippines (Commander C. G. Guerrero); Thailand (Rear-Admiral K. Satap and Captain T. Tawatchai); United Kingdom

Many junior recruits are expected to become the senior ratings of the future, and during their basic training a careful watch is kept for officer potential.

After completing their Junior Recruit Course, they are given specialised training in various branches of the Service. The junior recruits undertake to serve an initial period of 12 years in the Royal Australian Navy.

(Captain T. W. Stocker); United States (Commander H. V. Weldon). The SEATO Military Planning Office was represented by Commander Tariq B. Rehman.

The Deputy-Director of the Exercise, Rear-Admiral T. K. Morrison, of Australia, told a news conference that efficient naval control of shipping was a basic essential in SEATO's defensive concept.

Without proper control of shipping no nation could fulfil logistic requirements to sustain operations against aggressive forces.

Admiral Morrison said there was no substitute for sea communications. The ships must get through with their essential cargoes of supplies and men.

He said the great bulk of the world's goods had to be moved by sea. Australia alone depended on the sea for the transportation of 99 per cent of all her imports and exports.

The Exercise Director of Seascope was Vice-Admiral J. S. Thach, the Commander of the United States' Pacific Fleet anti-submarine warfare force.

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## LUCKY ESCAPE



Within nine minutes of falling overboard from the British destroyer, CASSANDRA, during Tuckerbox II exercise, a young seaman was safe in the sick bay of H.M.A.S. MELBOURNE.

The incident occurred just after dawn, with a heavy sea running while the two parts of the task fleet taking part in the exercise were making their final rendezvous for replenishment while in a submarine danger area.

The seaman, seventeen-year-old David Michael Hudson, of York, England, fell overboard during a manoeuvre of the screening ships. Fortunately, he was seen falling and immediately a lifebuoy was dropped, a helicopter was "scrambled" from H.M.A.S. MELBOURNE, three miles away, and H.M.A.S. QUIBERON was sent to assist.

The helicopter, piloted by Lieutenant R. C. O'Day, of Nowra, N.S.W. and the helicopter winchman, Leading Airman Mechanic L. E. Ackerley, of Bomaderry, N.S.W., winched Hudson to safety and carried him to H.M.A.S. MELBOURNE, where doctors treated him.

The picture shows Leading Airman Ackerley, Lieutenant O'Day and Hudson in the sick bay.

# AUSTRALIA and SEA POWER

An Address by REAR-ADMIRAL H. A. SHOWERS, President of the NAVY LEAGUE, to the PARRAMATTA ROTARY CLUB

Mr. President, Distinguished Guests, Rotarians,—

I am greatly honoured to have the opportunity to address you this evening, and wish to thank Mr. Sheridan, the Programme Chairman, for his invitation.

In conjunction with the Waratah Festival, Sydney this week is celebrating Navy Week, and, later in the month, will commemorate Lord Nelson's victory at the Battle of Trafalgar, fought on 21st October, 1805 — a date that should be engraved very deeply in the heart and mind of every Australian.

It, therefore, is fitting that to-night I should talk about the Royal Australian Navy, its purpose, and its history.

Being an island continent, it is essential that Australia possess sea power. Ever since man first mastered the ability to traverse the high seas, sea power has been the dominant factor controlling the destinies of men and nations. The early Britons, because they did not possess sea power, were conquered by both the Romans and the Vikings. Later, by the development of its sea power, Britain, throughout the middle ages, was able to exert a major influence upon European history, and, ultimately, by the mastery achieved at Trafalgar, reigned for more than 100 years following as Mistress of the Seas and the world's greatest nation.

What, then, is this decisive factor, Sea Power? "Sea Power is effectively exercised by a nation, when, in times of peril, it is able to keep the sea communications open for its own uses and, at the same time, substantially deny them to its enemy."

Successfully exercised by an island nation, it means survival, whereas failure to maintain sea power can mean defeat even without invasion.

To-day the value of Australia's annual overseas trade approximates £2,000 million, being £1,100 million of exports and £900 million of imports, and, on the U.K.-European trade routes alone require some 200 ships to be continually employed. Approximately three-quarters of the imports are raw materials, for use in the secondary industries that provide employment, directly, and indirectly, for 80 per cent of the country's work force. Additional to this vast overseas trade is the not inconsiderable Australian coastal trade, amounting to some 20 million tons per annum, carried in 132 ships of half-million gross tons. One-sixth, or 3.1/3 million tons of this Australian coastal trade is re-shipment of petroleum products.

Thus, sea power is absolutely vital to us if we are to preserve our Australian freedom.

Nowadays, in the exercise of sea power, there are seven integrated elements. Combat surface ships, submarines, aircraft, bases, a mercantile marine, the industrial potential to provide the needs of those elements, and, finally, the trained manpower (personnel) to man the sea-going services.

Changes in the format of those elements must occur in order to take advantage of, and thus obtain full benefit from exploitation of man's ever increasingly complex technological knowledge; the importance of sea power, however, does not, and cannot, change, because the

geography of the earth remains unchanged — more than 70 per cent of its surface is water.

The responsibility to ensure provision of all elements of sea power rests with the Federal Government that we elect, and the function of the Royal Australian Navy is to maintain those elements provided to it at maximum efficiency; immediately ready at all times to carry out its tasks.

Let us now trace briefly the genesis and development of the R.A.N.

From the founding of the Colony in 1788 until 1859, the protection of Australia and New Zealand was an Imperial responsibility, and the Naval requirement was entrusted by the Admiralty to the East India Station. Ships of that station, however, had a prime preoccupation with suppression of the gentle art of piracy, and in the earlier days neither the value of the sea-borne trade nor the stage of development of the Colonies "at the antipodes" warranted a strong squadron being stationed in Australasian waters. However, development is a natural consequence, and in the early 1850's the first Naval Squadron, consisting of the sailing frigate, "Calliope", of 26 guns, a brig, two sloops, and two small paddle steamers, was based at Sydney, although still part of the East India Station fleet.

Incidentally, speaking of piracy, it may interest you to know that the present owner of a property at the junction of the Colo and Hawkesbury Rivers has informed me that attached to the original title to the land was a warrant, charging the recipient with responsibility to

suppress piracy on the rivers, and authorising him to obtain assistance from the Navy by hoisting the White Ensign.

The gold-rushes of 1852-53 provided tremendous impetus to the development of Australia, and, due to wild rumours, the Crimean War of 1856 produced a state of near panic. For self-protection, Sydney (N.S.W.) built the wooden ketch, "Spitfire", of 65 tons, and armed it with a 32-pounder mounted at the stern, while Melbourne (Victoria) ordered from England an armed vessel, the "Victoria", a screw steamer of 580 tons, armed with six 32-pounders and a swivel 6-in. gun.

The passage of the "Victoria" to Port Phillip, although itself uneventful, provided a truly mammoth legal battle for the Law Offices of the Crown. The determination was not reached until four years later, in 1860, and remained effective until

1911. The ruling given governed the position at the time of the Boxer Rebellion, in 1900, when the South Australian ship, "Protector", was sent to Chinese waters to serve under the British C-in-C., China Station. In brief, the legal opinion was that Colonial vessels of war operating outside of territorial waters must wear the White Ensign and be commanded by officers holding commissions from the Crown if they are to possess the privileges incident to International Law, the major privilege being a distinction in International Law between the law of prize for captures at sea and outright piracy. Trust a woman to beat the gun! Some 300-odd years earlier, Good Queen Bess, who could not afford to maintain the Royal Navy, had used this stratagem to give legal standing to the remunerative acts of piracy practised in the West Indies against

the Spaniards by Drake and other buccaneers.

In 1859, the Admiralty approved of the formation of the Australia Station, independent of C-in-C. in India, and appointed Captain Loring, of H.M. Sailing Frigate "Iris", 26 guns, to be Commodore, with four smaller ships under his command.

In 1862 it was resolved, in the House of Commons, that:—"Colonies exercising the rights of self-government should undertake the main responsibility for their own internal order and security, and ought to assist in their own external defence." This was a fundamental change that brought about the gradual withdrawal of all Imperial troops, completed in 1873, and the passing of the Colonial Naval Defence Act of 1865. It also became the cardinal concept for British strategic thinking during the next 45 years,

and, undoubtedly, still influences our Australian Defence allocations, where the R.A.N. receives approximately one-sixth of the Defence Vote.

By this Act of 1865, the Colonies were able to provide, maintain, and use their own vessels of war for local Naval defence, also to raise and maintain seamen to serve in such vessels.

Despite all the earlier clamour by their Governments for additional Naval protection, only one Colony, Victoria, availed itself of these new powers, and acquired the "Cerberus", which promptly was relegated to harbour defence.

The changeover that had taken place at this period from ships of wood and sail to iron-clads and steam was proving very expensive to the Imperial Government, and also, there was the rising threat of Russian Naval Power. In 1882, an Imperial Royal Commission was appointed, which recommended that the Australian Colonies make a moderate contribution in money towards the cost of that squadron maintained by the Mother Country for the protection of interests common to

the Colonies and the Mother Country.

This resolution did not produce another "Boston tea party", but stirred Queensland, N.S.W., Victoria and South Australia into providing for their own local Naval Defence, and within two years the combined fleets consisted of 16 ships, the most sea-worthy being the South Australian steel cruiser, "Protector", of 960 tons, 14 knots, with an armament of one 8-in., five 6-in. breech-loading, and four Hotchkiss machine-guns. In 1900, she served in China, and later, during World War I, did service in New Guinea, where she conveyed the Submarines AEL and 2. She finally was sold out of the Navy in 1924, after 40 years' service. On their passage out, during the Soudan War of 1884, the Victorian ships, "Victoria", "Albert" and "Childers", whilst at Malta, were ordered to report to Admiral Hewitt, at Suakim, but their services were not required.

This imposing number of ships, comprising four Colonial Navies, unfortunately, was incapable of rendering mutual support, and therefore was far more impressive on paper as a

list than it was as a formidable force to protect the country.

Within a year the weakness was admitted by the Colonial Governments, and the advice of Admiral Tryon, C-in-C. of the (Imperial) Australian Station, was sought. His advice was that the Colonies and New Zealand join together and bear the cost of a sea-going Colonial Fleet, furnished, manned and maintained by the Admiralty, which would operate with the Imperial Australian Squadron, but its ships, chosen by the Colonies in consultation with the Admiralty, would remain permanently on the Australia Station.

This advice was pigeon-holed, and twice brought out for dusting only. First, some 38 years later, in 1883, when rumours became current that Germany intended to annex New Guinea, and also, that the French were openly coveting the New Hebrides; then, secondly, in 1885, when the Secretary of State for the Colonies reported "that war with Russia appeared imminent."

However, it was resurrected, and provisional agreement reached at the first Colonial Conference held in London in 1887—the year of the Jubilee of Queen Victoria. In December of that year, the House of Commons passed the Australasian Naval Defence Act, subject to the ratification by the Governments of the Australasian Colonies, but it was not until after the first National Australasian Convention in 1891 that this Naval agreement was ratified by all Australian legislatures, and became effective for ten years, at least. Under the agreement, the annual cost of £126,000 to maintain an Australian Auxiliary Squadron, additional to the Imperial Squadron, was allotted among the Australasian Colonies on the basis of population. (Populations: N.Z., 743,463; Australian Colonies, 3,733,688. Total, 4,477,151).



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

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NOVEMBER, 1962

The Diamond Jubilee of Queen Victoria in 1897 afforded an opportunity to convene the second Colonial Conference in London. At this Conference the Australasian Naval Agreement was discussed, and generally agreed to be functioning satisfactorily. The Premier of South Australia, however, recommended consideration should be given, when the Agreement was reviewed, to reducing the annual subsidy by £5,000, and that this sum be expended in the Colonies for the raising, and training in the Imperial Squadron, of a Naval Reserve Force, to be available for service on the Australian and contiguous stations.

With the approach of Federation of the Australian Colonies, this recommendation received much consideration. The Australian census of 1891 had shown that more than 35,000 males were employed on sea and river traffic, and full-time fishing. This provided a vast potential for Reserves, whereas in the United Kingdom, due to the increasing employment of foreigners in the British Merchant Service, the Naval Reserve potential was decreasing.

Federation, in January, 1901, enabled a single Australian approach to the problem to be made, and it became clear that the country did not wish "to hire its Naval Defence", but to foster a Naval spirit "by having sea-going ships of its own". Captain Creswell, Naval Commandant of Queensland, and later Director of (Australian) Naval Forces, strongly advocated the formation of an Australian Navy.

In 1902, the Prime Minister, Sir Edmund Barton, and the Minister for Defence, Sir John Forrest, visited England for the coronation of King Edward VII, and had preliminary discussions prior to the Naval Agreement

of 1903. Acknowledging that Great Britain was spending half of its total Defence Vote of £50,000,000 p.a. — equivalent to 25/- per head of population — on the Royal Navy, whereas in Australia, of the Defence Vote amounting to £800,000 p.a., or 4/- per head, less than one-quarter was spent on Naval Defence, they considered something more equitable should be arranged at an Imperial Conference. They proposed the formation of an Empire Navy, wherein ships and personnel of the Dominions and the Royal Navy would be freely exchanged, and, if agreement to this great principle be obtained, then the question of contributions could be afterwards arranged by mutual agreement.

The Colonial (Imperial) Conference of 1902 failed to agree to this proposal, and a new Naval Agreement with Australia was signed in 1903. Except that provision was made for the local training of Australian seamen, it was, in practice, a renewal of the expiring Australasian Naval Agreement, substituting more modern ships, and increased the contribution from Australia to £200,000 per annum. It also allowed Australia eight nominations annually for Naval Cadetships in the Royal Navy.

This agreement proved most unpopular in the Federal Parliament, and in 1905 the new Prime Minister, the Hon. Alfred Deakin, proposed to the British Government that it be revised, and made application to the Imperial Defence Committee to consider, and frame, a scheme of defence for Australia.

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## Resuscitators Provide "Breath of Life"

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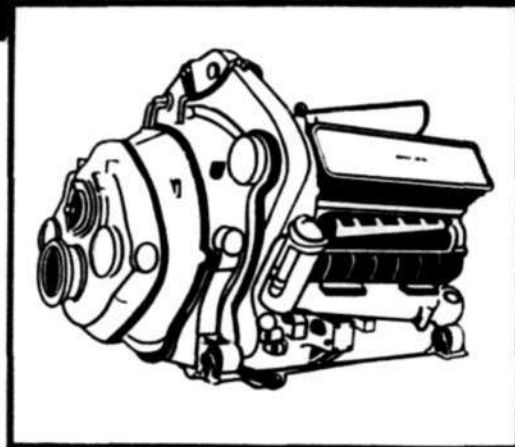
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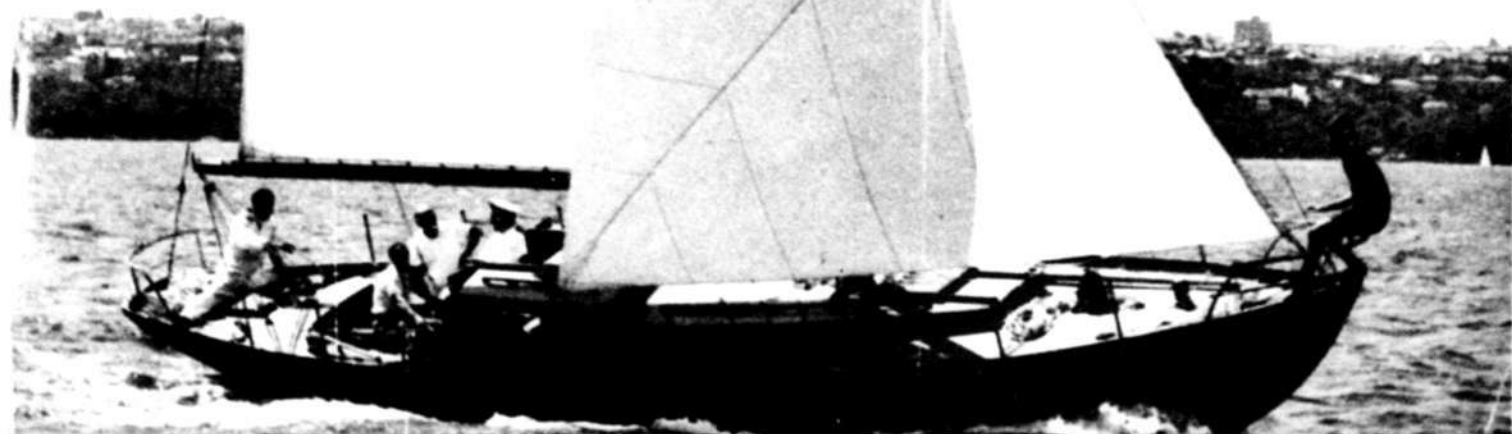
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DEC., 1962 — JAN., 1963

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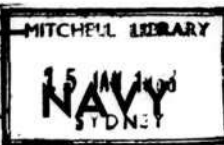
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## DEFENCE ESTIMATES

# £2,000,000 INCREASE FOR



The Minister for Defence, talking on the Estimates, had the following to say regarding the Navy:—

I come now to the three Services, and shall deal, first, with the Navy. Honourable Members will recall that approval was given in the last programme for the initiation of a number of important new projects designed to further the continuing process of modernisation of the Royal Australian Navy. Progress with these projects is well advanced, as will be seen from the following:

The two guided missile destroyers of the "Charles F. Adams" class, which are being built in the United States, will be delivered during 1965. As I said at Question time today, one will be delivered in the first half of the year, and the other in the second half. These powerful, modern, all-purpose warships will considerably enhance the strength of the Royal Australian Navy.

Delivery has commenced of 27 Westland Wessex Mark 31 helicopters, which will be used to equip H.M.A.S. MELBOURNE in its new role of anti-submarine helicopter carrier in 1963. A fleet requirement unit of fixed-wing fighter carrier will be retained.

The six "Ton" class minesweepers purchased from the United Kingdom have been commissioned and are on their way to Australia. I should mention that these units are the most modern of their type available. They are equipped to deal with magnetic, acoustic and the normal moored mines. Two of the vessels will be specially fitted to

operate as mine-hunters.

The former aircraft carrier, H.M.A.S. SYDNEY has been converted for its new role of fast transport, and is in commission. This has improved immeasurably the strategic mobility of the Australian forces.

The further two Type 12 anti-submarine frigates, STUART and DERWENT, which are being built in Australia, are due for completion in the latter part of next year. These will be equipped with the Seacat short-range air defence missile, which will later be fitted to other units of the fleet. Two ships of this type, PARRAMATTA and YARRA, are already in commission. These Type 12's are fast anti-submarine frigates, and incorporate the most advanced equipment for detecting and destroying submarines.

The new specialised survey ship, which is being built in Australia, will be completed during 1963.

The fast fleet replenishment tanker, H.M.A.S. SUPPLY, has been commissioned and is on her way to Australia. This unit will add considerably to the mobility of the Royal Australian Navy.

At the end of the programme period, the operational fleet of the Royal Australian Navy will comprise the following major units:—

An anti-submarine helicopter aircraft carrier;

Three "Daring" class destroyers;

Four new Type 12 anti-submarine frigates; and

Two Battle class destroyers.



GUIDED MISSILE DESTROYER

## H.M.A.S. SUPPLY — NEW TANKER



H.M.A.S. SUPPLY, the Royal Australian Navy Fleet Replenishment Tanker, which arrived in Sydney on the 6th December. The ship was built for the Australian Navy, but was on charter to the Royal Navy as the R.F.A. TIDE AUSTRAL.

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In addition, there will be the fast transport, H.M.A.S. SYDNEY, the fleet tanker, the flotilla of minesweepers, and a substantial number of support units, including ships for training, oceanographic and hydrographic survey, coast watching and various miscellaneous duties. There are also destroyers, frigates and other ships held in reserve. These, of course, can be brought into service to meet any need for expansion in an emergency.

By arrangement with the United Kingdom, three modern Royal Navy T-class submarines will be based on the Australian station for some years, and this satisfactorily meets present requirements for the anti-submarine training of the Royal Australian Navy and the maritime reconnaissance squadrons of the R.A.A.F. The major refits of these submarines are now undertaken in Australia, thereby providing work and experience for Australian dockyards. Their presence on this station also provides the opportunity for R.A.N. personnel to gain experience in submarine operations.

The Navy requires additional personnel to man fully all operational ships and to provide essential shore backing. Provision has therefore been made in the present programme to increase the strength of the permanent Naval forces from the present total of approximately 11,100 to 12,500. Provision has also been made for the modernisation of units at present in service, as necessary.

The ships and men of the Royal Australian Navy are kept at the highest state of readiness by constant exercises in all aspects of Naval

warfare. Two destroyers or frigates serve with British and New Zealand ships in the British Commonwealth Strategic Reserve, and the aircraft carrier joins this force for a period each year. Our Naval forces participate regularly in large-scale multi-national maritime exercises with other Seato and Commonwealth navies. These provide most valuable experience for our own units and are of the utmost importance in ensuring that the forces of the various allied nations learn to work and operate together.

The operational fleet of the Royal Australian Navy, backed by its reserves and essential shore establishments, is a modern and effective Naval force at ready availability. With its special emphasis on anti-submarine capability, it is well constituted to discharge its strategic role — the defence of sea communications and co-operation with allies and sister services in general operations of war.

Expenditure on the Navy last financial year totalled £47,700,000; £48,890,000 is being provided in this year's Estimates, and this will rise to £49,400,000 under the programme approved since the presentation of the Budget.

## NEW SEAMANSHIP YACHT FOR R.A.N.C.

A new seamanship training yacht of the Royal Australian Naval College was launched at Garden Island Dockyard in Sydney recently.

The Minister for the Navy, Senator Gorton, said that the yacht would be used primarily to give the R.A.N.'s future officers a basic taste of the sea. It would also enable the Royal Australian Navy to resume competition in Australia's major ocean races.

The seamanship training yacht was named FRANKLIN. The name is a link with the early history of the Royal Australian Naval College, which was given the ship name H.M.A.S. FRANKLIN when first established at Jervis Bay.

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## 60 YEARS SERVICE IN R.N. AND R.A.N.

A Naval officer who has devoted some sixty years to the service of the Royal Australian Navy was honoured at a ceremony in Melbourne on October 21.

He was Captain C. A. Parker, C.B.E., aged 83, who retired only three months ago from his post as Secretary of the R.A.N. Relief Trust Fund.

Captain Parker was born at Gloucester, England, in May, 1879.

After entering the Royal Navy in 1898, he saw service on the China and Australia Stations before being invalided from the Service in 1912.

However, he had by no means finished his Naval career.

Two years later he joined the Royal Australian Navy as a Staff Paymaster.

Following six years in the R.A.N.'s London Depot, he was appointed to Navy Office in Melbourne, and served on the staff of various Board members for a total of 26 years.

After six years of retirement, at the age of 73, he resumed his association with the Navy when he became the first Secretary of the R.A.N. Relief Trust Fund.

He continued his honorary position for ten years, until failing health forced his resignation last July.



Rear Admiral V. A. T. Smith, who made a special visit to Melbourne to make a presentation to Captain Parker on behalf of officers and men of the Royal Australian Navy.

## DEFENCE LOAN NEEDED FOR EQUIPMENT

By CRASTER C. M. USHER  
Reprinted from "The Australian Liberal"

The 1962-63 Defence Vote of £210 million, compared with the £203 million spent in 1961-62, represents an increase of only 3½ per cent. Although the usual triennial statement on defence has yet to be made when this was written, it is obvious that such increase in the Vote cannot alter the pattern of our defence preparations.

Whether its majority is large or small, it is a sound axiom that the Government should keep one eye on the electors. But, as in the case of the Common Market, keeping BOTH eyes on the electors can mean that we not only fail to see the wood for the trees, but also fail to see the way out of the wood.

On the principle that the A.L.P. must be kept out at all costs, a large increase in the Defence Vote might not be a vote-catcher. But surely the interests of the nation are best ensured by committing the nation to a large increase in our defence forces which the A.L.P., if it gained office, would find very difficult to repudiate or curtail?

Mr. W. C. Wentworth gave Parliament, on March 28, some figures which show the inadequacy of Australia's defence preparations. Ten years ago we were spending 6 per cent. of the national income on defence. To-day we spend only 3½ p.c., while the figures for the U.S.A., Britain and Canada are 12 per cent., 8 per cent. and 6 per cent., respectively.

Consider also figures given by the Institute of Strategic Studies for the mobilised man-power of countries, expressed in percent-

ages of their labour forces: U.S.A. 5.26, Britain 2.67, Canada 2.40, Philippines 2.19, Thailand 1.85, and Australia 1.51.

The breakdown of the Defence Vote is: Navy 23 per cent., Army 32 per cent., R.A.A.F. 31½ per cent., Supply 11 per cent., Department of Defence and General Services 2½ per cent. Thus, for a great trading nation, dependent on sea communications and needing a maritime strategy, the Vote is actually weighted against the Navy!

The R.A.N. has the aircraft carrier "Melbourne", six destroyers and nine frigates. There is also the former aircraft carrier "Sydney" relegated to the non-combatant role of a troop and vehicle transport. Rear-Admiral A. W. McNicoll (Commanding the Australian Fleet) has recently remarked that when the "Melbourne" is converted to carry A/S helicopters the R.A.N. will have to rely on the R.A.A.F. for "strike" aircraft. This is just not good enough.

### "ALL 'COPTERS IN ONE BASKET"

Instead of thinking in terms of A/S helicopters carried in frigates, already the practice of the Royal Navy, and V.T.O.L. (vertical take-off and landing) fixed-wing aircraft being developed by the R.N., all the A/S "copters are to be in one basket" ("Melbourne").

The Army has trained Commandos, but there is no Commando carrier to get them to the right place at the right time. Yet to be faced is the replacement of the "Melbourne". The "calculated indiscretion" of the visiting R.N. Rear-Admiral, Submarines (Mackenzie) has not

produced a decision to acquire submarines.

The R.A.A.F. has 14 squadrons, including one of 12 "Hercules" transport planes, which have considerably increased the mobility of the R.A.A.F. It is doubtful whether this leaves any margin to lift and supply even one battalion of troops. The re-equipment of fighter squadrons with French "Mirage" is in hand, but some £40 million is required for replacement of obsolescent bombers.

The major success of the Government is the creation of one Army in the form of two Pentropic Divisions in which the A.R.A. and the C.M.F. are integrated.

Some Parliamentary members are advocating a return to Universal National Service training. Today this would entail an annual intake of over 80,000 and bog down the Regular Army in administrative and training duties as it did in the 1950's with only 50,000.

The R.S.L. favours Selective National Service, with an annual intake of 12,000. But failing a repeal of Section 49 of the Defence Act any scheme of N.S., unless on a voluntary basis, creates two armies — one to fight abroad and one to stay at home. The obvious answer is to increase the A.R.A. and the C.M.F. to provide a third Pentropic Division.

All the above adds up to the need for a much larger Defence Vote. The climate is very favourable for a ready response by people, as citizens rather than as voters, to contribute more in men, money and material. Much of the cost is for capital equipment. The present Budget recognises this by allocating £98 million for Defence from the Loan Fund. But unspent money from this Fund reverts to the Treasury each year. With a Defence Loan, the money would be in trust for Defence purposes only.

Such a loan would be an imaginative appeal to the people of Australia, very many of whom feel anxious and frustrated. Moreover, sooner or later there may be a Labor Government. It would not find it easy to repudiate or liquidate a loan to which many citizens may have contributed.



## HOW THE "ENEMY" OPERATES



On board the R.N. submarine, H.M.S. TIRELESS, Australians at present undergoing A/S helicopter training in England, and who will hunt submarines, are given a chance to see things from the submarine's view.



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## NAVY TEST FLIES FIRST "HUNTER-KILLER" HELICOPTER

The successful test flight of two helicopters in N.S.W. on the 23rd November marked the beginning of a new chapter in Australian Naval aviation, and in Australia's defences against the submarine.

The first flight in Australia of a Westland Wessex anti-submarine helicopter took place at the Royal Navy's air station at Nowra, south of Sydney.

The R.A.N. is obtaining a total of 27 Wessex helicopters equipped to detect and destroy submarines. A squadron of the "seek and kill" helicopters will be embarked in the Australian flagship, H.M.A.S. MELBOURNE, this year.

The helicopters are being built at the Westland factory in Britain, and the components crated for despatch to Australia. A team of 12 specially-trained officers and ratings of the Fleet Air Arm assembled the first two helicopters in one week.

Rotar blade checks and hovering tests preceded the first day's test flight, during which two of the helicopters were put through their paces over the Naval air field.

The first two machines are to join the newly-formed anti-submarine operational flying school at Nowra. In January the school will begin training air crews in the techniques of anti-submarine

warfare conducted from helicopters.

The introduction of the helicopters gives a new dimension to Australia's anti-submarine defences. The helicopter has emerged as one of the most effective post-war deterrents to the submarine, its combination of speed and mobility making it a potent weapon against the underwater enemy.

The Wessex helicopters, which are coming off the production line at the rate of about three a month, are specially designed for the anti-submarine role. They can operate in virtually all conditions, and are fitted with automatic hovering devices for night patrols and to assist pilots during the "dunking" of the submarine detection equipment. From a cold start, the machine can be in the air less than a minute after the pilot presses the starter button.



With Anti-submarine Detection Devices lowered, the first two helicopters to arrive in Australia are test flown at the Naval Air Station, Nowra.

DEC., 1962 — JAN., 1963

THE NAVY

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# THE NAVY LEAGUE OF AUSTRALIA

## N.S.W. Division

T.S. Warrego (Woolwich): Sea Cadets, 40; Juniors, 12.

The Committee's report for the year ended 30th June, 1962, presented at the Annual General Meeting at P. & O. House, 2 Spring Street, Sydney, at 8 p.m. on Monday, 27th August, 1962, was as follows:—

### Membership

Membership of the League again increased during the past year, there being 225 Fellows and 28 Associates, making a total financial membership of 253. There was a net increase of 34. Unfortunately, we lost seven members, three due to death, and four resignations.

This increase in membership is indeed gratifying; I would, however, ask you all to continue to increase your efforts to obtain new members. Upon our total membership depends both our strength and ability to make our objectives more widely known and acknowledged throughout this island continent.

### Finance

The attached financial statements again record an increase in our funds. The Honorary Treasurer shortly will present them in detail.

The amount paid out for Sea Cadet commitments was £311, with a further sum of £340 yet to be shown in respect to loans to units that have been approved.

Increased expenditure for the establishment of new Sea Cadet units is anticipated, as well as greater assistance to T.S. Australia (Waverton) in finding a new home when the Boom Depot closes.

The cost for insurance of Sea Cadet personnel should be reduced in future, as the Department of the Navy has now undertaken the responsibility for compensation of A.S.C.C. personnel injured on duty. However,

risks of Third Party and Common Law action remain, and it is prudent that the League should retain insurance cover for these risks.

### Entertainment

The Seminar held at H.M.A.S. WATSON proved most successful, over 100 members of the League spending a very enjoyable and instructive afternoon.

Held in conjunction with the 50th anniversary of the R.A.N. Celebrations, this first Seminar was made possible by the Minister and the Department of the Navy, and for the excellence of its execution your Committee wishes again to express its grateful appreciation to the Flag Officer-in-Charge, East Australia Area, the Director of Naval Reserves, the Captain H.M.A.S. WATSON, the Commander 4th Submarine Squadron and their staffs. A visit to one of the R.N. submarines is being arranged by the Entertainment Sub-committee, and details will be made available as soon as they are completed.

### Sea Cadets

The present number of Sea Cadets on strength throughout N.S.W. is as follows:—

- T.S. Albatross (Wollongong): Sea Cadets, 60; Juniors, 6.
- T.S. Australia (Waverton): Sea Cadets, 50; Juniors, 0.
- T.S. Condamine (Manly): Sea Cadets, 22; Juniors, 0.
- T.S. Shropshire (Canterbury): Sea Cadets, 25; Juniors, 0.
- T.S. Sirius: Sea Cadets, 86; Juniors, 12.
- T.S. Sydney (Snapper Island): Sea Cadets, 58; Juniors, 0.
- T.S. Tobruk (Newcastle): Sea Cadets, 58; Juniors, 9.

The growth in numbers is satisfactory, and applications to form new units are occupying the attention of your Committee continuously.

In July, 1961, T.S. SIRIUS was assessed the most efficient unit in the Division, with T.S. ALBATROSS second. This July T.S. ALBATROSS succeeded in reversing the assessment; both A.S.C.C. Lt. Cdr. O'Connell and his staff in T.S. SIRIUS, and A.S.C.C. Lt. Lindsay and staff of T.S. ALBATROSS, are to be congratulated.

The usual sporting activities of swimming, regattas and athletics were arranged, and were well attended. In addition to local parades by units on occasions such as Youth Sunday, Anzac Day, Remembrance Day, the Annual Parades in Martin Place on Trafalgar Day and the Dockyard Church Service at Garden Island were held. At this latter, the Captain, H.M.A.S. PENGUIN, representing the Flag Officer-in-Charge, East Australia Area, presented the Cadet Medal to A.S.C.C. Lt. N. A. McPherson, A.S.C.C. Lt. Lindsay, A.S.C.C. Lt. Hampson, A.S.C.C. Lt. J. H. O'Connell, and A.S.C.C. Sub-Lieut. W. Jackson.

A special parade of the Corps, for presentation of its new colours, also was held in the Dockyard when it was opened for public inspection at the end of Waratah Week. This was a most impressive ceremony, and all connected with its planning and execution are deserving of the highest praise.

The Federal Council of the League has made proposals to the Federal Government that an International Navy League Sea Scout Cadet Training Camp be

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THE NAVY

held in Australia early in 1964. These proposals, which involve considerable assistance from the Department of the Navy, both in Services and finance, are receiving active consideration at present. Naturally, the League must be prepared to bear a fair proportion of the total cost, and should favourable consideration be given by the Government, much of our activity during the 12 months will be directed to detailed planning and fund-raising.

This year has been a most marked improvement in both the morale and efficiency of the Sea Cadet Corps. Whilst fully appreciating the sterling efforts of the Unit Commanding Officers and their staffs in achieving these results, your Committee has great pleasure in placing on record its tribute to the inspiring work of the Divisional Senior Officer, N.S.W. A.S.C.C., Commander R. A. Denovan, M.B.E., together with

his staff, ably assisted by the R.A.N. Liaison Officer, Lieut. J. Lattin.

The holding of Training Camps in H.M.A. Ships and Establishments provides a tremendous boost to these qualities, and we gratefully acknowledge the indebtedness to the Naval Board for making such facilities available, and to the personnel of the R.A.N. for their willing co-operation and cheerful tolerance.

### NAVY LEAGUE BALL, 1961 and 1962

In 1961 the Ladies' Committee again achieved a magnificent result. Their tremendous efforts resulted in the Division receiving a cheque for £730 from the President, Mrs. G. G. Oldham.

Mrs. G. G. O. Gatacre, wife of the Flag Officer-in-Charge, East Australia Area, has graciously agreed to accept the posi-

tion of President for this year's Ball, which will be held at Prince's on Friday, October 12th, 1962. For their truly magnificent efforts, I can only say, "Thank you, ladies" — words fail me, and would be quite inadequate to express the heartfelt gratitude and appreciation of the Committee of the Navy League, N.S.W. Division.

### Other Matters

Australia and the Division were represented at the International Pilot Conference during May, 1962.

Our Secretary of 1961, Lieut. Mackay Cruise, found it necessary to retire at the end of December. For his devoted service, ably supplemented by his wife, we are truly grateful, and whilst expressing our appreciation of a task well done, we wish them future success and happiness.

To his successor, Lieut. Cdr. Andrews, we extend a warm and



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

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

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

All British subjects who signify approval to the objects of the League are eligible. MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

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

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DEC., 1962 — JAN., 1963

13

heartly welcome. Until his retirement from the R.A.N., Lt. Cdr. Andrews volunteered for this exacting job in an honorary capacity. We are indeed fortunate to hail such a keen and enthusiastic successor.

#### Conclusion

P. and O. Lines of Australia Pty. Ltd. have allowed us the privilege of meeting here to-night, and in addition have been most generous throughout the year in providing Board Room facilities; we are indeed most appreciative.

Finally, ladies and gentlemen, I would like you to know that the Committee and I are most grateful for your continued support. We are hopeful that the forthcoming year will prove to be a successful one, and that our cause, which we are confident is essential, shall prosper.

## Australian Sea Cadet Corps PROMOTIONS

The following promotions are approved:—

Sea Cadet Lieutenant Norman Allan McPHERSON to Sea Cadet Lieutenant-Commander to date 14th September, 1962 — Divisional Supply Officer, A.S.C.C.

Sea Cadet Sub-Lieutenant Kenneth TOVEY to Sea Cadet Lieutenant to date 29th September, 1962 — T.S. WARREGO.

Sea Cadet Sub-Lieutenant Douglas Grange DRYSDALE to Sea Cadet Lieutenant to date 14th September, 1962 — T.S. ALBATROSS.

Sea Cadet Sub-Lieutenant William JACKSON to Sea Cadet Lieutenant to date 14th September, 1962 — T.S. SYDNEY.

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## EXERCISE "RIPTIDE III"

### NUCLEAR CARRIER IN N.A.T.O. EXERCISE

Vice-Admiral Taylor, U.S.N., who, in his national capacity commands the U.S. 2nd Fleet in the Atlantic, and, as commander of N.A.T.O.'s Striking Fleet, Atlantic, had overall direction of "Riptide III", the recent combined air/sea exercise off Portugal, did not hesitate to say some kind and well-deserved words about the Royal Navy in his Press conference on board his flagship, the 17,000-ton heavy cruiser, NEWPORT NEWS.

"Britain is making a valuable contribution in providing air defence for the fleet," he said. "Particularly in that, and in anti-submarine warfare — in which direction she leads."

Air defence of the Fleet was chiefly the task of H.M.S. CENTAUR, 27,000 tons. She was one of five aircraft carriers present in an "international" fleet of forty ships from the French, United States and British navies. Aircraft of Portugal also took part.

Other aircraft carriers were the Royal Navy's H.M.S.

HERMES, 27,000 tons, which wore the flag of Rear-Admiral F. H. E. Hopkins, Flag Officer, Aircraft Carriers; France's new CLEMENCEAU, of about 27,000 tons, which had helicopters only; and two "giants" from American ports on passage to the U.S. Sixth Fleet in the Mediterranean, the conventional FORRESTAL, 76,000 tons full load, and the nuclear-powered ENTERPRISE, 86,000 tons.

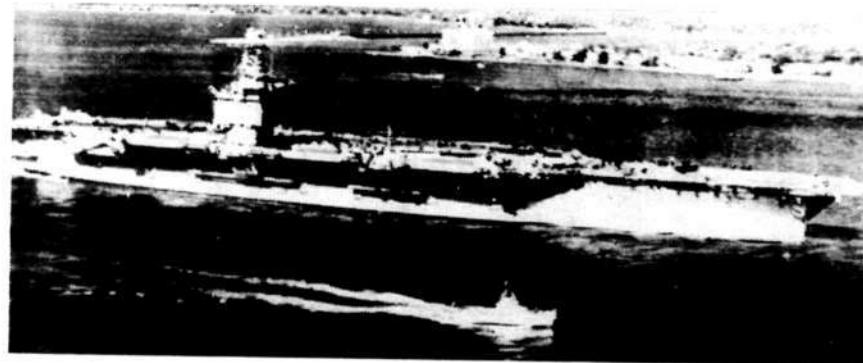
Undoubtedly this ship, which was appearing in European waters for the first time, was the principal interest of two Russian "trawler" observers arriving from the nearest shipping lane at the outset of the exercise. They had a wealth of radio gear and direction-finding apparatus. There is, of course, no legal reason why they should not go anywhere on the high seas, but their presence at the biggest N.A.T.O. Air/Sea exercise of 1962 was fortuitous, to say the least.

The exercise was especially notable for three things: (1) Launching of concerted long-range air strikes in indifferent

weather, which at one stage made use of flight decks of the smaller carriers a rather tricky business. (2) Particularly effective fleet air defence, thanks mostly to the CENTAUR. (3) Cross-operating by fixed-wing aircraft and helicopters. Because of the advance of standardisation of equipment common techniques this is now practically routine when carriers of the bigger N.A.T.O. navies meet at sea.

The U.S.S. ENTERPRISE, whose flight deck covers nearly 4½ acres, is as high as a 23-storey building from keel to masthead, and with air group embarked, has a complement of 4,600 officers and men.

She took the opportunity to make further tests with her radar installation. This is an American version of the 3D radar in H.M.S. VICTORIOUS and H.M.S. HERMES, and which H.M.S. EAGLE is getting during her long refit at Devonport. The efficiency of this set, making possible almost 100 per cent. of aircraft interceptions, caused the Naval experts both surprise and admiration when the VICTORIOUS demonstrated it in American waters of the "Riptide" exercises.



U.S.S. ENTERPRISE



## NEW MINESWEEPER BASE FOR R.A.N.

The Navy is establishing a base in Sydney to provide shore support for its new minesweeping squadron. The base will also perpetuate the name of one of the veterans of the R.A.N.'s famed "Scrap Iron" Flotilla.

The Minister for the Navy, Senator Gorton, announced details of the minesweeper base recently. He said it was being set up at the Waverton Boom Depot in Sydney Harbour. It would provide the essential shore backing for the six vessels of the newly-formed 16th Minesweeping Squadron.

The base was commissioned

on the 5th December, with the name of H.M.A.S. WATERHEN. The selection of this name for the base means that all five ships of the "Scrap Iron" Flotilla are now remembered by the names of current ships or establishment in the R.A.N. VAMPIRE, VOYAGER and VENDETTA are modern Darling-class destroyers, while the name of the World War II Flotilla leader, STUART, has been given to a new frigate to be commissioned in 1963.

Senator Gorton said the name WATERHEN also seemed particularly appropriate for a home

base maintaining a squadron of ships with bird names (HAWK, CURLEW, GULL, IBIS, SNIPE and TEAL).

He said a central shore base was a necessity for the maintenance of the 450-ton coastal minesweepers and their minesweeping equipment.

A Bay-class frigate, CULGOA, which is not at present in commission, will be berthed at Waverton to provide accommodation for the base staff. About 80 officers and men will serve at the minesweeper base.

The minesweepers arrived in Sydney on the 7th December.

# MINESWEEPERS ARRIVE AFTER LONG VOYAGE

Australia's new minesweeping squadron and the fleet tanker, H.M.A.S. SUPPLY, arrived in Sydney on December 6 and 7, on their delivery voyage from Britain.

Proving the efficiency of their Deltic engines, the minesweepers each steamed for 900 hours without trouble.

The minesweepers, generally speaking, had an uneventful voyage, but towards the end of the long run there was some "fun" and an unexpected incident outside Sydney Heads.

After leaving Townsville where mail was picked up and some personnel went on leave, the force proceeded leisurely down the east coast.

Being a few hours ahead of programme the ships decided to pay a short visit to Trial Bay, to "tidy up" and look shipshape

before making their formal entry into Sydney.

The arrival of the ships in Trial Bay had an amusing aftermath.

As the ships anchored, about 400 yards offshore, a section of shore-watchers, unaware of their identity, thought a foreign force of ships was invading that area.

Many rushed to the district officer at South West Rock Pilot Station, Mr. N. O'Keefe, and agitatedly told him the Indonesians were landing.

They were much relieved when Mr. O'Keefe informed them all was well.

As the ships were entering Sydney Harbour line ahead IBIS, last of the force, surprised by breaking line and making a dash, with the police launch, NEMESIS, to answer an S.O.S. call from a fishing boat.

NEMESIS reached the boat ahead of IBIS, signalled she could handle the position, and IBIS returned to station.

The force received a warm welcome.

Hundreds of friends and members of families were present, and the occasion was enlivened by the presence of a Naval band.

H.M.A.S. HAWK leads the Minesweepers up Harbour



## NAVY MERCY DASH IN INDIAN OCEAN

A Royal Navy destroyer on its way to Fremantle for the Commonwealth Games, was diverted for a mercy mission in the southern Indian Ocean.

The warship, H.M.S. CAVALLIER, steamed south towards remote St. Paul Island, 2,200 miles from Fremantle, for a rendezvous with the United States research vessel, HORIZON.

HORIZON had reported that a member of its crew was seriously ill with internal bleeding, and required urgent hospital attention.

HORIZON, which is registered by the University of California at San Diego, is taking part in the international oceanographic survey in the Indian Ocean.

## NAVY TO TRAIN MORE APPRENTICES

The Royal Australian Navy is to make a 60 per cent. increase in its apprenticeship training programme to produce more skilled tradesmen to meet the challenge of increasingly complex ships and weapons.

It is intended that 160 young men should enter the Navy's Apprentice Training Establishment each year, compared with 100 in the original annual intake.

New ships and equipment were becoming increasingly sophisticated, and this was a trend that would continue as the R.A.N. entered the "missile age". The modern warship would be useless without the skilled artificers to keep it in fighting trim.

The expanded training plan

means that the total number of Naval apprentices under training at any one time will increase by more than 300, from 500 to about 800.

The Apprentice Training Establishment, H.M.A.S. NIMBA, at Quaker's Hill, near Sydney, was first set up six years ago to produce Navy-trained artificers. The apprentices, aged 15-17, train as shipwrights and as electrical, engine-room and ordnance artificers. After an intensive five-year apprenticeship ashore and at sea, they become Petty Officers.

This is the Navy's second move within two months aimed at recruiting more young men for specialised training. In September it was announced that the R.A.N.'s junior recruit training scheme would be expanded to 550 junior recruits every year — 40 per cent. of the Navy's total recruit intake.

## The Royal Australian Navy

An address by Rear-Admiral H. A. Showers,  
President of the Navy League.

(Continued from previous issue).

The Imperial Defence Committee, in 1906, reported that it could not recommend any changes to the Naval Agreement of 1903. This recommendation was not acceptable to the Australian Government, which also indicated that its intention to possess a Coastal Defence Squadron of eight destroyers and four torpedo boats under its own control within six years, would be a matter for discussion at the Imperial Conference envisaged for the following year, 1907. This strong line of action was inspired by the rapid industrial and Naval growth of Germany,

together with that country's peaceful penetrations into Holland, Austria, the Middle East and Morocco, also the growing strength of Japan.

These considerations, plus the changes in design of ships, also influenced the "strategic" thinking of the Admiralty, and at the Colonial Conference H.M. Government agreed that its desire was the cordial help of the Colonies in the most effective manner, and it was entirely a matter for the Colonies how far they would assist by subsidy, and how far by local defence.

This agreement led to the ultimate abrogation of the Naval Agreement Act of 1903, but only after much joint consideration by the two Governments.

Before abrogation, though, the newly-elected Fisher Government, in 1909, ordered from England three "River" class Destroyers, which could be used for local defence under the Naval Defence Act of 1865, two to be complete outright, and the third to be erected, taken to pieces, and then shipped to Australia for re-assembly there. At the same time the British Government was informed that, being designated Coastal Defence, the vessels would be under Commonwealth control, and, if desired for service in seas remote from Australia at any time, approval of the Commonwealth shall first be obtained. Also, to ensure the highest efficiency, the Admiralty was requested to agree, both to

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the C-in-C. Australia Station making periodical inspections of ships and establishments, as well as to approve of service on loan of such officers and ratings of the Royal Navy as may be mutually agreed upon.

Two months later, due to the growing strength of the German Navy, a Naval crisis occurred, and on 22nd March, the N.Z. Government cabled an offer to Great Britain of a first-class battleship, and the Australian Government cheerfully placed the resources of the Commonwealth at the disposal of the Mother Country. An Imperial Conference in July was proposed by Canada, and readily accepted. In June, however, the Fisher Government was defeated, and the Deakin Administration reinstated. It immediately offered the Empire an Australian Dreadnought, or such addition to its Naval strength as may be determined after consultation in London.

Resulting from this Imperial Conference, Australia agreed to provide a Fleet Unit, to be manned by Australian officers and men, as far as possible. During peace, this Fleet Unit would be under Commonwealth Government control, and in wartime, when placed at the disposal of the Admiralty, under the control of the Naval C-in-C.

On 9th December, 1909, after passing the Naval Loan Bill, the Commonwealth Government cabled the Secretary of State, requesting the Admiralty to arrange for construction, without delay, of an "Indefatigable" type armoured Cruiser, to be followed by three unarmoured, improved "Bristol" type Cruisers, in their turn.

In April, 1910, the Fisher Government was returned to power, and later in the year placed an order for two "E" Class Submarines and three more "River" Class Destroyers, to be assembled in Australia. This Government also decided not to accept an offer by the Imperial Government of an annual contribution of £250,000 towards the cost of the complete Fleet Unit, which amounted to £3,600,000.

Thus were the foundations of the Royal Australian Navy laid. It came into being by Royal Decree on 10th July, 1911, and on 4th October, 1913, the Fleet Unit proudly steamed into Sydney Harbour.

By its exploits in two World Wars, in Korean waters, and currently in Malayan waters, the R.A.N. has proved itself capable of shouldering all responsibilities, and I am confident that it will not fail in the future.

The ships have changed, the personnel (manpower) is more technical, but our Mercantile Marine is dwindling. Being one of the integrated elements of Sea Power, it is essential for the sure defence of our country that early and firm action be taken to eradicate the causes of decay.

## H.M.A.S. Swan — Pays Off

H.M.A.S. SWAN was built by Cockatoo Docks and Engineering Company, and was the 24th vessel of her name in British Naval annals, dating from the launching of the King's ship, SWAN, in 1420, during the reign of Henry V.

She was laid down on May 1, 1935, launched by Dame Enid Lyons, D.B.E., on March 28, and commissioned on January, 1937.

During her first commission, SWAN steamed over a quarter of a million miles, and was employed actively right throughout the war.

Prior to World War II, SWAN visited Australian ports, New Zealand and the Pacific Islands, and completed one month's service in the China Station.

From 1939 to 1941, as leader

of the 20th Minesweeper Flotilla, she worked in Australian waters.

In 1942, SWAN operated as an anti-submarine escort vessel in the South-west Pacific.

She experienced enemy bombing at Amboina and at Darwin.

From 1943 to 1945, SWAN was again in the South-west Pacific area, during 1943 escorting Queensland-New Guinea convoys; during 1944 engaged on anti-submarine escort duties off New Guinea.

In 1949, at the end of hostilities, she transported the G.I.C. 2nd Australian Division and his staff to New Ireland to accept the surrender of the Japanese forces in that area.

During her life, SWAN steamed 447,494 miles, equivalent to 18 times around the world.

In the immediate post-war period SWAN resumed her role as leader of the 20th Minesweeping Flotilla until August 16, 1948, when she paid off at Sydney, bringing to a close almost 12 years of service.

*M. Miles*

On February 10, 1956, SWAN was re-commissioned as the Cadet Training Ship of the R.A.N.

Each year since then she has trained some 30 Cadet Midshipmen, giving them their first practical sea-going lessons in seamanship, navigation and engineering.

Her last Cadets' cruise in this year of 1962, although the final chapter in the life of a great little ship, was by no means a tired farewell.

During this cruise of 111 days the boilers were flashed up for 100 days, and steam was on the main engines for 97.

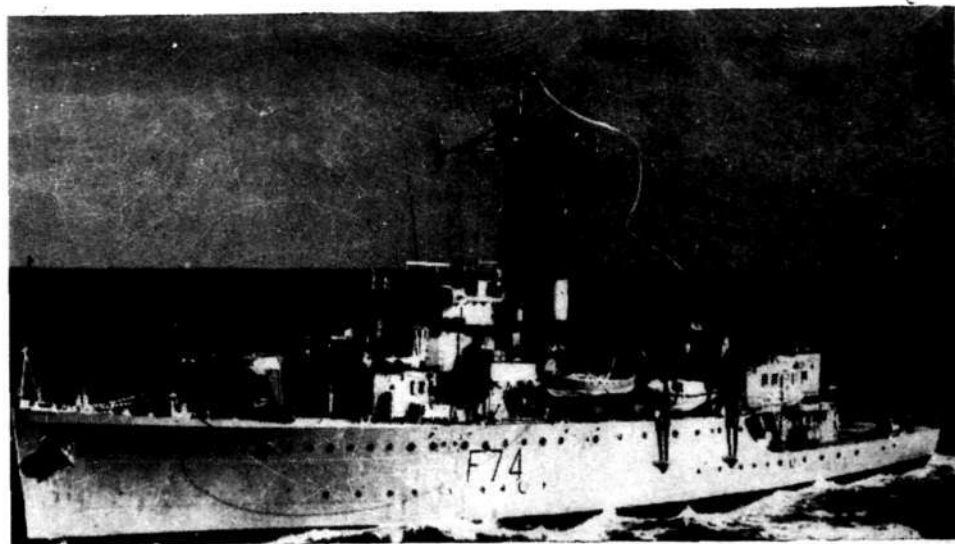
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The Minister for Defence in New Zealand, Mr. D. J. Eyre, right, who recently visited Australia, looks at an outline of the shores of Sydney Harbour on a radar-scope at H.M.A.S. WATSON.



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THE NAVY

Two R.A.N. frigates, QUEENBOROUGH and QUIBERON, were steaming from Singapore to Hong Kong when they were directed to begin an immediate search for a Panamanian vessel, KAWI, reported abandoned in the South China Sea.

QUEENBOROUGH, which is the senior ship of Australia's First Frigate Squadron, took control of the operation, co-ordinating the search by warships, merchant vessels and R.A.F. planes from Singapore.

First sighting of survivors was made by an R.A.F. Shackleton, and QUEENBOROUGH and QUIBERON raced to the reported position. Despite rapidly-failing light, the two warships quickly found the lifeboat, which contained 12 survivors.

## R.A.N. Frigates In China Sea Rescue

The search then continued for a second lifeboat, and an hour before dawn, H.M.A.S. QUIBERON sighted a distress flare. Twelve more survivors were soon receiving a warm welcome aboard an Australian warship. Among these survivors was the captain of KAWI, who reported that the vessel had been left sinking after being swamped in heavy seas.

However, KAWI did not sink, and QUIBERON took the survivors to watch their vessel being taken under tow by the Norwegian ship, MELBO.

The survivors were later transferred to merchant ships by QUEENBOROUGH and QUIBERON.

QUEENBOROUGH is under the command of Captain B. S. Murray, of Canberra, the senior officer of the First Frigate Squadron.

QUIBERON's captain is Commander V. A. Parker, of Sydney.

The two ships left Australia in September to begin a tour of duty with the British Commonwealth Strategic Reserve.

KAWI'S crew being transferred from QUIBERON to the BEN VORLICH.

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The Pakistan Navy has received a "face-lift" during the past year. Present policy seems to call for the gradual withdrawal of some older units and for the modernisation of others. The destroyers in particular will benefit from this policy, as they will be brought up to the frigate standards. This type of conversion is now standard amongst ageing destroyers of the western navies. It is in the destroyer field that Pakistan is particularly

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strong. In its relatively short history (the Pakistan Navy was formed in 1947) this force has possessed no less than nine destroyers. Five of these (two "Battle" class, two "Cr." class and one "Ch." class) remain in their original role. Two "O" class have been scrapped. The only other frigate possessed by the Pakistan Navy is the "River" class unit, ZULFIQUAR. Recent disposals in the frigate category include the SHAMSHER (sister-ship of the ZULFIQUAR) and the two ex-Indian Navy sloops, JHELUM and SIND. It is farewell, too, to the "Bangor" class fleet minesweepers, BALUCHISTAN, DACCA and PESHAWAR, and the minesweeping trawlers, BAHAWALPUR and LAHORE. The Pakistan Navy's chief minesweepers now are the six ex-U.S. M.S.C.-type coastals acquired in 1956-57. Another veteran recently scrapped was the motor minesweeper, GHAZI, the former British M.M.S. 131.

The Pakistan Navy's sole cruiser, BABUR (former Improved "Dido" class H.M.S. DIADEM) has, incidentally, been converted into a cadet training ship. This is an indicator that the days of this ship are numbered.

The U.S.A. has shown con-

siderable interest in Pakistani defence, and the Air Force has benefited especially. Types supplied include Lockheed F-104 Starfighter interceptors, North American F-86F Sabre fighter-bombers and Martin B-57 bombers. The Navy does not seem to have come under the American eye to quite the same extent, however. Apart from the "Ch." class destroyer H.M.S. CHARITY, briefly handed over to the U.S.A., thence to Pakistan, American aid to the Navy has consisted of but six minesweepers and a few auxiliaries.

The addition of submarines to the Pakistan Navy is of the next priority. Such an otherwise well-balanced fleet will acquire even more potential, with the addition of an underwater striking force. The establishment of a Naval air arm would also be of the utmost benefit. In its short existence, the Pakistan Navy has gained the admiration of many a well-established fleet for the high state of maintenance of its ships and the skill and professional bearing of its personnel. The winning of the 1961 award for the outstanding cadet at Dartmouth, won by a sub-lieutenant of the Pakistan Navy, speaks for itself.

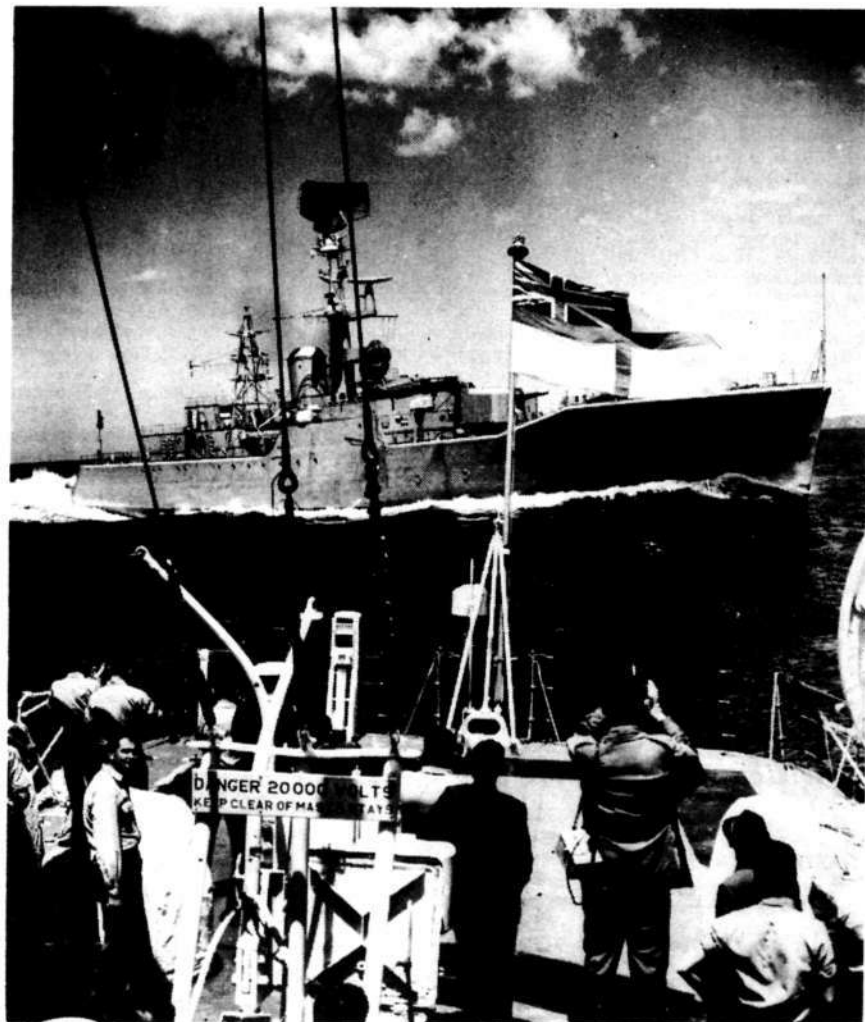
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## PAKISTAN NAVY

## NEW ANTI-SUBMARINE FRIGATE ON TRIALS



H.M.A.S. STUART undergoing builders' trials off Sydney Heads.

The training yacht, which is 43-ft. long with a sloop rig, has been built at the Garden Island Dockyard. Designed by Morgan Giles, of Britain, it is similar to the craft purchased by the Admiralty for the Royal Naval College at Dartmouth.

FRANKLIN is of 13 tons, has a draft of six and a half feet, and accommodation for seven.

Senator Gorton said that even in these days of "missile age" warships, it was essential that Naval Officers should have practical experience of basic seamanship. There was no better way of learning seamanship than to serve in the crew of an ocean-going yacht. Battling with the elements also developed initiative and self-confidence.

The new craft will replace the TAM O'SHANTER, which is no longer suitable for ocean racing. It is hoped that FRANKLIN will take part in the 1963 Sydney-Hobart yacht race.

## NAVY MEN BUY HOMES

The Royal Australian Navy is to-day one of the biggest landlords in the Commonwealth.

Officers estimate that in all States the Navy now rents, through the Department of Works or the State Housing Commissions, almost 2000 homes.

Since, however, the sailor must vacate these premises on his being drafted to another station, many men are now buying their own homes.

This is particularly so in the case of the many teenagers who are now joining the Navy as junior recruits or apprentices.

## W.R.A.N.S.' GIFT

*The Women's Royal Australian Naval Service handed a cheque for £1000 to the Royal Children's Hospital in Melbourne on October 25.*

The money was raised as part of the W.R.A.N.S.' twenty-first anniversary celebrations this year.

It was subscribed by Wrens throughout Australia and by former members of the Service, and will be used to place a gift cot in the new Children's Hospital in Melbourne.

Chief Officer Joan Streeter, Director of the W.R.A.N.S., said recently that Wrens felt it was fitting to mark their anniversary by some public-spirited gesture.

## R.N. STAFF COLLEGE POST FOR AUSTRALIAN

An Australian Naval officer has been appointed to a senior post at the Royal Navy's Staff College in London.

He is Captain D. C. Wells, of Canberra, and has been appointed Deputy Director of the Royal Navy Staff College at Greenwich.

Captain Wells has been made available for two years' exchange of service with the Royal Navy, and the Admiralty had chosen him for the Staff College appointment. It is gratifying to have an Australian selected for such a significant post.

The Greenwich College prepares selected officers for Naval staff appointments.

Captain Wells is at present Director of Officers' Appointments at Navy Office in Canberra. Until earlier this year,

## New R.A.N. Survey Ship Named

The name selected for the Royal Australian Navy's new survey ship is H.M.A.S. MORESBY.

MORESBY was a name with proud associations with surveying in Australia. It recalls the famous explorer-surveyor, Captain John Moresby, who, during the second half of the last century, charted 600 miles of the New Guinea coast, and discovered Port Moresby.

he was captain of the Daring-class destroyer, H.M.A.S. VOYAGER, and he has also commanded the fast anti-submarine frigate, H.M.A.S. QUEENSBOROUGH.

He will leave early in the New Year for his exchange appointment.

It will be the second generation of the name in the Royal Australian Navy. One of the R.A.N.'s first and best-known survey ships, in commission between 1925-46, was also called MORESBY.

The new MORESBY is being built at the Newcastle State Dockyard, and is due for completion next September.

Costing £2,000,000, she will be of 2,300 tons, and will rank among the best vessels of her kind in the world.

MORESBY will be the R.A.N.'s first vessel designed specifically for survey work, and will enable the Navy to speed up its comprehensive programme of charting the Australian coastline.

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Garden Island workmates carried Mr. Frank Inman through an archway formed by cranes when he retired recently as foreman of cranes and transport at the dockyard. Mr. Inman served in the Royal Australian Navy during the first World War.

## PAPUAN SAILOR SELECTED FOR GAMES

A member of the Papua-New Guinea Division of the Royal Australian Navy was selected to compete in the British Commonwealth Games in Perth.

The Papuan sailor, Able Seaman Laxert Misikarim, was chosen as a sprinter in the Territory of Papua-New Guinea team.

The 6-ft. all-round athlete trained under the team manager, Mr. K. Gosper, in Rabaul.

Able Seaman Misikarim joined the Navy two years ago, and works in the shipwright shop at the Manus Island Naval Base. He was born in Matupi, Rabaul, 23 years ago and educated at the Lae Technical School.

Some 4,000 sailors from 18 warships were in Fremantle during the Games. Eight of the visiting warships were under the operational control of the R.A.N., while the others were from the Royal Navy, Royal New Zealand Navy, and the Pakistan Navy.

## APPENDICITIS OPERATION IN CHINA SEA

Australian Naval doctors performed a successful appendicitis operation in the middle of the South China Sea recently.

A report from the Australian frigate, H.M.A.S. QUIBERON, said that the operation was carried out in exceptionally difficult conditions, with the warship steaming through rough seas.

Leading Steward T. V. Lawley, of Frankston, Victoria, was admitted to sickbay when QUIBERON was on her way from Singapore to Hong Kong. The ship's medical officer, Surgeon Lieutenant A. W. Swain, of Mosman, diagnosed the illness as acute appendicitis. As the frigate was still 500 miles from her destination, an immediate operation at sea was essential.

The leader of the First Frigate Squadron, H.M.A.S. QUEENBOROUGH, was in company, and her doctor, Surgeon Lieutenant W. A. Kemp, of Melbourne, together with sick berth Petty Officer I. D. Mitchell, of Sydney, were transferred to QUIBERON. Assisted also by a member of QUIBERON'S sick berth staff, Petty Officer L. E. Chiverton, of Sydney, the two Naval doctors performed the difficult operation.

Leading Steward Lawley was then transferred to the Hong Kong Military Hospital.

Earlier, the two Australian frigates featured in the rescue of the crew of a Panamanian ship which sank during a storm in the South China Sea.

The QUIBERON and QUEENBOROUGH were on a tour of duty with the British Commonwealth Strategic Reserve.



# SOUTH AFRICA NAVY LEAGUE

## Address of the Federal President to the Annual General Meeting

Addressing the Executive Committee of the Navy League of South Africa in Cape Town on October 19, the Federal President thanked the Cape Town Branch and its Ladies' Committee, Vice-Admiral Sir Nicholas Copeman, Commander-in-Chief, South Atlantic and South America, and Mrs. Copeman, Rear-Admiral Biermann, Naval Chief of Staff, Captain Biermann, commanding *General Botha*, and the Naval Officers' Association for their hospitality.

Owing to the death of the Federal President, Admiral Sir Herbert Packer, the speech was read by Captain (S.) G. A. P. Webster, O.B.E., D.S.C., R.N., Chairman of the Bloemfontein Branch of the Navy League.

### Membership

The membership continues to drop. This is a peacetime consequence hard to combat. We have a fine, growing Navy and Mercantile to support, so let each of us try our best to get new members who are willing to lend a hand.

### Our Activities

Last year was our first year with South Africa, a Republic outside the Commonwealth, and I prophesied that our activities would take more or less the same form as before: briefly and firstly, to support our South African Navy in every possible way, and secondly, not to forget our old friends, the Royal Navy — and, for that matter, the Navies of all friendly powers.

*That is how it has turned out so far, and I trust it will continue.*

### Naval Co-operation

It is essential to South Africa that in time of war or emergency her harbours and sea

routes leading to them be kept open. This is the business of the ever-growing South African Navy; but South Africa cannot go it alone navally. She must look for someone with the same interests to help her. I venture to say that it is of great importance to the United Kingdom that the ports and ocean routes of South Africa be kept open.

There is no better agreement or treaty than one based on mutual interests. That being so, the Simon's Town agreement has up to the present survived, and if both sides continue to observe it with the same goodwill and seamanlike honesty as hitherto it should prove an example of how mutual interests can be served effectively and amicably. In fact, it would be the cornerstone upon which to base vital naval co-operation.

In many ways this vital co-operation exists already. The new ships of the South African Navy are being built in the United Kingdom; it is from there she gets her naval weapons, ammunition and specialised stores. Above all, South African officers, who are required to man these ships, are instructed in the British naval schools in those higher specialised subjects for which as yet no naval courses exist in South Africa.

Again it seems to me that this give and take is a matter of mutual interests which should long continue.

### The Royal Navy

The Commander-in-Chief, South Atlantic and South America, Vice-Admiral Sir Nicholas Copeman, continues to fly his flag at Combined Headquarters. He is to be relieved in December, 1962, by Vice-Admiral A. A. F. Talbot. We shall be sorry to say good-bye. Most of his activi-

ties and those of the ships under his command are confined to covering his vast station, which includes both sides of South America, Antarctica and West and East Africa, including Mauritius and Madagascar. It is of particular interest that while cruising on his station he has, on separate occasions, by local agreement, carried out exercises at sea with the navies of Chile, Peru, Ecuador, Columbia and Brazil.

### Capex, 1961

R.N., S.A.N. and U.S.N. units took part in combined operation Capex. Unfortunately, a technical breakdown in the R.N. submarine *Amphion*, affected the exercises, but she was able to take part again in the later stages after repairs in dock in Simon's Town. The exercises, in various phases, lasted from the end of September to the beginning of November.

### The South African Navy

Once again there is considerable progress in both quality and quantity of the South African Navy, both as regards manpower and number of modern units. The first of the three new type 12 frigates being built on the Clyde, the *President Kruger* (Capt. M. Terry-Lloyd), was due to commission during October. After weapon trials and working up, she should arrive in South Africa by late February, 1963.

The *President Steyn* (Capt. J. Fairbairn) has been a bit delayed by a fire while still in the builders' hands. She should commission in early March, 1963. The *President Pretorius* (Capt. J. Johnson), which was scheduled for launching during September, 1962, is due to commission in 1964.

### Conversions

The destroyers, *Simon Van Der Stel* and *Jan Van Riebeeck*, are being completely modernised, and should become available for service in 1963.

The *Pietermaritzburg* has been reconstructed as a navigational and seamanship training ship, including the training of midshipmen. Her sister ship, the *Bloemfontein*, now functions at Simon's Town as a harbour training ship for new entries, and has proved a great success in this role.

Two or three years ago various Jeremiahs were saying, "It's all very well ordering new ships, but where are the highly-trained technical crews to come from?"

I am glad to hear that recruiting in general is satisfactory, and a minimum of Standard 8 is now being insisted upon for all new entries.

By making full use of the specialist naval schools in South Africa and in the United Kingdom, the answer is this:

- The greater bulk of the *President Kruger's* ship's company is now in the United Kingdom attending pre-commissioning and command team training courses. Every non-sub rate (i.e., specialised rate) required by the R.N. standard has been filled, and in some departments over-subscribed as far as qualifications are concerned.

- The full complement of the *President Steyn* is available and ready to sail when required. The advance parties are already standing by the ships.

- No difficulty is envisaged in providing the complement of the third ship.

- The demand for skilled artificers to meet the requirements of this highly technical age, as exemplified by these new ships, increases every year. It is intended to increase threefold the number of apprentices under training in 1963.

### Personnel

Naturally, with these new ships coming into commission and considerable increase all over in personnel, there has been a call for more senior officers. Captains H. Fougstedt and D. W. Robertson have been promoted to Commodore, and 26 officers of the rank of Lieutenant and above have been promoted. This flow of promotions is encouraging to all. I understand that there are no fewer than 58 midshipmen under instruction, and it is intended to enter a substantial number in January next year.

### Citizen Forces

The nine months' ballotee training system is proving a great success. After doing their basic training the lads are well qualified in a specialist capacity, and then complete their training at sea. As a result of this new life has come to the Citizen Force bases (or Reserve bases, as they used to be called).

### General Botha

Though the *General Botha* continues to train cadets for the Mercantile Marine with accustomed thoroughness, there is, as a result of South Africa becoming a Republic and leaving the Commonwealth, some difficulty in placing them all at sea, where their future careers in the higher ranks are assured. The matter is receiving attention.

### Mercantile Marine

Meanwhile an encouraging factor is the expansion of the South African Mercantile Marine, although this is still insufficient. The South African liner companies have, in the past 12 months, weathered the storm affecting shipping lines throughout the world, and, with the improvement of South Africa's foreign exchange position and a possible easement of import con-

trol, the future is being faced with a greater degree of confidence than at this time last year.

*The coaster companies seem to have had a successful year, and one or two additions have been made to their fleets.*

Perhaps the most important recent item of news, as far as South African shipping is concerned, was the announcement by Safmarine that the company had placed an order in Holland for a fully refrigerated ship. This vessel, which, it is understood, is some 10,000 tons deadweight, with a service speed of about 17 knots, should be delivered to Safmarine towards the end of 1963.

*The necessity of having a fully staffed and equipped Nautical Academy in the Republic to deal with promotion at all stages is becoming more and more obvious. With South Africa leaving the Commonwealth, the question of interchangeability of certificated officers is becoming somewhat obscure, and although temporary arrangements have been made, the long-term position is not clearly defined. In any case, however, it is only right and proper that South Africa should rely more and more on her own resources to man her vessels.*

There is no question that life at sea to-day, particularly in the liner trades, is a comfortable and well-paid job and should attract an increasing number of young South Africans. We must, however, have the facilities to prepare the young men for the various Certificates of Competency. *It is therefore hoped that the Government will press on with its plans for the establishment of a complete Nautical Academy in South Africa with all possible speed.*

### Overseas Courses

To return to the essential co-operation between the United Kingdom and South Africa.

Three senior officers have attended the long, tactical course at Woolwich, and seven Lieutenants have qualified as long course specialists at the various naval schools in the United Kingdom. The general knowledge of the South African Navy is bound to improve considerably when the experts return to South Africa.

#### Ratings

Senior ratings continue to attend courses at these naval schools. A number who qualified as first-class ratings a few years ago have returned to the United Kingdom to train to become instructors.

#### Simons Town Dockyard

As an industrial organisation,

the Dockyard has expanded considerably since 1957, for there are many more ships to dock, refit and convert. The equipment is steadily being modernised in all departments.

*Finally, and most important of all, relations with the Royal Navy continue to be excellent at all levels, including the highest.*

## U.S. Tanker For New Zealand

**The United States has offered a multi-purpose naval tanker to the Royal New Zealand Navy.**

It will be strengthened for employment in ice and used as an Antarctic support ship to replace H.M.N.Z.S. ENDEAVOUR.

When he announced this, the Minister for Defence, Mr. Eyre, said that the tanker was U.S.S. NAMAKAGON, at present in reserve on the West Coast of the United States.

Her acquisition marked most successful negotiations with the United States Government.

Mr. Eyre said that the decision to continue New Zealand's Antarctic operations past the International Geophysical Year meant finding some method of supplying Scott Base at McMurdo Sound.

This was achieved at first by employing H.M.N.Z.S. ENDEAVOUR on a support and oceanographic role, although she had been obtained initially only for two voyages associated with the Trans-Antarctic Expedition.

"ENDEAVOUR was not intended for this work, and after three more voyages it was apparent that she could not continue without a complete and expensive refit," Mr. Eyre said.

"We began looking for a replacement, and before long we

had settled on some form of multi-purpose tanker.

"This type of ship can take in the large quantities of fuel that are essential in the Antarctic, and she can carry other types of stores as well.

"In addition, when she is not needed in the Antarctic, she can service islands and meteorological stations.

"Perhaps most important, her tanker capacity would be of the greatest value of our ships in the vast distances of the Pacific."

Mr. Eyre said that a suitable ship, NAMAKAGON, had been located in the United States.

She was a Patopasco class tanker, which was the size we were looking for, and could be manned without difficulty by the Royal New Zealand Navy.

Similar ships — notably U.S.S. NESPELEN and ELKHORN — operated in New Zealand with "Deep Freeze", and examination of them confirmed the suitability of the class.

"The United States most generously offered her to us on a long-term loan," Mr. Eyre said.

"However, she has been in reserve, and some work is required

to make her ready for operational use, and to strengthen her for employment in ice.

"New Zealand will accept the cost of this, and this amount will be an interest-free loan to this country by the United States.

"However, NAMAKAGON will not be completely employed supplying Scott Base during the Antarctic summer, and she will have time to transport fuel on behalf of 'Deep Freeze'.

"This will mean a considerable saving to the United States, and may even mean that they will be able to reduce their own tanker support.

"They have generously agreed to apply this saving in costs against our loan, and it is hoped by this means to reduce it substantially."

The new Antarctic supply ship will be the second N.Z. ship to bear the name. The name is being retained because of its close association with Captain James Cook, who, in H.M.S. ENDEAVOUR, rediscovered New Zealand in 1769.

On a subsequent voyage, Cook became the first explorer to cross the Antarctic circle.

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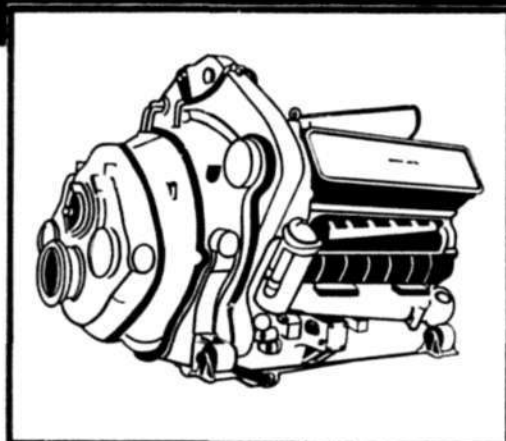
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# NAPIER "DELTIC" ENGINES TO POWER R.A.N. SHIPS



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

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



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