

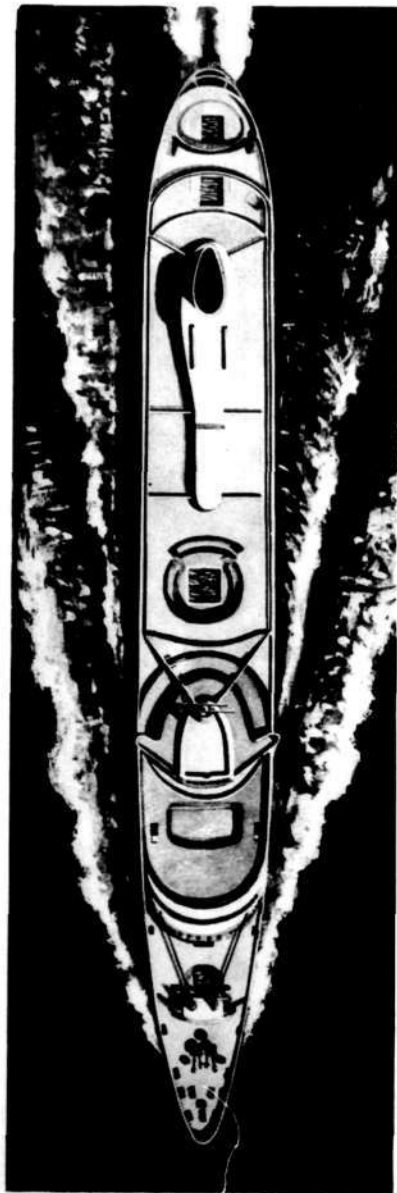
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Vol. 26

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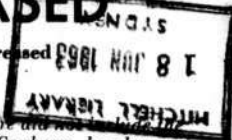
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DEFENCE VOTE INCREASED

The Five-Year Defence Building Programme is to be Increased
by £205 million to £1,307 million



The Prime Minister (Sir Robert Menzies) outlined the new five-year plan in the House of Representatives on the 22nd May.

Sir Robert Menzies said the plan was based on the defence needs of Papua and New Guinea, as well as of Australia.

"We will defend these territories as if they were part of our mainland, and there must be no mistaken ideas about that," he said.

Sir Robert gave these details of progressive expansion of the three Services:—

• Doubling, as soon as possible, of the Pacific Islands Regiment — now about 700 — in Papua-New Guinea.

• An increase in the C.M.F. target strength from 32,500 to 35,000 and major purchases of new equipment for the C.M.F.

• New weapons, ammunition, vehicles, landing craft, light aircraft and other equipment for the Army costing an extra £29 million in the next five years.

R.A.A.F.

An increase in strength from 16,440 to a target of about 18,300.

• A total order of 100 Mirage III jet fighters, including 40 on which the Government recently took an option.

• Two new control and reporting units — one mobile and one at Brookvale, Sydney.

• Eight more Bell Iroquois utility helicopters, and 18 Caribou Mark I fixed-wing short-take-off and landing aircraft suitable for South-east Asian conditions.

• Major improvements to the airfield at Borom, near Wewak, New Guinea.

• A new strike-reconnaissance aircraft to replace the Canberra.

Sir Robert Menzies said this higher military capability and preparedness would mean an increase in the Defence vote of an average of £41 million a year in the five years beginning in 1963-64.

This figure did not include the cost of a Canberra bomber replacement and assumed no other additional proposals in the course of the next five years.

The effect of these decisions would be to establish:

• A fully equipped, fully modern, fully supported Army pentropic division of five battle groups.

• An Air Force able to provide a measure of strategic and tactical mobility, and with 100 supersonic fighters properly controlled to provide air protection.

• A relatively small but modern Navy, equipped to defend Australia's shores and seek out and destroy submarines on which an enemy was likely to rely.

Sir Robert Menzies said: "Such forces will provide a significant and welcome addition to any Allied effort required in our area of strategic concern.

"But they will do more — they will provide a capacity for independent action to meet the initial shock of any emergency with which we may in the future find ourselves faced.

"The increases I have announced will impose substantial additional burdens upon the Budget in a period when the need for national developmental expenditures will be great and growing — growing in proportion more than in the case of older and more developed countries.

"But we feel that our people will cheerfully accept such burdens.

NAVY

Total strength of the R.A.N. would rise from 13,900 to about 14,300.

• Australian shipyards would build a 15,000-ton escort maintenance ship.

• Fixed-wing aircraft would continue in service with the R.A.N. until at least 1967.

• The three guided-missile destroyers on order in America, and the R.A.N.'s Type X11 frigates would fit Ikara anti-submarine missiles now under development in Australia with American co-operation — "a most significant improvement."

ARMY

An increase in permanent Army's strength from 21,000 to 28,000.

• Formation of a third regular battle group.

JUNE, 1963

"They are, of course, not solely financial burdens.

"The improvement of the nation's defences will require much public co-operation — by those who join the forces and in the case of citizens who join the C.M.F. and the reserves, by those who employ them.

"We look for this co-operation with complete confidence."

Sir Robert said Australia had to change its defence arrangements as international strategic considerations changed.

The nation's defence programme had to be flexible.

"Every measure we adopt is so adopted with the knowledge of the appreciations our expert military and diplomatic advisers put before us," he said.

"In other words, the condition of an effective defence programme is that it should be based on as accurate an assess-

ment as can be made of the probable sources and nature of the apprehended attack, the area of possible conflict and the nature of the operations, and the nature and extent of the co-operation we may expect from and give the UN in general, and our Allies in particular."

Sir Robert Menzies said naval vessels and aircraft had to be built over a period of years, and army men and equipment could not be produced quickly.

Because of these time factors the increase in the Defence vote would be smaller in the earlier part of the new five-year programme.

No Australian Government should announce a dramatic increase in defence spending in 1963-64 just for the sake of doing so, Sir Robert said.

The new five-year programme would replace, in the next two

years, part of the current three-year programme, the Minister for Defence (Mr. Townley) had announced last year.

But Mr. Townley had emphasised that the programme was not static and would be adjusted as new circumstances developed.

The Government, in January last, had announced a strengthening of the Navy, including the purchase of a third guided-missile destroyer and four Oberon-class submarines.

"We have now completed a further comprehensive review of developments in South-east Asia," Sir Robert said.

"We have noted the uncertainties in Laos, the acute problems in South Vietnam, the conflicts which exist over the creation of the new federation of Malaysia and events in and concerning West New Guinea.

"It certainly cannot be said that we have entered a period of stability in the area of immediate strategic concern to Australia.

"We have made our review in the light of our treaty arrangements, but particularly in reference to the security of our own country and of the territories of Papua and New Guinea.

"We will defend these territories as if they were part of our mainland, and there must be no mistaken ideas about that."

Sir Robert said the new defence programme figures did not anticipate or estimate the cost of a strike-reconnaissance replacement for the Canberra bomber.

The Canberra was by no means obsolete.

But the Government was giving close consideration to the future.

A team of qualified experts would go overseas soon, under the Chief of Air Staff (Sir Valston Hancock) to investigate on the spot and report on suitable types to meet Australian requirements.

Sir Robert said the Government had reviewed its 1959 decision to retire fixed-wing aircraft from the R.A.N. in 1963.

The Navy's Venoms and Gannets would continue in service until they reached the end of their service life by about 1967, when the Government again would review the position.

The formation of a third regular battle group for the Army would add considerably to the flexibility of Australia's forces and their ability to operate in a variety of circumstances, Sir Robert said.

The Regular Army reserve would be reconstituted to ensure that its members were medically fit, up to date in their training, and ready.

Sir Robert said that, after the doubling of the Pacific Islands Regiment, which included Australian officers and some senior Australian N.C.O.'s, the Government would consider further developments.

The Army vote, this year £68 million, would rise to £87.5 million in 1964-65, and £97 million by 1967-68.

The Government last October had approved the purchase of

eight heavy lift helicopters and 12 fixed-wing short take-off and landing aircraft for the R.A.A.F.

But a suitable type of heavy lift helicopter was not available at present.

The Government, therefore, had decided to buy eight more Bell Iroquois utility helicopters, in addition to the 16 already approved, and to buy 18 Caribou Mark 1 fixed-wing aircraft.

VERSATILE MOBILE BASE FOR R.A.N.

The Escort Maintenance Ship for the Royal Australian Navy will be a mobile floating base capable of maintaining the most advanced types of ships and weapons in operational areas.

The Minister for the Navy, Senator Gorton, said that Naval staff officers were now completing the detailed requirements for the ship, and specifications would be prepared as soon as possible.

He said an Escort Maintenance Ship was of particular importance for a Navy with a comparatively small number of destroyers and frigates. The mobile workshop meant that the fighting ships could devote maximum effort to operational areas, without having to waste time returning to port for maintenance. The increasingly complex warships and weapon systems demanded the ready availability of repair facilities if ships were to be kept at top fighting efficiency.

Senator Gorton said the ship would not be a copy of any existing maintenance vessels in other navies, but would be designed specifically for the R.A.N. It was hoped that tenders for building the ship in Australia would be called before the end of the year. Building was likely

to take at least two and a half years.

The Escort Maintenance Ship will be designed to make all R.A.N. vessels capable of sustained operation for considerable periods away from their normal home ports.

In addition to its floating workshops for general ship maintenance, it will be able to maintain advanced weapons systems, including guided missiles.

The ship will have a helicopter platform and its own helicopter for the rapid transfer of materials to other ships, and will be capable of helicopter maintenance.

The ship will incorporate high accommodation standards for its own crew, and many features will be for the benefit of officers and men of the ships it supports. There will be medical, dental and recreational facilities, canteens, book and film libraries and other amenities. The Escort Maintenance Ship will also be a floating power station, and supply all the service needs, including fresh water, compressed air, fire services and communications, for the ships alongside for maintenance.

Senator Gorton said the Maintenance Escort Ship would have its own self-defence armament.

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THE NAVY

JUNE, 1963

RADAR

TRAPS ITS INVENTOR

The inventor of radar, Sir Robert Watson-Watt, was recently caught speeding by a radar trap and was fined.

He revealed, in an address in San Francisco, that he had written a poem about the incident, entitled "A Rough Justice".

The poem reads:—

*Pity Sir Robert Watson-Watt,
Strange target of this radar plot;
And thus with others, I can mention
The victim of his own invention.*

*His magical all-seeing eye
Enabled cloud-bound planes to fly;
But now, by some ironic twist,
It spots the speeding motorist
And bites no doubt with legal wit
The hand that once created it.*

*Oh, Frankenstein, who lost control
Of monster-man created whole
With fondest sympathy regard
One more, hoist with his petard.*

*As for you, courageous boffins
Who may be nailing up your
coffins,
Particularly those whose mission
Deals in the realm of nuclear
fission;
Pause and admire fate's counter-
plot
And learn with us what's Watson-
Watt.*



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BUNTING FAREWELL

The Signalmen of the Seventh Destroyer Squadron joined others from the Malta Communications Centre at a soulful ceremony in one of the well-known bars of the Sliema Front on New Year's Eve, to pay their last respects to the crossed flags badge which has finally been removed from the uniforms of the Royal Navy.

Such Senior Communicators as the Flag Officer, Malta (Rear-Admiral Viscount Kelburn, C.B., D.S.C.) and Captain (D) 7 (Captain R. R. B. Mackenzie, M.V.O., M.B.E.), attended the ceremony, during which the following ode was read:—

THE LAY OF THE LAST SIGNALMAN

*On a thickly-wooded sponson where the last projector stands,
The museum pair of semaphore flags, idly hanging
in my hands,
With my jargon half forgotten, of my stock-in-trade bereft,
I wonder what's ahead of me, the only Bunting left.*

*The relics of my ancient craft have vanished one by one,
The Cruiser Ark, the Morse Flag and Manoeuvring Lights have gone,
And we hear, we would be as useless in the final global war
As the Helio, Fog Horn and Masthead Semaphore.*

*The Mast is sprouting gadgets like a nightmare Christmas Tree,
There are Whips and Stubs and Wave Guides where my Halyards used to be,
And I couldn't hoist a Tackline through that lunatic array,
For at every height and angle there's a Dipole in the way.*

*The alert and hawk-eyed Signalman is rendered obsolete,
By the electrically-operated optics of the Fleet,
And the leaping Barracuda or the Charging Submarine
Can be sighted as a blob on a fluorescent Radar Screen.*

*To delete the human error, to erase a noble breed,
We rely upon a relay, and we pin our faith to creed,
So we press a button, make a switch and spin a little wheel,
And it's cent per cent efficient when we're on an even keel.*

*But again I may be needed, the time will surely come,
When we have to talk in silence and the modern stuff is dumb,
When the signal lamps are flashing and the flags are flying free,
It was good enough for Nelson, so it's good enough for me.*

JUNE, 1963



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"ANZAC" TO TRAIN CADET MIDSHIPMEN

The R.A.N.'s escort ship for the Royal Visit, H.M.A.S. ANZAC, has begun another special duty.

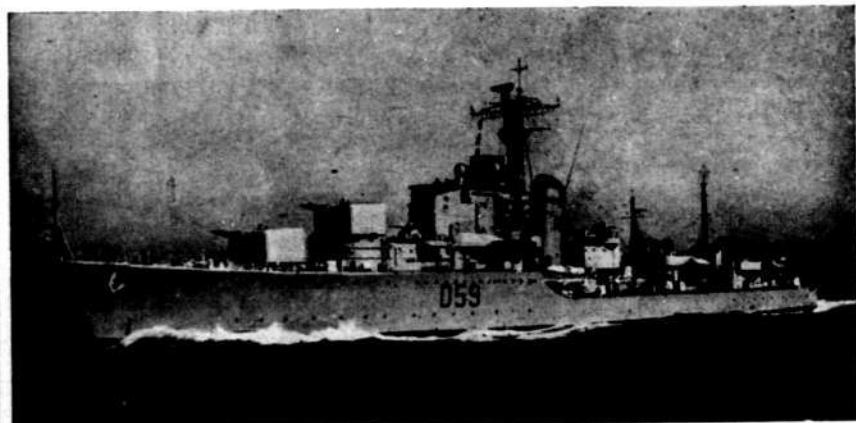
The Battle-class destroyer is being used to give first sea training to Cadet Midshipmen from the Royal Australian Naval College.

Certain modifications to prepare ANZAC for this task will be made while she is undergoing a maintenance period at the Williamstown Naval Dockyard in Melbourne. The Dockyard will construct a navigational classroom, and make adjustments to living accom-

modation on board.

The ANZAC will begin her new role on May 3, when she embarks 45 Cadet Midshipmen at Jervis Bay. The Cadet Midshipmen will spend the next 11 weeks in ANZAC off the east coast of Australia.

The destroyer will undertake the annual training commitment for Cadet Midshipmen, taking over from the former Cadet training ship, H.M.A.S. SWAN, which retired last year. When not involved in these training cruises, ANZAC will continue to give initial sea-going experience to ratings and to operate with the Fleet.



H.M.A.S. ANZAC, which has taken over the role of Training Ship for Cadet Midshipmen and apprentices. She is a Battle Class Destroyer.

SEA POWER IN THE CUBAN CRISIS

Address by Vice Admiral ALFRED G. WARD, Commander, U.S. Second Fleet, before the New York National Strategy Seminar, Town Hall, New York City, Tuesday, February 5, 1963

When Mr. Barnett invited me to come here this evening, he used the words, "to favour a select audience with a case study of the use of sea power in resolving the Cuban crisis in our favour." I jumped at this opportunity; first, because it is most gratifying to me as a citizen to observe the interest of a group as important as this audience in national strategy, and particularly in military aspects of national strategy; and, second, because, since I am a sailor, sea power is my business. I have observed the influence of sea power at first-hand, am convinced of the importance of sea power in our national strategy, and welcome the opportunity to discuss this subject with any audience at any time.

The Cuban crisis was the most significant event on the military scene in 1962, and, in my opinion, was the single most important episode in the history of the world during last year. This evening I would like to talk to you about the Cuban crisis in three phases:—

The first, a description of the role played by military forces in the crisis, including some personal observations of actions at the scene of Quarantine Force operations:

Second, the immediate results of the crisis; and

Third, a study of a few of the lessons learned, or, to state this in other words, some analyses of the effects of the crisis.

The Navy's role in the Cuban crisis was described in an editorial in the Norfolk Virginian-Pilot on October 30. I would like to quote some extracts from that editorial:

"President Kennedy's choice of a naval quarantine as the backbone of United States resistance to the Soviet Union's missile bases in Cuba will fascinate the the historians of sea power. The measure was selected as an alternative, or as preliminary, to an attack on the offending weapons. Events have indicated how awkward was the position in which it placed the Kremlin.

"The history of the blockade, including the so-called Pacific blockade, has been reviewed in these columns. The point has been made that in this nuclear age, military and diplomatic precedents are all but valueless, and the classic definitions lose their meaning. Mr. Kennedy simply seized upon the most effective measure, short of violence, that he judged to be available to him.

"The significance of what the President did lies not in the past but in the present. That is according to the demands of the times. He seized from Mr. Khrushchev the initiative, and strapped upon him a choice far more bitter than the one he had resolved by ordering a blockading force into the Caribbean, rather than by shooting.

"Mr. Khrushchev's... apparent willingness to pull in his horns with as much grace as he can muster is, therefore, another tribute to the U.S. Navy's strength and readiness. The Navy's performance has been none the less dramatic for its being carried out so near to home bases and command centres. Our fleets have demonstrated many times in the Cold War — off Lebanon and in the Formosa Straits, to take two

outstanding examples — a capacity to deal effectively with crisis.

"Navy Day went almost unnoticed Saturday while Task Force 136 guarded the sea approaches to Cuba. But the nation's gratitude to its sea arm, and its satisfaction in its control of the seas, makes every day of this continuing crisis a Navy Day."

End of quotes.

Let me repeat a part of the story of the Quarantine Force.

I relieved Admiral Jack Taylor as Commander, Second Fleet, on Saturday, October 20. I spent the rest of that weekend with Admiral Dennison at his headquarters, and in the Pentagon.

On Monday morning at 0830 I held a conference of commanding officers and unit commanders of cruisers, destroyers and escort ships based in Norfolk. Admiral Ailes held a similar conference in Charleston with commanders of his destroyers there. These captains were informed for the first time that the President would make an address to the nation that evening, that their ships were being assigned to the Quarantine Force and that they were to sail that day for an indefinite period. Some of these ships had recently returned from the Sixth Fleet in the Mediterranean, and had many men on vacation. Not one captain expressed any opposition to being directed to sail on short notice. They all went about their business of recalling men on leave in the local Tidewater area, of loading urgently-needed supplies and equipment and of getting ready. Some ships

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who had large numbers of men on leave borrowed men from ships undergoing major overhaul in the shipyard. The general consensus was to the effect that they were privileged to serve their country in a time of crisis and to be able to contribute to the attainment of our national objectives. You could have been proud of them; I was.

The President did make his speech on that memorable Monday evening, the ships did sail on schedule on that same evening, the President's quarantine proclamation was signed the next day, Tuesday, to be effective on Wednesday morning; and after a 27-knot speed of advance, ships were on station, on time, on the quarantine line, ready to carry out their orders.

During the next month the Quarantine Force intercepted Soviet and Communist Bloc ships and ships under charter to

the Soviet Government headed for Cuba, and intercepted and photographed Soviet ships leaving Cuba.

In general, the ships that were stopped were co-operative. There were no unpleasant incidents that adversely affected the accomplishment of our mission. This, I believe, reflects favourably in the calibre of the masters of the merchantmen flying the flags of many countries, including the Soviet Union, and also a tribute to the awareness of our officers and men of the U.S. Navy of the sensitive nature of their mission. Let me relate a few examples:—

The decision was made by the U.S. Government that a boarding party should inspect the Lebanese freighter, *Marucla*. The destroyer *John R. Pierce* made the intercept just after dark. Since boarding under any conditions would be tricky, and inspection during darkness only partially effective at best, it was decided to postpone boarding until daylight. A nearby destroyer, *Joseph P. Kennedy, Jr.*, with a division commander embarked, was ordered to join *Pierce*. The boarding party included the executive officers of both destroyers. The men were dressed in their Dress Whites, were unarmed, and presented a smart military appearance. The inspection was conducted smartly and effectively. No prohibited cargoes were found, and the ship was cleared to proceed. There

was no hostility or personal antipathy in evidence. — There were smiles, greetings, and some handshakes.

In order to take good photographs, intercepting ships necessarily had to approach quite close to the merchantmen; sometimes possibly alarmingly so. The destroyer *Biddle* came close to the Soviet ship *Komsomol* carrying missiles out of Cuba, with the Soviet ship sounding the danger signal by several short blasts on his whistle. The destroyer maintained his close position until the pictures were taken. They were very good. Initially the *Komsomol's* master spoke over voice radio in poor but understandable English. A U.S. Naval officer in *Biddle* replied in Russian. The master's next message was in Russian, with the *Biddle* replying in English. This change of language repeated itself several times, apparently enjoyed by both. Captain Roth of the *Biddle* invited the Soviet master to come aboard for lunch. After a long silence, the master replied that he had a previous commitment.

When *Newport News* intercepted the Soviet tanker *Pol-zonov*, good morning messages, using signal flags and the International language being spoken. The Soviet master expressed sympathy in the death of Eleanor Roosevelt. When asked to uncover the missiles on deck, he stated that he had been intercepted by a U.S. warship the pre-

vious day and had been cleared, but without delay he proceeded to remove part of the tarpaulins, exposing missile cases to view. When the *Newport News* helicopter passed close over the ship with passengers in the helo hanging out of the doors taking pictures, many of the more than 50 young men on deck waved greetings. Most of these men looked to be of college age and were dressed either in sports shirts and slacks, or in shorts with no shirts. They were nice-looking with good physique, looking not unlike our own sailors. In departing, *Newport News* sent: "Wish you good sailing on your trip home. Good-bye and good luck." The *Pol-zonov* replied, "Thanks to you. Goodbye."

The *Wasp* intercepted the Soviet ship *Alapayevsk*. Communications were good. The U.S. officer in the helicopter over the ship spoke in Russian, with the Soviet replying in good English. There were about 200 young men on deck, many not wearing shirts. They appeared friendly and almost jubilant. Perhaps they were missile crews happy to be going home. The helo hovered over the ship twice. There was much waving of hands in greeting. Captain Middleton, the Chief of Staff to Admiral Buie, was in the helicopter; he took off his tie clasp and lowered it on a line to the

(Continued on page 22)

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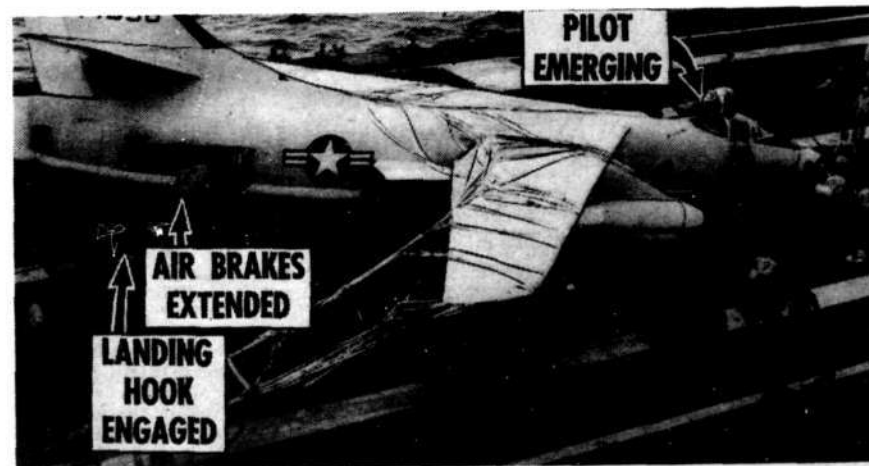
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CORAL SEA

The Minister for the Army, Mr. Cramer, Father W. D. Evans, the Archbishop of Sydney, Cardinal Gilroy, and the Captain of the U.S. carrier CORAL SEA, Captain C. Roemer, photographed after the dedication of a memorial church at Beverly Hills.

A jet aircraft crash lands on the flight deck of the U.S. carrier CORAL SEA during exercises off Sydney shortly after her departure.



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Navy Seeks Salvage Winners

The Department of the Navy has been searching in vain for 10 former members of the Royal Australian Navy, to whom it wants to pay salvage money.

The men are entitled to sums ranging from about £6/6/- to over £25 for their part in the salvage of the motor vessel, PACIFIC CLIPPER, in 1955.

The Minister for the Navy, Senator Gorton, said that nearly £5500 had already been paid to some 300 officers and men who helped salvage the vessel.

However, it had been impossible to trace 10 former members of the Service who were entitled to salvage money. The Department had now sought the assistance of the Commonwealth police to try to find their current addresses.

PACIFIC CLIPPER broke down off the north-west coast of Australia in March, 1955. Three R.A.N. vessels — the SHOALHAVEN, MURCHISON and EMU — managed to get the crippled ship into Darwin Harbour after a hazardous tow, lasting nearly a week.

The 10 former members of the R.A.N. to whom the Navy wants to pay salvage money are:

- Leading Seaman J. R. Smith (left the Service in 1956: last known address, 10 Orlando Crescent, Naval Estate, East Hills, N.S.W.);
- Signaman N. R. W. Knight (left the R.A.N. in 1956: last address, 89 Lucas Road, Burwood, N.S.W.);
- Able Seaman J. R. Gleeson (1956: 44 Botany Road, Alexandria, N.S.W.);
- Able Seaman R. H. Paton (1955: 102 Crown Street, East Sydney);

• Able Seaman R. J. Goodwin (1957: South West Rocks, Macleay River, N.S.W.);

• Able Seaman N. Owen (1956: Windang, N.S.W.);

• Leading Engineering Mechanic J. E. Lymberry (1956: Urliup, via Murwillumbah, N.S.W.);

• Surgeon-Lieutenant H. M. Otway-Brown (1956: c/- National Bank, George Street, Sydney);

• Able Seaman J. E. Horner (1956: Omoma, Lindbrey, Queensland; and

• Cook R. W. Seach (1956: 172B, Third Avenue, Bradfield, N.S.W.).

Senator Gorton said that if these people advised the Department of the Navy of their present addresses, action would be taken to pay them their share of salvage money.

SUBMARINE IN COLLISION

The British submarine, H.M.S. TABARD, suffered slight damage in a collision with the R.A.N. frigate, H.M.A.S. QUEENBOROUGH.

The mishap occurred on the 8th May, while the submarine was submerged during exercises off Jervis Bay.

TABARD reported a bent fin and some superficial damage, and returned to Sydney.

QUEENBOROUGH reported that she appears to have suffered no damage in the incident.

TABARD is one of three Royal Navy submarines based in Sydney for anti-submarine training with the R.A.N. and R.A.A.F.

20,000 DECK LANDINGS



Visit By Pakistan's Naval Chief

The Commander-in-Chief of the Pakistan Navy, Vice-Admiral A. R. Khan, H.Q.A., arrived in Australia on the 9th May for a 10-day visit.

Admiral Khan met senior Defence and Service officials in Canberra, and inspected Naval establishments in three States.

He visited the Naval Air Station at Nowra, and the Royal Australian Naval College at Jervis Bay. Later, he went on

to Victoria to inspect the Navy's biggest training establishment, H.M.A.S. CERBERUS, and then to Western Australia, to see the Junior Recruit Training Establishment at Fremantle.

Admiral Khan was born in the Punjab in 1921. He joined the Royal Indian Navy in 1938, and during the Second World War saw active service in ships of the Royal Navy and Royal Indian Navy.

The Royal Australian Navy flagship, H.M.A.S. MELBOURNE, last month reached another significant milestone when she recorded her 20,000th deck landing. To celebrate the historic occasion, the ship's company paid special tribute when they assembled on the flight deck of the carrier to spell out the 20,000 landings.

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R.A.N. Scientists Analyse

SEATO Exercise

A small team of Australian Navy scientists is contributing to the value of the current SEATO exercise, "Sea Serpent", by providing a mathematical analysis of the results of the exercise.

The Minister for the Navy, Senator Gorton, said that four officers of the R.A.N. Experimental Laboratory had been sent to South East Asia to carry out the scientific analysis of "Sea Serpent". The team had been provided at the request of the Royal Navy, which was running the exercise. The report by the Australians would be made available to all SEATO nations.

The team has already had considerable success with the analysis of exercises in Australian waters. The scientists were able to supplement the normal Naval assessment of an exercise by detailed mathematical analysis.

The scientific approach was producing facts and figures of great value in the development of new tactics and equipment, and in the designing of the most beneficial types of maritime exercises.

The scientific analysis was of particular benefit to small navies, such as Australia's. The mathematical investigation ensured maximum value from a compact Naval Force, with operational readiness based on scientific facts.

In "Sea Serpent" the Australian scientists have access to all operational signals, and are computing information from specially prepared analysis questionnaires. They are making an intensive study of anti-submarine warfare aspects of the exercise, and are also assessing the results of air attacks.

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THE FLAG COMES FIRST

By R. V. B. BLACKMAN, Editor of "Janes Fighting Ships".

(Continued from May issue).

It seems that the naval constructors cannot, or will not, produce frigates cheaper than the "Leander" or "Ashanti" class.

According to 1962-63 Navy Estimates the estimated building cost of *Ashanti*, 2300 tons (admittedly a prototype, and therefore liable to be higher than average) is £5,315,000, excluding the cost of guns and certain items of equipment, so the total cost is considerably more. This is twelve times the cost of the previous *Ashanti*, a destroyer of comparable size. It is 1½ times the cost of the present aircraft carrier *Victorious*, 30,530 tons when she was first completed; 2½ times the cost of our biggest cruiser, the *Belfast*, 11,550 tons when first completed, and 20 times the cost of the average frigate (then sloop) built just before the war.

Obviously we are not going to get the number of frigates we require at over £5 million each, and apparently the shipyards building to Admiralty specifications cannot produce them any cheaper. So what about asking the "big twelve" shipbuilders (Cammell Laird at Birkenhead, John Brown at Clydebank, Denny at Dunbarton, Fairfield at Govan, Harland & Wolff at Belfast, Hawthorn Leslie at Hebburn, Scott's at Greenock, Alex. Stephen at Govan, Swan Hunter at Wallsend, Thornycroft at Woolston, Vickers-Armstrongs at Barrow and Newcastle, White at Cowes, and Yarrow at Scotstoun) to produce frigates of their own design?

It will be recalled that during the First World War Thornycroft and Yarrow built many

destroyers to their own designs, and these two specialist firms each built a post-war prototype destroyer in which they were asked to incorporate certain of their own features with a view to evolving a standard type for future construction. These proved to be very successful. Again, during the Second World War, Thornycroft built two escort destroyers or frigates of the Type IV, "Hunt" group, to their own design.

I submit that all the shipbuilding yards capable of building destroyers and frigates be asked to produce a design for an escort of about 1,500 tons, the only stipulations being that it should have the bare essentials for a general purpose role with the accent on anti-submarine warfare and suitability for overseas service, and that it should cost as little as possible. This would be an open competition. The Admiralty could select the most suitable design combining merit with low cost, and give a substantial order to the winning competitor. Subsequently further orders for ships of the same design could go to the other yards as funds permit.

Some objections might be raised to this on the score that only the Admiralty can design ships for its own black boxes — and some of these can only be fitted in H.M. Dockyards. But most of the big private yards have their own scientists and specialised technicians, while most of the yards have been modernised and have the necessary know-how for installing Admiralty equipment. Moreover, as far as security is

concerned, private yards could be bound under the same secrecy as H.M. Dockyards apply to hired men and casual labour.

The ideal result of this competitive tender system would be that the shipyards, now crying out for work, would receive orders; and the Royal Navy, in need of more frigates, would get up to twice the number at no extra cost. Moreover, if a new and cheaper type of escort were evolved in each shipyard, as a result of this competition even firms which were unsuccessful in the competition would have a standard design on the shelf (much the same as Cammell Laird have standard mercantile designs) which might bring in orders from countries unable to afford larger and costlier frigates. That would compensate the firms for design costs.

In cruising and escort ships — vessels capable of steaming independently, showing the flag in peacetime, and constituting a convoy protection and anti-submarine potential for war — the Navy has been run down to its lowest peacetime strength this century. More and cheaper, but adequate frigates would go far to redress the position.

Now for aircraft carriers. If we accept the premise that aircraft carriers will still be required for a full generation in the future we must initiate a replacement programme for our five surviving fixed-wing aircraft carriers immediately, for all have pre-war or war-built hulls. It is officially estimated that nowadays it takes nine years to build an aircraft carrier of the larger size from drawing board to com-

missioning for operational service. An aircraft carrier projected to-day would not join the Fleet until 1972.

The normal life of a carrier is about 20 years, which could be extended by refits to another eight years. So any carriers laid down now have to be justified by requirements and conditions obtaining up to the year 2,000! It is a wise man indeed who can see so far ahead in the field of naval architecture, and many of us who feel so intensely about the state of the Navy to-day will by that time have ceased to care.

It is now that we need more aircraft carriers to compensate for the reduction in the number of our overseas bases. Even with land bases close at hand the U.S.A. found the need to operate several aircraft carriers in the Cuban crisis. If the Brunei affair had blown up into a full-scale war operation, with Indonesia, perhaps assisted by Soviet arms, weighing in, how many aircraft carriers on the spot or within fire brigade range could Britain have counted on? None. It so happened that at that precise time *Ark Royal* was returning home from the Far East and *Hermes* was on her way out from the United Kingdom to take over from her. The remaining three fixed-wing carriers were in dockyard at home under reconstruction or refit. Similarly, of our two commando carriers *Bulwark* was returning home from the Far East, and *Albion* was on her way out there from the United Kingdom.

This very vividly illustrates the lesson that at all times we need at least three aircraft carriers at sea in fully operational commission at any one time — one on station, one returning home for refit, and one just refitted. The same applies to the commando carriers, of which there should be at least three, so that the station ship never

leaves until her post has been taken over by another ship.

In amplification of the table: The reconstruction of H.M.S. *Eagle* is scheduled to be completed in 1964. The *Ark Royal* has had several refits, but no major reconstruction. The *Centaur* has also been refitted. H.M.S. *Hermes* was completed to a re-cast design. But it is obvious that if Britain is to maintain even this frugal number of aircraft carriers at least one will have to be replaced by 1970. It has been stated officially that the *Victorious* will reach the end of her useful life towards the end of this decade. After that other carriers will become obsolescent in quick succession, and if they are to be replaced, new ones ought to be laid down now.

What kind of aircraft carriers do we need? I would suggest that rather than "attack" or "strike" carriers of the largest size Britain needs "support" or transport carriers of medium size, little, if any, bigger than the largest vessels we have to-day. In effect, we need mobile aerodromes not exceeding 50,000 tons displacement, capable of carrying and operating fixed-wing aircraft and helicopters of all three Services for the support of marine commandos and amphibious troops inshore and in the field. Such transport carriers could be built comparatively cheaper, whereas the cost of the larger and more complicated strike aircraft carriers might well be prohibitive.

The following table shows the vintage of our surviving carriers:

FIXED-WING AIRCRAFT CARRIERS

	Displacement	Laid Down	Launched	Completed	Reconstructed
<i>Victorious</i>	30,530	1937	1939	1941	1950-58
<i>Eagle</i>	44,100	1942	1946	1951	1959-
<i>Ark Royal</i>	43,340	1943	1950	1955	
<i>Centaur</i>	22,000	1944	1947	1953	
<i>Hermes</i>	23,000	1944	1953	1959	

COMMANDO CARRIERS

					Converted
<i>Albion</i>	23,300	1944	1947	1954	1961-62
<i>Bulwark</i>	23,300	1945	1948	1954	1959-60

(Continued on page 20)

The attention of all Naval Officers is drawn to the fact that there is a Naval Officers' Club in New South Wales. Whilst not at present having its own rooms, the Club organises periodical functions at different venues, to enable members to meet and discuss matters of mutual interest. The Club is open to all Officers, whether serving, reservists or retired. For further particulars contact The Hon. Secretary, Naval Officers' Club (N.S.W.), Box 435, G.P.O., Sydney, N.S.W.

NAVAL COLLEGE JUBILEE

The Royal Australian Naval College is celebrating its fiftieth anniversary this year.

The College, to train Australia's own Naval officers, was first established in 1913, less than two years after the formal creation of the Royal Australian Navy.

In the past half century, the Royal Australian Naval College has trained more than 1000 officers, and 16 of the graduates have achieved Admiral's rank.

The first 28 cadets began their training in February, 1913, at temporary College premises at Osborne House, Geelong.

This initial group of 13-year-old cadet midshipmen included two boys who, 34 years later, were to become the first Australian-trained Admirals — Vice-Admiral Sir John Collins, and Rear-Admiral H. B. Farncomb. In 1948, Admiral Collins became the first Australian-trained officer to be appointed Chief of the Naval Staff.

The post-war years have seen Australian-trained officers succeeding to the top posts in the R.A.N., and all the most senior appointments are now held by graduates of the Royal Australian Naval College. However, not all the graduates had the opportunity of reaching the top ranks. Fifty of them were killed in action in the Second World War.

The Royal Australian Naval College will mark its anniversary with special graduation ceremonies at Jervis Bay next month.

The Royal Australian Naval College moved to its permanent site at Jervis Bay in 1915, after two years at Osborne House, in Geelong.



Cadet Midshipmen train with F.N. rifles.

In 1930, for reasons of economy, the College transferred to Flinders Naval Depot (H.M.A.S. CERBERUS), in Victoria, finally moving back to Jervis Bay in 1958.

The present Captain of the College is Captain N. H. S. White, who himself graduated from the R.A.N.C. in 1939. He is the College's thirtieth Captain in its fifty-year history.

To sum up. We need many more frigates and a steady replacement of our older aircraft carriers. The main objects? To have an adequate anti-submarine potential. To stretch the White Ensign round the world. To be on the spot when brush fires seem likely to break out. And if fires do break out, to be able to extinguish them before they can grow into major conflagrations. The watchwords should be "on the spot" and "speed of action". We were on the spot at Suez, but we did not act quickly enough, and we lost the day. We lost the day because we lost the sympathy of the U.S.A. We lost sympathy because we were too slow. A *fait accompli* can be condoned, a "mal de guerre" cannot.

I had the privilege recently of being shown round the new guided missile destroyer *Devonshire*. From stem to stern, from keel to truck, she is a masterpiece of ingenuity. Internally, she is right, and externally she looks right. Her sister-ship, H.M.S. *Hampshire*, has just been completed, and four more are to follow. These can be our showpieces. They are the quality. But for heaven's sake let's have some quantity, too—in the shape of frigates.

Time and time again in recent years the thin grey line of British warships around the world has been stretched to breaking point. One emergency or disaster after another has spotlighted the fact that the nearest British warship has been several days' steaming

away, and thus the Royal Navy has been unable to render first-aid or to fulfil its time-honoured tradition of bringing its influence to bear on the spot at once.

It is false economy to cut down the Navy. The Air Force, with a flash across the sky, makes a fleeting impact. The Army stays long periods in one place, and is not seen elsewhere. But the Navy is on the move all the time, with frequent visits to ports all over the world, and the flag is always in the public eye. Trade follows the flag. Prestige goes with the flag. The prestige of Britain has gone down with the run-down of the Royal Navy. Would we have had our present difficulties in Europe, in the East, in the United States if we had kept the Royal Navy strong?



The Commander in Chief of the Chinese Navy, Admiral NI Yue Si, inspects a Guard of Honour at H.M.A.S. CERBERUS during his recent visit to Australia.

Below:
Admiral NI during a visit to the Engineering Section.

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deck as a gesture of goodwill. A short time later the helo was motioned over the ship by the men on deck, and, when a line was lowered, a gift of a bottle of vodka was attached. I'm reluctant to tell this story, since if I'm asked what happened to the vodka on board a dry ship of the Quarantine Force, I must admit I don't know.

I believe history will acknowledge that the Quarantine Force was effective in accomplishing the tasks assigned.

As you know, our tasks were made easier by the decision of the Soviet Government to respect the quarantine and to turn back many of their ships headed for Cuba.

No one could guess what the reaction of the Soviet Government would be, so the United States forces had to be prepared for general war, for possible Soviet reprisal actions in Berlin or South Vietnam, or for any combination of offensive Communist moves.

While Task Force 136, the Quarantine Force under my command, was doing its assigned job, there were other powerful military forces in position of immediate readiness.

U.S. Navy forces included Task Force 135, consisting of two powerful attack carrier groups centred around the nuclear-powered *Enterprise* and the *U.S.S. Independence*, both groups with their own destroyer screen and logistic resupply ships. These groups operated to the south of Cuba.

The Amphibious Force loaded the U.S. Marines of the Fleet Marine Force of the Atlantic Fleet, and remained at sea. This landing force was augmented by a powerful brigade from the Fleet Marine Force based in Southern California.

As you know, wives and children were evacuated from our base at Guantanamo Bay, but the total base population

was swelled by strong U.S. Marine defensive units.

U.S. Marine aircraft were positioned within striking distance.

Admiral Whitey Taylor's Anti-submarine Warfare force put on a maximum effort both to conduct ASW and also to locate and track Soviet merchantmen. These forces detected Soviet submarines and maintained contact until submarine exhaustion, forcing the subs. to surface to re-charge batteries. The Naval patrol aircraft, assisted by SAC aircraft, maintained surveillance over the broad ocean areas between Europe and Cuba, and reported locations and movements of Bloc shipping, thereby making my job easier.

The U.S. Air Force increased the alert measures for the strategic retaliatory force, and positioned tactical aircraft at bases in Florida within striking distance.

As you also know, we increased our surveillance effort, using U.S. Air Force and U.S. Navy aircraft. The President awarded medals to many of these pilots. Some U.S. Army forces were moved to staging areas, and much Army equipment was pre-positioned.

As I have indicated, this was a big operation, involving large forces. My staff tells me that 63 ships at one time or another participated in the Quarantine Force alone, and that 183 ships were at sea in the Atlantic and the Caribbean during the operation. Over 33,000 Marines and large numbers of Army and Air Force personnel were displaced from home bases.

The Navy maintained a posture of readiness for "limited and general war objectives." Admiral Dennison, as the Commander-in-Chief of the Atlantic Command, could schedule his component Army, Navy and Aircraft forces to fulfill any commitments required. It would seem improbable that these readiness

measures went unnoticed in the Kremlin.

An international aspect was provided by Task Force 137, a force charged with establishment of a quarantine line between Puerto Rico and the northern coast of South America. As you remember, there was convened in Washington on October 23, the day after the President's Report to the Nation, an urgent meeting of the Council of the Organisation of American States and the free nations of the Western Hemisphere, acting collectively under the Rio Treaty, and they were unanimous in strong action to meet the Soviet threat. The Council of the OAS, in its resolution of October 23, called for the immediate dismantling and withdrawal from Cuba of all missiles and other weapons with offensive capability, and recommended that all member States take all measures to ensure that the Government of Cuba cannot continue to receive from the Sino-Soviet powers military material and related supplies which may threaten the peace and security of the Continent, and to prevent the missiles in Cuba with offensive capability from ever becoming an active threat to the peace and security of the Continent. The OAS stand was another key factor in inducing the Soviet Union to withdraw its weapons from Cuba. The Rio Treaty and all other collective arrangements of the inter-American system remain in full force.

As a result of this action, the majority of the free States of the Western Hemisphere agreed to make contributions toward the attainment of these goals. Argentina immediately despatched at maximum speed two destroyers. Venezuela provided two ships, as did the Dominican Republic. These six destroyer types, plus the U.S. destroyer, *Mullinnix*, formed Task Force 137 under the command of Admiral Tryee.

Now, what were the immediate results of these actions?

First, U.S. strength and firmness resulted in the U.S.S.R. backing down on its programme of arming Cuba. The Soviet Union, with the complicity and acquiescence of the Cuban Communist regime, had posed a threat to the peace and security of the Western Hemisphere and had attempted to upset the balance of power by secretly placing offensive weapons systems in Cuba with capacity to wreak nuclear havoc on large areas of North, Central and South America. The U.S. acted calmly and forcefully, but left room for a solution short of war, and the Soviet Union demonstrated its respect for U.S. power.

Second, Castro proved that he is not a free agent, but a puppet of the U.S.S.R. The Cuban people who had already lost their freedom now saw that their Government had lost its independence. Cuba is a Communist outpost in the hemisphere.

The offensive weapons were installed to serve Soviet purposes; they were controlled by the Soviets; they were removed by the Soviets as a result of negotiations between the U.S. and U.S.S.R. At one time Castro claimed the IL-28 bombers were Cuban property; he had to reverse himself completely on this point.

Third, U.S. statesmanship and power won out. By mounting a limited quarantine, the U.S. displayed its traditional respect for human life and values. This quarantine was intended to keep out offensive weapons only, and this limited objective was attained.

Fourth, the OAS found the Cuban Communist regime to be "incompatible with the principles and objectives of the inter-American system." The OAS

was greatly strengthened and given new meaning by actions taken as a result of the Cuban crisis.

Fifth, employment of sea power in this case did not cause escalation of the opposing power struggle into a shooting war, and yet it did provide the elements required for success in attaining national objectives.

Sixth, Our principal NATO allies pledged support to the actions taken by the U.S. Government, and were heartened by the demonstrative willingness of the U.S. to fight if necessary to gain objectives considered to be vital. This crisis tended to strengthen the North Atlantic Treaty Organisation.

Seventh, Negotiations were largely carried out within the form and framework of the United Nations. The Secretary-General, Mr. U. Thant, conducted negotiations in U.N. headquarters in New York and in Havana. It is noteworthy that President Kennedy in his State of the Union message at the outset of 1963 stated that one of the four platforms for progress in international affairs is full and continued support of the United Nations. He stated, "Today the United Nations is primarily the protector of the small and the weak, and a safety valve for the strong. To-morrow it can form the framework for a world of law."

Eighth, A new rule of the international law of the sea has come into being, and has been accepted by all principal States. Traditionally and in accordance with international law, a *Blockade* in an act of war, designed to force an enemy State to comply with the will of a blockading country. In contrast, a *Quarantine* is a selective effort to deal with a specific threat to peace. The Cuban Quarantine was imposed in accordance with the resolution of the Council of the

OAS and the terms of the Rio Treaty. The Quarantine was respected by all States, including the U.S.S.R., and will henceforth be a part of the code we call international law.

Another immediate result is the increased level of command and control of military operations from Washington. There was a time when military affairs were the primary, if not the sole concern of generals and admirals. This period ended with the beginning of World War I, which ushered in what has been described as the totalitarianisation of war. The necessity for coordinating the whole resources of a nation toward a specific objective has become too vast to be handled effectively by one class of leaders. It has become the responsibility of the whole people and the government. As Clemenceau put it in the First World War, "War is much too serious a matter to be entrusted to generals."

During the recent Cuban crisis, I, as commander of the Quarantine Force, was in direct communication by telephone (High Command Net) with Admiral Dennison in Norfolk, and with the office of the Chief of Naval Operations in Washington. What happened on the quarantine line influenced reactions in Moscow, in the United Nations, and in the Organisation of American States. Admiral Anderson had this to say:—

"During recent weeks I have been privileged to be associated with the events which have occupied the minds, the attention, and the prayers of Americans and many others in other countries of the world. Never before have I been so impressed with the intimate relationship between the application of military power and the political power and policy of our country. Twice each day, as a member of the Joint Chiefs of Staff, I

met with my colleagues; we've met daily with the Secretary of Defence, and on occasion with higher officials of our Government, and with the President of the United States. I can attest to you the great devotion of every single one of these officials and officers, their dedication to your welfare, to the preservation of the honour and the security of the United States, the things which we hold dear."

In attempting to analyse long-range effects of the Cuban crisis, I would like to limit my thoughts to three principal subjects, and mention each only briefly:—

First. The Cuban problem is not over, but events to date seem to have had a disrupting influence to the solidarity of the Communist Bloc. Withdrawal of offensive weapons from Cuba has not solved the problem, of the presence in Cuba of a Communist dictatorship or the use of Cuba as a base for Communist subversion and aggression. The continued presence in Cuba of about 17,000 Soviet military personnel casts a continuing intervention of foreign military power in this hemisphere. In his December 29 speech at Miami to Cuban refugees, the President said:—

"It is the strongest wish of the people of this country, as well as the people in this hemisphere, that Cuba shall one day be free again."

While the alliances within the free world, and particularly the NATO and OAS alliances, have been strengthened, there seems to be growing evidences of rifts between Communist China and the Kremlin, and some increased disaffection between Communist parties in undeveloped nations and their masters in the U.S.S.R. South and Central American nations in particular are seeming to take increased measures to control Communist minorities in their

countries. Mr. Khrushchev seems to be a little more amenable toward attempting to reach some solutions, albeit possibly temporary ones, with the West. This does not mean that the Cold War is over. We must continue to maintain our guards and our strength.

Second. The military forces of the United States demonstrated their immediate readiness to accomplish missions and objectives prescribed by the President and to meet the commitments necessary to maintain our free way of life. And I quote Admiral Anderson:—

"The entire operation has been a magnificent testimonial, not only to the senior leaders of our Government, but also to those commanders and commanding officers at lower levels who were so quickly able to move their troops — large number of troops; their ships — many ships; and their aircraft of many types into position to carry out lengthy, tedious, and often very sensitive operations with a high degree of leadership, professional competence, courage, and diplomatic skill."

I would like to add that the men in the ships were superb. During the period in which we were short-handed as a result of sailing with reduced numbers of men on board, individuals had to double-up on watches and be on duty many long hours every day. *I have never known morale in the Services to be higher.* As indicated earlier, there was an underlying feeling of pride in serving their country and of contributing to the attainment of national objectives by each and every one on board the ships of the Quarantine Force. I am told by my Army and Air Force compatriots that this high morale and dedication of purpose was also in evidence in their forces.

Third, and final, general con-

clusion pertains to sea power. An editorial in the Charleston, South Carolina, newspaper, "The News and Courier" of December 18 states, and I quote:

"Thinking people in the country should try to make their own assessment of the secret of national power. They pay for that power by means of taxes.

"Perhaps the key lesson of the Cuban crisis is that sea power remains the dominant force in world affairs.

"A powerful case can be presented to show that control of the oceans is the deciding factor in the Cold War. This truth should not be overlooked by citizens whose security is being protected at sea."

By a judicious combination of its multi-purpose units, sea power is able to apply measured force which can cope with provocative situations as circumstances dictate. No greater force need be employed than is necessary to achieve the objective. As proven in the Cuban crisis, employment of sea power is less likely to cause escalation of limited or cold war. I agree with the statement made by Admiral Anderson that "the versatility, the flexibility, the mobility, and, above all, the readiness and spirit of our Navy are indeed assets of which I believe our country can be justly proud."

And, in conclusion, one final thought: U.S. strength and firmness in the Cuban crisis won out. We should never forget the advice given us by President Theodore Roosevelt when he said:—

"If we stand idly by . . . if we shrink from hard contests where men must win at hazard of their lives and at risk of all they hold dear, then the bolder and stronger people will pass us by and will win for themselves the domination of the world."

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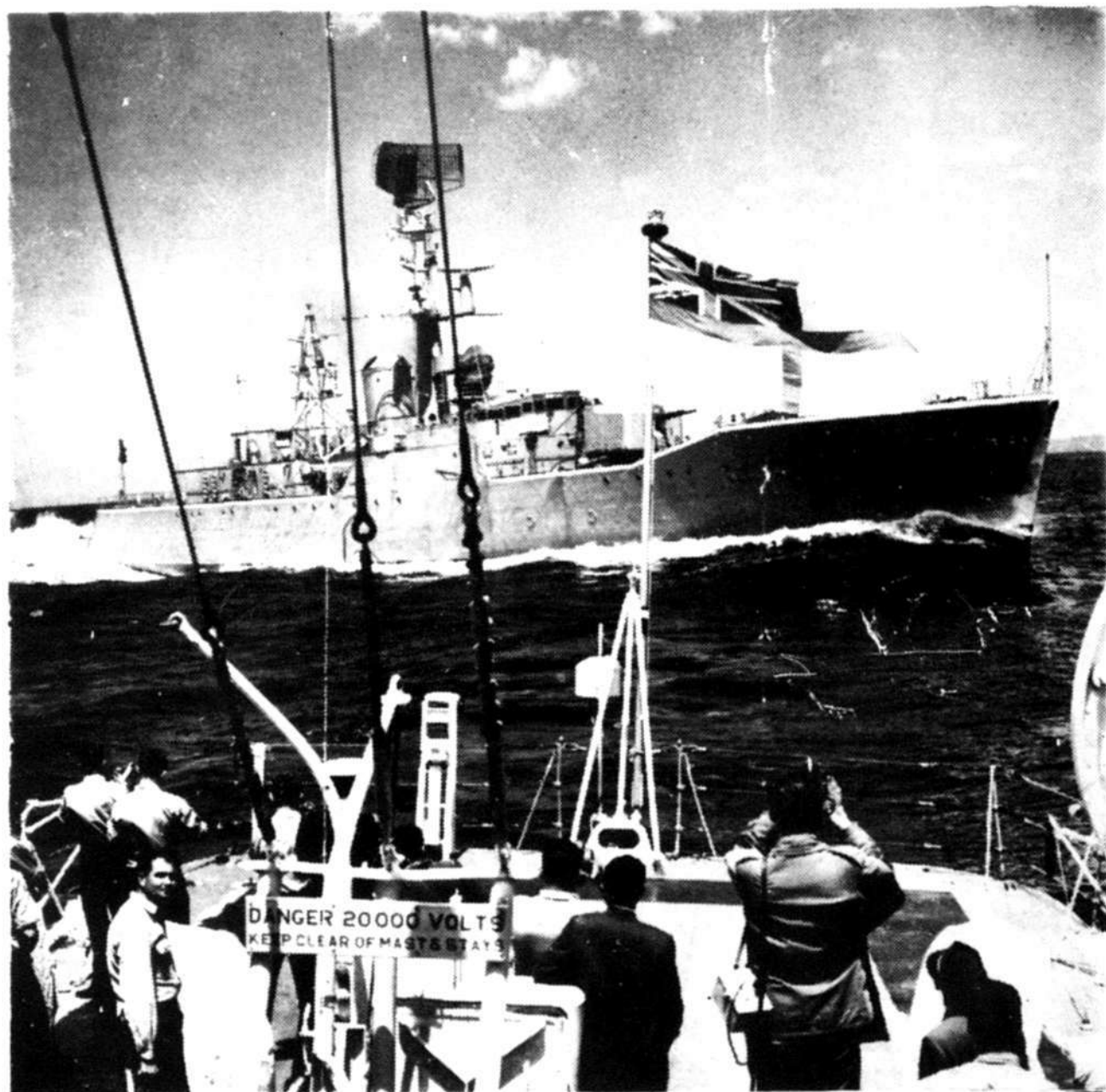
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NAVY LEAGUE MEMBERS VISIT SUBMARINE

By kind permission of Commander L. Olifent, D.S.C., R.N., the officer commanding the 4th Submarine Squadron, a most enjoyable and instructive tour of H.M.S. TABARD, was conducted by the officers and ship's company for the members of the Navy League on Sunday, the 21st April. Despite an unpleasant day, 77 of our members from as far afield as Wollongong and Newcastle had the unusual and exciting experience of being shown over the submarine by the men who actually man her. The obvious enthusiasm of the Commanding Officer, Lt. Commander Hankin, R.N., and his First Lieut., Lieut. Buchanan, R.N., with the many volunteers of the ship's company, made the visit a memorable one. The organisation was splendid, and assistance of the Sea Cadets from T.S. SYDNEY in guiding visitors to the rather "hard to find" jetty was much appreciated. Rear Admiral Showers and Mrs. Showers greeted the members, which gave a number of new Fellows and Associates their first opportunity to meet the State and Federal President and his wife. The success of this effort augurs well for future tours of this nature, and the President and Executive Committee desire to express, on behalf of the Navy League, their sincere thanks to the Officers and Ship's Company of the TABARD for their enthusiastic welcome to the Members.

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H.M.A.S. STUART COMMISSIONS

H.M.A.S. STUART the third modified Type 12 Frigate to be built in Australia for the Royal Australian Navy, was handed over and commissioned on the 27th and 28th June, respectively.

At the handing-over ceremony at sea off Sydney Heads, the Minister for the Navy, Senator J. G. Gorton, formally accepted STUART from Cockatoo Docks and Engineering Company Pty., Ltd.

The second ceremony — the actual commissioning of STUART — took place alongside Garden Island the following day.

Following the handing-over ceremony, the Minister for Navy, Senator Gorton, said that the total cost of STUART was approximately £7½ million.

He said STUART, DERWENT and the Charles F.

Adams-class destroyers being purchased for the R.A.N. would be fitted with "IKARA" guided missiles.

Sen. Gorton said "IKARA", which has been developed entirely in Australia with U.S. financial assistance, has been expensive to develop.

He said "IKARA" was still undergoing trials, and the actual delivery date of the missile would rely on the outcome of trial adjustments.

Chairman of Vickers Australia Pty. Ltd., Captain G. I. D. Hutcheson, C.B.E., R.A.N. (Rtd.), and Captain of the original STUART, who handed

over the ship on behalf of the builders, gave the following address:—

"It is a great pleasure for me, on behalf of Cockatoo Dockyard, to hand over H.M.A.S. STUART to the Minister for the Navy for service in the Royal Australian Navy.

"The occasion is tinged with sadness, as this will be the first occasion since the Company became associated with the Dockyard 30 years ago that a ship for the Navy has not been under construction.

"The building of this ship has proved to be one of the most complex and most important



Commander M. L. Moloney, R.A.N., Captain of H.M.A.S. STUART, with Senator J. G. Gorton, on the bridge of the ship after she was handed over.

tasks yet undertaken at Cockatoo, and the whole of the Dockyard takes great pride in the construction of this ship.

"Every department of the Yard has learned many lessons during its building, and we trust that the experience which we have gained will prove of value to Australia, and especially to the Navy.

"The fact that so many parts of the ship, especially the modern armament, have been made in Australia, is one to cause us all to feel great satisfaction.

"We hope that she will perform well in service and will live up to the standard set by previous ships built at Cockatoo.

"We all wish the best of good fortune to Commander Molony and to the officers of the ship's company of this, our latest ship, and all at Cockatoo will always follow her career with the greatest interest.

"Mr. Minister, I now ask you to formally accept this ship for service in the Royal Australian Navy."

THE ORIGINAL "STUART"

H.M.A.S. STUART was one of nine Destroyer Flotilla Leaders (Scott-class) built during 1917-19 under the British Government's Wartime Emergency Construction Programme. Four of them, SCOTT, BRUCE, DOUGLAS and MONTROSE were completed before the end of hostilities in November, 1918.

SCOTT was sunk by a German submarine off the Dutch coast on 15th August, 1918. The remainder, MACKAY, MALOM, CAMPBELL, KEPPEL and STUART were completed between December, 1918 and 1920. BRUCE was scrapped in the 30's, but all the others served in and survived World War II.

From commissioning, in December, 1918, until she finally paid off in May, 1933, most of STUART'S seagoing service with the Royal Navy was spent

on the Mediterranean Station as a unit of the 2nd Destroyer Flotilla.

In 1933, Admiralty transferred on loan (later made an outright gift), STUART and three "V"-class destroyers, VAMPIRE, VENDETTA and VOYAGER, and the "W"-class destroyer, WATERHEN. These five vessels, later to become famous as the "Scrap Iron Flotilla", formed the destroyer component of the Royal Australian Navy at the outbreak of World War II, in September, 1939.

They replaced the five "S"-class vessels, SWORDSMAN, SUCCESS, STALWART, TATTOO and TASMANIA, and the Flotilla Leader, ANZAC.

The Flotilla departed Chatham under the command of Captain A. C. Lilley, R.N. (in STUART) on 17th October, 1935, and, proceeding via Suez, reached Singapore on 28th November; Darwin on 7th December, and Sydney on 21st December, 1935.

Thereafter, until June, 1938, STUART was in commission on the Australia Station as a unit of H.M. Australian Squadron. She paid off into the Reserve on 1st June, 1938, re-commissioned on 29th December, 1938, but again paid off on 30th March, 1939.

STUART re-commissioned on 1st September, 1939, under the command of Commander H. M. L. Waller, R.A.N. (Commander "D") two days before the outbreak of World War II.

On 14th October, 1939, she sailed from Sydney en route for the Mediterranean via Singapore as Leader of the Australian Destroyer Flotilla, comprising STUART, VAMPIRE, VENDETTA, VOYAGER, WATERHEN. At Malta on 2nd Janu-

ary, 1940, the Australian ships formed the 19th Destroyer Division for service with the Mediterranean Fleet.

At this period of the War, British and French naval supremacy in the Mediterranean demanded only routine escort and patrol duties, interspersed by Fleet exercises.

Nevertheless, STUART and the other Australian destroyers were kept busy, and were almost constantly at sea for the first few months of their war service. On 27th May, 1940, the 19th Division (Australian Flotilla) and the 20th Division (DAINTY, DIAMOND, DECOY and DEFENDER) combined forces to form the 10th Destroyer Flotilla under Commander Waller's command.

On 10th June, 1940, Italy entered the War, and the collapse of French resistance followed a few days later. These events completely changed the Naval situation in the Mediterranean. Formerly, all coastlines were either Allied or neutral, and the Anglo-French Fleets were in undisputed command of the seas.

Now, all coasts except those of Egypt, Palestine and Cyprus in the East, Malta in the centre, and Gibraltar in the West were closed to the Royal Navy.

Moreover, the Allies had lost the support of the French Fleet, which had provided seven capital ships and 19 cruisers, and acquired a new enemy in Italy, with her menacing Naval potential. Her Fleet boasted five battleships, 25 cruisers, 90 destroyers and nearly 100 submarines.

It spelt the beginning of a long and bitter struggle for control of the Mediterranean. Firstly against the Italian Fleet and Air Force, neither of which proved the expected menace, and later against the much more formidable Luftwaffe, whose dive bombers took grievous toll of British warships before they were finally driven from the skies.

For more than a year the "Scrap Iron Flotilla" took part in the grim struggle for possession of the ancient sea route linking East and West.

STUART, in common with most of the Mediterranean Fleet destroyers in 1940-41, was almost constantly at sea, if not operating with the Fleet, then on the never-ceasing duty of escort and patrol. She took part in all the main campaigns — Western Desert, Greece, Crete, and Syria.

In the long, see-saw struggle in the Western Desert she served as a unit of the Inshore Squadron, giving support to the British armies ashore, including the supply and reinforcement of the beleaguered Australian garrison at Tobruk during the period June-July, 1941. She made 24 runs on the "Tobruk Ferry Service", at other times operating with heavy Fleet units she took part in several of the coastal bombardments of enemy strong-points in Libya, including the first shelling of Bardia in June, 1940.

In July, 1940, STUART led the 10th Flotilla at the Battle of Calabria, the first Fleet engagement in the Mediterranean since Nelson's time.

Nine months later, in March, 1941, she was present at and played a notable part in the Battle of Matapan, an engagement which ended in the decisive defeat of the enemy's fleet and a final shattering of any hopes the Italians may have had of challenging British Naval supremacy in the Mediterranean.

In March - April, 1941, STUART was engaged in the transport of troops from Egypt to Greece. Then, when German air power brought swift disaster in the Greek and Crete campaigns, she was called on to help in evacuating the English and Australian troops back to the safety of Egypt.

In these two operations nearly 70,000 troops were rescued, but

at a cost to the Royal Navy of four cruisers, eight destroyers, a mine-sweeper, and 29 small craft.

These were highlights of STUART'S part in the Mediterranean campaign, representing only a small portion of her constant comings and goings over that war-torn sea.

She took part in minor Fleet operations, and was particularly concerned with the safe passage of the many convoys East and West bound, including those sent to maintain the key strategic island of Malta.

Ever alert for the prowling submarine, she made nine attacks, and was rewarded when, after an all-night hunt in September, 1940, she damaged and forced to the surface the Italian submarine, GONDAR, and took her crew prisoner.

By mid-1941, the old destroyer was badly feeling the strain, and if she was to remain in service, an extensive refit had become imperative. She had survived more than 50 air attacks, and was trembling in every rivet.

On July 25-26, 1941, she made a final run to Tobruk, and barely limped back to Alexandria. On 22nd August, with her port engine out of commission, she sailed for Australia. Steaming on one engine, she reached Fremantle on 16th September, and Melbourne on 27th September, where a long refit was begun, which kept her in dockyard hands until April, 1942.

In April, 1942, under the command of Commander S. H. K. Spurgeon, she began a period of escort duty. At first her operations were confined mainly to the Australian coast, but in October, 1942, she began escorting convoys between Queensland ports and New Guinea.

In March, 1943, she returned to Australian coastal duty, and remained in home waters until the close of the year.

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In March/April, 1944, she was converted to a store and troop-carrying vessel, and in this humbler role continued to give useful service in the New Guinea and Australian waters until January, 1946. In February, 1946, STUART passed through Sydney Heads as a sea-going vessel for the last time.

Since commissioning for War service in September, 1939, she had steamed almost 250,000 miles, and had been more than 17,000 hours under way.

No men were lost in her through enemy action. Her Commanding Officers were:—

Commands:

1/9/1939 to October, 1941, Captain H. M. L. Waller, D.S.O. & Bar, R.A.N.

October, 1941, to 5/1/1942, Lt.-Cdr. R. C. Robinson, R.A.N.
22/1/1943, to 22/1/1943, Cdr. S. H. K. Spurgeon, D.S.O., R.A.N.

2/1/1943, to 29/1/1944, Cdr. N. A. MacKinnon, R.A.N.

29/1/1944, to 4/3/1944, Lieut. A. D. Black, R.A.N.

4/3/1944, to 8/8/1944, Lt.-Cdr. N. R. Read, R.A.N.

8/8/1944, to 1/11/1944, Lieut. T. R. Fenner, R.A.N.

1/11/1944, to end of hostilities, Lt.-Cdr. H. A. Litchfield, R.A.N.R.(S).

Disposal

Sold as scrap, 3rd February, 1947, and delivered to purchasers (T. Carr & Co. Ltd., Sydney) on 21st February, 1947, for breaking up.

**STUART's Official Battle
Honours read:**

Calabria	1940
Malta Convoys	1941
Greece	1941
Matapan	1941
Mediterranean	1940 to 1941
Libya	1940 to 1941
Crete	1941

THE BATTLE

On 7th July, 1940, STUART sailed with a force of battleships, cruisers and destroyers under the command of Admiral Sir Andrew Cunningham in WAR-SPITE, for a sweep, information having been received that there was a possibility of some of the Italian Navy really putting to sea.

The British ships that put to sea were divided into three forces to sweep various areas of the Mediterranean, rendezvous being arranged. STUART was attached to Force A.

In an endeavour to discourage our sweep, the Italians bombed Force A on 8th July at 1015, 1135, 1437, 1817 and 1845. On two other occasions during the day bombers were driven off by gunfire before they could drop their load. Forces B and C were similarly attacked throughout the day.

Force A joined the main Fleet at 0600 on 9th July, and, fairly definite air reconnaissance information having been received as to the enemy's whereabouts, an intercepting course was set, course being altered as necessary as the twists and turns of the Italians were reported by W/T from our "look-see" planes.

The details of the ships engaged on each side have not yet been published, so they cannot be set out in this chronicle. However, it can be said that the Italians had the advantage of tonnage, speed and nearness to their base. On each side were battleships, cruisers and destroyers.

The British Force, steaming at full speed, in battle trim, was a sight not even seen at Jutland. In the perfect visibility, blue sea and cloudless sky, the cruisers on the wing, and the destroyers in semi-circular formation screening in front of the battleships, made a picture no one who saw it can

OF CALABRIA

ever forget.

The cruisers, well ahead, sighted the enemy first, and steamed on to join battle. Meanwhile for the battleships and destroyers there had been several alterations in the screening force and in course, so as to be in the best position to engage the enemy.

A few flags would flutter up to the flagship's yardarm and answering pennants to the yard-arms of the other ships (showing they understood the signal).

Then, in unison, down would come the flagship's signal and the answering pennants, and, as if directed by a magician's wand, over all helms would go together, and the Fleet would alter course like so many well drilled soldiers, the destroyers leaning over with the sea creaming from their bows under the impetus of their speed and helm, the battleships, more ponderous, but not the less spectacular, moving more slowly around in their restricted circle to take up their new course.

At 1601 our cruisers were under fire from the numerous enemy cruisers ahead of the enemy battlefleet, and our cruisers soon opened fire in reply.

The Commander-in-Chief ordered destroyers to counter-attack the enemy flotillas; speed was increased to 30 knots, and the division turned at 1604.

Thus, in the actual battle approach, STUART was in the van, the valiant 22-year-old warrior easily keeping the high speed ordered.

The other Australian destroyers had been ordered to screen the aircraft carrier EAGLE, so that STUART was the only Australian destroyer to be in the forefront of the battle.

And now everyone was firing. On the horizon the enemy was frantically trying to get to its

base, their cruisers trying to keep our force off whilst their battleships escaped, the destroyers weaving in and out, laying a smoke screen.

On the starboard wing of our force the British cruisers were churning up the ocean at top speed, belching flame and smoke as they fired rapid salvos.

Further back were our destroyers, line after line of them, in perfect formation (open order owing to air attacks), shuddering under the speed and firing every gun that would bear.

Behind, the majestic battleships, imperturbable, their grey bulk hidden every now and then in flame and dark yellow smoke as their great guns sent huge projectiles across the miles that separated them from the enemy.

Last but by no means least came the EAGLE, whose planes had given such invaluable information in reconnoitring the enemy, and continued to do so throughout the action.

Overhead, enemy bombers were trying to wipe out any of the British ships they could, with no success.

The crash of main armament, the rattle of close-range weapons, the sharp crack of larger A.A. pieces, the tower of spray as enemy shell fell around WAR-SPITE and the battleships, acrid fumes of cordite, blast of flame on firing, and the trembling of the ship under high speed, made a picture that can never be reproduced on canvas or celluloid.

Only the eye that saw it and the mind that recorded it can encompass it.

At 1605 STUART and her division of destroyers came under heavy fire from an enemy cruiser, but all salvos were just short or just over.

At 1607 an enemy destroyer opened up on the division, but

only two salvos came near enough to be observed. One fell 100 yards short, and one 100 yards over STUART, and were apparently H.E., as they exploded on impact with the water.

At 1610 the tracks of six torpedoes were seen, but they passed harmlessly through the destroyer division next to STUART.

Several enemy destroyers now appeared from the smoke screen ahead of the enemy battlefleet, and, turning at 1616, fire was opened at 1619, one shell of the STUART's first salvo appearing to hit the second enemy destroyer from the left.

Thereafter there were several alterations of course until 1630, when enemy destroyers were dodging in and out of the smoke, being spasmodically engaged by our flotillas for a few salvos at a time until 1640, when the enemy were enveloped in their smoke screen, and fire was finally ceased.

At 1657 orders to retire were received from the Commander-in-Chief, STUART having fired 67 rounds.

Several bombs were seen to fall during the early part of the action, but the really intensive attacks were developed during the general retirement. From 1650 to 1920 there was no let-up whatever.

EAGLE appeared to be the favourite target, but sufficient fell around STUART and her division to keep them zig-zagging fairly constantly over the period whilst the destroyer flotillas were rejoining the battlefleet, and aircraft were engaged by STUART's H.A. gun several times.

British losses and casualties in the action were nil; the Italians had one battleship hit and damaged (months afterwards photographs of the damage were smuggled out of Italy and published in the British Press), and one destroyer sunk.

THE NAVY WILL SIMULATE DIVES TO 1,000 FEET

(From the "NEW SCIENTIST")

In to-day's circumstances, so large a part of Naval operations have to be done under water that the work of developing equipment for use at great depths, of devising techniques for employing this equipment, and of observing it in use is leading to a marked expansion in the Navy's provision for research into such matters. A descent has already been made by British Naval divers to a depth of 600 feet. In service, they may have to go deeper. Plans are now being made for testing divers at pressures equal to those at 1000 feet and more in sea water at varying temperatures — such as would occur in tropical or Arctic seas.

For this purpose, a system of pressure chambers is being constructed at the Royal Naval Phys-

iological Laboratory at Alverstoke, Hampshire, for the joint use of the Laboratory and the Admiralty's Experimental Diving Unit. The main diving chamber is a big steel cylinder, 20-ft. high and 10-ft. diameter, with walls 2½-ins. thick. Attached to the diving chamber on one side is an airlock for the entry and exit of men and equipment. On the opposite side is mounted a large compression chamber for de-compressing the divers. This chamber also has an airlock through which men and apparatus can be passed under pressure. Windows are provided in each chamber for observation, photography, external lighting and closed-circuit television.

In the main diving chamber there will be a movable platform

to serve as a lift, worked by compressed air. The subject will put on his equipment in comfort on this platform, and will then be lowered into the 10-12-ft. of sea water in which he is to make his dive. The modern Naval diver has no diving suit or clumsy helmet. He descends either as an aqualung swimmer does, taking his own gas supply in small cylinders with him, or drawing his supply of breathing mixture from a tube descending from a chamber in which he is lowered from the mother ship.

While carrying out experiments in the diving tank, the diver will be in communication with the surface. All the chamber controls, including lighting and communications, are brought to a console, where pro-

(Continued on page 10)

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"BENDS" EXERCISE



Surgeon Rear-Admiral L. Lockwood with Surgeon Lieutenant-Commander R. Gray and "patient" in the compression chamber at H.M.A.S. RUSHCUTTER during a recent inspection of the "School for Underwater Medicine." During the inspection a member of the school simulated an attack of "Divers' Bends." The compression chamber has never been used to treat any Navy personnel, but several civilians have been placed in it after getting attacks of the bends.

NAVY TO SIMULATE DIVES

(Continued from page 8)

vision is made to pressurise any one or all of the chambers at any desired rate. The pressure at a depth of 1000 feet is about 450 psi, and the diver can be "lowered" to that pressure in the tank at rates comparable with those that would be used when, for example, taking down cables or air lines to a sunken submarine.

Around this piece of test apparatus a building will be erected. Work has already begun, and is due to be finished in August. After acceptance tests it should be ready for use on the research and development programme in September.

The ground floor will house much of the operating plant, which includes a bank of 60 cylinders, each holding 9.1 cu. ft. of air at 4000 psi. From these storage cylinders, air will be admitted to the unflooded part of the chamber to raise the pressure and so produce the necessary condition of pressure in the water below. Other equipment includes a heat-exchanger for temperature control and a filtration system designed to a most stringent specification. For instance, visibility for observation

reasons is of special importance, and the filtering must ensure that the light transmission loss shall not exceed 10 per cent per metre.

Heat control, too, is quite demanding. The provision is that the temperature of the water can be reduced from 20° to 0°C in the course of 24 hours. As the water content of the cylinder is 6000 gallons, this makes the process one of fairly high efficiency.

In constructing the building to house the chamber, the contractors are taking care to give the cylinder itself a firm bed. The base of it is being sunk a little below ground level and set on foundations going down 40 feet into the Solent gravel. The main steel cylinder empty weighs 25 tons; with 6000 gallons of water the total weight will be nearly 58 tons.

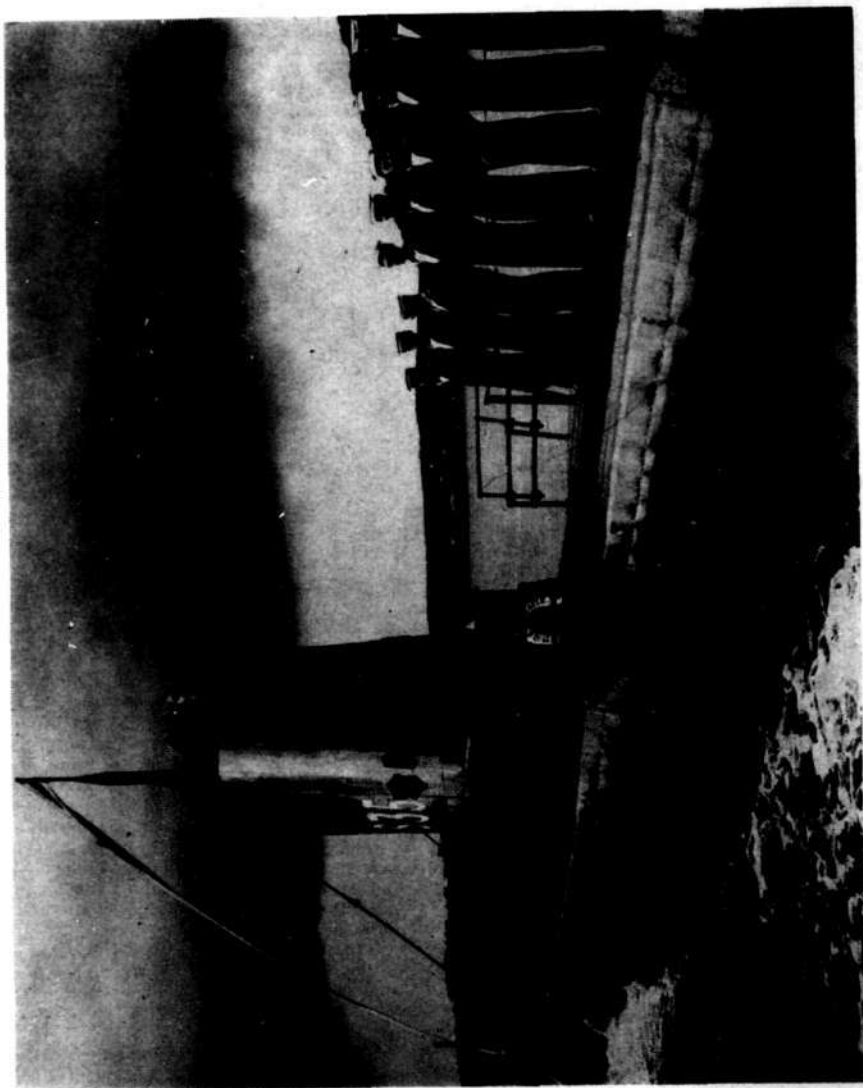
Apart from what might be called tactical and technical development to which work in this chamber should contribute — matters of equipment and methods of using it to best advantage — the purely scientific aspects of diving should benefit from work that will soon become possible. The laboratory at Alverstoke has long been undertaking

dry tests. It is at present being provided with a chamber which can also be flooded, if required. Tests can be done dry under pressures corresponding to those in water at prescribed depths, and can generally be trusted to give a guide to what can be achieved in the water. This has been proved in sea tests of the laboratory's conclusions on many occasions. Now the means are to be provided for doing the wet tests on the spot and actually in sea water, a source of extra confidence for the divers.

The type of problem involved in this research is by now well known. The danger of nitrogen narcosis is greatly lessened by replacing this gas in the breathing mixture by helium. It is believed that helium poses no serious narcosis problems until depths of over 1000 feet are reached. Helium does, however, introduce its own decompression problems (bends), and research work on this subject is progressing. The partial pressure of oxygen in the mixture also must be reduced, in order that there is no danger of oxygen poisoning.

Those and other matters associated with the behaviour of the body at greater depths are the continuing concern of the laboratory, under its superintendent, Dr. H. J. Taylor, and the new chamber, undoubtedly the finest of its kind in the world, will facilitate the work. When it is finished, it will have cost nearly £100,000. The civil engineers in charge of the project are Hubbard & Settrington, of London, and the compression cylinders are being made from a special steel by Daniel Adamson & Co., Dukinfield, Cheshire.

Right:
H.M.S. TAPIR sails for U.K.
to be paid off.



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THE NIGHT THAT MADE KIWI FAMOUS

Twenty years after the night that made her famous, H.M.N.Z.S. KIWI has been declared surplus by the Royal New Zealand Navy.

The Minister for Defence, Mr. Eyre, has announced that the ship, which has been in reserve for six years, has no future training value, and will be sold.

His statement recalls one of New Zealand's most unusual Naval actions. It was less a battle than a brawl fought at night against odds with Elizabethan gusto, and, by all accounts, to the accompaniment of Elizabethan language.

Everything about the participants was robust. The two ships, for example: the 600-ton corvettes, KIWI and MOA. Ordered before the war with a third, TUI, they were built in Scotland, and arrived in New Zealand in 1942.

With the Japanese sweeping down the Pacific, the Navy was pressing a mixed bag of coasters and trawlers into service as mine-sweepers.

The three ships joined the famous 25th Minesweeping Flotilla, and ended in the embattled Solomon Islands. They were popular ships, chunky and far from handsome, but they had room, and they were sturdily built.

The robustness extended to their commanding officers. Lieutenant-Commander Gordon Bridson, of KIWI, was a large Aucklander and a former swimming champion. Lieutenant-Commander Peter Phipps, of MOA, was a substantial South Islander who had been one of the earliest members of the Volunteer Reserve.

Both men had commanded ships on Channel convoys in the United Kingdom during the dangerous days of 1940 and 1941.

At the beginning of 1943, one of the decisive battles of the Pacific war was being fought on and around the humid island of Guadalcanal.

The Americans were slowly expanding an invasion beach-head on the island; the Japanese were desperately trying to run in reinforcements by fast destroyer or submarine.

One of these submarines was the I-1. On the night of 29-30 January, she was off the north-west end of Guadalcanal. So were KIWI and MOA.

On paper, it was a particularly even battle. The submarine was longer than the two ships combined. She displaced more than they did together. Her 5.5" gun could fire a shell heavier than the combined weights of the ships' single 4" guns.

Shortly after 9 p.m., Able Seaman E. McVinnie, in KIWI, picked up a submarine on Asdic. The ship dropped a pattern of six depth charges, turned, lost contact, regained it, and attacked again.

The attack damaged the submarine's electric motors. She surfaced and, faster than either of the two ships, made off into the darkness.

KIWI and MOA followed, firing star-shell to illuminate, and high explosive to damage. Hit by MOA, the submarine returned the fire.

One of I-1's twists brought her beams on to KIWI. The little ship raced in to ram, hit hard and rode high up on the hull, throwing off barges and startled

soldiers. KIWI used full power to pull clear, and with MOA helpfully illuminating, rammed twice more.

The third time she rode well up on the submarine, and lay there, listing, while fuel from I-1's ruptured pipes gushed up over her, and every member of her ship's company who could find something to fire, attacked the decks below.

During these attacks, I-1 was illuminated by KIWI's searchlight. Manning it was Leading Signalman C. H. Buchanan. He had been wounded, but he told no one. He manned the light to the end of the action, and died of his wounds two days later.

The ramming had damaged KIWI's bow. Incredibly, the submarine could still move. MOA took over, hammering her with gun fire until she went ashore on a reef and became a total loss.

Where are major actors today, 20 years after the battle?

- MOA did not survive the war. Less than two months later, on 7th April, she was sunk by air attack at Tulagi.

- Lieut.-Commander Bridson is a farmer near Cambridge. Two of his children were subsequently christened, Naval fashion, in Kiwi's upturned bell.

- Lieut.-Commander Phipps is now a Rear-Admiral. He is Chief of the New Zealand Naval Staff and First Naval Member of the New Zealand Naval Board.

- And KIWI, honourably overtaken by events she had a large part in shaping, is due to retire from the Navy.



Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C., Commander-in-Chief Far East Forces, embarking with 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 Lady Begg for a tour of Sydney Harbour.

JULY, 1963

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Readers of "The Navy" are invited to write in expressing their views on nautical affairs of general interest.

U.S. GIFT TO SEA CADETS

A 30-volume set of American Encyclopedia was presented to T.S. TOBRUK during the recent Coral Sea celebrations in Newcastle.

The gift was made by the Captain of U.S.S. SOMERS, Commander Vincent Maynard, Jr., to Lieutenant V. C. Williams, the Commanding Officer of TOBRUK at a special ceremony.

The ceremony, which took place in U.S.S. SOMERS, was televised by the local station.

The presentation of the volumes was for the services rendered by the Sea Cadets during the U.S. ship's stay in Newcastle.

The gift, which was accepted by Cadet R./Snn. Paul Foot on behalf of TOBRUK'S ships company, will make a good start towards a library at that Establishment.

Letter of Praise

The following letter of praise

was also received from the Australian-American secretary, Miss Marion C. Reid:—
"Dear Lieutenant Williams,

Will you please convey our thanks to the two Sea Cadets who performed their duties so excellently at the Commemoration Ceremony on Thursday.

I assure you they were a credit to T.S. TOBRUK. We thank you for your co-operation on this.

One remaining last remark must be in the way of thanks to all personnel who took part, and especially Commander G. Kable, R.A.N., the Senior Naval Officer at the Air Support Unit at R.A.A.F. Station, Williamtown, near Newcastle.

TOBRUK certainly had its share of tasks during the cele-

brations, and, most of all, they were achieved successfully.

On Monday, April 29, U.S.S. SOMERS arrived at Merewether Street Wharf, and our berthing party, under Petty Officer W. Hancock, "tied" her up efficiently.

The next day H.M.A.S. HAWK and SNIPE arrived at King's Wharf, and was attended by a berthing party led by Petty Officer Instructor R. Palmer.

On Wednesday, May 1, U.S.S. SOMERS and H.M.A.S. HAWK and SNIPE were laid open for inspection, and 52 members of T.S. TOBRUK, including two officers, attended.

The following day saw an impressive Coral Sea ceremony held at the Cenotaph outside the Post Office.

The guest of honour was Admiral J. Sides, Admiral Commanding the U.S. Pacific Fleet.

PAPUAN-NEW GUINEA GUARD FOR GOVERNOR-GENERAL

The Royal Australian Naval Base at Manus Island provided a guard of Papua-New Guinea sailors for the Governor-General when he opened the Mt. Hagen Show in New Guinea on Saturday, 18th of May.

The guard of 21 ratings included Petty Officer Kamonabi, who was the first rating to join the Papua-New Guinea Division when it was formed by the R.A.N. in 1951.

The Naval guard commander was Lieutenant P. D. Rouse, R.A.N., of Brisbane, who is serving at Manus as Officer-in-Charge of the Papua-New Guinea Division.

Lieutenant Rouse commanded the small Naval vessel transporting the guard the 200 miles from Manus to Madang.

Planned Harbour Tour For September

It is intended to arrange a short tour of the Harbour, followed by a visit to T.S. SYDNEY at Snapper Island, where the actual work carried out by Sea Cadets may be seen. The tentative arrangements so far envisaged are that members would be embarked at Man-o'-War Steps (if practicable) and cruise up the Harbour, disembarking at Snapper Island. The Cadets

would then conduct the members over the Island. Afternoon tea would be served, and members would then be landed at Man-o'-War Steps. These arrangements are tentative at present, but planning is in an advanced stage, and the proposed date is Sunday, 22nd September. Further information will, of course, be printed in "The Navy" as soon as available.

TROPHY FOR NAVY

"CHOPPER" SQUADRON

The Fleet Air Arm's coveted annual award, the Collins Trophy, has been won by a squadron with an essential role in preparing pilots for the R.A.N.'s new helicopter force.

The Minister for the Navy, Senator Gorton, said that No. 723 Sycamore helicopter training squadron had been awarded the trophy. This squadron has the task of converting pilots from fixed-wing to rotary aircraft.

Senator Gorton said all Fleet Air Arm squadrons, both front-line and training units, had put up remarkably good performances.

However, it had been decided

to make the award to 723 Sycamore Squadron because of its high standard of efficiency. Also, its outstanding achievement in meeting the heavy demand of pilot conversions had permitted the helicopter training programme to proceed on schedule.

The Navy's front-line squadrons at present comprise Gannet anti-submarine aircraft and Venom jet fighters. Emphasis is currently being placed on rotary wing flying, with the purchase of 27 Westland Wessex anti-submarine helicopters from Britain.

The first front-line anti-submarine helicopter squadron will be formed in July.

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Officer for Guided Missile Destroyers

The first officer to begin training for Australia's new guided-missile destroyers will leave for the United States next month.

The departure of the officer will mark the start of a comprehensive training programme in preparation for the R.A.N.'s first two CHARLES F. ADAMS destroyers.

The first guided-missile destroyer is due to commission in the United States in June, 1965, and the second in December of the same year. After commissioning, the ships will spend some time "working up" in the United States.

The officer leaving is an electrical specialist, Lieutenant J. W. Cousins, of H.M.A.S. HARMAN, in Canberra. By the end of the year, there would be four officers and two ratings undergoing courses in America. Others would follow periodically during 1964, and a group of 200 would arrive in the United States in April, 1965. Each destroyer would have a crew of 332 officers and men, and they would all be in America two months before their ships were due to commission.

The special training courses in America will cover the operation and maintenance of the highly complex equipment in the destroyers, including the missile system.

Some Australian personnel will go to sea in United States Navy guided-missile destroyers for "on the job" training.

New Officer Training Scheme

The Royal Australian Navy is introducing a system of short service commissions in order to meet increased requirements for seamen officers.

The Minister for the Navy, Senator Gorton, said that under the new scheme young men would obtain commissions after two years' training, and then serve as officers in the Seaman Specialisation for a minimum of seven years.

He said this new officer training programme was designed to provide extra officers to meet the R.A.N.'s growing commitments.

In particular, the officers were required for the increasing number of smaller ships.

The new scheme will be open to young men aged between 17 and 23 with a Leaving Certificate standard of education.

Applications for the first entry will close on November 1, and about 30 officers will begin their training next January.

They will enter the Navy as Midshipmen, and will spend their first year at the R.A.N.'s shore training establishment in Victoria, H.M.A.S. CERBERUS.

Navy's Newest Helicopter

The Navy's newest helicopter, the Westland "Scout", made its first public appearance when it was demonstrated in Canberra recently.

The two "Scouts" obtained for the Royal Australian Navy flew to Canberra from the Naval Air Station at Nowra, where they have been assembled after delivery from Britain.

The British High Commissioner, Sir William Oliver, the Minister for Supply, Mr. Allen Fairhall, and the Chief of the Naval Staff, Vice-Admiral W. H. Harrington, were among a group of Departmental and Service officials who watched a demonstration at the Fairburn R.A.A.F. Base in Canberra.

One of the turbine-powered

Their second year in training will be in ships of the Fleet, and they will then become Acting Sub-Lieutenants, with subsequent further promotion.

Selected officers will be able to extend their short service commissions in four year periods, and in certain exceptional circumstances, permanent commissions may be granted.

Senator Gorton said that officers entered under the new scheme would be employed initially as Seaman Officers in Fleet ships and surveying vessels.

Further training in diving, minesweeping, action information, navigation, hydrographic surveying, and other specialised fields would progressively increase their scope of appointments.

He said it was intended to enter about 30 short-service officers each year.

The scheme will augment the flow of Midshipmen from the Royal Australian Naval College.

The College at Jervis Bay produces up to 40 Midshipmen each year.

helicopters was put through its paces by the Westland Aircraft Company's deputy-chief test pilot, Mr. R. Gellatly. In addition to showing its speed and manoeuvrability, the helicopter demonstrated its ability to handle a sizeable payload. It lifted three 44-gallon drums filled with water, comprising a total weight of 1500-lbs.

Officials were given flights in the Navy "Scouts". Among those at the demonstration was Commander John Osborn, R.A.N., the Director of Naval Recruiting, who has a special interest in the machines. He is the Captain-elect of the new R.A.N. survey ship, H.M.A.S. MORESBY, from which the "Scouts" will operate.

THE NAVY

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* These trade names identify alloys of copper, silicon and manganese (silicon bronzes), and are registered by their owners . . .

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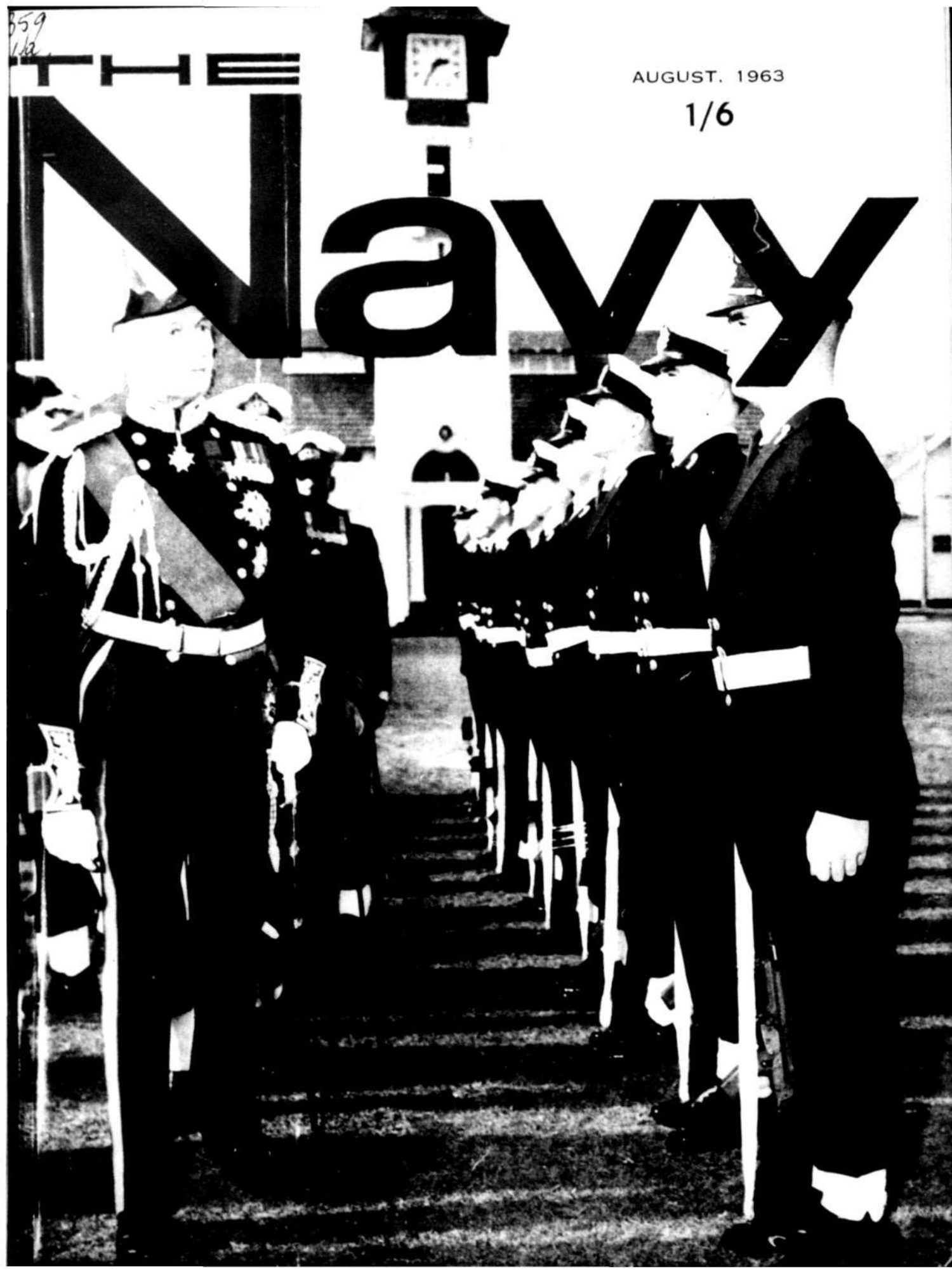
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THE NAVY

Vol. 26

AUGUST, 1963

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AUGUST, 1963

R.A.N.C. JUBILEE GRADUATION

Governor-General's Address

"Moral factors of war unchanged since the days of Drake and Nelson."

The Governor-General (Viscount De L'Isle, V.C., P.C., G.C.M.G., K.St.J.), told midshipmen that the art of war grows more and more complicated, but the moral factor remains as it was in the days of Drake and Nelson.

The Governor-General said ships' companies must be led into battle and fleets manoeuvred by seamen.

Viscount De L'Isle was addressing a large gathering during the graduation and prize-giving ceremony of 26 midshipmen at the Royal Australian Naval

College at Jervis Bay on July 19.

The graduation ceremony was combined with celebrations marking the 50th anniversary of the Naval College.

Among guests at the graduation were seven retired Naval officers who were in the first entry into the temporary Naval College at Geelong in 1913.

They were Vice-Admiral Sir John Collins, K.B.E., C.B.; Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O.; Rear-Admiral H. A. Showers, C.B.E.; Captain E. S. Nurse; Lieut.-Commander

W. L. Reilly; Lieut.-Commander H. J. H. Thompson; Lieut.-Commander C. A. R. Sadleir.

Viscount De L'Isle gave the following address:—

"I am especially pleased to have been asked to the Royal Australian Naval College to-day to take the fine parade which we have all just attended, and now to distribute prizes to the successful contestants for these honours.

"This special sense of pleasure is derived from the fact that we are now in the Jubilee Year of the College.

"How splendid it is that the College is now once again, after several vicissitudes, so firmly established in Jervis Bay, the site chosen, after many hesitations, to be its permanent home.

"It is splendid, too, that there are here to-day seven officers from that 1913 entry. It must be a proud day for them, as it is for all of us who are privileged to share this great occasion with them.

SCARRED BY TWO DAMAGING WARS

"Had those present at the opening ceremony, performed on that first day of March 50 years ago by my predecessor, Lord Denman, only known it, the world — and the R.A.N. — stood on the brink of a cataclysmic half-century to be marked, or, rather, scarred by two of the bitterest and most damaging wars which the world has so far seen.

"But because of these events, the R.A.N. has been able to set the seal of great achievement in battle and sea service in war upon its history as an independent Naval Service.

"For the first 30 years or so of its existence, every Cadet who entered this College, and who maintained his health, vigour and professional capacity, must have taken part in either one World War or the other, or in both.

"The College, and those who serve it, may well be proud of its sons, and of their record.

"Every Cadet, on entering the Service, becomes the heir to the whole history and tradition of the Queen's Navy, and a trustee of that tradition as well.

"We live in an age of great and increasing specialisation, inevitable in a world of electronic science and nuclear power.

"No doubt each one of you will have to master one or more of those complicated techniques

by means of which a ship's security is maintained, her weapons fired or launched, and fleet communications assured.

"You must have begun to do so already.

"Indeed, for a Naval officer, this is no new thing. It is encouraging that somehow technical aptitudes seem to increase in proportion to the growth of technology.

LAST NAVAL BATTLE WILL COUNT

"But, on or under the sea, ship's companies must be led into battle and fleets manoeuvred by seamen.

"The art of war grows more and more complicated, but the moral factor remains as it was under Drake or Nelson.

"It is fairly easy to assess a Navy, or an Army, or an Air Force in terms of its numerical strength, fire-power and modernity.

QUEEN'S GOLD MEDALLIST

The Governor-General (Viscount De L'Isle) congratulates Ronald Maunder (20), of Tamworth, after presenting him with the Queen's Gold Medal at Jervis Bay.



THE NAVY



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AUGUST, 1963

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Midshipman C. Hopkins, of Perth, who was awarded the Governor-General's Cup for the best all round athlete, is congratulated by his sister, Allison.

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"It is less easy, but even more important, to measure its strength in terms of experience, leadership, military judgment, resolution and fighting ability.

"We may be sure that if the world is not dissolved in flames at the first crunch in the event of a conflict, which, pray God we may never see, then it will be the last battle, and perhaps the last Naval battle which will count.

"So, master your technology, become as proficient as you can in every new weapon system, and every new means of communication and detection, but never allow yourselves to be dazzled by the superiority in equipment which the other fellow may have, whether an ally or potential enemy.

"The Spanish Armada was a powerful, efficient, highly-trained and well-led invasion

fleet.

"By all the rules, it should have swept the Queen's ships off the seas. It very nearly did so. But not quite.

"There have been other similar, and more recent events, some of them too near home to be comfortable.

"The flame of that spirit which inspired the notable successes of the past and not less important overcame in the end disasters of great magnitude, will soon be yours to tend.

"Never take it for granted. Never let it grow dim. So tended, it will light you and your great Service through dark and difficult days, as it has lighted the seamen of the past.

"To those who are now about to leave the College and join the Fleet, I wish every success in the great career that lies before you."

GOVERNOR-GENERAL'S CUP



THE NAVY

R.A.N. COLLEGE CURRICULUM REVISED

The Captain of the R.A.N. College, Captain N. H. S. White, in his annual report given at the Jubilee Graduation ceremony at Jervis Bay on July 19, told of the many changes of policy in the future curriculum for Cadets.

Captain White said the emphasis of training has been shifted.

He said that it was hoped that from the first Term next year, the College, for the first time in many years, could look forward to a long period of academic stability.

The following is Captain White's report:—

"This Graduation marks the 50th anniversary of the founding of the Royal Australian Naval College.

"To-day we are honoured to have with us here some of the original 1913 entry of Cadets, an entry which numbered among its members several distinguished Admirals and many Captains.

"The 1913 entry included Admiral Sir John Collins, a former Chief of Naval Staff, Admiral Farncomb and Admiral Showers, all of whom commanded ships with conspicuous success during the last war. They are amongst our guests to-day.

"The 1913 entry also included the names of Getting and Burnett, names also perpetuated in Naval College history.

"Captain Getting died in action in H.M.A.S. CANBERRA, and Captain Burnett in H.M.A.S. SYDNEY.

"This year, 50 years after the founding of the Royal Australian Naval College, 26 graduating Cadets join the flagship MELBOURNE as Midshipmen on July 31.

"The last Graduation from the Royal Australian Naval Col-



Captain N. H. S. WHITE,
R.A.N.

lege took place in July of last year.

"My predecessor at that time spoke of the inspection of the College's academic facilities by a distinguished committee of educational authorities, under the chairmanship of Mr. Weeden.

"As a result of a report by those gentlemen, an Academic Standing Committee was formed to advise the Naval Board on educational policies as they might affect the Naval College, and also to assist us to overcome the tendency towards isolation from other academic institutions.

"Recommendations made by the Academic Standing Committee were forwarded to the Naval Board, and as a result of a directive from the Naval Board, the curriculum for the Cadets has been revised, and the emphasis of training has been shifted.

"A greater emphasis has been placed on the matriculation type of entry which will, provided we can get sufficient matriculation type candidates, result in the

grading phasing out of the 14½-16½ year old entry completely.

"This would mean that the training time at the College would become a standard 18 months, for everyone.

"Changes that have been made to the curriculum will include the sitting for the N.S.W. Matriculation exam by the Junior Entry at the end of their second year.

"This entails some re-arrangement of the Syllabus of the 1st and 2nd years, but has the advantage of gearing the College academic syllabus to a generally recognised examination and of equating the 2nd Year Junior Entry directly with at least some of the matriculants who will be joining them for their 3rd year.

"Another change that has been made is that the third year for the Juniors, and the first year for the Seniors, instead of being a split year with sea time included, is now to become a complete academic year, let us say at roughly first year University level, graduation academic exams taking place at the end of this year.

"Opportunity will be taken at this time to allow some Cadets to sit for the University of New England examinations in History and English, to obtain credits towards a degree.

"In order to fit in additional time for the study of Physics, Pure Maths, Applied Maths, and English, it has been found necessary to curtail cadets', officers', and masters' leave and to start the academic day earlier.

"It has also been found necessary to do away with two out of the six weekly dogwatch periods of organised sport.

"The final seven months of the College training up to



Aerial View of H.M.A.S. CRESWELL

Graduation, are to be devoted almost exclusively to professional subjects, and will include the 11 weeks' sea-time in the Training Ship.

ACADEMIC STABILITY

"It is to be hoped that as from the beginning of Term 1, 1964, the College, for the first time in many years, may be able to look forward to a long period of academic stability. It is not before time.

"It is unfortunate, though,

that so long as we continue to send our officers to do their electrical and engineering training in the United Kingdom, and so long as we continue to send our Executive and Supply Officers to Dartmouth, the matter of Academic Stability is to some extent, taken out of our hands.

"By this, I mean that whenever the Royal Navy might decide to change their standards or their system of training, then inevitably our own system of train-

ing and standards must be changed also to keep in step with a system that we are at present obliged to follow.

SPORT

"We have had our fair share of sporting wins along with a few losses.

"Areas of scrub are being cleared to make way for new sports fields. Steady progress has been made on new works.

"The fleet of sailing boats continues to increase in number. The practice of sailing improves.

"Out of the five sailing matches against recognised sailing authorities, only one match was lost.

"The New Zealand Naval Board, during the year, presented us with a most beautifully-finished catamaran, built by the Dockyard Apprentices in Auckland.

"Just before Christmas we took delivery of the yacht FRANKLIN — a Seamanship Training Craft.

"She is at present being refitted to make her more suitable for ocean racing."

MESSAGE FROM PRESIDENT KENNEDY

A personal message from the President of the United States, stressing the friendship of the people of America for the people of Australia, was delivered in Canberra on July 19 by the United States Ambassador, Mr. William C. Battle.

The message was timed to coincide with the twentieth anniversary of the commissioning of the United States warship, U.S.S. CANBERRA, the only American cruiser with the name of a foreign capital. The warship was named after the Australian national capital as a wartime tribute to Australia and to the R.A.N. cruiser, H.M.A.S. CANBERRA, sunk in action while serving with ships of the U.S.N.

The President's message was accepted on behalf of the Prime Minister by Senator Gorton, the Minister for the Navy and Assistant Minister for External Affairs. The city of Canberra was represented at the ceremony by Mr. W. I. Byrne, chairman of the A.C.T. Advisory Council.

President Kennedy's message said:—

I would like to take this opportunity, during the twentieth anniversary of the commissioning of the U.S.S. Canberra and the fiftieth year since the founding of the city of Canberra, to extend to the people of Australia, on behalf of the people of the United States, our warm feeling of friendship.

These bonds of partnership, strengthened when our two great countries joined together against the Axis Powers in World War II, prompted President Roosevelt to name a cruiser in memory of the gallant H.M.A.S. Canberra, lost together with U.S. warships during the combined action off Savo Island.

President Roosevelt's act serves to remind us all of the strong bonds of common purpose and lasting friendship between our

two freedom-loving countries.

The United States is ever thankful that the Commonwealth of Australia remains steadfastly by its side in meeting the challenge of our times."

Senator Gorton replied to the President's message on behalf of the Prime Minister, Sir Robert Menzies.

He said:—

I am glad to pass your message to the people of Australia, and more especially to the people of the national capital, Canberra. On their behalf, in particular, I know I can express the warmest congratulations and good wishes to U.S.S. Canberra and those who sail in her. We have most happy memories of her visit to Australia in 1960. She is for us not only a memorial to the Australians who fought and died alongside our American friends in time of war and a reminder of the enduring partnership of our two countries in

time of peace, but also a tangible indication of the close association which still continues between the navies of our countries.

The bonds of common purpose to which you refer are for us most real. We wish you to be assured that we shall not fail in our common duty to uphold the ideals of justice and liberty for which H.M.A.S. Canberra, your brave ship, and our peaceful capital city can serve as lasting symbols.

The Australian World War II cruiser, H.M.A.S. CANBERRA, was sunk by a Japanese force off Savo Island on August 9, 1942. Three American cruisers went down in the same engagement.

U.S.S. CANBERRA was built as a heavy cruiser twenty years ago, and served with distinction in the Second World War. She became one of the world's first guided missile cruisers when she was converted in 1956.

Diamantina in Bali

The R.A.N. frigate, H.M.A.S. DIAMANTINA, arrived in Indonesia on July 23 with medical supplies for victims of the Bali volcano.

DIAMANTINA, which is delivering the supplies for the Australian Red Cross, sailed into the Balinese port of Buleleng, where it was formally welcomed by a representative of the Indonesian Navy, Captain LeDarsio.

A ceremony was held at the nearby city of Singardja, to mark the handing over of the Australian medical supplies.

The cargo of medical stores was officially presented by the Australian Naval Attache in Djakarta, Capt. Neil McDonald. The supplies included some 3½ million vitamin tablets, various medical preparations, and honey and tinned milk.

The Police Commissioner, Mr. Otot Samsul Magrip, accepted the supplies on behalf of the Governor of Bali.

Officials and local dignitaries attended the ceremony, after which officers of DIAMANTINA were taken on a tour of an evacuation camp for victims of the volcano disaster. The Australians saw about 2800 homeless people in the camp awaiting re-settlement in other Indonesian islands.

That evening, the Australian sailors were entertained ashore with a display of Balinese dancing.

DIAMANTINA, under the command of Lieutenant-Commander R. B. Nunn, delivered the medical supplies to Bali during an oceanographic cruise in the Indian Ocean.

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Scholarships for Naval College

The R.A.N. is introducing a Scholarship Scheme for entry into the Royal Australian Naval College at Jervis Bay.

The Minister for the Navy, Senator Gorton, said that up to 15 Scholarships would be made available each year for young men interested in careers as Naval officers.

He said each Scholarship would be worth £100, and would be awarded on merit to boys undertaking their final year of matriculation. Applications for the first Scholarships would be called later this year.

The Scholarships were designed to encourage boys to stay at school to obtain their matriculation and so enter the Royal Australian Naval College under the Senior Entry Scheme.

Senator Gorton said the Scholarships were part of the Navy's plan to place greater emphasis on the Senior Entry Scheme into the Naval College at Jervis Bay. The Senior Entry is for young men with matriculation, while the other system of joining, the Junior Entry, is for boys aged 14½ - 16½. The Seniors spend only one year and eight months for the Juniors.

Sailor Wins Humane Society Medal

An Australian sailor has been awarded the Royal Humane Society's Bronze Medal for saving a shipmate who was in danger of drowning in shark-infested waters near Lord Howe Island.

The award was made to Able Seaman Harold Littler, aged 22, of North Bondi, N.S.W.

The rescue took place while the R.A.N. survey vessel, H.M.A.S. BARCOO, was working in the Lord Howe area towards the end of last year.

AUSTRALIAN CHARTS TO REPLACE ADMIRALTY CHARTS

The Hydrographer of the Royal Navy, Rear Admiral E. G. Irving, C.B., O.B.E., recently visited Australia to negotiate an agreement whereby Australian charts will gradually completely take the place of existing Admiralty Charts of Australian waters and eventually all the Admiralty Charts will be withdrawn.

Rear-Admiral Irving said the agreement would provide also for the printing of each other's charts in their own offices, and the payment of royalties to the office producing the charts.

This would reduce the burden of work, which had been the case when the Royal Navy, because of its world-wide coverage, often found it necessary to publish its own version of an Australian chart.

"The new arrangement was unique," he said, "and it had no parallel between other countries, and so had been possible only because of the close ties between the United Kingdom, Australia and New Zealand, and especially between the Hydrographic Offices."

This co-operation had been fostered in the past by the frequent exchange of Cartographic Officers.

The result would be closer standardisation and presentation of charts and from which each country would gain experience of technical methods.

-1 Nations

Continuing, Rear-Admiral Irving said this was the kind of co-operation which had always been encouraged by the International Hydrographic Bureau, of which Australia had recently become a full State Member.

There were now forty-one maritime nations who subscribed to this successful organisation.

The aim of the International

Hydrographic Bureau was to reach a common standard which would be understandable by all mariners. This would be achieved by the use of agreed symbols, thus surmounting all language barriers.

It was, of course, of great benefit to his office, which produced some 3500 charts covering the entire world.

Through the generosity and the encouragement of the Prince of Monaco, the grandfather of the present Prince, the International Hydrographic Bureau was established in its headquarters in Monaco in 1921, and a series of bathymetric charts of the oceans was published.

Subsequently, war editions of these charts were produced, and they are brought up to date by the combined efforts of State Members.

This long-sighted action paved the way for the recent upsurge in oceanographic research throughout the world.

Since Hydrographic Officers were traditionally collectors and publishers of information about the sea, it was natural that they should undertake similar work in the wider field of this important new science of the sea.

"The importance of oceanography cannot be overstressed, and it is very cheering to find from my discussions with your Hydrographer that the Royal Australian Navy is making such a big contribution in conjunction with the C.S.I.R.O. Division

of Fisheries and Oceanography," he said.

Ensuring Safety

"My discussions in Sydney have clearly shown me that you are faced with very similar problems to those with which I am faced, in providing up-to-date and comprehensive information for the world's shipping in coastal waters, as well as the need to ensure their safety on the open ocean, in which there are still unlimited numbers of undiscovered dangers.

"With the ever-increasing numbers of faster and larger vessels such as super-tankers with a draft of 50 feet or more, and now the even greater demand of the deep-diving nuclear submarine, or its commercial counterpart of the not-so-distant future, this task becomes even more formidable.

"My first visit to Australia begins and ends with the feeling of tremendous satisfaction at the hospitality and co-operation which has been extended to me, and I am more than confident that we will together meet the challenge and maintain the high traditions which our mutual forefathers set us," Rear-Admiral Irving concluded.

Indian Ocean Discovery

Upon his arrival in Sydney, Rear-Admiral Irving gave an example of the value of survey work.

He said that a South African Survey Ship, NATAL, had discovered an undersea mountain in the Indian Ocean on February 20, about 600 miles eastward of Durban.

The mountain, 12,000 feet in height, was only 60 feet below

the surface.

Rear-Admiral Irving considered that in a heavy swell the peak could damage the bottom of a ship drawing 50 feet of water.

Rear-Admiral Irving's release

on the discovery of the under sea mountain led to the discussion about the possible fate of the WARATAH, 53 years ago.

Bound for South Africa and carrying 200 passengers, WARATAH left Sydney on June 26,

1909.

On July 25 she sailed from Durban for Capetown, ran into heavy weather, and was not heard of after she communicated with a passing ship, the CLAN MACINTYRE.

Rear-Admiral Irving expressed the opinion that WARATAH could have struck an underwater peak similar to that found by the NATAL.

It was his view that discovery of the sea mountain by NATAL could lead to proof of a theory that the mid-Atlantic Ridge joined a ridge in the Indian Ocean known as the Carlsberg Ridge.

This might help to explain the treacherous currents which swept around the Cape of Good Hope.

Rear-Admiral Irving, who was accompanied by the Admiralty's Chief Civil Hydrographic Officer, Mr. L. Pascoe, was met by the Royal Australian Navy's Hydrographer, Captain A. H. Cooper.

Rear-Admiral Irving later proceeded to Canberra for official talks.

Tribute to Australia

Granting to Australia of further authority for charting and mapping of her own waters is recognition by the Admiralty of the efficiency of Hydrographic Service of the Royal Australian Navy.

In 1921 the Admiralty proposed to Australia that she should carry out all surveys, as Royal Navy surveying ships could not be spared for service in Australia.

However, British surveys were made for a few years further.

In 1925, H.M.A.S. MORESBY, Captain Edgell, R.N., who was later the Hydrographer of the Navy, arrived to commence the Great Barrier Reef survey. Vice-Admiral Sir John Edgell, as he became, died last November at the age of 82 years.

(Continued foot next page)

During and after the Second World War enormous impetus was given to surveying and charting in Australian waters, and in 1947 an agreement with the Admiralty recognised Australia as the charting authority for her own waters.

In Australia, hydrographic surveying is now mainly the responsibility of the Royal Australian Navy, and the sea-going survey personnel are members of the permanent Naval forces.

AUGUST, 1953

THE NAVY

Navy Forms "Hunter-Killer" Squadron

At a ceremony at the Naval Air Station at Nowra, N.S.W., on July 18, helicopters became a "Front Line" weapon in the Royal Australian Navy's anti-submarine arsenal.

A "Front Line" squadron of Westland Wessex anti-submarine helicopters was officially formed at the ceremony. It was the first time that the Australian Fleet Air Arm had commissioned a "Front Line" squadron in Australia, all other "Front Line" units having been commissioned in Britain.

The new unit, 817 Squadron, consists initially of 10 "hunt and kill" helicopters. Early this month, the squadron will embark in the flagship, H.M.A.S. MELBOURNE. After the new squadron has "worked-up", it will operate from the carrier with the Fleet Air Arm's Gannet anti-submarine aircraft.

The helicopter, combining speed and mobility, has emerged as one of the most effective weapons against the modern submarine. The all-weather Wessex, designed specially to detect and destroy submarines, will give greatly increased strength to the R.A.N.'s anti-submarine forces.

The new 817 Helicopter Squadron was officially formed when its commanding officer, Commander George Jude, read the commissioning warrant. The Squadron, which comprises some 150 officers and men, was reviewed by Rear-Admiral V. A. T. Smith, the Second Member of the Naval Board, who is a former Fleet Air Arm observer.

The ceremony ended with a march past, during which a formation of the anti-submarine helicopters flew overhead.



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Short Service Commissions In R.A.N.

The Royal Australian Navy is introducing a system of short service commissions, in order to meet increased requirements for seaman officers.

Under the new scheme, young men can obtain commissions after two years' training, and then serve as officers in the Seaman specialisation for a minimum of seven years.

This new officer training programme has been designed to provide extra officers to meet the R.A.N.'s growing commitments. In particular, the officers are required for the increasing number of smaller ships.

The new scheme will be open to young men aged between 17 and 23 with a Leaving Certificate standard of education. Applications for the first entry will close on November 1, and about 30 officers will begin their training next January.

They will enter the Navy as Midshipmen, and will spend their first year at the R.A.N.'s shore training establishment in Victoria, H.M.A.S. CERBERUS.

Their second year of training will be in ships of the Fleet, and they will then become Acting Sub-Lieutenants, with subsequent further promotion. Selected officers will be able to extend their short-service commissions by four year periods, and in certain exceptional circumstances, permanent commissions may be granted.

Officers entered under the new scheme will be employed initially as Seaman Officers in Fleet ships and surveying vessels.

Further training in diving, minesweeping, action information, navigation, hydrographic surveying and other specialised fields would progressively increase their scope of appointments.

It was intended to enter about 30 short-service officers each year.

PROMOTIONS FOR NAVAL OFFICERS

The R.A.N.'s half-yearly promotion list issued in Canberra contained the following:—

Promoted to Captain's rank: Acting-Captain Robert A. H. Millar, the Australian Defence representative in New Zealand; Commander Robert J. Scrivenor, the Commanding Officer of the Sydney shore establishment, H.M.A.S. RUSHCUTTER; Acting-Captain Peter J. A. Daish, the Fleet Technical Officer; Acting-Instructor-Captain Richard G. Fennessy, D.S.C., the Director of Naval Educational Services, at Navy Office in Canberra.

The eight new Commanders are:—

- Acting-Commander James Hume, R.A.N., of the Apprentice Training Establishment (H.M.A.S. NIKIMBA), who this month will become Director of Recruiting at Navy Office in Canberra;

- Acting-Commander Ian H. Nicholson, special duties with the Department of Defence in Canberra;

- Lieutenant-Commander Gordon E. Jervis, Deputy-Director of Aircraft Maintenance and Repair at Navy Office, Canberra;

- Acting-Commander John G. Yule, Executive Officer of H.M.A.S. PENGUIN;

- Lieutenant-Commander Daryl F. Lynam, who is in the United States on a technical mission;

- Acting-Commander Malcolm A. Clarke, Deputy-Director of Training, Navy Office, Canberra;

- Lieutenant-Commander William H. Money, of H.M.A.S. VOYAGER; and

- Acting-Commander Keith A. Gallasch, Secretary to the Fourth Naval Member, Navy Office, Canberra.

The following promotions from Third to Second Officer in the Women's Royal Australian Naval Service were also made:—

- Jacqueline A. Mullin, H.M.A.S. CERBERUS, of Whyalla, S.A.;

- Agnes R. K. Freeland, H.M.A.S. PENGUIN, of Arcadia Ridge, Queensland;

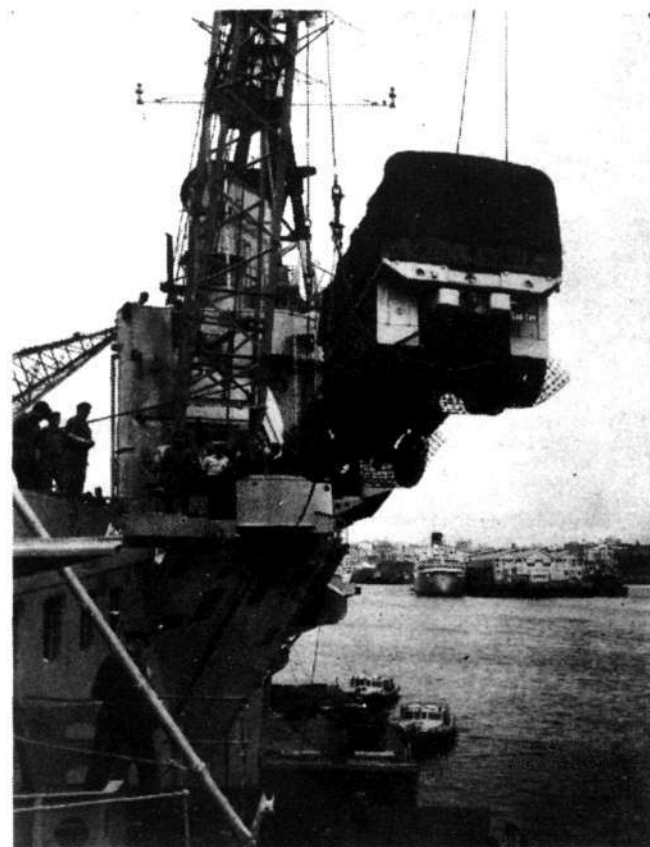
- Norma D. Uhlmann, H.M.A.S. HARMAN, of Kedron, Queensland; and

- Marie A. Bate, H.M.A.S. CERBERUS, of Parkdale, Vic.

In the Royal Australian Naval Reserve, Surgeon-Commander Graeme L. Grove, of Melbourne, has been appointed to Surgeon-Captain. R.A.N.R. Lieutenants promoted to Lieutenant-Commander are Alexander J. Lyons (Sydney), Charles J. Howell (Hobart), Leslie F. Coy (Fremantle), James T. Ferguson (Brisbane), and John B. Dudley (Port Melbourne).

Royal Australian Naval Volunteer Reserve promotions are Surgeon-Commander Allan G. Campbell, D.S.O., of Port Adelaide, promoted to Surgeon-Captain, and Lieutenant Eric K. Sholl, of Fremantle, promoted to Lieutenant-Commander.

H.M.A.S. "Sydney" Loads Army Trucks In Trial In Sydney Harbour



H.M.A.S. SYDNEY will carry out full-scale loading and unloading of army equipment late in August. The exercises will be carried out in Hervey Bay.

THE NAVY LEAGUE OF AUSTRALIA — N.S.W. Division HARBOUR CRUISE AND VISIT TO T.S. SYDNEY

Arrangements for this function are now complete, and it is requested that you will let the Secretary know whether or not you will be attending. The boats will leave from the jetty under the Southern Pylon of the Harbour Bridge (Dawes Point), at 2 p.m., on Sunday, September 22. It is expected that passengers will be disembarked at about 5 p.m.

It would be appreciated if you could inform the Secretary by Tuesday, September 16, in order that adequate catering arrangements may be made for afternoon tea.

Box 1719

Telephone Nos.: 29-6531, 41-4218.

A. A. ANDREWS, Secretary.

R.A.N. TO SWEEP WARTIME MINEFIELD

Australia's new mine-sweeping squadron is to be used to clear a wartime minefield off the south coast of Bougainville.

Details of the first mine-sweeping operation in Australian territorial waters for 16 years were announced recently.

The six ships of the R.A.N.'s 16th Mine-sweeping Squadron will undertake the operation in October. The ships will clear a channel into Tonolei Harbour. United States aircraft dropped about 150 mines in this area in 1943.

The clearing of a safe passage for merchant vessels will enable the Department of Territories to call tenders for the extensive stands of timber in the area.

The operation will also provide valuable practical experience for the Australian Mine-sweeping Squadron, which was formed at the end of last year.

The mine-sweepers will sweep an area about five and a half miles long by half a mile wide. The mines to be cleared were of a magnetic variety, laid on the ocean floor.

The mine-sweepers will have to make a number of sweeps over the area, because the mines were carrying "ship count" devices designed to trigger them after the passage of a set number of ships. However, after 20 years, it was likely that most of the mines would have ceased to be dangerous.

With the six ships of the Squadron working together, the sweeping task would take only a few days. The R.A.N. replenishment tanker, H.M.A.S. SUPPLY, would accompany the mine-sweepers to act as support vessel.

All minefields in regular shipping channels were swept in the immediate post-war years. However, the Tonolei Harbour area was not cleared, because there was no shipping requirement, and the necessary sweeping

equipment was not available at the time.

While in the New Guinea area, ships of the Mine-sweeping Squadron will also wire-sweep the approaches to Cheshunt Bay, on the south of New Guinea.

This was a hydrographic check wire-sweep to ensure that no coral peaks of danger to shipping existed in this area. The R.A.N. recently surveyed the

Cheshunt Bay approaches, but conventional methods did not always reveal the presence of very narrow outcrops of rock rising from the seabed. In order that the approaches could be guaranteed safe for vessels of more than 20-ft. draught, the mine-sweepers would investigate the area with their sweep wires adjusted to this depth.

R.A.N. RESEARCH IN TWO OCEANS

The Royal Australian Navy has undertaken two oceanographic cruises of importance to the fishery industries on the east and west coasts of Australia.

Two R.A.N. training-oceanography frigates, with teams of C.S.I.R.O. scientists, will carry out the research.

H.M.A.S. DIAMANTINA is working in the Indian Ocean, while H.M.A.S. GASCOYNE has an oceanographic programme in the Pacific.

The crayfish industry in Western Australia, and the tuna industry off the east coast, should benefit from the scientific research.

In the Indian Ocean, DIAMANTINA (Lieutenant-Commander R. B. Nunn, R.A.N.) would be responsible for the last of six seasonal biological cruises, investigating changing water fertility at different times of the year.

This research has already shown that there were periods when the water was quite rich in its ability to support fish life, while at other times it was very poor. This knowledge could be significant in forecasting the movement of crayfish.

Furthermore, the seasonal cruises

had revealed the presence of an eddy at about 25 degrees south. This would be investigated at a later stage, because it could be a factor in determining the distribution of crayfish.

DIAMANTINA would call at Singapore during the oceanographic cruise, and was due back in Fremantle on the 9th of August.

The GASCOYNE'S extensive programme in the Pacific had many scientific objectives, and in particular the investigation of aspects important to the tuna industry.

In addition to the C.S.I.R.O. scientists, a professional fisherman, Mr. George Switzer, of Eden, N.S.W., was being taken along by the C.S.I.R.O. as a "tuna spotter".

GASCOYNE (Lieut.-Commander R. J. Rust, R.A.N.) would be continuing investigations into the existence and position of sea water with similar properties to that found off the N.S.W. coast in the tuna season.

During her Pacific research programme, GASCOYNE will call at Auckland (July 15-17), Pago Pago (July 29-31) and Suva (August 11-13), before returning to Sydney on August 20.

THE NAVY

THE BATTLE OF MATAPAN

The major part of March was occupied in escorting convoys to and from Piraeus, mostly under heavy attack from the air, but late on 27th March, STUART sailed with the battlefleet for the usual "Mediterranean Sweep" — a frequent operation carried out with the object of intercepting any enemy forces that might be at sea.

Before long, aerial reconnaissance reported a considerable Italian force, and steps were taken to intercept it.

The following narrative describes the part taken by STUART in the subsequent action, and so far as that ship is concerned, is accurate. Movements of other forces (when mentioned) are based on what could be learned in STUART from intercepted signals and/or observation.

There was all the difference in the world between the Battle of Calabria and the Battle of Matapan. The former was carried out in brilliant sunshine, with our ships steaming magnificently in formation, deploying in response to fluttering signals, wheeling in line, altering course in columns, every aspect of the fight easily visible.

The Matapan affair was a dog-fight on a pitch-black night in which collisions were narrowly averted, and only a quick snap judgment could distinguish friend from foe in the weird light from star-shell and the glare of burning ships.

All day (28th) aircraft reports of the enemy movements had been followed anxiously, everyone wondering whether it would be possible to get a crack at them.

The cruisers, with their attendant destroyers, had come under heavy fire in the morning,

but the Italians' superior speed had got them away. STUART, screening the British battlefleet, had only the air reports to console herself with.

A cheer went up when it was learned that the Fleet Air Arm attack had damaged and slowed up an enemy battleship of the Littorio Class. At one stage during the day our cruisers joined the battlefleet, and it seemed almost certain action would be joined, but once again the enemy drew away, and the cruisers left on an intercepting course.

Shortly after dusk, the destroyer striking force under Captain (D)'s of the 2nd and 14th Flotillas were detached from the battlefleet screen to destroy the Littorio-class battleship previously damaged by aircraft. This left only a skeleton screen on the battlefleet — STUART and HAVOCK starboard side, GREYHOUND and GRIFFIN port side.

At 2221 all destroyers were stationed on the starboard beam. At 2225 STUART sighted ships about four miles away bearing 250°, and made an enemy report to the Commander-in-Chief.

Course was altered together, and the enemy were made out to be about five cruisers and/or destroyers, passing down the battlefleet's port side. At 2230 the battlefleet opened fire.

The first salvo, fired at a range of about 1½ miles, hit a cruiser fair and square, and she exploded in a tremendous jet of flame and debris. After a few salvos, the battlefleet turned to starboard, and destroyers were just being moved to port to counter-attack when several enemy destroyers were encountered and engaged by all four British destroyers.

STUART first opened fire at

2231 on the burning cruiser, hoping to finish her off, but after three minutes, altered target to an enemy destroyer, checking fire at 2238, when GRIFFIN fouled the range.

At 2240, STUART led HAVOCK to the southward to chase cruisers who did not appear to have moved westward with their destroyers. Meanwhile, GREYHOUND and GRIFFIN were chasing destroyers to the westward, and seemed to be holding their own quite well.

A moment later (at 2241) STUART opened fire under GRIFFIN'S stern at the last of the retiring enemy destroyers. Fire at this stage of the battle was ceased for a while.

Up to now it had been almost impossible for the individual to sort out what was happening during the hectic quarter of an hour that had elapsed since the battlefleet had opened fire.

The blackness of the night was first split by WARSPITE'S searchlight beam, accurately trained on the cruiser which, almost instantaneously exploded under the impact of the salvo of 15" shells. Thereafter it seemed all hell was loose.

The snarl and snap, bark, bristle and rapid yap of a dog-fight with its circlings and dashes would be the best way to draw a parallel of the next fifteen minutes. Faint splashes in the darkness indicated enemy shells falling unpleasantly close, the flame and roar of our guns, a searchlight suddenly switched on, to circle a moment and then shut off, to leave the night blacker than before (for one awful moment STUART was centred in WARSPITE'S searchlight. "Would STUART be recognised?" She was!), the pal-

THE BATTLE OF

MATAPAN—(Cont.)

lid light of slowly-falling star-shell, brief silhouette of an enemy frantically firing streams of coloured tracer bullets, phosphorescent wake, the tingling of fire gongs and the shouts of the supply party sweating as they sent up ammunition for the insatiable guns — thus, the Battle of Matapan.

The burning and apparently stationary Italian cruiser was now (2259) about two miles away, and STUART steered past her to starboard.

Whilst range was being taken with a view to torpedoing her, another large cruiser was observed circling slowly around the burning one, and signalling to her. Range was closed a little more, and when the two ships were separated a little STUART fired her full outfit of torpedoes at the pair. Low down on the non-burning cruiser there was one explosion, possibly two.

Fire was opened on the burning ship at 2301, and she returned the fire hotly for a few minutes, and then gave it up. STUART then ceased fire and turned to locate the undamaged cruiser previously standing by.

She was located at 2305 about 1½ miles away, with a heavy list, and stopped. At the same time, what appeared to be a large enemy cruiser was sighted chasing STUART from the northward.

Speed was increased, course altered, and fire was opened on the cruiser with the list. She replied with a fairly heavy and accurate fire, but scored no hits. Two of STUART'S salvoes caused a big explosion in her, and she commenced to burn. By the light of the flames, she

was made out to be a Zara-class, or similar, cruiser.

Meanwhile, a ship was sighted very close on the port bow, and STUART was turned sharply to avoid collision. The light from an explosion in one of the damaged cruisers showed her to be a Grecale-class destroyer, apparently undamaged, and as she passed swiftly down the starboard side, only 150 yards away, STUART got three hits into her, one forward under "A" gun, one destroyed the bridge, and went in near the wardroom; another salvo, when she was further away, scored two hits, and a third, incomplete, one hit.

STUART fired Breda as well as main armament, but the Breda was aimed too high. She opened fire on passing HAVOCK, who by this time had fouled STUART'S range. STUART turned to port to chase the Italian, but meanwhile HAVOCK engaged her in passing, and followed her up. It is understood she was subsequently sunk by HAVOCK.

Whilst turning to port, STUART nearly collided with the enemy cruiser which had previously been chasing her. The cruiser did not open fire, probably having seen STUART'S Breda bullets and taking her for an Italian (throughout the whole of the action the Italians sent streams of Breda bullets, green, white and red, into the air, apparently at random). STUART therefore drew softly clear to the south-west to resume her interrupted engagement with the Zara class.

Besides STUART'S former two targets, the cruiser which had been chasing her could now be seen drawing away to the southward, HAVOCK to the northward, and what looked like another undamaged cruiser to the north-north-west.

The Zara class had now ceased fire, and a few more salvoes into her produced no answer, but some more explosions. She was not stopped and on fire, and in view of the other cruisers being about, it was considered she was alright to be left until the morning.

At 2318 a signal from the Commander-in-Chief was received. This ordered ships not engaged in sinking the enemy to retire to the north-east.

STUART had hoped to shadow one of the remaining undamaged cruisers, but when she reopened fire on the Zara class, they must have moved off at high speed. STUART had also now lost touch with HAVOCK and was feeling rather alone.

She worked round to the north-east, but at 2330 a cruiser was sighted to the north-north-east and engaged, a feeble fire being returned. STUART got several hits on this cruiser, and started a fire onboard her.

When she ceased fire, retirement was continued to the north-east, and at 0700, Saturday, 29th March, STUART rejoined the battlefleet. She was detached at 0900 to proceed to Athens to fuel and take over a convoy.

That was STUART'S part in Matapan — the complete story of the battle has yet to be told. The chase in the early morning, the sighting of the enemy by our cruisers and their subsequent shelling, the Fleet Air Arm torpedo attack on the Italian battleship, the detailed movements of our cruisers, destroyer striking force, and battlefleet during the night, and the "mopping up" operations next morning, will, when co-ordinated, make a tale unrivalled in Naval history — the greatest night action of all time, and the most decisive victory in the war at sea.

THE NAVY

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Graham Hill wins World Driving Championship ...on Super Shell with Methyl Benzine

For the second year running, the World Racing Drivers' Championship has been won by a Hill. The new champion is Graham Hill, of England, who drove B.R.M. cars in the gruelling Grand Prix series. The previous champion, Phil Hill, of U.S.A., took the title driving

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