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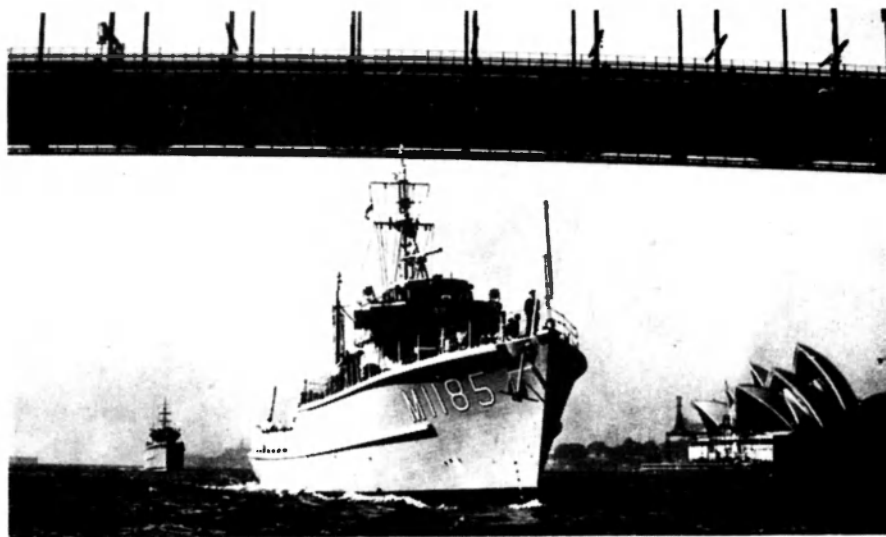
# THE New

August — September — October, 1967

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Two of the R.A.N. Minesweepers powered by Napier Deltic Engines.

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# Napier Deltic Engines in service with fourteen of the World's Navies.

Over 600 Deltic engines are in operation in various parts of the World including locomotives of British Railways and a mobile fire fighting unit in New York. In Australia six R.A.N. TON class minesweepers are powered by Napier Deltic Engines which are also fitted to A.N.L.'s roll-on roll-off ferry "Bass Trader".

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# THE NAVY

The magazine of the Navy League of Australia  
(Registered in Australia for transmission by post as a Periodical)

Vol. 29

AUGUST-SEPTEMBER-OCTOBER, 1967

No. 3

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The views expressed in articles appearing in this publication are those of the authors concerned. They do not necessarily represent the views of the editor, the Navy League, or official opinions or policy.

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*Message from ...  
The Minister for the Navy*

**The Hon.  
DON CHIPP**

M.P.



Navy Day is an appropriate time to review what is happening in the Royal Australian Navy today.

In the past 12 months, Australia's fighting ships and their men have ably displayed their professionalism in combat operations.

The guided missile destroyer H.M.A.S. HOBART, which has been attached to the U.S. Seventh Fleet, has been highly praised by the Americans for her high performance in Vietnamese waters. Her destruction of shore installations, trucks, small craft and other support equipment has effectively disrupted the Viet Cong's flow of supplies.

HOBART spent six months with the Seventh Fleet and she has now been relieved by her sister-ship H.M.A.S. PERTH. A Navy clearance diving team and R.A.N. helicopter crews are also contributing to the allied effort in Vietnam.

The Navy performance in Vietnam is significant in that it highlights the state of readiness and capabilities of our ships and men.

The Navy is becoming increasingly effective, too, with the delivery of new ships and equipment. The R.A.N. has developed and is continuing to develop along lines which make it

capable of reacting immediately to any threat in Australia's area of strategic interest.

Recently, Australia's first submarine for 36 years, H.M.A.S. OXLEY, joined the fleet and three more sister-boats are under construction.

The first of 20 new 100ft. patrol boats have been launched and before the end of the year the flagship H.M.A.S. MELBOURNE will pick up her new Grumman Tracker anti-submarine and Douglas Skyhawk fighter-bomber aircraft from the U.S.

The third guided missile destroyer H.M.A.S. BRISBANE is expected to be delivered by the end of 1967 and the Australian-designed and built destroyer tender H.M.A.S. STALWART will be commission later this year. The two new Type 12 escort ships H.M.A.S. TORRENS and H.M.A.S. SWAN are due for completion in 1969.

Backing the growth in ships and equipment is the increase in manpower. There are now more than 16,000 men in the Permanent Naval Forces and the number is growing.

The Navy's role in the defence of Australia is a vital one and the R.A.N. is capable of fulfilling its obligations in the world of today.



**FIRST IN EVERY FIELD**



A Message from the  
First Naval Member and  
Chief of Naval Staff

*Vice-Admiral*  
**Sir Alan McNicoll**

K.B.E., C.B., G.M.

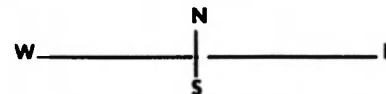
When this issue of "The Navy" Magazine comes to you H.M.A.S. HOBART will have returned from an arduous tour of duty off the coast of Vietnam; H.M.A.S. PERTH is now serving in her place. Until ships and the officers and sailors who man them engage in active duty one can never be sure that their equipment and training have been correctly selected — "the proof of the pudding is in the eating".

I am glad to be able to report to you that our ships and men have given a very good account of themselves and have recorded very commendatory reports from the United States Navy. Australia should salute their efforts.

Within the limits of our resources the Navy is ready for whatever duty the Government and people of Australia ask of it.



Wishing the Navy every success from the famous ...  
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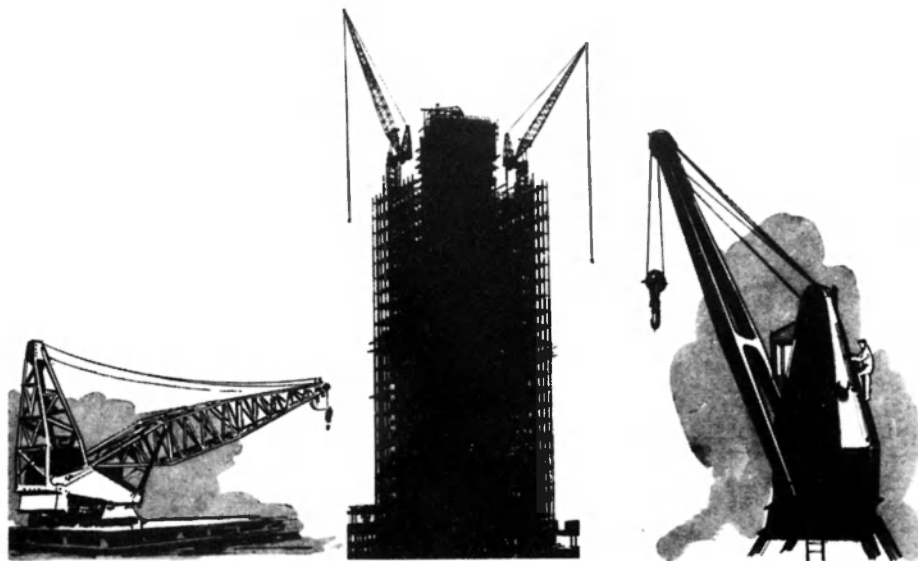


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## The Royal Australian Naval Air Station, Nowra, New South Wales

H.M.A.S. ALBATROSS, the Royal Australian Naval Air Station at Nowra, N.S.W., will be open to the public on Sunday, 8th October, when the Royal Australian Navy will hold an Air Display and large Static Display of supporting facilities.

The name "Albatross" has been associated with the Royal Australian Navy Air Arm from very early in the life of the Service. In 1922, the Australian Government approved the purchase of a Sea Plane Carrier to be built at Cockatoo Island Dockyard. This vessel was the first "Albatross".

The ship was commissioned in 1929 and a number of Naval Officers were trained as pilots and observers. Together with some R.A.A.F. pilots, they formed the first Naval Air Squadron of Fairey 3D aircraft. Her commissioned life was, however, short lived, and after four years "Albatross" paid off into reserve. During her commission, H.M.A.S. "Albatross" carried nine SEAGULL V aircraft which were maintained by R.A.A.F. personnel



A Vampire jet training aircraft.



A Wessex Mk 31A helicopter conducting a rescue operation.

The Royal Australian Navy has 27 Wessex Mk 31s, powered by the 1,600 s.h.p. Rolls-Royce/Napier Gazelle N.Ga.13 Mk 162 power plant, used primarily for the anti-submarine warfare role.

These British helicopters have a maximum speed of 132 m.p.h. and a range of 311 miles. They are fitted with "Dipping Sonar" and may carry various offensive loads, including ASMs, rocket launchers and torpedoes.

and flown by a mixture of Naval and R.A.A.F. aircrew.

In the years that followed a very small nucleus of Fleet Air Arm aircraft (SEAGULLS and WALRUS) were flying from our cruisers but even this practice was dropped in the latter days of the Second World War.

H.M.A.S. "Albatross" was re-commissioned in 1938 solely for the purpose of transfer to the Royal Navy as part payment for three six inch gun cruisers, "Perth", "Hobart" and "Sydney".

After the war, H.M.S. "Albatross" was sold to a Greek shipping line and once more returned to Australia, as the "Hellenic Prince", carrying migrants from Europe.

In 1948, when the Royal Australian Navy revived the Fleet Air Arm, "Albatross" was the name aptly chosen for the Naval Air Station at Nowra on the N.S.W. south coast. The airfield, with its satellite at Jervis Bay, was built for the Royal Australian Air Force during World War II. In 1944 it was

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Glance over the ports of call for each cruise. Each one of them offers you so much more than any ordinary holiday. Where else would you find such fabulous places to visit? They've been chosen for their beauty and interest, good shore excursion facilities and, in many cases, excellent shopping.

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Allocation of a cabin at a particular rate depends on availability at date of application. Ask about connecting travel to and from Sydney.

### SUMMER CRUISES (From Sydney)

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**HIMALAYA** Christmas Cruise, 13 days, Dec. 17, To Brisbane, Suva, Bay of Islands (Russell), Auckland. Return Sydney. One Class fares from \$242.

**IBERIA** Christmas-New Year Cruise, 13 days, Dec. 26, To Noumea, Wellington, Pictou, Auckland, Bay of Islands (Russell). Return Sydney. Fares from: First Class, \$329; Tourist Class, \$221.

**ORSOVA** Christmas-New Year Cruise, 13 days, Dec. 23, To Noumea, Suva, Melbourne. Return Sydney. Fares from: First Class, \$329; Tourist, wait list.

**ORSOVA** South Sea Isles Cruise, 16 days, Jan. 6, To Suva, Melbourne. Return Sydney. Fares from: First Class, \$248; Tourist Class, \$168.

**ORSOVA** 8-day Fiji Cruise, Jan. 18, To Suva. Return Sydney. Fares from: First Class, \$181; Tourist Class, \$133.

**ARCADIA** Happy Wanderer Cruise, 13 days, Jan. 20, To Suva, Nuku'alofa, Auckland. Return Sydney. Fares from: First Class, \$296; Tourist Class, \$218.

**ORSOVA** Fiji-New Zealand Cruise, 13 days, Jan. 27, To Suva, Auckland, Bay of Islands (Russell). Return Sydney. Fares from: First Class, \$250; Tourist, \$184.

**ARCADIA** Cruise La Rodee, 13 days, Feb. 3, To Noumea, Lautoka, Suva, Auckland. Return Sydney. Fares from: First Class, \$396; Tourist Class, \$218.

**ARCADIA** Double Delight Cruise, 13 days, Feb. 17, To Pape Pape, Suva, Auckland. Return Sydney. Fares from: First Class, \$296; Tourist Class, \$218.



Built in the U.S.A., the Bell Iroquois helicopter is powered by one General Electric T58-GE-3 turbo-shaft rated at 1,272 s.h.p. and has a maximum speed of 138 m.p.h.

transferred to the Royal Navy for Fleet Air Arm training and as a shore base for Carrier Air Groups of the British Pacific Fleet.

After the war, the Air Station was left in a care and maintenance condition until 1947 when renovation started for the intended re-commissioning in 1948.

The arrival of the 20th Carrier Air Group with Hawker Sea Furies and Fairey Fireflies in April 1949, gave H.M.A.S. "Albatross" its raison d'être. Since then flying activities and its numerous supporting activities have continued to be the main reason for its existence.

"Albatross" has had a variety of aircraft to fulfill the many requirements of training aircrew for their part in Front Line Squadrons. In 1953 the Sycamore Helicopter arrived for Search and Rescue duties. Wirraway, Firefly trainers, Dakota and Vampire jet aircraft were used for fixed wing training.

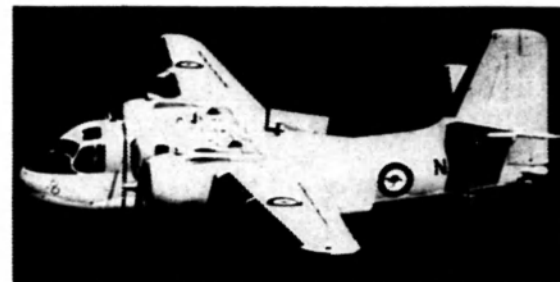
In 1955 Gannets and Sea Venom jet fighters arrived from the United Kingdom in the Royal Australian Navy's new aircraft carrier, H.M.A.S. "Melbourne", to take over the role of anti-submarine reconnaissance and Fleet fighter protection.

Late in 1962 the first Wessex anti-submarine helicopters were

added to the establishment. Training commenced in January, 1963, and in July of that year the first Wessex anti-submarine squadron was commissioned.

Two Scout Helicopters, for use with the R.A.N.'s new survey ship, H.M.A.S. "Moresby", were introduced in 1963 and Iroquois helicopters replaced the Sycamore.

The Australian Fleet Air Arm has had some changes of policy in recent years through revision of Government defence decisions. In 1959 an announcement was made to the effect that the Fleet Air Arm would cease to function in 1963. In 1961 this was amended to allow helicopters to continue in their anti-submarine role. In 1963 a further amendment to policy made provision for continuation of the present fixed wing aircraft operation until 1967. Finally, in 1965, new life was given by the decision to purchase



### A GRUMMAN S-2E TRACKER

These aircraft will join H.M.A.S. MELBOURNE early in 1968.

A four-seater Shipboard Anti-submarine Aircraft, the American-built Grumman S-2E Tracker is powered by two Wright R-1820-82WA nine-cylinder radial engines, each rated at 1,525 h.p.

The Tracker has a service ceiling of 22,000 ft., economical cruising speed of 166 m.p.h. at 5,000 ft. and maximum speed of 280 m.p.h. at sea level. Maximum range is 1,352 miles, the internal fuel capacity being 3,762 imp. gals. Empty, the aircraft weighs 18,315, the maximum loaded weight being 26,147 lbs.

Armament (internal) consists of two electric acoustic homing torpedoes, two Mk. 101 depth bombs, or four 385 lb. depth charges. External armament consists of six 5 in. HVARs, Zuni rockets or 250 lb. bombs.

The S-2E has AOA-3 Joeseph passive long-range acoustic search equipment and its associated Julie active echo ranging equipment.

Dimensions of the Grumman S-2E Tracker:

Span: 72 ft. 7 in.  
Length: 43 ft. 6 in.  
Height: 16 ft. 3 in.  
Wing Area: 499 sq. ft.

Twenty Trackers have been ordered for the R.A.N. and are scheduled for delivery later this year.

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another generation of Naval aircraft and so, with the expectation of assured fixed wing aircraft for some time hence, the Fleet Air Arm with Tracker anti-submarine and Skyhawk fighters looks forward to a very bright future in the Royal Australian Navy.

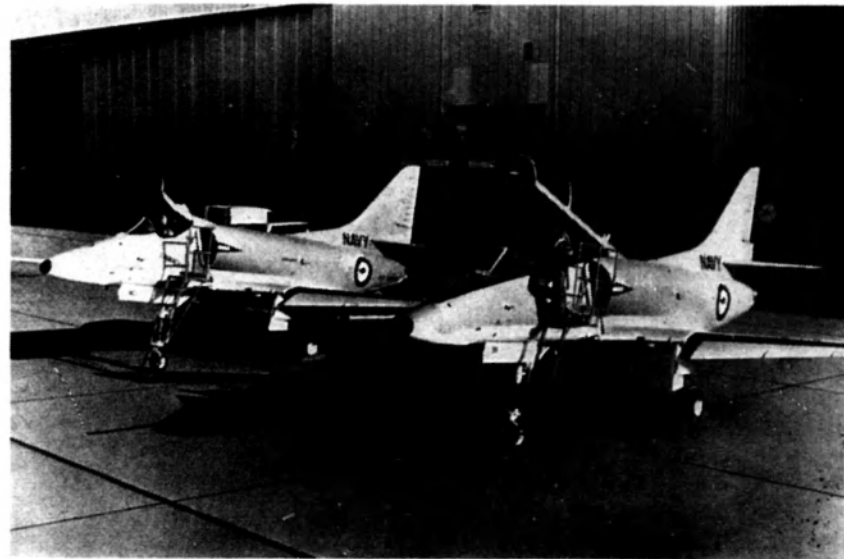
1967 is the twelfth anniversary of the Fairey Gannet's service with the Royal Australian Navy Fleet Air Arm. The aircraft will take part

in the Air Display on Sunday, 8th October after which time it is to be phased out of service and replaced by the Grumman Tracker. The Sea Venom jet fighter is also to be replaced in squadron service by the Douglas A4G Skyhawk fighter.

The Open Day programme will commence at 12 noon when the Air Station will be opened to the public. Static Displays of equip-

ment currently in use in the Royal Australian Navy, such as Safety Equipment, Aircraft Armament, Pilotless Target Aircraft, Jindivik Jet Target Aircraft, Fire Fighting demonstration and other supporting services.

At 4.30 p.m., H.M.A.S. "Albatross" Guard and Band will "BEAT THE RETREAT" (Sunset Ceremony) to conclude the afternoon's programme.



Photographed on the flight ramp at the Douglas Aircraft Company, Santa Monica, California, are two of the R.A.N.'s new Skyhawk fighter-bombers. The aircraft on the left is an A-4G, single-seat, jet-powered combat aircraft. The machine on the right is a TA-4G, two-seater training version of the A-4G. The R.A.N. has purchased eight A-4Gs and two TA-4Gs.

Enjoy . . .

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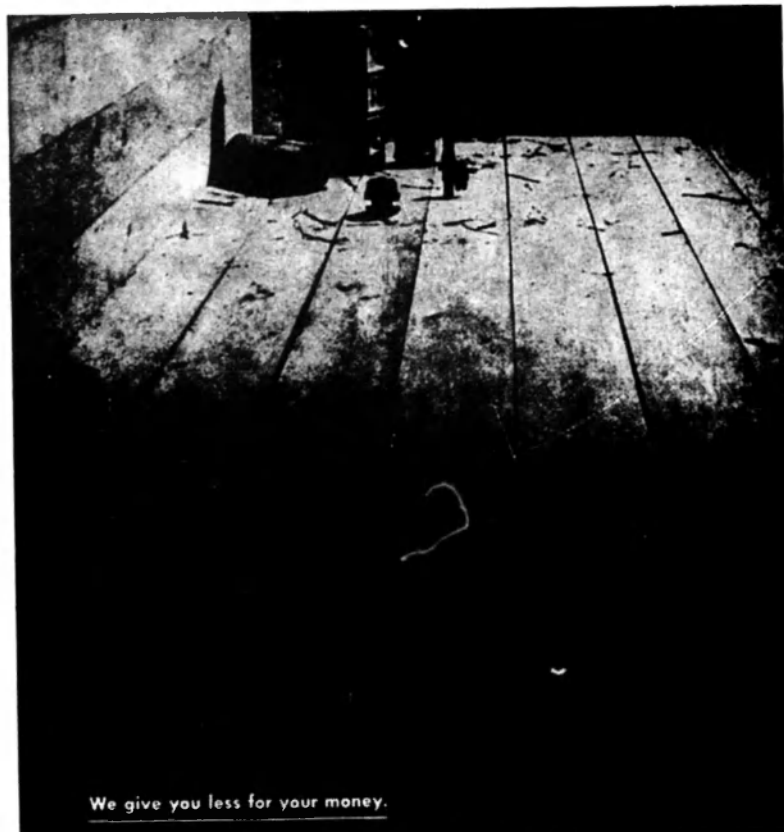
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August-September-October, 1967

## Nautical Notes from All Compass Points

By SONAR

### BRAZIL.

#### Naval Rocket

Ships of the Brazilian Navy Marine Corps are being fitted with R-115 solid-propellant bombardment rockets (photos) developed by Companhia de Explosivos Valparaiba. A turret-mounted eight-tube launcher allows the rockets to be fired singly or in salvo. Launch weight is 38.6 lb. including 6.8 lb. of propellant and a 2.97 lb. high-explosive warhead. Thrust is 3,063 lb. x 0.5 seconds; spin is imparted by canted nozzles. Fired at an elevation of 45 degrees, the R-115 has a range of 4.7 miles.

### CANADA

#### NATO Communication Competition

The Royal Canadian Navy was this year's host for the annual NATO naval communications competitions as part of Canada's centennial celebrations, held in Halifax, N.S. from June 12-16 and was

under the auspices of Rear-Admiral J. C. O'Brien, Commander Maritime Command.

This annual international competition originated in 1963. The most skilled and proficient communications personnel from NATO navies (with less than six years' naval service) compete against one another in a demanding series of tests.

The competitions consist of a number of tests to measure speed and accuracy in receiving and transmitting naval messages by radio telegraph, teletypewriter and flashing light using NATO procedures.

About 70 representatives from ten of the 15 NATO countries attended Canada for this year's competition. Last year, the competition was held at Flensburg, Germany, where nine countries took part. This year Canada initiated a new relay-type event to be added to the competitions

and has presented a trophy for it.

At the end of the competition, the visiting candidates were able to spend a few days at Expo '67 before returning home.

### Two Canadian ASW Ships Planned

Saint John Shipbuilding and Dry Dock Corporation, Saint John, New Brunswick, has been awarded a Canadian contract of \$47.5 m to build two supply ships for the Canadian Navy. Construction of the two ships, the "Protecteur" and the "Preserver", each of 22,000 tons, will start in the Saint John shipyard in the spring and will be completed late in 1969.

The ships, with a length of 564 ft., are designed to provide operational support for the Navy's anti-submarine vessels on sea patrol. They will have a loaded speed of 20 knots.

Each ship will be able to transport and transfer at sea more than 12,000 tons of fuel and lubricating oil. They will also carry 1,250 tons of ammunition, stores and provisions. This will allow the ships of the fleet to remain at sea for considerably longer periods than at present.

Both ships will carry spare anti-submarine helicopters and will be capable of providing major maintenance for the Navy's helicopter destroyers. They will also have a limited capability of transporting army vehicles, helicopters, stores and maintenance personnel.

### EGYPT

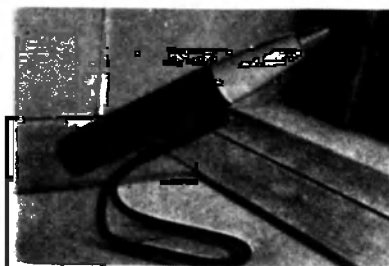
#### Russian Destroyers.

The Soviet Union will supply the Egyptian Navy with destroyers armed with 150 mile range sea-to-surface missiles. It is understood that the vessels will be of the "Korvety" or "Koldin" class. This action is seen as a move to bolster Egypt's not too successful medium range missile programme, and was indicated as a possibility by Israel's Chief of Staff, General Rabin.

The Egyptian Navy is reported already to have 10 Russian built "Osma" class vessels and eight



Multiple launcher for the Brazilian R-115 naval rocket, and, below: the spin-stabilized missile, which has a maximum range of 4.7 miles.



August-September-October, 1967

THE NAVY

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"Komar" class missile boats with weapons with ranges up to 15-18 miles.

## INDIA

### Submarine Fleet.

India is to build up a submarine fleet and the Soviet Union is expected to supply at least part of it. The Minister of State for Defence Production, Mr. Bali Ram Bhagat, told the Council of State recently that India would obtain enough submarines for defence needs.

He did not say how many or from where India would obtain them.

Observers believe Russia might supply at least four submarines.

## JAPAN

### Personnel Increase.

The Japanese territorial forces will be increased to 270,000 by 1971.

The Army will increase to 180,000 from the present 171,500, while the Navy and Air Force will be increased to 45,000 each, the Defence Bureau Chief, Mr. Yutaka Shimada, has recently stated.

### Reparation Payments.

Japan has paid more than half its massive war reparations bill claimed by South-East Asian States.

Free economic co-operation was pledged to nations which had waived claims, the Japanese Foreign Ministry stated recently.

Japan has paid about \$A712,500,000 out of a total of \$A1,325 million.

## NETHERLANDS

### Air Defence Interception System

Additional Elliott 920 computer systems will be supplied to the Dutch Government for its automated Air Defence Interception System by Elliott-Automation. This operational system is claimed to be the only one in Europe capable of controlling supersonic F-104G interceptions.

### Sonobuoys

A Ministry of Technology contract worth about \$2m awarded to Ultra Electronics Ltd., covers the supply of Sonobuoy equipment. These listening and ranging devices are capable of detecting submarines after being dropped from aircraft.



Polish M.T.Bs. exercising in the Baltic.

## NEW ZEALAND

### Defence Credit.

While Uncle Sam doesn't particularly want New Zealand dairy goods, he is offering a line of easy credit for New Zealand purchases of his armaments.

A recently revealed agreement, signed earlier this year, opens up \$US55 million in credit with the U.S. Export-Import Bank for military material procurement by the Dominion.

The credit is for a term of seven years at 5.5 per cent interest. So far New Zealand has used it only for two Hercules C-130 troop-carrying transport planes worth \$NZ5 million, but the purchase of army equipment is being negotiated.

Hardware on the Defence Ministry shopping list which could be covered include helicopters, a squadron of strike planes and armoured troop carriers or light tanks.

Such orders have so far been deferred because of the current balance-of-payments crisis. But there is a tempting target date: the U.S. credit offer expires on June 30 next year.

## POLAND

### Twenty years of the People's Navy.

It is not often that news emanates from Poland about her Navy, but this year the People's Navy

celebrates its 20th anniversary, and an official screed has been put out. It states that the Navy's strength rests not only on the high standard and spirit of its officer cadre and its excellent technical equipment but also on the co-operation of the allied Baltic Sea Forces: the Soviet Baltic Fleet, the People's Navy of the German Democratic Republic, and the Navy of the Polish People's Republic. These three fraternal fleets, it is stated, are united in one common aim, the defence of peace in the Baltic Zone.

The level of specialised training in the Polish Navy is at present very high. It is recorded that 33 per cent of naval officers graduated from higher military school or higher civilian university level colleges, and 99 per cent of seamen are secondary school leavers. Both the 'Heroes of Westerplatte' Naval Academy, educating future officers, and the Training Centre of Naval Specialists, schooling petty officers and seamen, are turning out every year new generations of highly qualified experts for the Polish Navy. The curricula of both these schools include theoretical studies as well as summer practice during long cruises on board the training ships ORP "Iskra", 560 tons, and ORP "Gryf", 2,000 tons. The photograph is a very rare shot of Polish



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naval units under way, taken during exercises of a flotilla of 'torpedo cutters'. The two boats are MTBs 418 and 419, 70 tons.

## SOUTH AFRICA

**Coloureds' New Naval Uniform.**

Members of the South African Coloured Corps who are serving in ships and establishments of the South African Navy — the survey ship "Natal" has more than 40 coloured crew members — are to wear a new naval uniform.

They will replace the grey combat dress worn by all members of the S.A.C.C. The new uniforms are still being made and none have yet been issued.

The basic uniform is a black serge suit of the same style as the present grey combat outfit, but will not have shoulder straps. It is worn with a white shirt and black socks and shoes.

Coloured naval staff will wear the normal South African naval cap with the all-red embroidered lion-and-anchor cap badge issued to able-seamen in 1960 but later withdrawn. In the summer the serge suits will be worn without jackets, with the blue rank and branch badges and shoulder titles on the shirt itself.

**Submarines from France.**

According to despatches from both Cape Town and Nantes, South Africa has signed an agreement with France for the order of three submarines. They will be of the French "Daphne" class: of medium hunter/killer patrol type with a displacement of 850 tons standard and 1,040 tons submerged, a length of 190 ft., a beam of 22 ft. and a draught of 15 ft. Diesel-electric propelling machinery turning two shafts and developing 1,300 horse-power on the surface, and 1,600 horse-power submerged give them a speed of 16 knots above and below water. They have a complement of six officers and 39 men.

It seems a pity that, when all the 13 warships in the South African Navy are British-built or former ships of the Royal Navy, South Africa has been obliged to purchase submarines from outside the United Kingdom. When will the powers that be learn that when for purely political expediency warships are

withheld from foreign countries they are merely giving warship orders to the overseas rivals of British shipbuilding yards? South African naval officers and ratings have been trained in British establishments and would have been delighted to have some of our highly successful "Oberon" class submarines, given the chance.

**Research Vessel Named.**

The 320-ton oceanograph research ship which is to be built in a Durban shipyard for the Council of Scientific and Industrial Research is to be named "Meiring Naude" in honour of the president of the CSIR, Dr. S. Meiring Naude.

## SPAIN

**NavShips Aids Spanish Shipbuilding**

As a result of government-to-government agreements between Spain and the United States, the U.S. Navy is assisting the Spanish Navy in the construction of five guided missile escort destroyers in Spain and in the activation in the U.S. of a light aircraft carrier being leased to them by the United States. Under terms of the agreements the U.S. Naval Ships Systems Com-

mand is responsible for providing technical support for both programs to the Spanish Navy.

The escort destroyers, designated DEG-7, are to be built in a Spanish shipyard with the U.S. Navy providing complex material, working plans, and technical assistance in shipbuilding, facility development, training and maintenance. This assistance includes the procurement of the weapons and electronics systems and the development of the complete ship design. The U.S. will be reimbursed by the Spanish government for all direct assistance provided.

The American firm of Gibbs and Cox is acting as design agent for the complete ship system design under contract to the U.S. Navy. Equipment to be built in Spain will be made to U.S. designs under licence with U.S. manufacturers. Certain contractor furnished material and equipment which is beyond Spain's current capability to produce will be produced in the United States.

The guided missile ships being built in Spain are similar to the

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U.S. Navy's DE-1052 Class. They will be about 480 feet in length with a 47-foot beam, and will displace over 4,100 tons. In addition to a five-inch gun, anti-submarine warfare torpedoes and rockets, they will carry a Tartar surface-to-air missile system similar to those aboard guided missile ships built for the U.S. Navy.

The contract for construction of the ships in El Ferrol del Caudillo, Spain, was scheduled to be awarded by the Spanish Navy in November of this year. The first ship is scheduled to be completed by September of 1971, with the remaining four being completed at short intervals thereafter.

The DECI-7 programme represents a significant increase in Spanish shipbuilding and will require a major effort on the part of their Government and industry. The programme is part of Spain's broad effort to update and modernise its industry.

In addition to the U.S. Navy Shipbuilding Liaison Office in Madrid, a Resident Ship Liaison Officer is now established in El Ferrol to provide on site assistance. This office will be staffed by military and civilian U.S. Navy personnel. To arrange the U.S. Navy efforts in the United States on the programme a Project Management Office has been established in NavShips (SHIP-PMI).

In the other programme the light aircraft carrier (ex USS "Cabot") has been leased to Spain for five years under Public Law 89-324 (refer page 21, Feb.-Apr., 67 edition). The Spanish Government will reimburse the U.S. Government for activation, repair, alteration, and outfitting of the ship for use as a helicopter carrier named "Dedalo" (PH-01). Work is now underway at the Philadelphia Naval Shipyard with completion of the vessel planned for 1967.

#### UNITED KINGDOM LEANDER CLASS FRIGATES

The Royal Navy has ordered the construction of two more Leander



A Leander Class frigate, H.M.S. BURYALUS.

Class frigates, the 23rd and 24th of the Class. Following a successful competitive tender, the order has been won by Messrs. Yarrow & Co. Ltd., of Scotstoun. The main machinery will be provided by Messrs. J. Samuel White & Co. Ltd., of Southampton.

#### MARCONI TELEVISION SYSTEMS

Marconi television systems will be used for flight deck surveillance on all British aircraft carriers, following orders recently placed with The Marconi Company by the Ministry of Defence (Navy). HMS "Eagle" and HMS "Ark Royal" are the last of the Royal Navy to be fitted, making a total of thirty British and US aircraft carriers now equipped with Marconi closed circuit systems. The two British ships will each have a single closed-circuit television channel with the camera mounted on the carrier superstructure. The lens angle and direction of this can be adjusted by remote control from the control tower, where a television monitor displays pictures of the flight deck.

programme, began its first sea trials in late June. Sister submarines of the 7000 ton "Resolution" will be the "Renown", "Repulse" and "Revenge".

#### BRITISH SEA BASE IN W.A. EXPECTED

The British Far East Fleet will probably be based in Western Australia after it leaves Singapore.

This was stated recently by the Chief of the British Naval Staff and First Sea Lord, Admiral Sir Varyl Begg, who has lately toured the Singapore Naval Base.

He said it was too early to say where the Fleet would go permanently when it left Singapore.

But he added that the Royal Australian Navy was surveying the west coast of Australia for the site for a possible British base.

He said it was the most "likely place" for the British Fleet to go.

#### UNDERWATER TELEVISION EQUIPMENT

The Ministry of Defence (Navy) has bought underwater television equipment, including a pressurised and manoeuvrable camera for use in salvage and other operations. The equipment, supplied by General

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Descaling Co. Ltd. of Workop, includes a frame fitted with powerful lights and holding the camera. It can be moved in azimuth and elevation by remote control in a depth of 1,200 ft.

The Westland WG13 utility helicopter which meets the joint requirements of the British and French Services, is to be powered by two gas turbines of unspecified type. The prototype WG13 is to fly in 1969 and service use will begin in 1972.

Designed along classic lines with a single main rotor, the WG13 incorporates a number of features to increase reliability and reduce maintenance and operating costs. These features include a new form of rotor blade construction; plastics for some primary structure as well as doors and other secondary items; the use of printed circuits for electronics and a simplified rotor head of advanced design. The WG13 will be used by the British Army for field support and will have special equipment to permit it to fly at high speed and in bad weather over difficult terrain. The British Navy version for anti-submarine duty will have a special undercarriage for high rates of descent and will be equipped with automatic, all-weather anti-submarine equipment. The French Army version will be equipped for reconnaissance and anti-tank duties and will be capable of carrying a wide range of weapons. The British requirement for the 8,000 lb WG13 reportedly totals some 350 machines, while the French purchase is likely to be of the order of 250 aircraft. Although power plants are not yet specified, the most probable choice is the advanced technology Bristol Siddeley 360 urboshaft.

## UNITED STATES OF AMERICA New Nuclear Carrier

The United States Navy's second nuclear powered attack aircraft carrier will be named in honour of the late Fleet Admiral Chester W. Nimitz.

The \$US427,500,000 USS 'Nimitz' will be the most modern warship in the world.

## DEFENCE PLAN

The U.S. Navy is planning an anti-ballistic missile system using ships stationed off the Russian and Chinese coasts to intercept offensive rockets shortly after they have been launched.

The proposed defence, known as the Seaborne Anti-Ballistic Missile Intercept System, or SABMIS, would cost about \$US2,000m (\$A1,786m).

## DEEP DIVING NUCLEAR SUBMARINE

Not content with "Aluminant", "Deep Star", "Trieste", "Sealab" and numerous others, the U.S. Navy has now released details of a nuclear-powered deep-diving vehicle under construction by General Dynamics.

Known as NRI the submersible will be crewed by five sailors and two scientists and will be able to proceed down to 3,000 ft.

Previous deep diving vehicles' endurance has been limited because they depended on batteries for all their power. The NRI's endurance, however, is stated to be limited only by the amount of food that can be carried on board.

Her prime object will be to carry out research into the problems of nuclear propulsion at great depths, but she will also be available for ocean engineering and research missions.

## THE WESTLAND W.G.13 (Model)

The WG13 is a twin-turbine design, due to fly in 1969, and selected to serve with the British Army in the field support role, for anti-submarine duties with the R.N. and as a specialised reconnaissance anti-tank helicopter for the French Army.



## ALBIS

The Lockheed Aircraft Company have been awarded a study contract on airborne interception against submarine-launched missiles. The missile, at present known as ALBIS, would be launched against the submarine's missile soon after the latter is launched because it is considered easier to spot the hot booster using infra-red devices or radar. Lockheed is studying two possible courses of action; firing the ALBIS at the enemy missile and concurrently firing a subchaser down the water exit hole from which the missile was ejected.

The idea is that ALBIS should be carried in an aircraft which would work closely with an anti-submarine force.

## PRODUCTION OF PHANTOM

F-4J and F-4E type fighter bombers for the USN and USAF is being extended under a \$US27,374,000 contract awarded to the McDonnell Douglas Corporation, adding to the already more than \$1,000,000,000 total of contracts for various versions of the McDonnell-designed and constructed Phantom.

## MK. 46 A.S.W. TORPEDO

Addition of \$22,700,000 to the USN contract already held by Honeywell Ordnance Division for production of the Mk. 46 (Mod. 1) ASW torpedo and supporting equipment has lifted 1966-67 total funding of the project to \$98,400,000. Orders from Australia and Canada, as well as the USN, are inclusive in the contract. The Mk. 46 torpedo is used in the Ikara ASW missile system designed and developed in Australia. Honeywell is prime contractor for the torpedo programme (some sub-system and component production, final assembly and weapon checkout), with TRW Inc. and Clevite Corporation, Cleveland, major sub-contractors.

## POLARIS & POSEIDON

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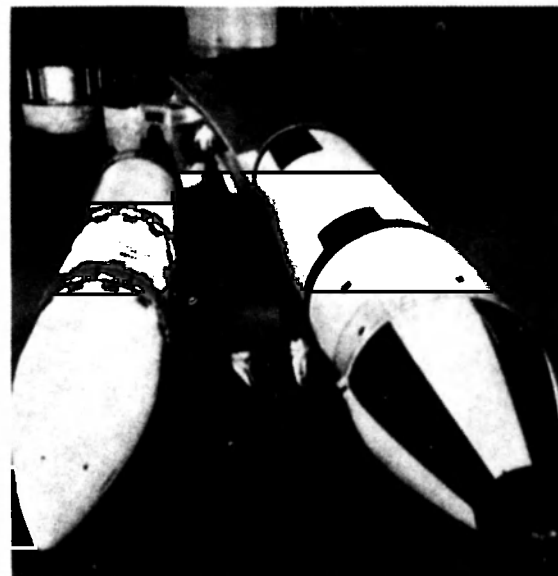
706

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POLARIS & POSEIDON

Poseidon Fleet Ballistic Missile.

The full scale engineering mock-up model unveiled at the Lockheed Missile and Space Co. is three feet longer than the 31-foot Polaris and measures six feet in diameter compared to its four-and-a-half-foot little brother.

(Refer also these notes, May-July, 1967, page 41.)

### WORLD FREE DIVE RECORD

A 32-year-old Navy diver has set a new world free dive record of 212 feet 7 inches. Engineman First Class Robert A. Croft made the historic dive without a breathing apparatus.

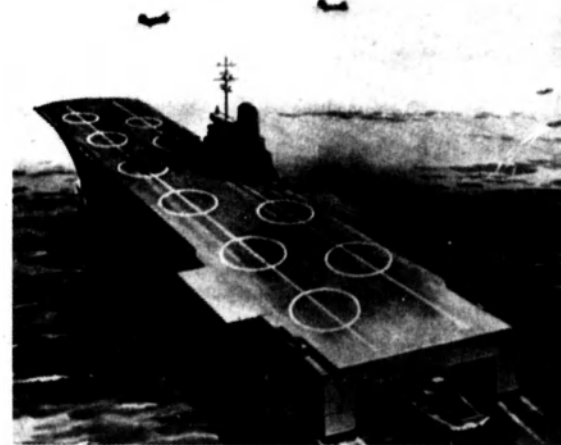
The previous world's record of 200 feet was set in 1913 by a Greek seaman. A Frenchman challenged the record last June, but failed by over three feet.

Croft, who can hold his breath for five minutes underwater, made his dive off Ft. Lauderdale, Fla. Immediately after his success he was introduced into the Swimming Hall of Fame.

### NEW TYPE AMPHIBIOUS ASSAULT SHIP

The U.S. Navy Department has announced plans for the development of a new type of amphibious assault ship. This vessel is designated by the symbol LHA. She will be a large multi-purpose assault ship of the cruising type which will be capable of carrying and operating helicopters for vertical envelopment as well as landing craft for over-the-beach assault. She will combine in a single ship the advantages of currently used helicopter carriers and landing craft assault ships. The size and versatility of the vessel will permit the deployment of more elements of a Marine Corps assault force in a single ship.

No one can accuse the U.S. Navy of standing still. Their development of amphibious assault ships has been outstandingly progressive. Quite apart from the LST development, which has already soared up to the 8,400-ton size, there are the new LSD's (dock landing ships) of 13,650 tons, the new LPD's (dock amphibious transports) of 17,150 tons and the new LPH's (amphibious assault ships) of 18,340 tons, the last of the type we would call commando ships or helicopter carriers.



**ASSAULT SHIP**—Under development for the Navy is this general purpose amphibious assault ship (LHA), combining the functions of the helicopter assault ship (LPH) and the landing ship dock (LSD). The 40,000-ton ship would carry a balanced load of troops, equipment and supplies with the tactical capability of both helicopter and landing craft assault.

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Presumably the new LHA's will still more nearly approach the shape and scope of support carriers.

### MOBILE SUBMARINE TARGET

Northrop Ventura Division has received initial funding of \$2.1 million on a \$14.5 million U.S. Navy contract to develop and build the Mk. 30 mobile A.S.W. target. The target will be the same size and shape as a standard torpedo, but will simulate the sonar echo and sound of a full-scale submarine.

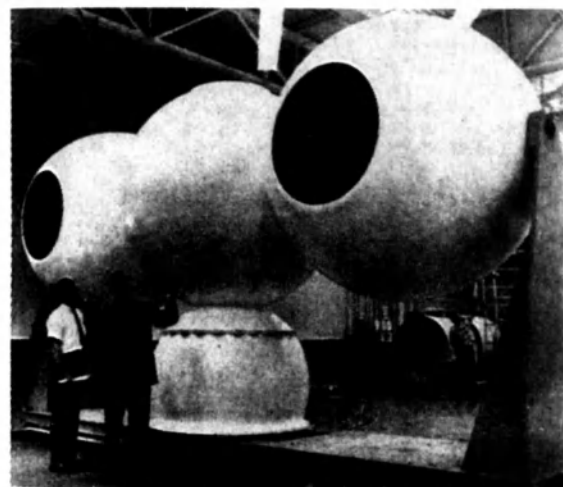


### IROQUOIS HELICOPTERS

The U.S. Navy has awarded Bell a \$1.3m. contract for 18 UH-1E Iroquois helicopters for delivery March-August 1968. This supplements a definitised contract for 48 UH-1E's placed with Bell in November, 1966.

### RESCUE SUBMARINES

The Navy plans to build a total of six Deep Submergence Rescue Vehicles (DSRV), the first of which is to undergo sea trials in mid-1968. The first two will be built by the Lockheed missiles & Space Company. The craft, capable of operating at depths in excess of 3,500 feet, will be able to rescue 24 men. It is carried piggy-back fashion on a mother submarine to the area of a submarine in distress (see photos) as shown in the top photo. The three inter-connected spheres, designed to withstand pressure, will go inside the craft. The bell-shaped portion at the bottom connects the rescue craft with the sub in distress.



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The principal objective of the Navy League of Australia is to stress the vital importance of Sea Power to the Commonwealth of Nations and the important role played by the Royal Australian Navy.

The League, in conjunction with the Commonwealth Naval Board, administers the Australian Sea Cadet Corps, by providing finance and technical sea training for boys who intend to serve in the Naval or Merchant Services, 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.

We invite you to swell our ranks and so keep up to date with Maritime Affairs to help to build an ever-increasing weight of informed public opinion. The Navy League will then become widely known and exercise an important influence in the life of the Australian Nation.

The League consists of Fellows and Associates. All British subjects who support the objectives of the League are eligible for membership. Members receive copies of the League's magazine "The Navy".

### DIVISIONS

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Victoria — Room 8, 8th Floor, 528 Collins Street, Melbourne, 3000.  
Queensland — Box 376E, G.P.O., Brisbane, 4001.  
Tasmania — 11 Quorn Street, Sandy Bay, 7005.  
South Australia — 30 Pirie Street, Adelaide, 5000.  
Western Australia — 182 Coode Street, Como, 6152.  
Australian Capital Territory — 60 Limestone Avenue, Ainslie, 2602.  
Northern Territory — C/- H.M.A.S. Melville, Darwin, 5790.

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# H.M.A.S. WATSON — Open Day

2nd OCTOBER, 1967

One of the first major functions during the 1967 Navy Week in Sydney will be at H.M.A.S. WATSON, when this establishment will be open for public inspection from 1 p.m. to 5 p.m., on Monday, 2nd October.

### HOW TO GET THERE

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

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

### "WE FIND, WE FIX"

Visitors to H.M.A.S. WATSON on Monday, 2nd October, 1967, will gain an insight into the workings of a training establishment, which conducts Navigation, Aircraft Direction, Torpedo and Anti-Submarine Training. Training in these fields assumes great importance in an age of rapidly changing weapon systems and equipments.

WATSON occupies an eminent physical position, situated as it is on Sydney's South Head. Here it exercises control over approximately 35 acres and shares South Head with the Maritime Services Board, who operate the Hornby Light, and the Army with its Eastern Command Personnel Depot and Provost Corps Headquarters.

The years 1955 to 1962 saw a major building programme which added new accommodation and administration blocks, a modern T.A.S. School, a superb Chapel and a spacious Wardroom to the collection of wartime huts which were built when WATSON commissioned on the 14th March, 1945, as the R.A.N.'s radar school. Steady progress has been made over the

years towards beautification through the laying of new lawns and attractive rockwork.

### COMMAND

Captain J. L. W. Merson, R.A.N., came from command of H.M.A.S. VAMPIRE to serve as Captain of H.M.A.S. WATSON in January, 1967. The Executive Officer is Commander J. Beckley, D.S.O., D.S.C., R.A.N.

### T.A.S. SCHOOL

T.A.S. training moved from RUSHCUTTER to WATSON in 1956. Since that time it has continued to train officers in tactical and material aspects of A.S.W.; UC sailors in the operation of sonar equipment; and UW sailors in operating A.S. weapons.

Standard promotion courses for Ords qualifying for Able Rank and Leading Seamen qualifying for PO's are the T.A.S. School's main

training load, and with Officers' Tactical courses; pre-commission and pre-work up training and the training of personnel for mine-sweeping duties there is an increasing burden on the school as the R.A.N. continues to expand. To assist in T.A.S. training the school is provided with actual weapons, weapon models and up to date sonar and attack simulators.

Ikara, homing torpedoes, variable depth sonars and new long range sonars have introduced a complexity and diversity which will ensure an increasingly important role for this school in the future.

OC of WATSON'S T.A.S. School is Commander B. CLEARY, R.A.N.

### NAVIGATION DIRECTION SCHOOL

WATSON'S N.D. School is the direct descendant of H.M.A. Radar



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The problems of training, set by the purchase of modern minesweepers for the R.A.N., have been met by WATSON's T.A.S. School. This group receives instruction around the model of the stern section of one of these vessels.

Training Establishment which started operations at South Head towards the end of 1943 and commissioned as H.M.A.S. WATSON in 1945. Its present O.I.C. is Commander R. RUST, R.A.N. Although many changes have taken place in the radar branch since World War II, the main function of the school is, as it was then, to train personnel in the use of radar.

Radar Plot sailors are taught to operate radars, and to plot radar and other action information so that the command can readily appreciate the situation. The WRANS also have an R.P. Branch, and as well as relieving sailors for sea duty they give a welcome relief from an all male training staff.

Though the school still occupies the old green huts and can't boast of plush buildings to match those of the T.A.S. School, it can point with pride to a most modern installation — the SOLARTRON trainer. In this trainer two "ships" are provided with a realistic radar picture on which can be displayed a variety of controlled targets and a coastline allowing the simulation of most aspects of naval operations.

The introduction of a Supplementary list of officers with short service commissions has increased the importance of the school's Navigation commitments. S.L. Mids receive all their shore navigation training here.

**IT'S NOT SO WELL KNOWN —**

● that it is to WATSON that successful candidates from SD Officer Pre Selection Boards are sent at six-monthly intervals for six week courses designed to help these sailors pass their H.E.T. and hence qualify educationally for their final selection board.

● WATSON is headquarters of the R.A.N.R. in Sydney and conduct reserve training nights each Tuesday and Thursday.

● that WATSON will play an increasingly important role following the re-introduction of submarines to the R.A.N.



Radar Plot sailors ply their skills during a "Multi-Incident" exercise in WATSON's N.D. School.



Photographed on an occasion of "dress ship" at WATSON, this view of Sydney Harbour is incomparable.

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Not surprisingly, WATSON's Chapel of St. George the Martyr has become one of the highlights of a tourist's visit to Sydney.

## H.M.A.S. WATSON PROGRAMME OF EVENTS Monday, 2nd October, 1967

Visitors are requested to ask any sailor for the location of displays and demonstrations

- |  |  |  |
|--|--|--|
| 1.00 p.m.—<br>H.M.A.S. Watson open for public inspection.        | 2.40 p.m.—<br>Mortar Firing Demonstration — Mk. 10 Mortars.                                | public.<br>CONTINUOUS DISPLAYS<br>DURING THE AFTERNOON                                       |
| 2.00-2.15 p.m.—<br>Mortar firing demonstration — Mk. 10 Mortars. | 3.15-3.30 p.m.—<br>Helicopter — winching divers from the sea, and Beach Assault by divers. | Static Display of Anti-submarine equipment.  |
| 2-15-2.30 p.m.—<br>Flying display — Iroquois helicopters.        | 5.00 p.m.—<br>H.M.A.S. Watson closed to the  | Cinema Show — continuous screenings.<br>Afternoon Tea — available at the Amenities Building. |

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## ANNUAL REPORT OF THE QUEENSLAND DIVISION OF THE NAVY LEAGUE OF AUSTRALIA, FOR THE YEAR ENDED 30th JUNE, 1967

### Administration.

At the Annual Meetings of the Navy League Federal Council and the Sea Cadet Council held at Navy Office, Canberra in September 1966, which I attended, two important matters were discussed:—

1. The Navy League of Australia having become the Navy League of Australia Inc. and therefore registered as a Public Company with its Memorandum and Articles of Association.

2. Proposals to Rationalize the Australian Sea Cadet Corps which had been prepared at the request of the Naval Board.

With reference to 1. Implementation of the requirements by the Queensland Division and its Branches is proceeding. This necessitates prompt co-operation by all concerned and strict adherence to the requirements of the Memorandum and Articles of Association.

Regarding 2. The Sea Cadet Council appointed a Sub-Committee to investigate the Rationalisation proposals, visiting Divisions where necessary and to submit their recommendations.

On 18th May, 1967, I attended meetings of the Navy League Federal Council and the Sea Cadet Council held at Navy Office, Canberra, which had been called to consider the report of the Sub-Committee.

After several amendments were agreed upon, the recommendations of the Sub-Committee were endorsed by the Federal Council which recommended that they be placed before the Naval Board.

Briefly, Rationalisation would mean that the Naval Board would accept full responsibility for the control and administration of the Australian Sea Cadet Corps, thus relieving the Navy League of its financial responsibility in this regard. The League would, with its Branches still have an important role particularly in the areas where Units exist, quite apart from the fact that implementation of the various phases of Rationalisation would take a considerable time to complete.

### The Sea Cadets.

We have had another year of progress; our 7 Sea Cadet Units have the largest number of Cadets of any State.

The addition of a strong and active Navy League Branch in Townsville and the formation of a Sea Cadet Unit, T.S. CORAL SEA which has been approved by the Naval Board, will bring the total number to 8. Land has been obtained and finance for a Headquarters Building is well under way.

The Navy League Shield, awarded annually to the Unit judged to be the most efficient in Australia, was won by T. S. "Paluma" and presented by our Patron, His Excellency the Governor, who attended the dedication of their fine Headquarters.

There are 37 Sea Cadet Units in Australia and, during the seven years of Shield competition, this is the third time it has come to Queensland, T.S. "Magnus" and T.S. "Gayundah" having previously had this honour.

At Mackay, T.S. "Pioneer's" new Headquarters on the sea front were officially opened by our Vice-President, Dr. Athol Robertson. "Pioneer" currently holds the A.M.P. Shield, awarded annually for the best Unit outside the Brisbane area. I visited Mackay in June to be present at a public meeting held to further stimulate interest in the League Branch and T.S. "Pioneer". It was good to see such a well-attended and representative gathering.

T.S. "Endeavour", at Cairns, continues towards completion of their Headquarters on Smith's Creek, which have been in use by this Unit for some time.

T.S. "Tyalgum", now with their Headquarters free of debt, suffered some damage in the recent cyclonic weather at the Gold Coast, but have completed repairs.

T.S. "Bundaberg", still lacking the support of a branch of the League in their city, is continuing to do their best, thanks to the dedication of their officers and instructors.

T.S. "Magnus" continues its high standards and is constantly improving its Headquarters and facilities at the Church of England Grammar School.

T.S. "Gayundah". At a parade, Rear Admiral R. I. Peek, Flag Officer Commanding the Australian Fleet, presented the Cadet Forces Medal, awarded for 12 years continuous service, to Sea Cadet Lieut. Commander L. D. M. Roberts, Sea Cadet Lieutenants W. H. Paddon, J. C. Walker and W. M. McDonald. These are the first awards in Queensland.

### Navy Week.

Various functions were held in co-operation with the Naval Association. The official guest, Captain D. W. Haslam, O.B.E., R.N., attended the Navy League Dinner held at H.M.A.S. "Moreton" and also took the salute at the annual Sea Cadet parade at New Farm Park. As usual, the R.A.N.R. Band took part and our thanks are due to the Bandmaster and members of the Band.

### Unit Welfare Committees.

These continue their untiring efforts for the welfare of the Cadets in the respective units and deserve congratulations.

Commander D. J. Robertson, Naval Officer-in-Charge, Queensland will be leaving us in August for H.M.A.S. "Albatross" with the good wishes of all in the Queensland Division and our appreciation of his enthusiasm and continuous interest in the Sea Cadet movement.

The Naval Association of Australia (Queensland Division) has since the commencement of the Sea Cadet movement in 1954, given continuous and strong interest and support in many practical ways, whilst the majority of the officers and instructors of the Units come from this Association.

Finally, sincere thanks to all officers and instructors of the Corps who willingly give so much time to the cause and thanks also to our Branches for the splendid results achieved.

N. S. PIXLEY, President.

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## Diamantina's Scientific Role

H.M.A.S. *Diamantina*, under the command of Lieutenant Commander D. L. Murray WARD, R.A.N., recently returned to Sydney after a six-week geo-physical survey of the floor of the Coral Sea.

The object of the survey was to determine the geological origin of the Coral Sea basin and neighbouring Queensland and New Guinea. In addition, much of the data concerning thickness, structure, and composition of the ocean floor will be of interest to petrol companies in assessing the oil potentialities of the off-shore areas.

The senior scientist of the party carried in H.M.A.S. *Diamantina* for this survey was Mr. L. V. HAW-



Firing explosives from H.M.A.S. *DIAMANTINA* during scientific investigation of floor of Coral Sea.

KINS, senior lecturer in geo-physics at the University of New South Wales.

The University is, together with the Lamont Geological Observatory in the U.S.A., sponsor of the research programme.

Personnel of the ship's company took part in all aspects of the survey.

In addition there was a guest on board — Dr. Maurice EWING, Director of the Lamont Observatory and well known geo-physicist.

The survey, a two-ship operation involving H.M.A.S. *Diamantina* and the research vessel *Vema* (Master, Captain H. C. KOHLER) owned by Columbia University, entailed detailed measurement of depths, profiles of the sea-bed, effects of gravity and magnetic anomalies, and seismicological and heat flow data.

Because of the extreme accuracy required, navigation by satellite was used much of the time.

Previous surveys of the Coral Sea, in many of which H.M.A.S. *Diamantina* took part, concerned themselves with currents and content of sea water. This survey just completed has taken the further step of probing beneath the ocean to study the mantle of the earth itself.

Although final results await analysis, it is true to say that as a result of the investigations there has been amassed more information than ever before about the floor of the Coral Sea.

### WILLING TO TRY

Ship's engineers are frequently Scotsmen, and this particular ship was no exception. It had just picked up survivors from a sinking ship in the cold North Sea and the captain was bustling about trying to comfort them. In a stern voice he bellowed down to the engine room: "Have you got a mackintosh to keep a lady warm?" A Scottish accent drifted up: "Nay, but there's a McGregor that's willing to try."



Laying sonobuoys aboard H.M.A.S. *DIAMANTINA* during scientific cruise to explore floor of the Coral Sea.

Best wishes to R.A.N. Personnel on the Anniversary of Trafalgar 1967 from . . .

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## JOIN THE AUSTRALIAN SEA CADET CORPS

If you are between the ages of 13 and 18 years

The Australian Sea Cadet Corps is a voluntary organisation administered by the Commonwealth Naval Board and The Navy League of Australia.

The aim of the Australian Sea Cadet Corps is to provide for the spiritual, social and educational welfare of boys and to develop in them character, a sense of patriotism, self-reliance, citizenship and discipline.

Uniforms are supplied free of charge.

Cadets are not required to undergo any medical examination and are fully insured against accident while on duty.

Parades are held on Saturday afternoons and certain Units hold an additional parade one night a week.

The interesting syllabus of training covers a wide sphere and includes seamanship, handling of boats under sail and power, navigation, physical training, rifle shooting, signalling, splicing of wire and ropes.

general sporting activities and other varied subjects.

Instructional camps are arranged for Sea Cadets in Naval Establishments, and they are also given opportunities, whenever possible, to undertake training at sea in ships of the Royal Australian Navy.

Cadets, if considering a sea career, are given every assistance to join the Royal Australian Navy, the Mercantile Marine or the Royal Australian Naval Reserve, but there is no compulsion to join these Services.

For further information please contact the Divisional Senior Officer in your State, using the Form provided below.

Senior Officers, Australian Sea Cadet Corps

NEW SOUTH WALES: "El Abrigo", 4 Rangers Ave., Cremorne, 2090.

QUEENSLAND: C/- Box 376E, G.P.O., Brisbane, 4001.

SOUTH AUSTRALIA: C/- 30 Pirie Street, Adelaide, 5000.

TASMANIA: C/- 11 Quorn Street, Sandy Bay, 7005.

VICTORIA: C/- Room 8, 8th Floor, 528 Collins St., Melbourne, 3000.

WESTERN AUSTRALIA: C/- 182 Coode St., Corno, 6152.

AUSTRALIAN CAPITAL TERRITORY: Industry House, National Circuit, Barton, 2600.

NORTHERN TERRITORY: Box 444, P.O., Darwin, 5794.

TO: The Senior Officer,  
Australian Sea Cadet Corps

I am interested in joining the Australian Sea Cadet Corps and would be pleased to receive further information.

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STATE OR TERRITORY ..... POSTAL CODE .....

PHONE No. .... AGE .....

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## Report of Activities and Training Undertaken by the New South Wales Division for the Quarter Ending June 30, 1967.

Periods of continuous training were carried out in the following establishments:

H.M.A.S. CRESWELL. 14th to 21st May. General Boatwork.

H.M.A.S. WATSON, 14th to 21st May, Cookery Badge Course.

Harbour and weekend training took place in the following ships and establishments.

H.M.A.S. WATSON. 7th to 9th April.

H.M.A.S. ALBATROSS. 7th to 9th April.

H.M.A.S. CRESWELL. 7th to 9th April.

H.M.A.S. PENGUIN. 21st to 23rd April.

H.M.A.S. PENGUIN. 5th to 7th May.

H.M.A.S. WATSON. 5th to 7th May.

H.M.A.S. STUART. 5th to 7th May.

A standard N.B.C.D. course for Officers and Instructors commenced in H.M.A.S. PENGUIN on 11th April and continued each Tuesday

and Thursday evening until the final examinations which were held on Thursday, 18th May. Fourteen Officers and Instructors attended the course and all passed the standard N.B.C.D. examination. Ten members also sat for the advanced N.B.C.D. examination and eight were successful. It was gratifying to read in the Course Officer's report that all concerned had displayed a keen and intelligent interest and that their punctuality, attendance, dress and bearing were well above average. This indeed reflects credit upon the Division and the Officers and Instructors concerned have been commended for their diligence.

The Annual Church Parade was held in Garden Island Dockyard Chapel on Sunday, 7th May and the Division was inspected by Rear Admiral T. K. MORRISON, C.B., C.B.E., D.S.C., the Flag Officer-in-Charge, East Australia Area. A total of 340 Cadets were on parade.

Boards were convened in H.M.A.S. WATSON on six separate occasions

for the purpose of examining Officers and Instructors recommended by Unit Commanding Officers for promotion and to consider the suitability of applicants for appointments within the Corps.

The number of Cadets joining during the quarter under review well exceeded the number of discharges. In the latter case this included a percentage entering the Permanent Naval Forces. The ever increasing number of senior Cadets joining the R.A.N., whilst most gratifying, has nevertheless created a problem in that certain Units are suffering from a lack of Cadet Petty Officers and Cadet Leading Seamen.

The Officers, Instructors and Cadets of this Division continue to display a high level of enthusiasm and morale is high notwithstanding the adverse conditions under which at present some of the Units operate.

L. MACKAY-CRUISE

Lieut-Commander R.A.N.R.  
Senior Officer

Best wishes to the Royal Australian Navy from . . .

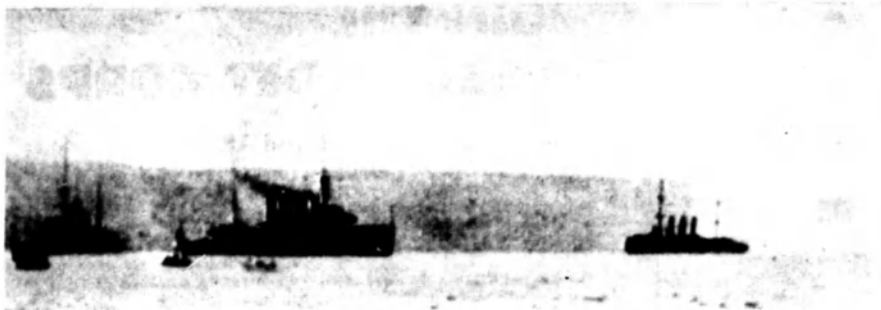
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# Navy Week In Australia

Navy Week is one week in each year when Australians from coast to coast are urged to pay grateful tribute to those who have served and those now serving Australia at sea. During this week it is fit and proper that a nation of free men and women give well-deserved honour and recognition to the patriotic and victorious achievements of its men of the sea. It is the week for Australians to rededicate themselves to those principles of freedom and self-government which they cherish. It is a week in which grateful citizens should salute their Royal Australian Navy and make sure that it is adequate to fulfill its contribution to our national security.

In the Royal Australian Navy the month of October has always held special significance. The 21st commemorates the 162nd anniversary of the victory of the Battle of Trafalgar. Fought in the Atlantic, off the southern coast of Spain, it was the last great Naval battle to be fought under sail alone.

Fifty-four years ago, on 4th October, 1913, the Australian Fleet steamed into Sydney Harbour. Navy Week 1967 was planned to coincide with the anniversary of the Fleet's entry.

The arrival of the ships in 1913 was an event Australians had looked forward to for half a century. They were their own ships, paid for by their own money and manned in large proportion by their

own men; the nucleus of what they hoped would be their own Fleet.

The Squadron comprised the Battle Cruiser "Australia"; Light Cruisers, "Encounter", "Sydney", "Melbourne" and the Torpedo Boat Destroyers, "Warrego", "Parramatta" and "Yarra".

It is appropriate at this time to recall the words expressed by the then Prime Minister of Australia, The Honourable Sir Joseph Cook: "Since Captain Cook's arrival, no more memorable event has happened than the advent of the Australian Fleet. As the former marked the birth of Australia, so the latter

announces its coming of age, its recognition of the growing responsibilities of nationhood, and its resolve to accept and discharge them as a duty both to itself and to the Empire. The Australian Fleet is not merely the embodiment of force. It is the expression of Australia's resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage it has received, and which it holds and cherishes as an inviolable trust. It is in this spirit that Australia welcomes its Fleet, not as an instrument of war, but as the harbinger of peace."

## Navy League Ball

(New South Wales)  
1967

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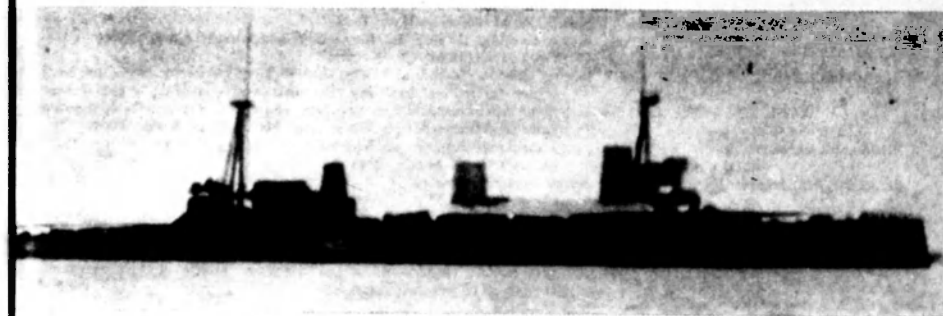
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1913—The Australian Fleet steams into Sydney Harbour.

## Programme of Events arranged for Navy Week, '67

### NEW SOUTH WALES

#### AUSTRALIAN SEA CADET CORPS

All Units of the Australia Sea Cadet Corps will be open for public inspection on Saturday, 30th September, 1967, between 2.00 and 4.00 p.m. Cadets will be provided to conduct visitors on tours of inspection.

A list of the training ships together with the names of their commanding officers is detailed hereunder:

TRAINING SHIPS	ADDRESS	COMMANDING OFFICER
ALBATROSS	Wollongong Harbour Front, Below Flagstaff Point, WOLLONGONG.	Lt. Cmdr. D. Lindsay.
CONDAMINE	East Esplanade, MANLY.	Lt. A. Alexander.
PARRAMATTA	Ella Street, RYDALMERE.	Lt. A. Stevenson.
SHROPSHIRE	Hutton Street, CANTERBURY.	Lt. E. L. Causer, (Acting C.O.).
SIRIUS	Cahill Park, Levey Street, ARNCLIFFE.	Lt. I. G. Pirie.
SYDNEY	"Snapper Island", via Iron Cove Bridge, Launches run from Elliott Street Wharf, ROZELLE.	Cmdr. L. E. Forsythe.
TOBRUK	R.A.N. Drill Hall, Off Nobby's Road, NEWCASTLE.	Lt. V. C. Williams.
WARREGO	Gaie Street, WOOLWICH.	Lt. K. Tovey.

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## NEW SOUTH WALES

Monday, 2 October  
Tuesday, 3 October

1.00-5.00 p.m.  
12.30-1.30 p.m.  
1.30-2.00 p.m.

Open Day — H.M.A.S. Watson (refer separate article)  
R.A.N. Band Recital — Hyde Park  
R.A.N. Band to lead Waratah Princess in procession  
from Hyde Park to Town Hall.

Wednesday, 4 October

12.30-1.30 p.m.

Ships and Establishments of the R.A.N. to dress.  
R.A.N. Band Recital — Australia Square  
Underwater cutting display and other events by the  
R.A.N. diving team — Australia Square

Thursday, 5 October

12.30-1.30 p.m.

R.A.N. Band Recital — Hyde Park

Saturday, 7 October

1.30-5.00 p.m.

Waratah Spring Festival Pageant — R.A.N. Band to  
participate

Gariep Island Naval Dockyard and H.M.A. Ships open  
for public inspection (refer map centre of this journal)

Special commemorative Church Services:

St. Mary's Cathedral

St. Andrew's Cathedral

H.M.A.S. Albatross, Naval Air Station, Nowra, open  
for public inspection (refer separate article in this  
journal)

Sunday, 8 October

10.00 a.m.

11.00 a.m.

12 Noon-5.00 p.m.

## SOUTH AUSTRALIA

Monday, 2 October

5.30 p.m.

Official Opening of Navy Week, Naval Memorial House,  
by the Lord Mayor

Wednesday, 4 October

12.30 p.m.

Friday, 6 October

8.00 p.m.

Saturday, 7 October

Sunday, 8 October

Wreath Laying Ceremony, National War Memorial  
Naval Association State Ball, attended by Lord Mayor  
Renmark sub-section annual dinner

Church Services, St. Xavier's Cathedral (morning) and  
Holy Trinity Church of England (afternoon)

Special Naval Display at Mount Gambier

During Week

## QUEENSLAND

Friday, 29 September

7.30 p.m.

Saturday, 30 September

Evening

Sunday, 1 October

11.00 a.m.

3.00 p.m.

Navy Golf Day (Nudgee)

T.S. PALUMA open for public inspection

Old Ships' Re-union at H.M.A.S. MORETON

Annual Seafarers' Service at St. John's Cathedral

Naval Service of Remembrance and wreath laying at  
Anzac Square

Tuesday, 3 October

Evening

R.A.N.R. Training Establishment open to ship's com-  
pany visitors. T.S. GAYNDAH open to visitors

Wednesday, 4 October

Navy Day

School talks given by members of the R.A.N. and Navy  
League

Thursday, 5 October

Friday, 6 October

Saturday, 7 October

Wardroom "At Home" at H.M.A.S. MORETON

Navy Ball at "Wonderland" Ipswich

H.M.A.S. ANZAC open for public inspection at Naval  
Wharf, New Farm

Navy League Dinner at H.M.A.S. MORETON

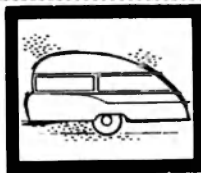
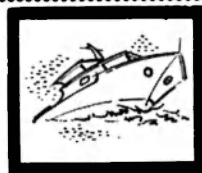
Unveiling of Naval Memorial at Ipswich

H.M.A.S. ANZAC open for public inspection at Naval  
Wharf, New Farm

Sea Cadet ceremonial parade at New Farm Park

Navy Bowls Day at Wavell Heights Bowling Club

Sunday, 8 October



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## WESTERN AUSTRALIA

Saturday, 30 September	p.m.	Navy race meeting at Belmont Park. Band of R.A.N.R. will perform
Sunday, 1 October	a.m.	Church parades at St. George's and St. Mary's Cathedrals — Perth. The R.A.N.R. band will play in St. George's Cathedral
	3.00 p.m.	Wreath-laying ceremony and commemorative service — Fremantle War Memorial
Tuesday, 3 October	2.00 p.m.	17th Passing Out Parade of junior recruits — H.M.A.S. LEEUWIN
	Evening	March through Fremantle by officers and sailors of the R.A.N.R., followed by supper in Mayor's Parlour.
Wednesday, 4 October		The White Ensign will be flown at the State War Memorial in Kings Park, Perth, and the Fremantle War Memorial.
Thursday, 5 October	7.00 p.m.	Navy reunion dinner—Drill Hall, H.M.A.S. LEEUWIN.
Saturday, 7 October	p.m.	R.A.N.R. band will beat "Retreat" at conclusion Navy Trotting Meeting, Fremantle.
Sunday, 8 October		Open Day at H.M.A.S. Leeuwin. R.A.N. Band will "Beat Retreat" at conclusion.

## VICTORIA

Sunday, 1 October	a.m.	Naval commemoration service at St. Mark's Church of England, Forest Hill
Tuesday, 3 October		Navy League Ball — Palais de Danse, St. Kilda
Wednesday, 4 October	Lunchtime	Band and P.T. display in National Mutual Plaza, Melbourne
Thursday, 5 October	p.m.	Navy League Dinner—H.M.A.S. CERBERUS. The Honourable D. L. Chipp, M.P., Minister for the Navy — Guest of Honour
Friday, 6 October		Navy Week Ball at H.M.A.S. LONSDALE. The Honourable D. L. Chipp, M.P., Minister for the Navy and Mrs. Chipp will be guests of honour
Saturday, 7 October		Open Day at H.M.A.S. CERBERUS and H.M.A. Naval Dockyard, Williamstown. H.M.A.S. PARRAMATTA and H.M.S. TABARD open for public inspection
		Navy Day Handicap, Flemington Race Course
Sunday, 8 October	a.m.	Navy Church Services — St. Paul's and St. Patrick's Cathedrals
	p.m.	March to Shrine of Commemoration. Ceremony followed by a reception at H.M.A.S. LONSDALE

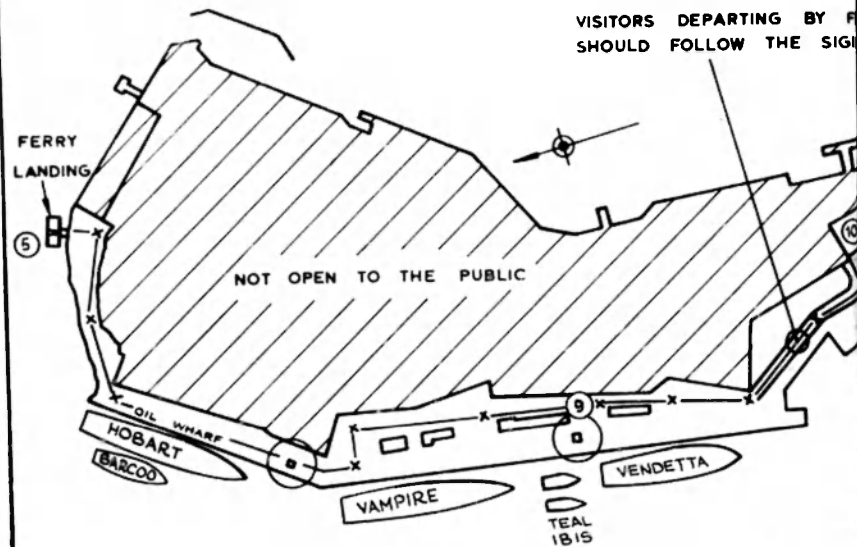


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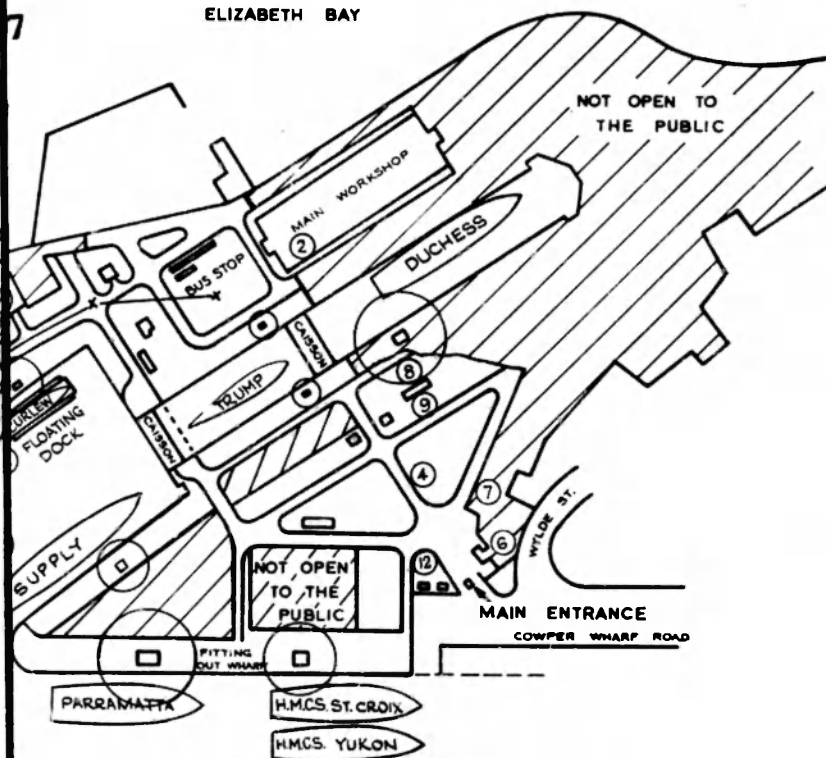
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# NAVY WEEK IN SYDNEY DISPLAY AT GARDEN ISLAND, OCTOBER 7



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# The Royal Canadian Navy Today A Survey —

By **COMMODORE H.A. PORTER, R.C.N.**

Director General Maritime Forces Canadian Forces Headquarters

The Royal Canadian Navy today stands as a partner in the unification and integration of this nation's three armed forces. Through this partnership is evolving a new force shaped to meet the changing demands of a constantly changing world.

As a result of this modernization and streamlining, the R.C.N. and the men, ships, aircraft and submarines that comprise the fleet continue their important duties through the new Maritime Command.

The Maritime Command is one of six major commands under which the navy, army and air force have been re-organised. The others are Mobile, Air Defence, Transport, Training and Material.

This integration of Canada's more than 100,000 sailors, soldiers and airmen into six functional commands, and the pending unification has, of course, provided a challenge which is both exciting in scope and demanding in detail. It has caused Canada to be a centre of attention for military planners from many nations.

While at today's stage of integration and unification Canada still has the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, it is intended that these names will eventually disappear. When this happens all Canadian servicemen will be members of the Canadian Armed Forces. With this will come a distinctive uniform for all servicemen. Four hundred charcoal green uniforms are now undergoing trials.

While a navy communication rating in the future might find himself operating his equipment at what is now army or air force base, it has been approved by Parliament that no officer or man now serving will be asked to perform duties in the new force which they could not have been asked to do under the three service concept.

For example, a naval gunner will not be asked to man a gun in a

tank nor to serve with the artillery. And, air force pilots will not be asked to become qualified for carrier operations.

There will, however, be avenues established to enable those who wish to expand their career field to do so.

As I mentioned, the Maritime Command is today the operational unit and authority for the fleet.

Maritime Command, embraces Canada's entire R.C.N. and R.C.A.F. anti-submarine warfare forces. It began operations from its Halifax, Nova Scotia, headquarters in January, 1965, and today is commanded by Rear-Admiral J. C. O'Brien of Montreal, Que.

Maritime Command directs all R.C.N. and R.C.A.F. Maritime forces on the Atlantic and Pacific coasts, together with their logistics and administrative support facilities.

A sub-command, the Maritime Command Pacific, commanded by Rear-Admiral J. A. Charles, is located at Esquimalt, B.C., and directs and controls ships and aircraft based on Canada's west coast.

Maritime Command is an outgrowth of two integrated R.C.N. R.C.A.F. headquarters, one at Halifax, the other at Esquimalt, which have been directing maritime operations since 1959 with ships and aircraft allocated by the Navy's Atlantic and Pacific Commands, and the R.C.A.F.'s Maritime Air Command.

The new command absorbs the functions of three former authorities, the Navy's Flag Officer Atlantic Coast and Flag Officer Pacific

Coast and the R.C.A.F.'s Air Officer Commanding Maritime Air Command.

The Maritime Commander retains the additional appointment of Commander, Canadian Atlantic Sub-Area under NATO's Supreme Allied Commander Atlantic.

Maritime Command provides Canada with the combat-ready sea and air forces required to meet defence commitments, primarily in the anti-submarine field. In addition, the command is responsible for provision of sea-lift in support of Mobile Command and for the operational training of its own forces and the immediate support services attached to the Command.

The Command is also responsible for the co-ordination of search and rescue operations in the Atlantic and Pacific regions.

Forces allocated to the Maritime Commander are 36 warships, including the aircraft carrier 'Bonaventure', destroyer escorts, helicopter destroyers, submarines, ocean escorts and operational support ships. Twenty-five of these ships are based at Halifax.

Maritime Command air strength includes two Navy anti-submarine squadrons and three utility and experimental squadrons based at Canadian Forces Base (C.F.B.) Shearwater, near Halifax, and a utility squadron at Patricia Bay, near Victoria, B.C.

R.C.A.F. squadrons attached to Maritime Command are two squadrons of Argus anti-submarine aircraft, a rescue squadron and an Argus Conversion Unit at C.F.B.



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The Destroyer Escorts, ST. LAURENT (DDE 205) and ASSINIBOINE (DDE 234) of the "St. Laurent" class. Vessels of this class are fitted with variable-depth sonar, which equipment is clearly visible at the stern. Designed to carry helicopters, the ASSINIBOINE is shown landing a SEA KING anti-submarine helicopter. Gunhouses are made of fibreglass.

Greenwood, N.S. At C.F.B. Summerside, near Charlottetown, P.E.I., there is a squadron of Argus, a Neptune operational training squadron and an experimental unit. At C.F.B. Comox, near Victoria, B.C., there is a squadron of Neptune aircraft.

Personnel strength of Maritime Command is approximately 18,000 officers, men and women.

Admiral O'Brien's headquarters for Maritime Command is located in H.M.C. Dockyard, Halifax, N.S. H.M.C. Dockyards at Halifax and Esquimalt provide direct sup-

port to the fleet, including repairs and stores, as well as motor transport and fire-fighting facilities for ships alongside and shore establishments.

At Halifax, H.M.C.S. Stadacona, now C.F.B. Halifax, is an integrated base providing the three services in the Halifax- Dartmouth area, excluding C.F.B. Shearwater, with personnel facilities such as pay, service documentation and administration. The commanding officer of C.F.B. Halifax administers welfare services and married quarters for the three forces in the immediate area and provides administrative and logistics support for the militia located in the area. C.F.B. Halifax houses the fleet school which carries out operational and formal trades training for the fleet, and the Maritime Warfare School which provides specialised training for R.C.N. and R.C.A.F. officers. H.M.C.S. Naden at Esquimalt, now C.F.B. Esquimalt, provides similar services on the west coast.

Canadian Forces Bases at Greenwood, Summerside, Comox, and Shearwater, as components of Maritime Command, provides operational training for officers and men in Maritime Air Operations.

This, then, forms the basis on which the Maritime Command is organised. The operational capability of the command, although smaller in numbers of men and ships than a few years ago has, I believe, remained effective. In fact, during 1967, the anti-submarine capability of the fleet is being expanded. During this year plans include:

Completion in late summer of an extensive refit and modernisation of the aircraft carrier "Bonaventure";

Commissioning of a second O-class submarine;

A start this year on the construction of two operational support ships;

A continuation this year of the modernisation program for the seven Restigouche class destroyer escorts;



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Awarding of contracts for the construction of four improved helicopter-destroyers:

Completion of a modernisation program for CS2F (Tracker) aircraft;

Improvement of the ASW Systems in the Argus aircraft.

Our surface anti-submarine force will continue to be headed by the aircraft carrier "Bonaventure" which, since last spring, has been undergoing an extensive refit and modernisation program at Davie Shipbuilding Limited, Lauzon, Que.

With the return of the "Bonaventure" to operational duty, Tracker aircraft from VS 880 Squadron and Sea King helicopters from HS 50 Squadron will rejoin for normal fleet operations and training.

The Oberon class submarine "Onondaga" was commissioned in June at the Chatham, England, Naval dockyard and shortly will join her sister submarine "Ojibwa" for duty on the Atlantic coast.



A Sikorsky Sea King helicopter used for anti-submarine warfare. "Choppers" of this type operate from surface ships, especially equipped with a landing platform. Helicopters of this type are currently in service with the U.S. Navy and the Japanese Maritime Self-Defence Force.



A third submarine, to be named "Okanagan", (all three are named after tribes of Canadian Indians) is also under construction at Chatham and will be commissioned in 1968.

While intended for training of the maritime forces in peacetime, these submarines are fully capable of carrying out operational roles under combat conditions.

A fourth submarine, the "Grilse", continues to operate on the Pacific coast. The "Grilse" is a former U.S. Navy Balao class submarine on loan.

Contracts were awarded last December to the Saint John Shipbuilding and Drydock Co. Limited, in Saint John, N.B., for the construction of two operational support ships.

Both will be similar to H.M.C.S. "Provider", which is now serving with the fleet. The "Provider", which was the largest ship ever built in Canada for the R.C.N., was designed to support anti-submarine ships with fuel, ammunition, stores, and provisions to enable them to remain on task for longer periods.

A model of the proposed Destroyer Helicopter Carriers. It is understood that their construction commenced earlier this year. Designed as anti-submarine ships, they will be fitted as leaders, having variable-depth and conventional sonar, landing deck equipped with double hauldown and beartrap, Plume type anti-rolling tanks to stabilise the ship at low speed, pre-wetting system to counter radio-active fallout, enclosed citadel, bridge control of machinery and automatic combustion control in boilers. Provision is also being made for the fitting of a short-range anti-aircraft missile.

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The anti-submarine destroyer escort **RESTIGOUCHE**. It has been reported that she will shortly be fitted with variable-depth sonar and ASROC.

Both operational support ships under construction will have similar capability to support fleet operations and will also have an increased seaift capability and a helicopter support facility. They will be able to embark and discharge land vehicles and helicopters, carry troops accompanying the vehicles, as well as accommodate personnel landing craft.

The modernisation program for the Restigouche class destroyer escorts will include improved detection systems and the A.S.R.O.C. anti-submarine weapon system.

A.S.R.O.C. anti-submarine missiles, actually rocket assisted torpedoes, are launched in conjunction with submarine detection equipment on board warships. The projectile is fired through the air to a point near the target when it enters the water to continue the attack with the aid of built-in homing equipment.

A.C.R.O.C. and new sonars along with improved torpedoes being procured for all ships, will greatly increase the A.S.W. capability of the seven ships of the Restigouche class.

Four helicopter-destroyers (D.D.H.s) to be ordered will be among the most advanced A.S.W. warships in the world. While pri-

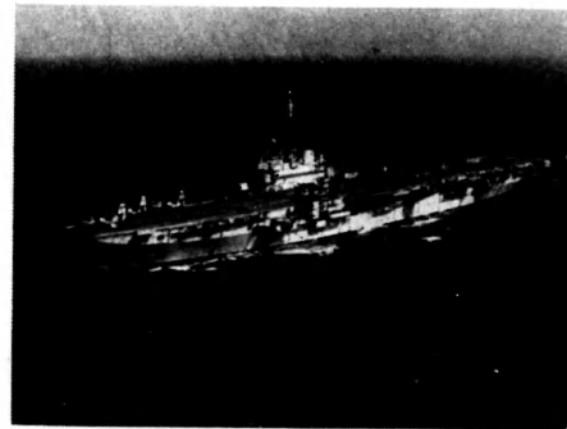
The D.D.H.s will have an all-weather, point defence surface-to-air missile system, the Canadian Sea Sparrow, which will also be fitted in the new operational support ships for protection against air attack.

These ships will have a length of 423 feet and beam of 48 feet, compared with 366 and 42 feet for existing D.D.H.s.

The D.D.H.s use of the large Sea King anti-submarine helicopters will not be their only tie with the aviation world. Gas turbine plants will power the ships. These are marine versions of engines which power some of today's jet passenger and military aircraft.

Use of gas turbine engines will enable an immediate start for the ship with the ability to give instant acceleration to full power. This is in contrast to the lengthy time required to achieve the same results from steam plants.

The gas turbine engines will result in improved working conditions. Gone will be the familiar boilers and hot machinery spaces. Instead of being refitted in the ship engines will be taken ashore for



**BONAVENTURE**, the only carrier in the Royal Canadian Navy. She is fitted with a steam catapult and angled deck. Plans are being formulated to strengthen the flight deck and elevators also improve the aircraft arrestor gear. Aircraft carried include Grumman Trackers and Sea King helicopters.

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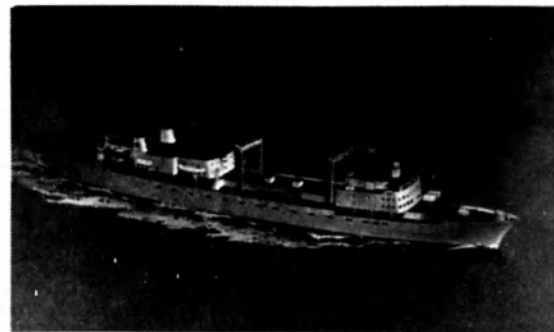
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A model of a new Operational Support Ship, two of which have been ordered.  
It is understood that these vessels will be armed with three-inch guns and  
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All seven St. Laurent class war-  
ships have now rejoined the fleet  
following their refit and conversion  
from destroyer escort to helicopter-  
destroyer status. The Fraser, the  
last of the class to complete her  
conversion, rejoined the Fleet in  
October, 1966.

All seven are now manned and  
serving in the Atlantic and have  
been fitted with hangar and flight  
deck facilities to operate the Sea  
King helicopters. Each has been  
equipped with the Canadian des-  
igned "Beartrap" helicopter haul-  
down system and the Canadian  
developed variable depth sonar.

This, then, is a brief review of  
the status of the navy and its new  
form for the future.

I am frequently asked by indi-  
viduals who have studied the pro-  
gress of the Navy since integration  
got underway in 1963 whether the  
RCN can continue to play an effec-  
tive role. Others, too, wonder, in  
these days of rapidly increasing  
costs, whether the tasks assigned  
the ships warrant the expense of  
keeping a fleet.

Many who raise these questions  
recall with considerable pride, as  
I do, that during the Second World  
War Canada's navy consisted of  
more than 95,000 officers and men,  
and almost 400 fighting ships, and  
ranked as the third largest Allied  
fleet.

In my opinion, the Canadian  
Maritime Force is one of the most  
effective anti-submarine warfare  
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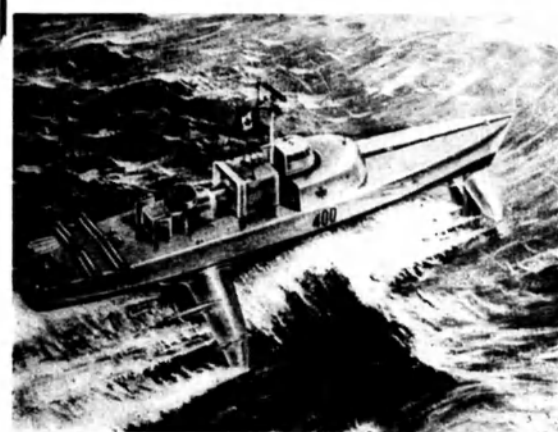
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our allies, is effective in this role.  
This role, vested in Maritime  
Command, provides the Canadian  
taxpayer with good value for his  
money. And I believe the Mari-  
time Force with its growing diver-  
sity of capabilities is worth every  
cent it costs the taxpayer.

Commodore Henry Allan Porter,  
C.D., R.C.N.



Commodore Henry A. Porter  
was born in Chemainus, B.C., on  
August 17, 1920, and joined the  
RCNVR as an ordinary tele-  
graphist in November, 1939. He  
was selected for officer candidate



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training and was promoted to sub-  
lieutenant in 1942.

He served in the wartime de-  
stroyer Kootenay and specialised in  
communications. In 1947 he also  
qualified as a pilot in naval  
aviation.

Commodore Porter commanded  
the ocean escorts La Hulioise and  
Lauzon and was officer in charge  
of the communications school on  
the east coast. In 1955 he became  
director of naval communications  
at naval headquarters in Ottawa.  
Two years later, he was appointed  
on the staff of the flag officer  
Pacific coast, initially as the armed  
forces co-ordinator of B.C. Cen-

tennial activities and subsequently  
as commander of the Fourth  
Canadian Escort Squadron and  
commander cadet training.

He returned to headquarters in  
1960 as director of naval training  
and later was appointed assistant  
to the chief of naval staff. After  
the integration of Canadian Forces  
Headquarters, he served as naval  
advisor to the chief of personnel.

In April, 1965, he took com-  
mand of the aircraft carrier Bona-  
venture at Halifax.

Commodore Porter was appoint-  
ed director general maritime forces  
at Canadian Forces Headquarters in  
August, 1966.

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Rear-Admiral  
John Charles O'Brien, C.D., R.C.N.



Rear-Admiral John C. O'Brien, of Montreal, was born on December 16, 1918. He entered the Royal Canadian Navy as a cadet from the Royal Military College of Canada, Kingston, Ont., in 1937. He trained and served with the Royal Navy, in monitors, battleships and cruisers.

In October, 1940, he joined the Canadian destroyer Saguenay for North Atlantic escort duties.

In 1942 he specialized in communications and served for two years as flotilla signals officer in the RN's fourth destroyer flotilla. This was followed by signal duties in Canada.

He went to the Admiralty to serve on the Royal Navy signal book committee for most of 1946, after which he took command of the destroyer *Essex*. Two years later he became officer-in-charge of the communications school in Halifax. After a year on the staff of the Supreme Allied Commander Atlantic, Norfolk, Va., he became executive officer of HMCS Stadacona, RCN barracks at Halifax in 1953 and was later executive officer of the aircraft carrier *Magnificent*.

In July, 1955, he became director of naval training at naval head-

quarters and two years later became director of naval communications there. From January, 1958, to September, 1959, he was co-ordinator of the personnel structure committee.

Rear-Admiral O'Brien took command of the aircraft carrier *Bonaventure* in September, 1959. Two years later he became naval member Canadian joint staff (Washington) and commanding officer

HMCS Niagara, RCN establishment in Washington.

Rear-Admiral O'Brien was appointed senior Canadian officer afloat Atlantic on August 24, 1964, in which appointment he was responsible for the efficiency and effectiveness of the ships and operational naval squadrons of Maritime Command operating in the Atlantic. In July, 1966, he was promoted to rear-admiral and appointed commander, Maritime Command.



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## Annual Report and Balance Sheet of the New South Wales Division of the Navy League of Australia — presented, 28th August, 1967

It is with much pleasure that I present the Committee's report for the year  
ended June 30, 1967.

This meeting, the first Annual  
General Meeting of the New South  
Wales Division of the Navy League  
of Australia, marks the commence-  
ment of a new era.

Following the Incorporation of  
the League in Canberra as a Com-  
pany limited by Guarantee and not  
having a share Capital; and the issue  
of a Licence by the Attorney-  
General to omit the word Limited  
from its title, each Division of the  
voluntary unincorporated organisa-  
tion applied for consent to become  
a Division of the Company.

Formal consent was given by the  
Federal Council at its Annual Meet-  
ing held in Canberra on September  
24, 1966, and Warrants of Com-  
mission bearing the Seal of the  
Company were issued to each  
Division. The Warrant of this  
Division is displayed at the Admini-  
strative Headquarters, 66 Clarence  
Street, which is the office of the  
Honorary Treasurer, Mr. R. I. Rae.

Your Committee by Resolution at  
its meeting on March 14, 1967,  
accepted the assets of the New South  
Wales Division of the voluntary  
unincorporated organisation and thus  
ratified all earlier determinations.

This welcome change will facili-  
tate the administration and we hope  
will attract new members.

The League, and this Division  
particularly, is deeply indebted to  
our Honorary Solicitor, Mr. John  
Bowen, for his guidance and prepa-  
ration of the legal procedures in-  
volved in the negotiations.

### Membership

Membership of the Division has  
increased by two to 255, despite the  
loss of seven (7) members on ac-  
count of death resignation, or  
withdrawal due to non-renewal of  
subscriptions.

### "The Navy"

At the meeting last September,  
your Division accepted from the  
Federal Council, responsibility for  
the production, management and ad-  
ministration of the official journal of  
the League, "The Navy".

Great credit is due to the Editor,

Mr. Dennis Trickett, for the con-  
tinued improvement in the presenta-  
tion of this journal which has re-  
sulted in increased sales outside of  
League membership. His editorial  
featuring a foreign navy has been  
the subject of much favourable  
comment as also have been the  
many topical snippets.

### Finance

The audited financial statement,  
which will be presented shortly,  
shows that during the year an in-  
crease occurred in our funds  
and the accounts are in a  
healthy state. Grants to Sea  
Cadet Units totalled \$1,922.89,  
whilst a further \$1,968.00 was  
spent in providing sporting tro-  
phies, leases, insurances, typiste  
expenses, travelling expenses, etc.  
T.S. PARRAMATTA is established  
in new Headquarters within the  
Ella Street Reserve, Rydalmere, and  
to date only \$1,000.00 of the pro-  
vision of \$2,000.00 has been utilised.  
Proposed new Unit at Point Clare,  
Gosford-Wyong District

Financial assistance for a Head-  
quarters building will be made avail-  
able as soon as a suitable water  
front site has been obtained, the  
negotiations for this are well in  
hand. The envisaged Unit in this  
area is supported by an enthusiastic  
Local Committee which is able to  
provide the necessary number of  
personnel to form a Unit, and who  
will be given all assistance by this  
Division from time to time as re-  
quired.

### Sea Cadet Corps

The Senior Officer, Lieutenant  
Commander Mackay - Cruise,  
R.A.N.R., will shortly present his  
Annual Report on the activities of  
the Sea Cadet Corps in New South  
Wales.

Your Committee is hopeful that  
the improvement of the situation  
with regard to T.S. CONDIMINE  
may shortly be resolved, following  
representations made to the Minister  
for Lands, The Honorable T. L.  
Lewis, M.L.A., who has promised  
his co-operation in selecting a more  
suitable site.

### Proposal For Rationalisation of the Australian Sea Cadet Corps

The A.S.C.C. at present is spon-  
sored by the League and jointly  
administered with the Naval Board.  
The latter, by virtue of the many  
services in kind rendered, is by far  
the major contributor to the main-  
tenance of the Corps.

The Director of Naval Reserves  
has proposed to the Sea Cadets  
Council a scheme for the rationali-  
sation of the Corps, primarily to im-  
prove its overall efficiency through-  
out Australia and also to provide  
greater opportunity for future ex-  
pansion of the Corps.

This scheme, which does not  
divorce the League from the Corps  
but could reduce the present  
financial commitments of the  
League, has been endorsed in prin-  
ciple by the Federal Council and  
investigation has commenced of  
methods for its implementation.  
Much preparatory work must be  
undertaken but the proposal is most  
generous and a tremendous tribute  
to the League as founders of the  
Sea Cadet youth movement.

### Entertainment

Several visits to various ships were  
arranged, also a Harbour cruise and  
Barbecue at Snapper Island by  
courtesy of S.C. Commander For-  
sythe.

Amongst the ships visited were the  
Aircraft Carrier U.S.S. BENNING-  
TON and the U.S. Coastguard Ice  
Breaker GLACIER. Such visits are  
warmly welcomed by the Officers  
and Ships Companies of the ships  
concerned and are much appreciated  
by the members and their friends.

### Navy League Ball

The magnificent sum of \$2,000.00  
was handed to the New South  
Wales Division by the Ladies Com-  
mittee. It is the largest sum the  
Committee has ever raised, and this  
tremendous result is itself a tribute  
to the wonderful work and success-  
ful endeavour of the members of  
this Committee under the able Presi-  
dency of Mrs. T. K. Morrison, wife  
of the Flag Officer-in-Charge. East

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Australia area. Your Committee is most grateful to the President and every member of the Ladies Committee and regrets its inability to pay more than a great big "Thank you", together with the assurance that the monies will be wisely spent upon the objectives for which it was raised.

### Appreciations

Your Committee desires to record its appreciation to P & O Orient

Lines of Australia Pty. Ltd. for the use of this room this evening and for providing facilities for the Monthly Committee Meeting.

Mr. J. K. Bowen our Honorary Solicitor and his partner Mr. J. B. McMinn.

Mr. R. I. Rae, our Honorary Treasurer, and Messrs. Robertson, Darling and Co., our Honorary Auditors for their careful supervising of our accounts.

Finally, I wish to express my appreciation of the great assistance afforded to me, as your President, by every member of the Executive and to our able Secretary, Lieutenant Commander A. A. Andrews, M.B.E., for the capable and enthusiastic manner in which he has approached all our problems.

H. A. SHOWERS  
(Rear Admiral)  
President

## THE NAVY LEAGUE OF AUSTRALIA NEW SOUTH WALES DIVISION BALANCE SHEET AS AT JUNE 30, 1967

1966		1967
\$		\$
	<b>ACCUMULATED FUNDS</b>	
10,612	Balance — June 30, 1966	11,904
	Less: Loans to units at that date, now converted to grants to units	1,922
		9,922
1,292	Add: Surplus of income over expenditure of the year ended June 30, 1967	1,073
11,904		11,055
	<b>Employed as follows:</b>	
	<b>Fixed Assets — at Cost</b>	
192	Office Equipment	192
520	Film Projector	520
198	Sea Cadet Equipment	198
910		910
910	Less: Provision for depreciation	910
	<b>Investment — At Cost</b>	
1,000	Sydney County Council Inscribed Stock	—
2,522	Loans to Units — Interest Free	1,000
	<b>Current Assets</b>	
	Sundry Debtors	23
8,710	Bank of New South Wales — Current Account	10,468
2,232		11,491
	<b>Deduct:</b>	
	<b>Current Liabilities</b>	
270	Sundry Creditors	373
58	Ada McMaster Trust	63
328		436
		11,055
1,904	(Sgd.) A. A. ANDREWS, Secretary.	(Sgd.) H. A. SHOWERS, President.

### Auditor's Report

We report that we have examined the above Balance Sheet with the books of account of the League, and have obtained all the information and explanations we have required. In our opinion the Balance Sheet is properly drawn up so as to exhibit a true and fair view of the state of the League's affairs according to the best of our information and the explanations given to us and as shown by the books of the League.

Sydney, August 15, 1967

Robertson Darling & Co.  
Chartered Accountants.

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### MANUS ISLAND R.A.N. BASE CONTRACT LET

The Federal Government has let the first contract in a plan to improve the Royal Australian Naval Station at Manus Island, New Guinea.

Improvements costing \$3.5m are being made over a number of years to accommodate the 100 foot patrol boats which will be used by the Papua-New Guinea division of the R.A.N.

The improvements will include a 500-ton slipway, a crane, barracks, workshops and headquarters building.

### SURGEON REAR ADMIRAL COPLANS

The Medical Director-General of the Royal Australian Navy, Acting Surgeon Rear Admiral R. M. Coplans, has been confirmed in the rank of Surgeon Rear Admiral.

Surgeon Rear Admiral Coplans joined the R.A.N. in 1948 after having served ten years in the Royal Navy. He is a specialist in aviation medicine and hygiene and has held appointments in the Navy's main medical establishments.

### ANTI-SUB SCHOOL

Thirty representatives from the United Kingdom, the U.S.A., Canada and Australia, attended the fifth annual anti-submarine warfare school which opened at the R.A.N. Air Station, Nowra, on Monday, June 5.

Delegates to the R.A.N. — R.A.A.F. Australian Joint Anti-Submarine School were welcomed by the Flag Officer in Charge, East Australia Area, Rear Admiral T. K. Morrison, C.B., C.B.E., D.S.C.

During the week long conference, information was exchanged on the latest developments and tactics as well as anti-submarine training methods.

### VISIT BY JAPANESE SERVICE OFFICERS

A small group of senior Japanese Service officers comprising General Yoshifusa Amano, Chairman Joint Staff Council; Rear Admiral K. Seki and Lieutenant Colonel A. Chida, visited Australia from June 26 to July 3.

The purpose of the visit was to have informal discussions and enable the Japanese to see certain of Australia's Defence installations. The visitors inspected Service facilities in the Canberra, Melbourne and Sydney areas.

### H.M.A. SHIPS "BASS" AND "BANKS"

Members of the Naval Reserve in Hobart (H.M.A.S. HUON) have

taken delivery of their training ship, H.M.A.S. BASS (see photo) and Reserves from Adelaide (H.M.A.S. ENCOUNTER) have received H.M.A.S. BANKS.

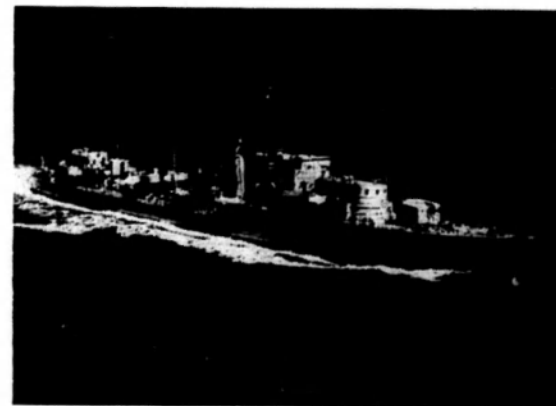
Tasmanian and South Australian members of the R.A.N.R. commissioned their respective vessels in Sydney on July 8, before sailing for their home ports.

### DESTROYER CAPTAIN APPOINTED

Captain A. A. Willis, R.A.N., a direction specialist, has been posted as commanding officer of Australia's third guided missile destroyer H.M.A.S. BRISBANE.

His former commands have included H.M.A. Ships WARRA-

### H.M.A.S. ANZAC AT TONGA



The destroyer H.M.A.S. ANZAC made an official visit to Tonga from 3-7 July for the Coronation of King Taufa'ahau Tupou IV. During her stay she was open for public inspection.

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MUNGA, VOYAGER and VEN-  
DETTA.

Captain Willis left for the U.S.A.  
on July 2.

### PATROL BOATS

On July 14 H.M.A.S. ASSAIL was launched from the yard of Evans Deakin and Company Pty. Limited, Brisbane, by Mrs. L. B. Evans, whose husband has been business adviser to the Department of the Navy since 1953.

ASSAIL is the third patrol boat to be launched; the first of the class, H.M.A.S. ATTACK, was launched on April 8 and the second, H.M.A.S. AITAPE, on July 6 (see photo).

Twenty of the boats have been ordered, five to be operated by the R.A.N.'s Papua-New Guinea Division at Manus Island.

### DATA LINKS FOR DEFENCE

The Defence Department has taken its first step toward a nationwide data transmission network for the Armed Services with the installation of data links between Canberra and Sydney.

Four I.C.T. 7013 transceivers have been installed, each transmitting and receiving information over ordinary switched telephone lines.

The sale is worth \$50,000 to I.C.T. and is the forerunner of

further orders as the department develops the network.

Two of the transceivers are in operation in Sydney and the other two in Canberra.

Information transmitted from Sydney will enable the Canberra defence data processing centre to have data available rapidly to give an efficient management reporting system.

Next in line for the installation of I.C.T. data links are other de-

fence stations in Victoria and South Australia.

### VAMPIRE VISITS KOREA

The Daring class destroyer, H.M.A.S. VAMPIRE, visited South Korea during August.

She was in Chinhae from August 8-10 and Incheon from August 11-15.

VAMPIRE is at present serving with the British Commonwealth Strategic Reserve based in Singapore. Her Korean visit followed a short stay in Hong Kong.

### DEEPEST SUBMARINE CANYON

Marine scientists have discovered the world's deepest known submarine canyon — off the Australian coast. The party of four was working from H.M.A.S. DIAMANTINA with R.A.N. echo-sounding equipment. The canyon, called by the scientists Esperance Canyon, is about 20 to 30 miles off the Western Australian coast at Esperance. It is 20 miles wide and 6,000 feet deep — about 2,000 feet deeper than the previous deepest known canyon — the Monterey Canyon, south of San Francisco off the Californian coast. The deepest "regular" point in the ocean—as opposed to the sudden canyons—is Challenger Depth, off the Marianas Islands in the Pacific — 35,640 feet.



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### REST AND RECREATION LEAVE

Sydney and Brisbane, including Queensland's Gold Coast, have been selected as rest and recreation leave centres for American servicemen from Vietnam.

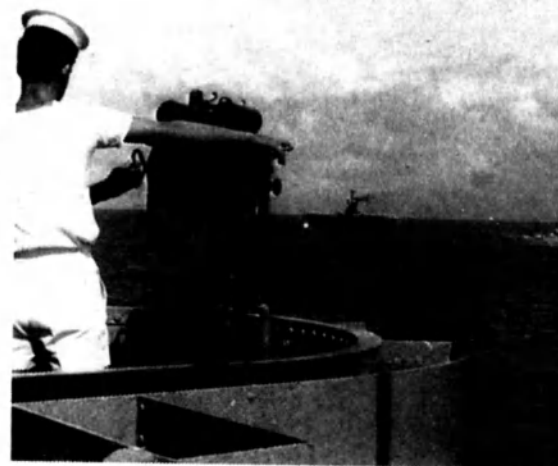
It has also been agreed that members of the Australian forces in Vietnam come within the provisions of the leave scheme, which commenced during September.

Initially it is expected that only small numbers will be flown to the "R & R Centres". These numbers could build up to a maximum of 1,000 personnel at each site at any one time.

It is understood that troops will spend an average of five days in Australia.

### CHANGE IN DESTROYER COMMAND

Captain K. W. Shands, at present serving as Director of Tactics and Weapon Policy at Navy Office, Canberra, will take command of the guided missile destroyer H.M.A.S. HOBART on her return from Viet-



Signalman from H.M.A.S. MELBOURNE flashes to HORNET and H.M.N.Z.S. TARANAKI just prior to SEATO force leaving Manila Bay on phase work-up of SEATO Exercise "Sea Dog".

nam, where she has been operating with the U.S. Seventh Fleet.

He will succeed Captain G. R. Griffiths who has had command of the ship since her commissioning on December 18, 1965.

### SEATO EXERCISES

Naval forces and maritime air forces from six member nations of the South-East Asia Treaty Organisation, participated in a combined maritime exercise code named "Sea Dog", from July 7-29.

The exercise involved more than 40 ships and supporting aircraft which had assembled in the Philippines.

Following a variety of training activities, a convoy operation started from Manila on July 16 and concluded in the Gulf of Thailand on July 26.

The United States and Australia were co-sponsors of the exercise, and forces from Thailand, New Zealand, the Philippines and the United Kingdom participated.

Rear Admiral R. I. Peek, Flag Officer Commanding Her Majesty's



H.M.A.S. MELBOURNE takes on fuel from U.S.S. GUADALUPE in heavy seas in SEATO Exercise "Sea Dog" work-up phase.



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Australian Fleet was Exercise Director, his deputy being Rear Admiral D. W. Cooper, U.S.N.

The chief of the SEATO Military Planning Office, Major General Abhichart Dhiradhamrong, has announced that the second exercise scheduled for early 1968 is to be a ground command post exercise in Thailand. The last to be held for the training year will be a maritime amphibious exercise in the Philippines.

The three exercises are part of a five-year programme of defence training approved by the SEATO Military Advisers at their meeting at Bangkok in December, 1966, and are organised to train and increase the effectiveness of the armed forces of participating member nations for collective defence purposes.

### JOINT SERVICE COLLEGE SYSTEM

The Minister for Defence, Mr. Fairhall, announced on July 18, long term planning, which is in progress in the Department of Defence, looking to the establishment of a Joint Service College system which would provide education at the tertiary level for cadets of all three Services in conjunction with their military/professional training.

Recent announcements have been made regarding arrangements by the Navy and the Army with the University of New South Wales to provide their officer cadets with academic training through affiliation of their existing colleges with the University.

These arrangements are a necessary step to meet the needs of the Navy and the Army, and have been prompted by recognition of the need for higher education as an essential part of training for future Service officers.

There is already an affiliation between the R.A.A.F. Academy, Point Cook and the University of Melbourne to provide R.A.A.F. officer cadets with education at tertiary level.

At the same time these arrangements are regarded as an interim step consistent with the long term aim for the establishment of the Joint Service College system.

Mr. Fairhall said that he had appointed Sir Leslie Martin to chair a high level committee comprising Sir John Wilton, Chairman Chiefs of Staff committee, and Professor Sir Hugh Ennor, Secretary Department of Education and Science to develop a plan for the establishment of the Joint College.

### THIRD INDUSTRIAL MOBILISATION COURSE

Thirty-seven representatives of the Armed Forces, Queensland industry, State and Commonwealth Departments, attended the course which commenced on Monday, August 7, at the R.A.A.F. Base, Amberley, Queensland.

The course was designed to focus attention on the adequacy of the

industrial backing to Australia's Armed Forces, particularly, as Queensland's industrial growth has added greatly to Australia's defence production potential in the event of a national emergency.

### R.A.N. COLLEGE STUDENTS TO OBTAIN DEGREES

The Royal Australian Naval College has been accredited as a tertiary-level college by the University of New South Wales, to undertake first year studies in the faculties of Science and Engineering.

Cadet midshipmen selected for a degree course will study a combined science-engineering syllabus at the R.A.N. College and sit for University of New South Wales examination papers at the end of the year. Those who pass their first year will be sent to the University to complete their degree courses and it is intended that they will live in university colleges. During vacations they will go to sea or be given specialist naval training in shore establishments.

Present junior entry cadets who should matriculate at the R.A.N. College this year, will be eligible to join newly entered senior cadets for university study, which will commence with the 1968 academic year.

The scheme represents a highly significant development in the training of junior officers and reflects the need for the highest skills in today's modern Navy.

## Contributions Invited

The editor invites persons to submit articles and photographs for inclusion in the magazine, but regrets that no payment can be made for contributions submitted. Contributions should be addressed: The Editor, "The Navy", Box C178, Clarence Street Post Office, Sydney, N.S.W., 2000, Australia.

The editor does not hold himself responsible for manuscripts, though every effort will be made to return those with which a stamped and addressed envelope is enclosed.



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## WRANS TO SERVE OVERSEAS

The first members of the Women's  
Royal Australian Naval Service  
(WRANS) to serve in a Naval estab-  
lishment overseas, left Sydney for  
Singapore on August 3.

The Wrans are: Chief Wran Lois  
Grace Redpath. Leading Wran  
Elizabeth May Sanders and Leading  
Wran Natalie Hall Thom.

The girls will be based at the  
Royal Naval shore establishment  
H.M.S. "Terror" for one year.

Two more Wrans and a Wran  
officer are scheduled to serve in  
Singapore and should leave Aus-  
tralia during October.

Since the inception of the  
Women's Services during World War  
II, servicewomen have been legally  
liable for service beyond Australia.  
It has always been the practice  
however, that apart from nursing  
sisters, women do not serve over-  
seas although some Army service-  
women served in Papua-New Guinea  
in the later stages of World War  
II. In later years there has been no  
service need for women to serve  
overseas as they have always been  
needed in Australia to enable men  
to be released to fill overseas posts.

The change in policy was decided  
upon to give the Services more  
flexibility in the posting of trained  
personnel in musters where  
women may replace men.

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By Captain Frederick J. Heller, USN



WRANS FOR SINGAPORE—Left to Right: Leading Wran Thom, ME Jim Flood,  
Chief Wran Redpath and Leading Wran Sanders.

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The United States Navy Com-  
munication Station at North West  
Cape was commissioned on Satur-  
day, September 16, with the Rt.

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honour and principal speaker at the  
opening ceremony.

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Western Australia, the Hon. David  
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and Australian families.

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# The Royal Netherlands Navy

*"Water is our element,  
The sea thunders our glory".*

By Lieutenant Commander H.J.L.C. BAX, R.Neth.N.

### The Netherlands and the sea

The two lines above are a well-known saying in the lowlands and sum up the history of this remarkable nation which owes its existence to the water and the sea. After years of struggle, three-quarters of our territory has been wrested from the sea, and our people, with great perseverance and skill, continue to reclaim more land.

It is understandable that in this riverdelta country the people living beside the many waterways have had to look for a way of life suitable to their environment. It was unavoidable that this would be found on the element on which, in fact, our nation was born: water, and in particular the sea.

Thus, on the shores along the North Sea a nation of shipbuilders, fishermen and seamen was born. They sailed to the far corners of the earth to trade and they returned with valuable cargoes. Commercial spirit, courage and good seamanship made the Netherlands a seagoing nation par excellence.

In the 15th Century the Netherlands with their ships ruled world trade and the merchants with their own ships and capital were capable of waging war against any who attacked their rights at sea. The Dutch were the first to believe in and fight for "The freedom on the sea" (Mare Liberum). Afterwards this principle was also chosen by England as the starting point for her maritime policy. Free overseas trade and the maintenance of a high standard of shipping were and still are of prime national importance to the Netherlands.

### Forming Maritime Power

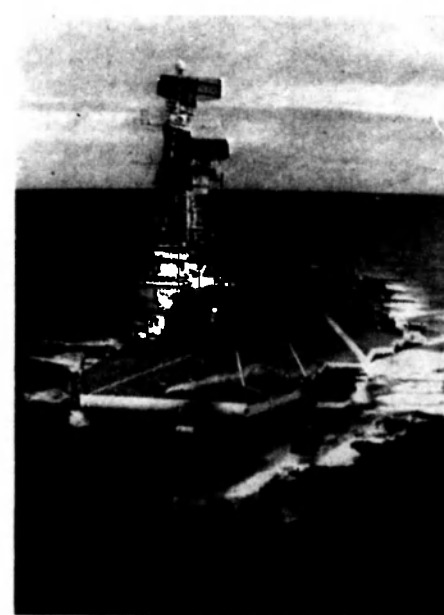
In the 16th and 17th centuries Dutch seamen and merchants had opened trade routes to the East and West Indies. Voyages of discovery were undertaken and trading posts and colonies established in East-

Asia (Indonesian Archipelago), Malacca and Ceylon, Africa (Cape Colony and the gold coast), North America (New Amsterdam-New York), South America (West Indies and Brazil) and Australia (Tasmania and New Zealand).

Trading companies were started (East and West Indian Companies) and Dutch seamen navigated all the oceans of the world.

The Independence won in 1648 after 80 years of war with Spain was due mainly to the rough sea-

men who managed to inflict heavy losses on the enemy on land as well as sea (e.g. the capture of the Spanish silver fleet off Cuba by vice-admiral Piet Hein in 1628, and the liberation of besieged towns from the waterfront—Den Briel, Alkmaar, Haarlem, etc.). The Spaniards scornfully named these seamen "Beggars of the Sea", a name which Dutch seamen came to hold in high esteem. These sea beggars were in fact, the founders of our navy. The navy originally consisted of five



H.M.I.M.S. KAREL DOORMAN, the only aircraft carrier in the Netherlands' fleet. She is fitted with an angled flight deck, steam catapult, mirror sight landing system and new anti-aircraft battery of ten, 40 mm guns.



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The Cruiser DE ZEVEN PROVINCIE is fitted with one twin launcher aft for "Terrier" guided missiles. Her 6-inch guns have a rate of fire of 15 rounds per minute, are fully automatic and radar controlled, and have 60 degree elevation.

admiralties which operated completely independently of each other and quite often thwarted each other.

The rapid rise of the Netherlands as a sea faring nation naturally gave rise to rivalry, not only in trade but also in shipping, which inevitably led to conflict. The Netherlands under their famous admirals M. A. de Ruyter, M. H. Tromp, Cornelis Tromp, Witte de With, Evertsen, Banckert, Van Galen and others had to fight three wars against the English and French. They also had to fight the Dunkirk privateers in the Channel and the Algerian pirates in the Mediterranean in order to ensure safe passage for their merchant vessels. Expeditions to the Baltic were necessary to help the Danes against the bellicosity of the king who ruled Sweden at that time.

When England and France went to war with Spain in 1676, a Dutch squadron was sent to the Mediterranean to aid their hereditary enemy Spain. At Syracuse the French were beaten but the Netherlands suffered a great loss as her most famous admiral, M. A. de Ruyter, was killed. The Netherlands were able to keep command of the sea until the latter half of the 17th century.

In April, 1675, the fleets of the greatest sea powers were as follows: England, 92 ships with ordnance and 3 fireships.

France, 96 ships with ordnance and 4 fireships.

The Netherlands, 136 ships with ordnance and 40 fireships.

Owing to the shallow home waters most of the Dutch ships however, had only two decks, while the French and British ships had three. It is evident that even after the wars with England the Dutch fleet was still exceptionally powerful.

Afterwards history shows a period of deterioration in the maritime power of the Netherlands, but in the national interest the Netherlands had to keep sailing and would and could not allow itself to be swept from the seas.

**The Royal Netherlands Navy in the Second World War**

The Netherlands took part in the second world war on the side of the allies with an excellent merchant navy but with a Royal navy which was far too small to protect the home country and the overseas territories in East and West.

When the Netherlands were occupied by the Germans in May 1940, the Royal Netherlands Navy crossed

over to Britain and continued the war from there. The largest part of the fleet, however, was stationed in the Dutch East Indies awaiting the extension of the war to the Pacific. After the treacherous attack on Pearl Harbour (December 1941), the Netherlands were one of the first nations to declare war on Japan and in the early stages of the war, Dutch submarines and aircraft (Fleet Air Arm), were able to inflict heavy losses on the enemy.

In the first days of the Pacific war the Dutch submarine squadron operated independently in Indonesian waters, intercepting Japanese convoys and helping the British on Malacca, but later, it was joined by American, English and Australian ships from the ABDA fleet. At the end of February, 1942, this "striking force" under the command of Rear-Admiral Karel Doorman fought the Japanese in the Java Sea battle. Most of the allied ships went down fighting, including the Dutch cruisers H.N.I.M.S.'s Java and De Ruyter.

Though the Allies brought the war to a successful conclusion, it was found that the Royal Netherlands Navy had paid dearly in lives and material.

About 3000 naval personnel and 3000 merchant seamen were killed. The Merchant Navy lost 1.8 million tons of the original 3 million tons of shipping, while the Royal Netherlands Navy lost 69 ships (tonnage 74,000) of the pre-war 88 ships (tonnage 95,000).

After Germany and Japan had capitulated in 1945 and the Netherlands Navy could sail home at last, only a small part of the pre-war fleet was still in existence, and this was so old and worn that it could hardly be called a fleet.

We had to renew our fleet completely if we wanted to take our place once again as a maritime nation, and also be prepared for the new threat which was looming from the East.

**The Fleet of Today**

This new fleet was built in about ten years (1945-1955). The greater part of this fleet was built at our own expense in our own dockyards, some of the ships were acquired from the United States

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lockyards, some of the ships were acquired from the United States under the Mutual Aid Programme and a few were bought from abroad.

This fleet is at present as follows (July 1st, 1967).

### Aircraft Carriers (1).

H.N.I.M.S. "Karel Doorman" (R 81).

Displacement: 15,892 tons standard; Engine power 40,000 s.h.p. — 25 knots.

Complement: 1,509.

Armament: 10—40 mm A.A. Guns; 35 aircraft (S-2A Grumman Tracker and SH-34J Sikorsky helicopters).

This aircraft carrier is the nucleus of the modern Netherlands fleet and with its aircraft and helicopters it can take part in ensuring the safe arrival of goods and raw material to the Netherlands in time of war. Because of its mobility this aircraft carrier can launch A.S.W. aircraft anywhere in the world. It is of great importance to the Nato alliance to have this carrier at its disposal.

H.N.I.M.S. "Karel Doorman" was purchased from Great Britain in 1948 and commissioned in the Netherlands on May 28th of the same year. The ship underwent a radical alteration (modernisation) in 1956-58).

### Cruisers

H.N.I.M.S. "De Ruyter" (C 801).

Displacement: 9,529 tons standard; Engine power 85,000 s.h.p. — 32 knots.

Complement: 943.

Armament: 8—6 inch twin turrets; 8—57 mm A.A. (in pairs); 8—40 mm A.A.; 1 flare rocket launcher 10.3 cm; 2 depthcharge rails.

H.N.I.M.S. "De Zeven Provinciën" (C 802).

Displacement: 12,160 tons standard; Engine power 85,000 s.h.p. — 32 knots.

Complement: 850.

Armament: A twin "Terrier" guided missile launcher; 4—6 inch twin turrets; 6—57 mm A.A. (in pairs); 8—40 mm A.A.

The cruisers form the artillery striking force of the Netherlands Naval Forces. The principal duties

assigned to these ships are: Protection own naval units from sea, air and possible land attacks; Protection of merchant shipping, in convoy or otherwise, from enemy naval and air attack; Display of power in peace time—with or without real action—in order to protect Netherlands interests where ever required.

As well as these rather defensive duties the armed cruisers are capable of more offensive action such as tracking and destroying enemy surface ships; excuting coastal bombardments, attacking enemy convoys etc.

The cruisers are equipped with the most modern electronic apparatus for fire-control, target tracking and navigation. Special attention has been paid to the ships own protection; the various quarters have been distributed over the entire ship so that a single hit cannot put the majority of officers, non-commissioned officers and men out of action at the same time. For the same reason engine rooms and boiler rooms have been formed into so called "Units". Both cruisers were built in Netherlands dockyards at our own expense; they were commissioned at the end of 1953.

In the years 1962-64 H.N.I.M.S. "De Zeven Provinciën" was re-armed; that is to say since the cruiser was then equipped with a Terrier installation.

The Terrier is an anti-aircraft weapon—a so-called "sea air guided missile." The height and distance range, as well as the accuracy of this weapon makes it capable of destroying modern enemy jet bombers before they can begin an effective attack on our ships.

The addition to the fleet of a ship armed with guided missiles will give the Royal Netherlands Navy the opportunity of familiarizing itself with the operational technical and personal problems of this weapon system.

### Destroyers 'Holland-class' (4).

H.N.I.M.S. "Holland" (D 808), H.N.I.M.S. "Zeeland" (D 809), H.N.I.M.S. "Noord-Brabant" (D 810) and H.N.I.M.S. "Gelderland" (D 811).

Displacement: 2,215 tons standard; engine power 45,000 s.h.p. — 32 knots.

Complement: 247.

Armament: 4 — 4.7 inch (in twin turrets); 1—40 mm; 2 four barrelled rocket throwers (depth-charge mortars).



The fast fleet replacement tanker and supply ship POOLSTER is fitted with a helicopter deck and has been in commission for three years.

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Personnel from

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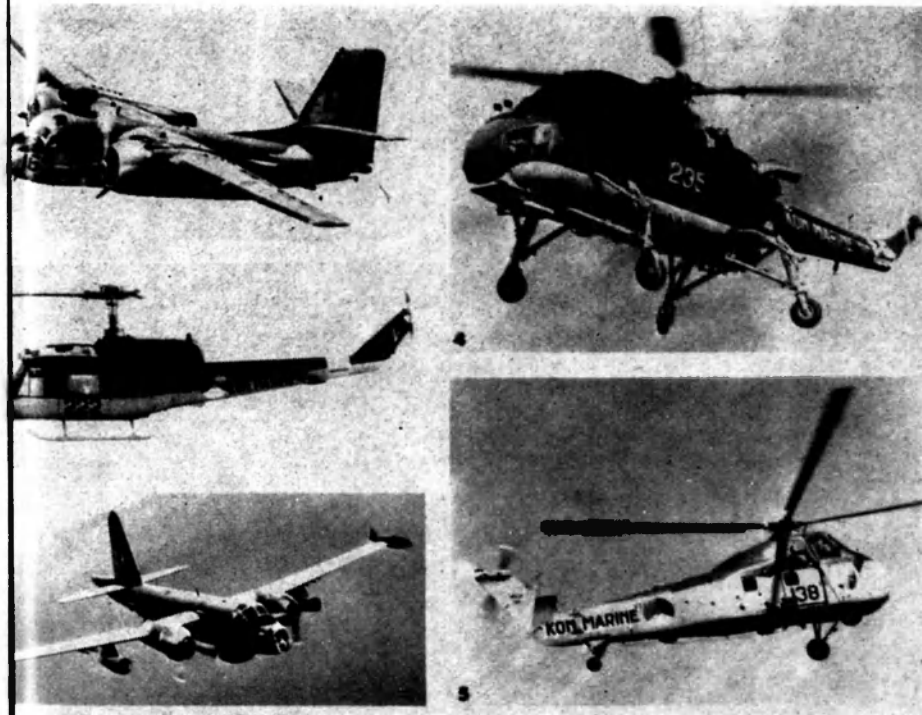


Photo No. 1: Grumman Tracker S2A-1. No. 2: Agusta Bell (1) UH-1. No. 3: Lockheed Neptune SP-2H. No. 4: Westland Wasp AH12-A. No. 5: Sikorsky SH-34J.

Destroyers 'Friesland-class' (8).  
H.N1.M.S. "Friesland" (D 812),  
H.N1.M.S. "Groningen" (D 813),  
H.N1.M.S. "Limburg" (D 814),  
H.N1.M.S. "Overijssel" (D 815),  
H.N1.M.S. "Drenthe" (D 816),  
H.N1.M.S. "Utrecht" (D 817),  
H.N1.M.S. "Rotterdam" (D 818)  
and H.N1.M.S. "Amsterdam"  
(D 819).

Displacement: 2,497 tons stan-  
dard; engine power 60,000 s.h.p. —  
31 knots.

Complement: 280.

Armament: 4 — 4.7 inch (in twin  
turrets); 4 — 40 mm A.A.; 1 flare  
rocket launcher 10.3 cm; 2, four  
barrelled rocket throwers (depth-  
charge mortars).

The principal assignments of an  
anti-submarine destroyer are as fol-  
lows: To protect own units against  
submarine attacks; To protect mer-  
chant shipping, whether in convoy or  
independently against submarine  
attacks; To track down and destroy  
enemy submarines (often in co-  
operation with aircraft); To protect  
naval units and convoys from light  
surface ship attacks.

These ships have an extensive  
apparatus for tracking down and  
destroying submarines. The 4.7 inch  
guns are fully automatic with a rate  
of fire of 50 rounds per minute. All  
the guns are radar controlled.

Again great attention has been  
paid to the ships own protection.

These twelve destroyers were com-  
missioned in the years 1954-58 and  
were built in the Netherlands with  
Netherlands capital.

The destroyers of the Friesland-  
class are the fastest ships ever to  
be part of the Netherlands Royal  
Navy.

Frigates 'Van Amstel-class' (6).

H.N1.M.S. "Van Amstel" (F806);  
H.N1.M.S. "De Bitter" (F 807),  
H.N1.M.S. "Van Ewijk" (F 808),  
H.N1.M.S. "Dubois" (F 809),  
H.N1.M.S. "De Zeeuw" (F 810),  
and H.N1.M.S. "Van Zijl" (F 811).

Displacement: 1300 tons stan-  
dard; engine power: 6000 s.h.p. —  
19 knots; complement: 210.



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Van Amstel); 1 hedge hog; 2  
depth charge rails; 8 depth charge  
throwers.

The frigates of the Van Amstel-  
class were received from the United  
States under the M.A. programme.  
They will be returned to the  
United States during 1967, 1968.

Frigates 'Beast of Prey'-class.

H.N.I.M.S. "Wolf" (F 817),  
H.N.I.M.S. "Fret" (F 818),  
H.N.I.M.S. "Hermelijn" (F 819),  
H.N.I.M.S. "Vos" (F 820),  
H.N.I.M.S. "Panter" (F 821) and  
H.N.I.M.S. "Jaguar" (F 822).

Displacement: 818 tons standard;  
engine power 1,500 s.h.p. — 15  
knots; complement: 96.

Armament: 2 depth charge  
throwers; 2 depth charge rails;  
1—3 inch; 6—40 mm (A.A. in  
pairs); 1 hedgehog. H.N.I.M.S.  
"Panter" and "Jaguar" 4 depth  
charge throwers; 4—40 mm A.A.

The principal assignments of fri-  
gates are: Close range protection of  
merchant convoys against submarine  
attacks; Contributing to close-range  
protection of merchant convoys  
against attack by light surface units



H.N.I.M.S. FRIESLAND, the name ship of a class of eight anti-submarine  
destroyers, is fitted with side armour as well as deck protection. Her 4.7-inch  
automatic, radar controlled guns fire 50 rounds per minute.

and aircraft; Tracking down and  
destroying enemy submarines, main-  
ly in co-operation with aircraft,  
principally in coastal waters; Pat-  
rolling coastal waters against

enemy light surface naval units and  
aircraft attacks on anchorages and  
harbours.

For close range protection of  
merchant convoys frigates are com-  
bined into 'escort groups'.

The 'Beast of Prey' class frigates  
were given to the Netherlands by  
the United States in 1954-56 under  
the M.A. programme.

The construction of two anti-  
submarine warfare frigates, fitted  
out with surface to air guided  
missiles is being prepared. It is  
the intention of the Royal Nether-  
lands Navy that the actual dock-  
yard construction will start in 1968.

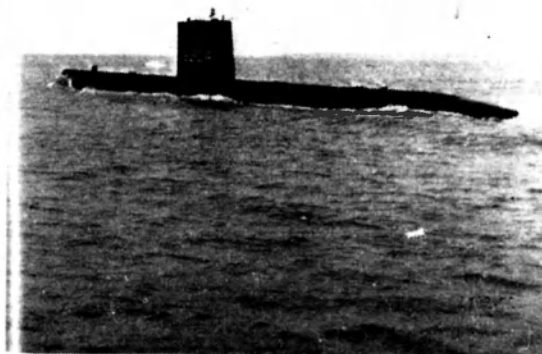
Submarines (6).

H.N.I.M.S. "Walrus" (S 802) and  
H.N.I.M.S. "Zeeleeuw" (S 803).

Displacement: 1,520 tons stan-  
dard; machinery: Diesel electric  
6,500 b.h.p. — speed 20 knots (sur-  
face); Electric motors 2,700 s.h.p.  
— speed 10 knots (submerged);  
complement: 79.

Armament: 10 torpedo tubes.  
Equipped with Snort apparatus.

H.N.I.M.S. "Potvis" (S 804),  
H.N.I.M.S. "Tonijn" (S 805),  
H.N.I.M.S. "Delfijn" (S 808) and  
H.N.I.M.S. "Zeehond" (S 809).



A recently constructed, conventionally powered submarine, H.N.I.M.S. POTVIS,  
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The two lower cylinders house the propulsion machinery — diesel engines  
and electric motors. The three cylinders are fitted in a pressure-tight steel hull.



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Displacement: 1,140 tons standard;  
machinery: Diesel 1,550 b.h.p.  
— speed 14.5 knots (surface); Electric  
motors 2,200 s.h.p. — speed 17  
knots (submerged); complement: 64.

Armament: 8 torpedo tubes.  
Equipped with Snort apparatus.

The principal duties of the submarines are as follows: To track  
down and destroy enemy submarines; To launch torpedo attacks  
on all enemy shipping; To relay information regarding movements of  
ships; To carry out special orders  
such as reconnoitering enemy coasts  
in connection with intended landing  
of agents in enemy territory  
to the defence of own shipping  
against enemy submarine attacks.

H.N.I.M.S.'s "Walrus" and  
"Zeeleeuw" are streamlined 'fleet-  
type' submarines of the 'Balao'-class  
which were lent to the Netherlands  
by the United States in 1953.

H.N.I.M.S.'s "Dolfijn", "Zee-  
onij", "Potvis" and "Tonijn" were  
built in the Netherlands with Dutch  
capital having been designed by Ir.  
J. F. Gunning on a completely  
new principle. Contrary to the  
conventional one cylinder type, the  
all of these submarines consist of

three cylinders arranged in pyramid  
form. The uppermost cylinder  
accommodates the crew as well as  
navigational equipment and arma-  
ment. The other two cylinders are  
designed for propulsion, containing  
diesel engines and electric motors.

In the 1964 Navy estimates a  
first instalment was approved for  
the construction of two submarines  
of 'teardrop' design planned to re-  
place the two submarines of the  
Walrus-class (see fleet programme).

Patrol vessels (5)

H.N.I.M.S. "Balder" (P 802),  
H.N.I.M.S. "Bulgia" (P 803),  
H.N.I.M.S. "Freyr" (P 804),  
H.N.I.M.S. "Hadda" (P 805) and  
H.N.I.M.S. "Hefring" (P 806).

Displacement: 149 tons standard;  
engine power: 1,050 s.h.p. — 15.5  
knots; complement: 27.

Armament: 1 — 40 mm A.A.; 3  
— 20 mm A.A.; 1 single mouse-  
trap; 2 depth charge throwers.

The Balder class patrol vessels  
were built by the Naval dockyard,  
Den Helder in the years 1954-55  
under the M.A. Programme.

Minesweepers.

Coastal Minesweepers "Dokkum  
and Wildervank-class" (27).

H.N.I.M.S. "Dokkum" (M 801),  
H.N.I.M.S. "Hoogezand" (M 802),  
H.N.I.M.S. "Wildervank" (M 803),  
H.N.I.M.S. "Steenwijk" (M 804),  
H.N.I.M.S. "Gieten" (M 805),  
H.N.I.M.S. "Roermond" (M 806),  
H.N.I.M.S. "Waalwijk" (M 807),  
H.N.I.M.S. "Axel" (M 808),  
H.N.I.M.S. "Naaldwijk" (M 809),  
H.N.I.M.S. "Abcoude" (M 810),  
H.N.I.M.S. "Aalsmeer" (M 811),  
H.N.I.M.S. "Drachten" (M 812),  
H.N.I.M.S. "Ommen" (M 813),  
H.N.I.M.S. "Meppel" (M 814),  
H.N.I.M.S. "Giethoorn" (M 815),  
H.N.I.M.S. "Lochem" (M 816),  
H.N.I.M.S. "Venlo" (M 817),  
H.N.I.M.S. "Drunen" (M 818),  
H.N.I.M.S. "Goes" (M 819),  
H.N.I.M.S. "Naarden" (M 823),  
H.N.I.M.S. "Sneek" (M 824),  
H.N.I.M.S. "Grijpskerk" (M 826),  
H.N.I.M.S. "Hoogeveen" (M 827),  
H.N.I.M.S. "Staphorst" (M 828),  
H.N.I.M.S. "Elst" (M 829),  
H.N.I.M.S. "Sittard" (M 830),  
and H.N.I.M.S. "Gemert" (M 841).

Displacement: 373 tons standard;  
engine power: 2,500 b.h.p. — 14  
knots; complement: 38.

Armament: 2 — 40 mm A.A.

Coastal Minesweepers 'Beemster-  
class' (14).

H.N.I.M.S. "Beemster" (M 845),  
H.N.I.M.S. "Bolsward" (M 846),  
H.N.I.M.S. "Bedum" (M 847),  
H.N.I.M.S. "Beilen" (M 848),  
H.N.I.M.S. "Borculo" (M 849),  
H.N.I.M.S. "Borne" (M 850),  
H.N.I.M.S. "Brummen" (M 851),  
H.N.I.M.S. "Breukelen" (M 852),  
H.N.I.M.S. "Blaricum" (M 853),  
H.N.I.M.S. "Brille" (M 854),  
H.N.I.M.S. "Breskens" (M 855),  
H.N.I.M.S. "Bruinisse" (M 856),  
H.N.I.M.S. "Boxtel" (M 857)  
and H.N.I.M.S. "Brouwershaven  
M 858).

Displacement: 330 tons standard;  
engine power: 900 b.h.p. — speed:  
13.6 knots; complement: 37.

Armament: 2 — 20 mm A.A. (in  
pairs).

Inshore Minesweepers (16).

H.N.I.M.S. "Alblas" (M 868),  
H.N.I.M.S. "Bussemaker" (M 869),  
H.N.I.M.S. "Lacomble" (M 870),  
H.N.I.M.S. "Van Hamel" (M 871),  
H.N.I.M.S. "Van Straelen" (M 872),  
H.N.I.M.S. "Van Mopper" (M 873),  
H.N.I.M.S. "Chompff" (M 874),

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1. N.I.M.S. "Van Well Groeneveld"  
(4 875), H.N.I.M.S. "Schuiling"  
(4 876), H.N.I.M.S. "Van Ver-  
sendaal" (M 877), H.N.I.M.S. "Van  
der Hof" (M 878), H.N.I.M.S. "Van  
der Wei" (M 879), H.N.I.M.S.  
"Mahu" (M 880), H.N.I.M.S.  
"Staverman" (M 881), H.N.I.M.S.  
"Houtepen" (M 882) and H.N.I.M.S.  
"Zomer" (M 883).

Displacement: 151 tons standard;  
engine power: 550 s.h.p. — 13  
knots, complement: 14.

Armament: 1 — 20 mm machine  
gun.

The duty of the minesweepers is  
to keep the waters and harbours  
along the coast free of mines so  
that our merchant shipping can  
carry out the important job of im-  
porting and exporting vital mer-  
chandise. Sweeping the sea lanes  
is not only of great national im-  
portance but also in the interest of  
Nato.

The coastal minesweepers of the  
Dokkum and Wildervank-class were  
commissioned in the Royal Nether-  
lands Navy in the years 1955-57.  
They were built in Dutch dockyards  
a number of these ships were built  
under the terms of the M.A.  
(Mutual Aid) programme of the  
U.S. Navy and given to the  
Netherlands Navy.

The coastal minesweepers of the  
Beemster-class were commissioned  
in the years 1953-54. They were  
built in American dockyards and  
transferred to the Netherlands un-  
der the terms of the M.A. pro-  
gramme.

The inshore minesweepers are of  
very recent date. They were com-  
missioned in 1960-62. A number  
of these ships were also built under  
the terms of the M.A. programme  
and transferred to the Netherlands  
Navy. These inshore minesweepers  
bear the names of naval personnel  
who, either during the second  
world war or the Indonesian ac-  
tions, were awarded the "Military  
Willemsorde or Bronzen Leeuw"  
posthumously.

Fleet Replenishment Ship (1).

1. N.I.M.S. "Poolster" (A 835).

Displacement: 16,800 tons stan-  
dard; engine power 22,500 s.h.p. —  
21 knots; complement: 200.

Armament: 2 — 40 mm A.A.;  
4 W. helicopters.

This supply ship is not only fitted  
out as tanker for liquid fuels, lubri-  
cants and water but also equipped  
for transportation of food, clothing,  
ammunition, etc. This ship has an  
excellent refrigeration plant for the  
preservation of food. The helicop-  
ters on board have a two fold func-  
tion: they can be used to transfer  
light loads from the supply ship to  
the other ships and also participate  
in the defence of the fleet (i.e. anti-  
submarine attack).

#### Other Ships.

As well as the aforementioned  
ships the fleet also includes vessels  
of various other types e.g.: diving  
tenders, a training vessel  
(H.N.I.M.S. "Urania" for midship-  
men), tugs, tenders, depot ships,  
supply ships, landing craft, a net  
layer, communication vessels etc.  
The entire fleet consists at present  
of about 130 ships.

#### Fleet Programme.

With regard to replacement or  
modernisation the following fleet  
plans are at present being realised:  
New frigates of the Van Speijk  
class; In two Netherlands dockyards  
six new frigates are being built.  
They are of the Leander type

British frigate but fitted out with  
Dutch electronic and fire control  
equipment.

The names of these frigates are  
H.N.I.M.S. "Van Speijk" (802),  
H.N.I.M.S. "Van Galen" (F 803),  
H.N.I.M.S. "Van Nes" (F 804),  
H.N.I.M.S. "Tjerk Hiddes" (F 805),  
H.N.I.M.S. "Isaac Sweers" (F 806)  
and H.N.I.M.S. "Evertsen" (F 807).  
These frigates are now being com-  
pleted and will join the Netherlands  
fleet during 1967-68.

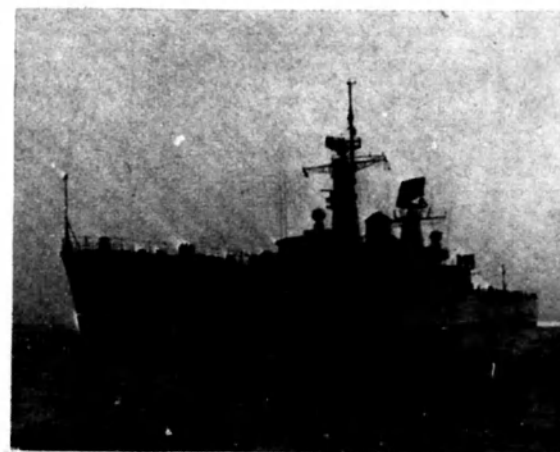
#### Submarines.

The construction of the new one  
cylinder submarines (1964) is taking  
place from 1966-68.

#### Tasks.

The tasks of the Royal Nether-  
lands Navy are:

- Within Nato participating in de-  
tection and combating of sub-  
marines in the North Atlantic,  
the Channel and southern part  
of the North sea and self de-  
fence of units and convoys  
against attack by aircraft and  
surface ships.
- Within Nato participating in  
combating the mine threat in  
the Channel and the southern  
part of the North sea.



The newly constructed frigate VAN GALEN is modelled on the British "Leander"  
class frigates and is fitted with two quadruple launchers for "Seacat" close-  
range anti-aircraft missiles. She also carries a helicopter armed with homing  
torpedoes.

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H.N.I.M.S. HOLLAND. This anti-submarine destroyer was completed in December 1954, and is equipped with turbines built before the Second World War, and which were originally intended for installation in destroyers of the "Gerard Callenburgh" class, then under construction in 1940.

c. The protection of coastal waters including organising of convoys, taking part in the protection of bases and support points of the Royal Netherlands Navy, and maritime harbour defence.

Additionally the Royal Netherlands Navy has a number of tasks to fulfil, principal of which is the one in the overseas areas of the Kingdom.

Further national tasks are performed by the pilotage service, the hydrographic service, the fishery protectorate, and in co-operation with the Netherlands fleet air arm—the search and rescue service.

Finally there are tasks reserved for the Royal Netherlands Navy when the Netherlands must meet obligations under the United Nations Charter. Contingents of the Marine Corps and various units of the Navy are earmarked for this purpose.

**Land Bases.**  
The Royal Netherlands Navy has its principal naval base in Den Helder. Den Helder, situated in the most northern point of the province of North Holland, has been the home of our navy throughout the years. After the second World War from 1952-1966, the harbour and its facilities have been enlarged and modernized. The Naval dock-

yard and Academy are situated in Den Helder, as well as schools for navigation, A.S.W., gunnery and electronics. Besides Den Helder there are two other harbours in which the navy has facilities, Vlissingen in Zeeland and Hellevoetsluis near Rotterdam. Vlissingen is the largest of the two.



The inshore minesweeper CHOMPF is diesel powered and of wooden construction.

In both these bases part of the reserve fleet is stationed.

Apart from these two bases the Navy has a depot in Amsterdam with the communication and and technical schools, while the recruiting centre is situated in Hilversum near the Loosdrecht lakes.

Overseas the Navy has a base in Willemstad on Curacao in the West Indies.

### The Fleet Air Arm.

Apart from the squadrons stationed aboard H.N.I.M.S. "Karel Doorman" (sq. 4 S-2A Grumman Trackers and sq. 8 SH-34 J Sikorsky helicopters), the Netherlands Navy has its main airfield at Valkenburg near The Hague. A smaller airfield is at 'De Kooy' near Den Helder. The aircraft of the Netherlands Naval Air Arm are incorporated in the following squadrons:

Squadron 320—SP-2H Lockheed Neptune, maritime patrol aircraft at Valkenburg;

Squadron 1—CS-2A Grumman Trackers A.S.W. aircraft and (1) UH-1 Agusta Bell helicopters, stationed at Curacao (West Indies).

Squadron 2—S-2A Grumman Trackers A.S.W. aircraft stationed at Valkenburg;

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Squadron 4 — S-2A Grumman Trackers A.S.W. aircraft stationed aboard H.N.I.M.S. "Karel Doorman";

Squadron 5 — TC-45J Beechcraft stationed at Valkenburg for training of navigators and telegraphists;

Squadron 7 — (1) UH-1 Agusta Bell helicopters stationed at Valkenburg for search and rescue operations;

Squadron 8 — SH-34J Sikorsky helicopters stationed aboard H.N.I.M.S. "Karel Doorman";

Squadron 9 — S-11 Fokker training aircraft for midshipmen, stationed at 'De Kooy';

Squadron 860 — AH-12 A Westland Wasp helicopters based, if not aboard "Van Speijk"—class frigates, at 'De Kooy'.

Tasks of the Fleet Air Arm.

As one of the main tasks of the Royal Netherlands Navy is Anti submarine Warfare, the aircraft are designed to carry out such a task in close co-operation with the ships at sea. All the A.S.W. aircraft of the Fleet Air Arm can detect, pinpoint, identify and destroy submarines.

The Netherlands Marine Corps.

The Netherlands Marine Corps is based, apart from smaller units which are stationed aboard the larger warships on the various naval bases and training schools, in two barracks and one camp in the Netherlands and in two bar-

racks overseas in the West Indies.

The Netherlands.

1. The 'Van Ghent' barracks in Rotterdam, where all regular marines are trained.

2. The 'Van Braam Houckgeest' barracks in Doorn, where all reserve marines receive their initial training.

3. On the Island of Texel the marines have an amphibious training camp.

West Indies

1. The marine barracks Suffisant in Willemstad on Curacao and

2. The marine barracks Savaneta on the Island of Aruba.

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### The tasks of the Netherlands Marine Corps.

The Marine Corps is an integrated unit of the Netherlands Navy. As part of the navy, the marine corps is assigned the task of operating on the border of land and sea. Through this, this corps has an amphibious task and can operate all over the world as it says in its emblem:

"Qua Palet Orbis"  
(so far as the world reaches)

During the recent years with crises all over the world, the Netherlands Marine Corps has been offered to the United Nations as a unit which can perform a peace keeping task where ever and whenever needed. Within a matter of hours this corps can meet this task.

The national task of this corps is the military training of all naval personnel. They have guard duties and provide sports instructors, frogmen, divers, parachutists and commando's. In other words this corps is a highly specialised military unit. The approximate strength is 3000 officers and men.

**Total strength of the Royal  
Netherlands Navy (inclusive  
marines).**

The strength of the Navy in peacetime is about 22,000 officers and men. When mobilized the strength will be around 40,000.

# SEA CADET CORPS NEWS

NEW SOUTH WALES DIVISION

ANNUAL REPORT TO THE NAVY LEAGUE OF AUSTRALIA

NEW SOUTH WALES DIVISION FOR THE YEAR ENDED JUNE 30, 1967

The number of Units in this Division remains unchanged at eight although it is anticipated that within the next six months the new proposed Unit at Gosford will receive official Naval Board recognition. The frustrating delay in this case has been due entirely to the length of time it has taken to obtain a lease on a suitable waterfront site but at long last this is coming close to reality.

An encouraging aspect has been the increase in the number of Cadets in New South Wales and we now have on strength in the region of 400, an increase of approximately 100 Cadets over the previous year. However, notwithstanding the greater number of Cadets the Division is suffering from a lack of senior ranks owing to the large percentage of this age group entering the Permanent Naval Forces.

Fifty-three Cadets are recorded as joining the Royal Australian Navy over the past 12 months, and when one takes into account that this figure is actually the number accepted for service it will be realised that this is a particularly high percentage of our overall strength. There again we know that quite a few Cadets are discharged from the Corps and because their appetite has been whetted by their nautical training subsequently join the Service. We are proud to think that we are a source of recruitment for the R.A.N. and every effort is made by us to encourage this aspect. It would seem appropriate at this stage to mention that a Midshipman who passed out from the Naval College, Jervis Bay, this year was at the time of his acceptance as a senior entry, a Sea Cadet Petty Officer in this Division.

H.M.A. Ships and Establishments have provided us with every possible opportunity for weekend training and this enabled the Divisional Training Programme to contain the variety that is so essential to maintain the interest of not only the

Cadets themselves but the Officers and Instructors.

However, continuous training is becoming a serious problem, particularly as there is now a requirement to cater for some 300 Cadets in January. In the past, Naval Establishments have gone out of their way to provide billets for Cadets but naturally with the increasing commitments of the Royal Australian Navy, coupled with our own growth, it is becoming increasingly difficult to obtain sufficient postings to cater for all those wishing to participate. Continuous training is, of course, a most important facet of the Corps' activities. Various avenues have been and are being explored at the moment to find a solution. I should like to quote one instance which also shows our very close liaison with the Army. At the invitation of Colonel Peach, the Commandant of 2nd Cadet Brigade Headquarters, a visit was recently made by myself and my Staff Officers to the Army Training Camp named "Gan Gan" situated close to Nelson's Bay. Staff Officer (Reserves) Commander J. Beckley who has displayed considerable interest in the activities of the Corps also inspected the Camp. Regrettably after considerable discussion and deliberation there was little alternative but to arrive at the conclusion that it would not be practical for a number of reasons to recommend a Sea Cadet Camp at "Gan Gan".

At the Annual Church Parade the Division was again honoured to be inspected by Rear-Admiral Morrison, the Flag Officer-in-Charge, East Australia Area.

T.S. "Tobruk" (Newcastle) was adjudged the "most efficient" Unit in the Division for 1967 although from all accounts selection was not an easy task as the efficiency and keenness displayed by the majority of Units during their annual inspection was most noteworthy.

To the Royal Australian Navy

and the Navy League of Australia and in particular the Ladies Ball Committee, this Division expresses its grateful appreciation for the assistance both financial and otherwise received over the past year.

In concluding I should like to take the opportunity of mentioning the pending rationalisation of Naval Cadets. This will naturally have its attendant problems, but I know I speak for all my Officers and Instructors when I say we view the pending changes with excitement and as a challenge for us to prove without any question of doubt that Naval Cadets can take their place alongside our Army and Air Force Cadet counterparts.

(Sgd.) L. MACKAY CRUISE.  
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