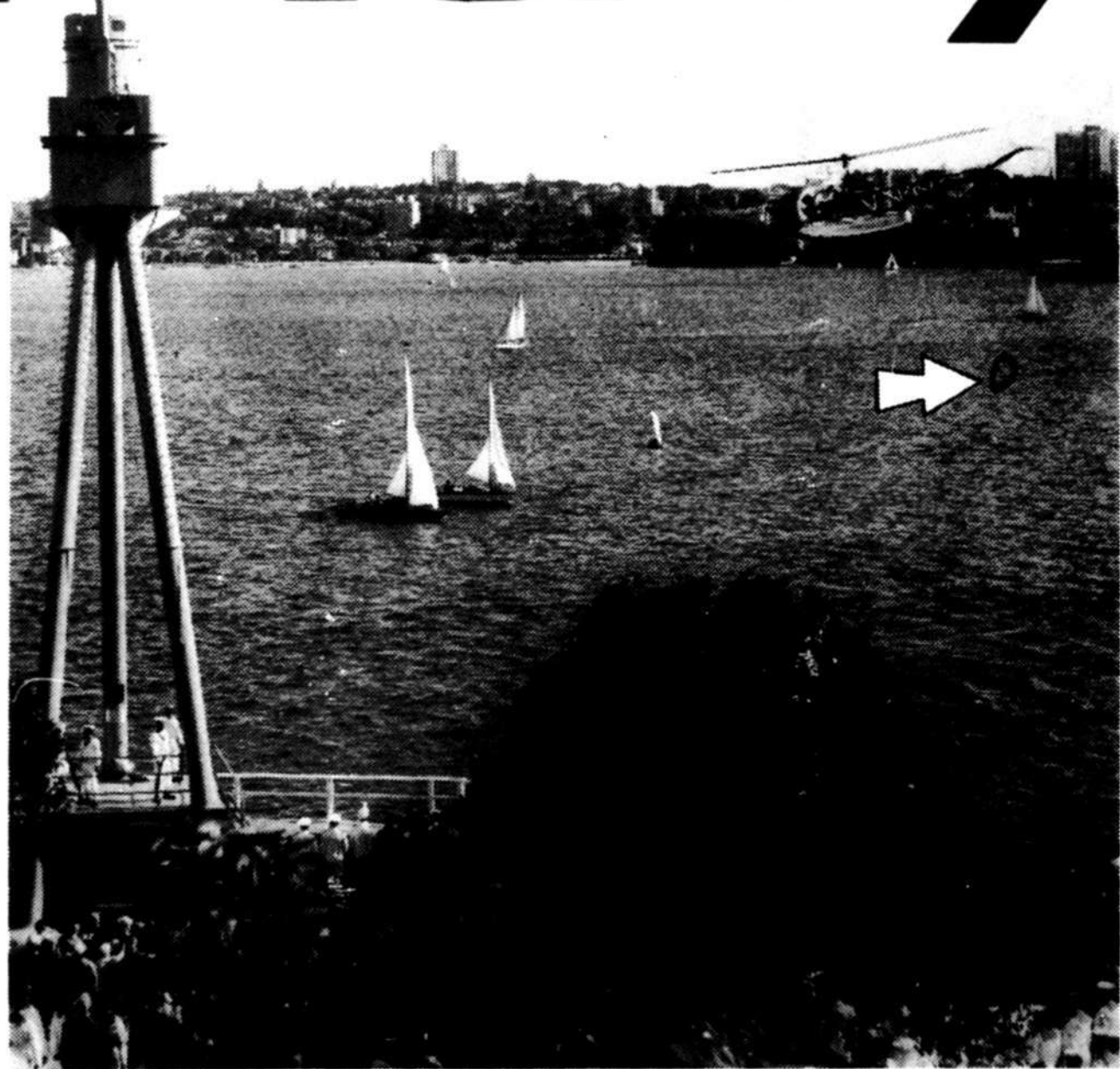


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THE NAVY

Vol. 27 NOVEMBER-DECEMBER, 1964 No. 1

The Official Organ of the Navy League of Australia

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SUCCESSFUL TEST OF ALLIED SHIPPING CONTROL

The biggest Naval control of shipping exercise staged by Allied Navies in the Pacific and Indian Oceans ended recently with the arrival of an exercise convoy in Cape Town.

During the two-week exercise, many hundreds of ships and numerous convoys were controlled in an area of 90-million square miles of ocean.

The Navies of Australia, Britain, Canada, New Zealand and the United States took part in the exercise, which extended from the east coast of Africa to the west coast of America.

The exercise, "Radiator Cap", was designed to develop control of shipping co-ordination among Allied nations dependent on sea supplies. It was supervised by a combined Australian - United States staff at the Australian Naval Headquarters in Canberra. The Exercise Directors were the Chief of the Australian Naval Staff, Vice Admiral Sir Hastings Harrington, and the Commander, Anti-Submarine Warfare Force, United States Pacific Fleet, Vice Admiral John Hayward.

Admiral Harrington said that the exercise had clearly demonstrated the progress made in the Naval control of shipping organisations of the five nations, and had proved that these organisations could be integrated effectively.

He said the exercise had been beneficial at all levels of the Naval Control of Shipping Organisation, ranging from reporting officers in remote locations to Senior Officers of Allied Navies.

"Radiator Cap" had shown conclusively that the nations concerned were ready and able to work together to control their merchant shipping in time of war, and thus maintain their essential sea communications.

NAVIES EXCHANGE MANAGEMENT EXPERTS

The Royal Navy and the Royal Australian Navy are to exchange Fleet Work Study specialists.

The Minister for the Navy, Mr. Chaney, said recently that the exchange was designed to broaden the experience of two officers responsible for advising on the best use of Naval manpower and resources.

He said the Head of the R.A.N.'s Fleet Work Study Organisation, Commander R. H. Thomson, of Canberra, would begin duty in Britain shortly. He would spend two years on exchange with Commander L. R. Scamp, an officer with the Royal Navy's Fleet Work Study teams.

The R.A.N. is the only Australian Service with its own uniformed study team. Since its formation in 1959, the Fleet Work Study Organisation has carried out many surveys to ensure the best application of manpower and resources in a developing Navy. The team has dealt with such matters as Naval hospitals, motor transport and recruit training. It is at present recommending new procedures to reduce paper work in Naval administration.

Commander Thomson has been Head of Fleet Work Study since its inception five years ago. After attending Sydney and Melbourne Universities, Commander Thomson joined the R.A.N. Fleet Air Arm in 1949. He has served as Operations Officer in the carriers, H.M.A.S. SYDNEY and H.M.A.S. VENGEANCE. He won the D.F.C. while serving with the R.A.A.F. in the Second World War.

IN MEMORY OF AN EPIC

On Sunday, 8th November, about 25 former members of the World War I cruiser, H.M.A.S. SYDNEY saw the reconditioned mast of their ship rededicated by two Navy chaplains on Bradley's Head.

The 12-ton mast and the headland on which it stands were dedicated to the memory of men who served in the Navy and to the 19 Australian ships lost on service.

After the dedication a helicopter dropped a wreath in the Harbour.

The ceremony was attended by the Minister for Lands, Mr. K. C. Compton, the Flag Officer Commanding the East Australia Area, Rear-Admiral A. W. R. McNicoll, the Mayor of Mosman, Alderman K. B. Chambers, and the president of Ashton Park Trust, Mr. J. E. Hallstrom.

Young Navy's First Victory

The mast was reconditioned early this year after 30 years on Bradley's Head.

A public appeal raised more than £3,000 for the work and the mast was reinstalled on the headland in September.

Mr. Compton said the sinking of the German cruiser EMDEN by H.M.A.S. SYDNEY 50 years ago, was the first victory of the young Australian Navy.

The victory had given Australians pride and confidence in the R.A.N. This had never waned, he said.

Alderman Chambers said that many people recognised the historic and national significance of Australia's first naval victory.

The disrepair into which the mast had fallen after 30 years on Bradley's Head had concerned many public-spirited citi-

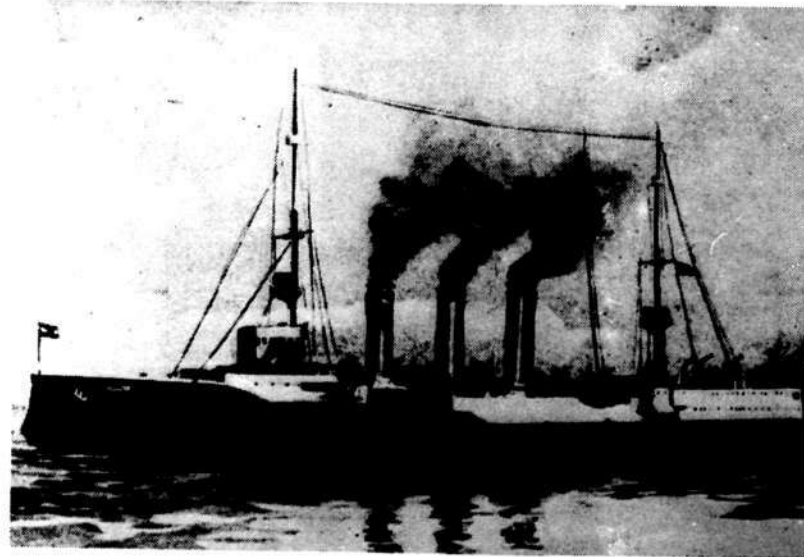
zens and organisations.

Rear-Admiral McNicoll read the exhortation and Senior Chaplain G. S. Lake, R.A.N. Base Chaplain (Roman Catholic) and Senior Chaplain E. J. Rolfe, R.A.N. Base Chaplain (Church of England), dedicated the mast and the headland.

Mr. Compton unveiled a plaque on the mast and later planted a tree in memory of officers and men of the second H.M.A.S. SYDNEY, lost in action in November, 1941.

Rear-Admiral McNicoll planted a tree in memory of officers and men of H.M.A.S. PERTH, lost in action in the Sunda Strait in March, 1942.

Alderman Chambers planted a tree in memory of officers and men of H.M.A.S. CANBERRA, lost in action off Savo Island in August, 1942.



German Cruiser EMDEN — The R.A.N.'s first victim.

NEW DEFENCE PLAN

In the House of Representatives on November 10, the Prime Minister, Sir Robert Menzies, made a statement on defence plans of the Government until the end of the financial year, 1967-68.

The programme for the R.A.N. was announced as follows:—

- Replacement of the Gannet and Sea Venom aircraft on H.M.A.S. MELBOURNE with 14 S2E Grumman Tracker anti-submarine aircraft carrying the latest electronic devices for use in H.M.A.S. MELBOURNE.
- Modernisation of H.M.A.S. MELBOURNE at a cost of £10,000,000. This will provide for operation of anti-submarine all-weather aircraft, long range detection and height finding radar, improved close range air defence and improved conditions for the ship's company.
- Equipping the two Daring Class destroyers with the Ikara guided anti-submarine missiles at a cost of £13,000,000.
- Acquiring of two more mine-sweepers by 1968.
- Formation of a coast security force in Papua-New Guinea using five patrol craft.
- Securing nine all-purpose patrol craft to replace vessels now in use.

The Prime Minister also announced that the naval programme would include a scheme to carry through a wide range of projects designed to support objectives already approved.

These included:—

- Support facilities for the Charles F. Adams type destroyers now on order in America.
- A missile firing range.

- Development of a submarine base, support facilities and provision for a submarine rescue vessel.
- Replacement of harbour support craft and fleet boats.
- Modernisation of Wessex helicopters.
- Rehabilitation of Manus Island oil fuel installations.

Sir Robert Menzies said expenditure would be: £95.2m. (1965-66); £105.3m. (1966-67); £98.5m. (1967-68).

ARMY PLANS

Army plans include:—

A limited call-up of 20-year olds for two years' service at home and abroad. The call-up will begin in the second half of



1965 with 4,200 youths who turn 20 in that year. Thereafter there will be an annual call-up of about 6,900 to give the Regular Army a strength of 37,500 by the end of 1966.

In addition to the full two years' duty those selected will have to serve for three years in the reserve.

- Raising of two additional bat-

talions for the A.R.A. making a total of six.

- Establishing a new battle group in Queensland, probably in the Townsville area.
 - Doubling of the Special Air Service regiment at Perth; a substantial change in the organisation of the C.M.F.; increase in the target strength of cadets from 40,000 to 45,000; increase in the Pacific Islands Regiment from two to three Battalions, building it up to 3,500; accommodation for another 15,000 men in the Regular Army.
- Expenditure would be £118.1m. (1965-66); £138m. (1966-67); £150.1m. (1967-68).

R.A.A.F. PLANS

Plans for the R.A.A.F. include:—

- Replacement of No. 11 Squadron's Neptunes by a squadron of Lockheed Orion aircraft of outstanding performance on locating and destroying submarines.
- Acquiring 75 new pure jet training aircraft.
- Replacement of the Dakotas with eight training aircraft for navigators and signallers.
- Purchase of 10 dual control Mirage supersonic jets for conversion training.
- Construction of a new major airfield near Wewak.
- Approval for development of airfields at Nadzab and Daru; modern radar control and reporting units already at Darwin.

Expenditure: £107.8m. (1965-66); £130.3m. (1966-67); £131.5m. (1967-68).

Other expenditure to be incurred by the Defence Dept. and Supply Dept. would mean total expenditure of £370m. (1965-66), £421.7m. (1966-67) and £429.1m. (1967-68).



ABOVE: A U.S. Navy anti-submarine aircraft lands on H.M.A.S. MELBOURNE during recent SEATO exercises.



RIGHT: A Wessex A/S helicopter lands stores on the flight deck of H.M.A.S. MELBOURNE.

NAVY PLANS IN NEW DEFENCE SCHEME

Work will begin in Sydney next year on a £2-million submarine support facility for the Royal Australian Navy, the Minister for the Navy, Mr. Chaney, said recently that the Base would be established at Neutral Bay. It would provide berthing and support facilities for the four Oberon class submarines being built for the R.A.N. The crews would continue to be accommodated at H.M.A.S. PENGUIN, at Balmoral.

The development of a submarine base was announced by the Prime Minister in his defence statement in Parliament. Mr. Chaney gave further details about the base and about other Naval projects in the defence review. Mr. Chaney said the submarine base would be ready to provide facilities for the first Oberon, due to commission in Britain in 1966. The delivery of the Oberons will continue at the rate of one a year until 1969.

He said the submarine support facilities would be a development of the Naval property containing the R.A.N. Torpedo establishment at Neutral Bay. The Royal Navy submarines at present serving in Australia already berthed at Neutral Bay whenever weather conditions were unfavourable at Balmoral.

The Balmoral submarine facilities were not suitable for development, and the Navy had inspected a number of proposed sites before finally selecting Neutral Bay as the most practicable and economical.

Mr. Chaney said some dredging would be necessary to cater for the deeper draught of the Oberons. The Support Facilities

would also include berths, workshops, stores and administrative offices. Special steps would be taken to ensure that the development of the Submarine Support Facilities at Neutral Bay caused no inconvenience in the area. Shore charging equipment would be installed to eliminate the noise associated with the submarines using their own diesel motors to charge their batteries.

Mr. Chaney went on to say that the Navy would take immediate action to obtain the ships and aircraft provided for in the defence programme.

The order for the fourteen tracker anti-submarine aircraft for the Fleet Air Arm would be placed in a few weeks, and they would be operating from H.M.A.S. MELBOURNE in 1967.

The Trackers, costing a total of £16.5-million, were designed originally for the United States Navy. Mr. Chaney said this aircraft's great endurance and advanced detection equipment would make a significant contribution to H.M.A.S. MELBOURNE's anti-submarine capacity. The longer-range, fixed wing aircraft would complement the role of the "Hunter-Killer" helicopters, operating closer to the Carrier.

He said the total of fourteen patrol aircraft for use in New Guinea and Australia would be ordered before the end of the year, and construction of the £10-million Fleet Replenishment Ship was likely to begin in the financial year 1966-67. This Replenishment Ship would further increase the R.A.N.'s afloat support, provided by the Fleet Tan-



ker, H.M.A.S. SUPPLY, and an Escort Maintenance Ship at present under construction.

These support vessels, which enabled fighting ships to remain at sea in operational areas, were vital elements in a modern, mobile fleet.

The two additional Minesweepers provided in the programme would be obtained from Britain and were due in service in 1968. They would be "Ton" Class Vessels, the same as the six minesweepers which currently comprised the R.A.N.'s 16th Minesweeping Squadron. The two new minesweepers would cost a total of some £3.8-million.

Mr. Chaney added that the missile firing range, announced by the Prime Minister, would be situated in the Jervis Bay area. It would be used to test Tartar Sea-to-Air Missile systems in the R.A.N.'s Charles F. Adams Destroyers being built in the United States. The range would be operational in mid-1966.

N. Class Destroyers — Presentation

At 7.15 p.m., Thursday, 12th November, 1964, at H.M.A.S. RUSHCUTTER, the President of the "N" Class Destroyer Association presented a Shield to the Royal Australian Naval Reserve.

The Shield, for the most efficient recruit division in the R.A.N.R. Sydney Port Division, will be competed for annually.

The Shield was accepted by the Commanding Officer, Reserves, Commander R. F. Williams, D.S.C., V.R.D., R.A.N.R.

"The Silent Service" could very well be the motto of the not so well known flotilla of five "N" Class Destroyers manned by officers and men of the R.A.N. and of which flotilla, two destroyers served nearly five years of the war at sea.

The names of these sleek, one funnel, 1,690 ton, 36 knot destroyers were H.M.A.S. NAPI-

ER, Flotilla Leader, with Captain "D" aboard, NIZAM, Half Leader, NESTOR (sunk after enemy action during an unsuccessful Malta convoy on the 19th June, 1942), NORMAN and NEPAL. These five destroyers formed part of the 7th Flotilla under Captain S. T. H. Arliss, D.S.O., R.N., later Vice Admiral.

After preventing Germans landing on Crete by sea, NAPIER and NIZAM participated in the "Battle for Crete". A sea and air action in which within a few hours the enemy dive bombers sank the cruisers FIJI, GLOUCESTOR, destroyer KELLY — Captain Louis Mountbatten — KASHMIR, GREYHOUND, besides inflicting severe damage to the battleship WARSPITE, cruiser ORION and blowing off the stern of two tribal class destroyers.

Next came the evacuation of Crete in which on their second trip made alone by NAPIER and NIZAM they brought back nearly 1,700 Diggers and New Zealanders — a record for any destroyer! The cheering given them by the ships' companies of Admiral Sir Andrew Cunningham's Fleet in Alexandria was well worth the "near-miss" suffered by NAPIER. The expression of appreciation expressed by the G.O.C. Australian Troops Middle East, General Sir Thomas Blamey, will also be remembered by all those who participated.

It was about 1550 in November, 1941 when H.M.A.S. BARHAM (nearly 30,000 tons), which with the battleships QUEEN ELIZABETH and VALIANT, together with aircraft carriers and two destroyer Flotillas as anti submarine screens, suffered explosions from



Members of the "N" Class Association with the Presentation Shield.

three torpedoes and sank in as many minutes. NIZAM rescued 168 men from the oil-covered water and HOTSPUR 186—all that remained alive from a crew of over 1,300. Both destroyers survived an attack from torpedo bombers and got the BARHAM survivors, most of whom were injured, safely back to Alexandria.

While NAPIER and NIZAM continued in coastal bombardments, Malta convoys, and the Tobruk Ferry, NESTOR, NORMAN and NEPAL were carving their niche in the fine tradition of the Service in action during Malta Convoys from the Western Approaches with NESTOR's Commanding Officer, Commander A. S. Rosenthal, R.A.N., winning the D.S.O. and later off S.W. Portugal winning a bar for a submarine "kill".

Through all the familiar "Bomb Alleys" went these five

from Murmansk and the BISMARK Hunt to Crete and the bombardments of the Syrian Coast and of Bardia, the Tobruk Ferry and the Burma Campaign, to the landing at Madagascar and finally to the surrender at Tokio Bay.

R.A.N. AT LEYTE GULF CELEBRATIONS

In the Philippines during October, an R.A.N. destroyer, H.M.A.S. VAMPIRE, represented the Australian services at celebrations recalling one of the significant battles of the Pacific War.

VAMPIRE visited the city of Tacloban for the 20th anniversary of the Battle of Leyte Gulf. Eight R.A.N. vessels supported the American Amphibious Assault in Leyte Gulf in October, 1944. It was the first landing in the Philippines, and marked the

beginning of the end for the Japanese. R.A.N. ships taking part in the battle included the flagship AUSTRALIA, together with ARUNTA, SHROPSHIRE, WARRAMUNGA, GASCOYNE, MANOORA, KANIMBLA and WESTRALIA.

VAMPIRE joined with United States and Philippines' Forces in the anniversary celebrations. The R.A.N. destroyer helped stage mock bombardments and landings, and 150 of her officers and men marched in a commemoration parade through Tacloban.

VAMPIRE is the Senior Ship of Australia's 10th Destroyer Squadron. She is under the command of Captain D. J. Hamer, and has a total ship's company of some 320 officers and men.

The destroyer is currently serving with the British Commonwealth Strategic Reserve, together with her sister ship, H.M.A.S. VENDETTA.

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SEA CADETS IN HOBART YACHT RACE

Sea Cadets from A.T.S. DERWENT and T.S. ESPERANCE will form part of the crew of the Yacht ASTOR when she competes in the 1964 Hobart Yacht race.

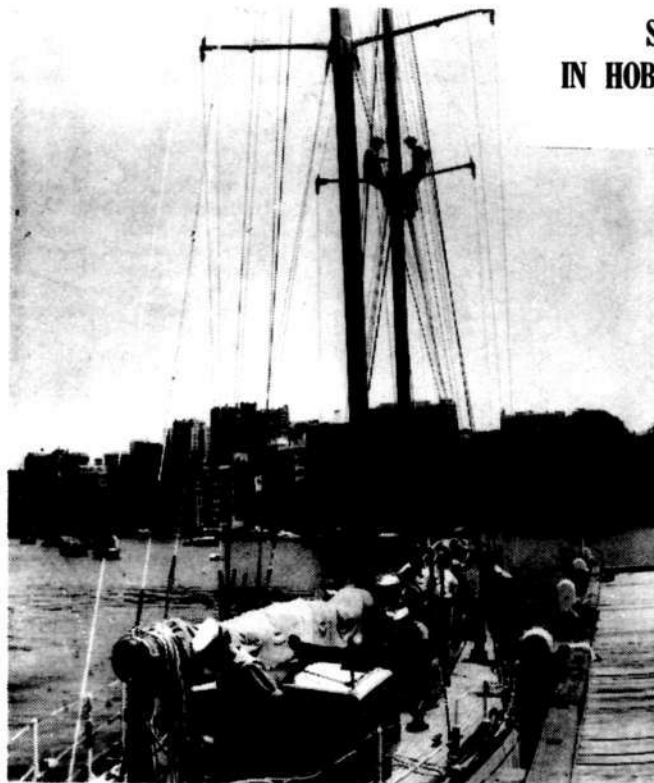
The yacht has been chartered to the Tasmanian Branch of the Navy League by its owner Mr. Warner for £1 per year. The yacht is kept in trim by the Sea Cadets with materials supplied by the owner.

The Sea Cadets recently sailed the yacht from Hobart to Sydney and in the words of their Officer, S. C. J. Cuthbertson stood up to several bad blows very well.

On the return race they will supplement some of the regular crew of the race.

Pics. show the Sea Cadets in the Yacht with Mr. Warner shortly after she arrived at H.M.A.S.

RUSHCUTTER



THE NEW ZEALAND NAVY

Each year the New Zealand Naval Board submits a report to the Minister of Defence and through him to Parliament. Traditionally the report's preface is reserved for a broad statement of the Board's views on a subject of importance. This year's preface was a clear statement on the shape of the Navy, now and for the future, and for this reason it is reprinted in full.

It is particularly important that a small fighting Service like the Royal New Zealand Navy should be sure of its purpose, clear about its plans, and efficient in its operation. It has no spare capacity with which it can undertake work that is not strictly relevant to its primary role; nor has New Zealand the resources to permit the use of equipment which is not entirely suitable and does not therefore represent full value for the money spent in its purchase, upkeep, manning and operation.

For this reason, the New Zealand Naval Board recently re-examined the pattern upon which the Navy is developing. This pattern was set more than 10 years ago. Since then the world situation has changed, to some extent the defence emphasis has moved, and a wide range of new equipment has been produced. It is important, therefore, to re-examine the lines upon which the Navy is being built.

These lines were set after a century of naval history. Until 1921 New Zealand relied for its maritime defence on the Royal Navy. From 1921 to 1941 the function of maritime defence became that of the New Zealand

Division of the Royal Navy, but the type of ship remained predominantly the cruiser, selected to meet the threat of surface raiders, and, as events were to prove, selected correctly. From 1941 until the end of the war, the Royal New Zealand Navy developed under war pressure and with whatever equipment could be made available. The cruisers remained in service, but the threat of submarines and mines was met by the hasty organisation of a fleet of often makeshift minesweeping anti-submarine vessels.

After the war, careful thought was given to the shape the Navy should take. It was apparent that New Zealand could not support, industrially, financially, or in manpower, a Navy large enough to undertake a full range of activities and it was decided that the country would be best served by an anti-submarine force supplemented by cruisers. Six Loch-class frigates were obtained from the United Kingdom and arrangements were made for the loan of two cruisers.

This policy has remained basically unchanged up till the present. Now, however, it must be modified in this respect: cruisers are being replaced around the world by more specialised ships and it is apparent that there will be no cruiser replacement available for HMNZS ROYALIST when she reaches the end of her useful life later this decade. The result is that the Royal New Zealand Navy will then become an exclusively frigate navy.

The Loch-class frigates had

already seen war service when they were bought and all six subsequently served in the Korean War. They were ideally suited for the Navy's purpose but their life was clearly limited. In 1950 a decision was taken to replace them progressively and the Type 12 anti-submarine frigates then under development were selected. This was a wise selection. The Type 12 has proved to be one of the outstanding achievements of British postwar warship design and eminently suitable for New Zealand's requirements.

The keels of the first two of these frigates were laid in 1957 and the ships were delivered in 1960. At the same time a programme of expansion and modernisation was begun in the Devonport Naval Dockyard to meet the need for the vastly more complex maintenance required for modern ships and their weapons, and training was begun so that skilled men were available to service them.

All this represented a complete commitment of the resources available to the Navy and the purpose of the Naval Board's recent reappraisal was to ensure that the basic decision was right and the reasons for it remained valid.

The Naval Board looked first at the type of navy New Zealand needs. It found nothing to change the original view that as a maritime country we require most urgently ships which can defend our commerce. In addition, there is a shortage of escort ships in the Pacific, so that the most welcome contribution we

can make to the defence of the countries with which we are allied, would be anti-submarine frigates.

With the knowledge that the Navy should be basically an anti-submarine force, the Naval Board looked next at the type of ship needed. Apart from the important auxiliary vessels, the Navy has so far concentrated on the Type 12 anti-submarine frigate. This has progressed through a series of improvements of which some of the most important were initiated by New Zealand when it ordered air conditioning, bunks and cafeteria messing to be fitted in its first two ships. The latest Type 12 carries a helicopter with which it can attack a submarine at ranges which match the new and greatly improved submarine detection equipment. However, basically the class has remained unchanged; it is extremely successful and well suited to New Zealand needs.

With the type of navy and the type of ship decided, a review was then made of the number required. Modern ships are much more efficient than those they replace but this increase in efficiency is gained at the cost of added complexity and a greater maintenance burden. The Royal New Zealand Navy obtains full value from its frigates, and their availability rate is higher than that which obtains for comparable ships overseas, but time must still be allowed for regular and time-consuming refits.

The Naval Board has calculated the commitment and the need for maintenance. The answer is inescapable. To do all the Navy is required to do, and to continue doing it regularly and without fail, requires six opera-

ADMIRAL'S INSPECTION



REAR ADMIRAL A. W. R. McNICOLL, who is to become First Naval Member and Chief of Naval Staff in February 1965 inspects WRANS during a recent visit to H.M.A.S. ALBATROSS.

tional frigates. Fewer will not be sufficient.

This then, was the conclusion that emerged: confirmation of the earlier decision that New Zealand needs a navy designed for commerce protection, that it should be equipped with modern frigates and that six are needed.

It remains only to compare this with the present situation. Clear progress has been made. We have two modern frigates and a third under construction. We have a cruiser and two older Lochs still in service. This year, in terms of ships and men, of new shore construction (including the first Naval accommodation block yet built to the Inter-Service standard and important new developments in the dockyard) the Navy is in a healthy condition.

But there are reservations. There is a point in the life of a ship where it can be kept seaworthy only by substantial expenditure on repairs. But although such ships can float and steam they are no longer effective. They have neither the speed nor the equipment they need and they cannot take part with other navies in the exercises that are so large a part of modern defence preparations.

This stage is approaching with ROYALIST and with the two Loch-class frigates which remain in service. Within a predictable time these three ships must go out of service. Unless they are replaced, New Zealand will fall short of the six ships that it requires. Re-equipment accordingly needs to proceed at a somewhat accelerated pace if an efficient Service is not to deteriorate.

NEW SUBMARINE ESCAPE TECHNIQUE

Submarines of the Royal Navy have successfully employed a new escape technique which enabled them to breathe the escaping air from their inflated lifejackets while surfacing through 200 feet of ocean water.

The new escape trials were carried out last September from the submarine ORPHEUS off the Scottish Coast, by six members of the escape training staff from the Navy's Gosport, Southern England, Base.

The submariners wore a suit which incorporated a cotton fabric hood covering head and shoulders. During the escape, the air, ejected through the exhaust of their lifejacket in order to counter the reducing pressure, was supplied to the hood and breathed by each escaping man. The hood is fitted with a plastic face-piece.



One-man Cylinder

Another feature of the new escape trials was the use of a one-man escape cylinder inside the submarine. This enabled the necessary pressurisation for escape to be applied to one escaping man at a time. While in the flooded cylinder, the man waiting to escape was supplied with air through an air line from the submarine.

Tests simulating escapes with this new equipment from depths of 500 feet were carried out in the decompression chambers at the Navy's Physiological Laboratory at Alverstoke, Southern England, before the sea trials. A Navy announcement about the trials said the results suggest that much greater depths than the 266 feet achieved in the Mediterranean Sea in 1962—using normal British buoyant techniques—can now be achieved.

MISSILES FOR R.A.N. FRIGATES

Two more ships of the Australian Fleet will soon have guided missiles for self-defence against air attack.

The Minister for the Navy, Mr. Chaney, said today that the "Seacat" sea-to-air missile system was at present being installed in the frigates PARRAMATTA and YARRA.

The missile launchers are being fitted during the ships' routine refits. PARRAMATTA is at Garden Island Dockyard in Sydney and YARRA at the Williamstown Naval Dockyard in Melbourne.

The first R.A.N. frigate with the "Seacat" missiles, H.M.A.S. DERWENT, was commissioned earlier this year. A fourth frigate, H.M.A.S. STUART, will receive the missile system next year.

YARRA and PARRAMATTA will be back at sea before the end of this year, and will carry out missile firings off the coast of New South Wales. The Navy's new pilotless target aircraft will be used in the missile trials.

DERWENT scored direct hits on target aircraft when it conducted its missile trials in May.

The "Seacat" is a British close-range sea-to-air missile system. Missiles can be fired in rapid succession, and are radio controlled onto their targets.

A R.N. Submariner in an escape suit during recent exercises in Sydney.

NEWS IN PICTURES

RIGHT: Mrs. A. W. R. McNicoll presents a cheque for over £800, the proceeds of the N.S.W. Navy League Ball to Rear Admiral H. A. Showers, C.B.E., President of the Navy League.



BELOW: The keel plates of the new 10,000 ton maintenance ship are placed in position at Cockatoo Dock.



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NAVAL NURSING SERVICE RE-ESTABLISHED

Another women's branch of the Navy, the Royal Australian Naval Nursing Service, was re-instituted on Monday, 2nd November. The sisters' duties will be at the Naval hospitals at H.M.A.S. PENGUIN (Balmoral) in Sydney and H.M.A.S. CERBERUS in Victoria, and at the sick-quarters at the Royal Australian Naval College at Jervis Bay, at the Naval Air Station at Nowra, at the Junior Recruit Training Establishments in Fremantle, and at H.M.A.S. TANGAU on Manus Island.

Twenty sisters were selected for the new Service, from a total of forty-two applicants from all parts of Australia. The R.A.N. Nursing Service, which previously existed in wartime, is being re-introduced to replace the system of employing civilian sisters in Naval hospitals.

Seven of the seventeen civilian sisters have transferred to the new, uniformed Service. The new sisters recruited from outside the Navy spent the first week attending a special introductory course at the Naval College at Jervis Bay.

The R.A.N. Nursing Service is to be an integral part of the R.A.N., and its members will wear uniforms similar to that of officers of the W.R.A.N.S.

The new Service is intended to cope with the special staffing requirements in Naval hospitals, and to meet the needs of an expanding Navy. The uniformed sisters would have official status in the R.A.N., and the new Service was expected to result in greater continuity of employment.

The twenty members of the new Service comprise one matron, one superintending sister, five senior sisters and thirteen sisters.



TWIN SISTERS—shown above with a patient at Balmoral Naval Hospital—Patricia and Silvia Buckley, were among the nursing sisters who recently joined the R.A.N.

The head of the R.A.N. Nursing Service will be Matron Maude Jones, of Balmoral Naval Hospital in Sydney, who was also Matron of the former civilian nursing service. The new Superintending Sister will be Sister Catherine Aarsen, who has been a Senior Sister at the Balmoral Naval Hospital.

The others selected, including twin sisters from Sydney, are as follows:—

New South Wales:

- Sister Pamela Hunter, of Manly, at present on the staff of the J. V. Strong Memorial Hospital, Manly;
- Sister Jane Greenslade, Balmoral Naval Hospital;

- Sister Ruth Mackrell, of Willoughby (Balmain District Hospital);
- Sister Rosemary Bligh, of Mosman (Prince Henry Hospital);
- Sister Patricia Walsh, Neutral Bay, formerly of the Repatriation Hospital Heidelberg, Victoria.
- Sister Patricia Buckley, of the Balmoral Naval Hospital; and her twin sister
- Sister Silvia Buckley, of Sydney (All Arias Nurses' Club, Mosman).

Victoria:

- Senior Sister June Felsenthal, H.M.A.S. CERBERUS;

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NAVY LEAGUE

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

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

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

- 30 Pirie Street, Adelaide, S.A.
- 182 Coope Street, Como, W.A.
- 60 Limestone Ave., Alnallie, Canberra, A.C.T.

- Senior Sister Eileen Lawrie, of the Royal Women's Hospital, Carlton;
- Senior Sister Carmel Scarfe, of H.M.A.S. CERBERUS;
- Senior Sister Patricia Vines, of Northcote (previously on the staff of the Bralorne Mines Hospital, British Columbia, Canada.
- Sister Iris Jones, H.M.A.S. CERBERUS;
- Sister Pamela Martin, of Cheltenham, formerly of the Brisbane General Hospital.

Queensland:

- Sister Lenore Finney, of Samford, Brisbane (Turrawan Private Hospital);
- Sister Barbara Gleeson, of Townsville (Brisbane Women's Hospital);
- Sister Myris Langridge, of Wynnum Heights (Brisbane Women's Hospital).

Western Australia:

- Sister Robyn Kingston, of Perth (Concord Repatriation Hospital).

Tasmania:

- Senior Sister Margery Cowell, of the Royal Hobart Hospital.

NAVY'S FIRST FLOATING DISPLAY

The Navy's first "floating display" went to Tasmania in November in the R.A.N. troop transport, H.M.A.S. SYDNEY.

A comprehensive exhibition featuring the Navy was set up in the SYDNEY's hangar and was seen by the public when H.M.A.S. SYDNEY held open days during her four day visit to Hobart.

The exhibit featured a large

scale model of the Navy's new "Seacat" missile system. It also included models of Fleet ships, photographs of Naval activities at home and overseas, and Navy documentary films.

It was the first time a comprehensive Navy exhibition of this kind had been staged in a warship. The display is similar to that arranged by the Navy in many parts of the country during the past eighteen months.

These exhibitions are designed to stimulate interest in the R.A.N., and to inform the public of the latest developments and activities in the Service.

H.M.A.S. MORESBY TO VISIT PORT MORESBY

The Royal Australian Navy's new survey ship, H.M.A.S. MORESBY, called at Port Moresby recently.

It was the port's first visit from the ship named after the famous surveyor, Captain John Moresby, who charted 600 miles of the New Guinea coastline and discovered Port Moresby.

The 2,500 ton survey ship was in Port Moresby from the 17th to 19th October, the visit being made during her current surveying programme around the north-eastern coast of Australia.

H.M.A.S. MORESBY was built at the Newcastle State Dockyard at a cost of £2 million, and commissioned in March. She is the R.A.N.'s first ship built specially for hydrographic surveying.

MORESBY, under the command of Commander John Osborn of Sydney, has a complement of 130 officers and men. She ranks among the best equipped survey ships in the world, and her crew accommodation and amenities are specially designed for long cruises.

SOUTH AFRICA'S MERCHANT NAVY

The Cape Town Branch of the Navy League of South Africa recently broke new ground when it organised a series of four talks on travel to audiences of between 70 and 100 people, rounding off with a talk by Mr. F. H. Y. Bamford, chairman of Safmarine, on South Africa's Merchant Marine.

The Chairman of the branch, Comdr. F. E. Meynell, says that the talks proved a good way of keeping the Navy League in the public eye. The audiences included several distinguished South Africans and prominent representatives of the foreign community.

Mr. Bamford said: It has taken an awful long time for South Africa to become sea minded.

(The full text of the talk will be published in next issue)

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