

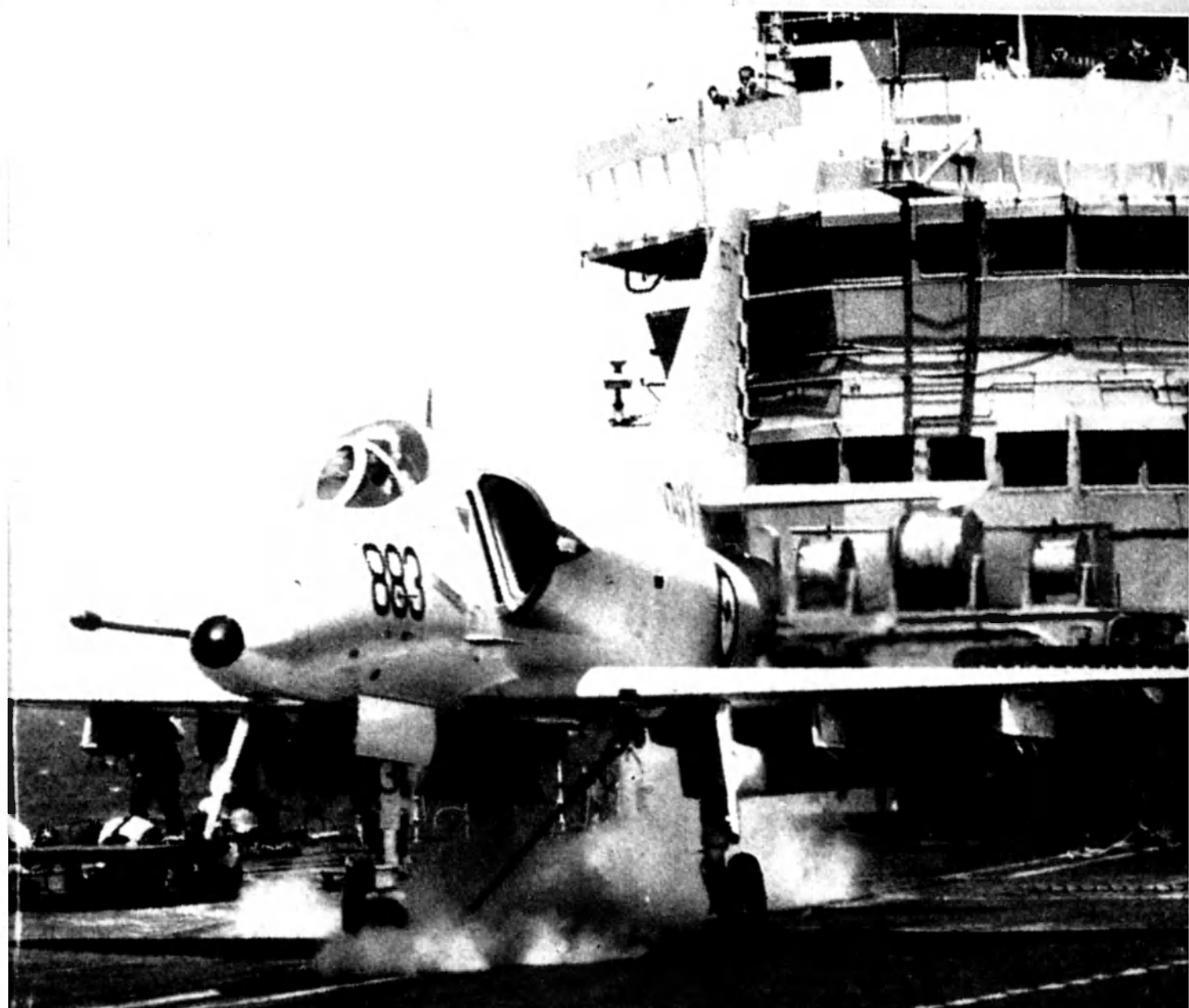
THE Navy

NOV., DEC., JAN.,

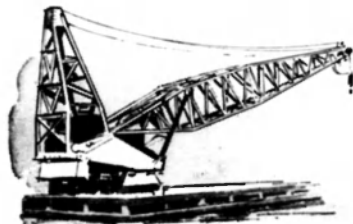
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The magazine of the Navy League of Australia
(Registered in Australia for transmission by post as a Periodical)

Vol. 30

NOVEMBER-DECEMBER-JANUARY, 1968-1969

No. 4

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Navy Ship to Shore W/T Moreton Bay, 1903

By COMMANDER N. S. PIXLEY, M.B.E., V.R.D., R.A.N.R. (Retired)

Early in the year 1900, Captain Walton Drake, R.N., the Commandant of the Queensland Marine Defence Force, having requested that another Officer be appointed in his stead, an approach was made to Captain W. R. Creswell, at that time Commandant in South Australia and in command of the colony's gunboat PROTECTOR. Captain Creswell had, previously, a colourful career in the suppression of pirates off the Spanish and Portuguese coasts, spoke Portuguese

fluently and retired from the Royal Navy to follow a diplomatic career. However, he rejoined the Navy and was appointed to South Australia.

He accepted the appointment to Queensland and became Commandant in May 1900, relieving Captain Drake, who subsequently became administrator of Norfolk Island and, incidentally, was responsible for finding, recovering and despatching to Sydney the SIRIUS' anchor.

Queensland had the gunboats

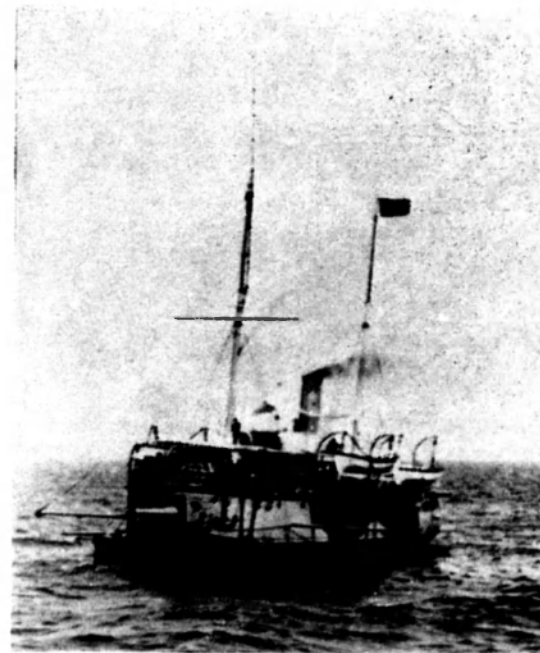
GAYUNDAH and PALUMA, the torpedo boat MOSQUITO, together with a number of auxiliary vessels.

On April 10, 1901, a report which appeared in the Brisbane "Courier" states: "Mr. Nikola Testa's apparatus for sending wireless messages across the Atlantic Ocean: A receiver and transmitter, with the earth as a connecting medium. The transmitter receives electrical energy from the source of supply, intensifies it and serves it into the earth through which it passes in all directions."

"The cost of telegraphing messages with it," Mr. Testa says, "will be much less than cabling and messages may be sent more quickly."

On March 26, 1902, a notice appeared in the Brisbane "Courier" advising that a course of lectures on electricity would be given by Mr. E. C. Barton, M.I.E.E., the subject of the first lecture being "Wireless Telegraphy in Regard to Submarine Cables." The lecture to be illustrated with specially prepared diagrams: "A set of Hartz Radiators and a Bramley Coherer will be shown at work forming a complete Marconi apparatus on a small scale suitable to lecture room purposes."

The following day the "Courier" reported: "A large audience, consisting mainly of students, attended Mr. Barton's lecture in the Technical College, Marconi versus Cables . . . intensely interesting . . . At the outset Mr. Barton successfully demonstrated the reality of Marconi's discoveries and the discoveries of those who went before him, by showing an apparatus built by himself on Marconi's system in full working order . . . Mr. Barton went on to say that, for one thing the Marconi system was too slow — thirty-two letters per minute was



HMCS GAYUNDAH in Moreton Bay — 1903. Note the bamboo fore topmast for wireless telegraphy

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its limit, while a cable 3000 miles long could carry 600 words per minute. Besides this, Marconi had also to face the difficulty that an enemy could set up an apparatus to send messages that could make his messages unintelligible but this, Mr. Barton said, would no doubt, in time, be remedied.

At this stage Captain Creswell became interested: He had on his staff Chief Gunners (T) H. B. Miles and J. Thorn, in addition to Sub-Lieutenant Sidney Smith of the Queensland Naval Brigade, who was Chief Mechanist in the Electric Telegraph Office.

With the assistance of Mr. J. Hesketh, Chief Electrical Engineer, Electric Telegraph Department, the team went to work and, by April, 1903, all was ready for the tests with the Marconi System of Wireless Telegraphy, as it was called.

St. Mary's Anglican Church at Kangaroo Point, on the cliff above the naval stores, allowed a high bamboo mast and a galvanised shed to house the "Marconi apparatus" to be erected in its grounds.

GAYUNDAH, fitted with a lofty bamboo topmast and the W/T equipment, sailed in company with PALUMA for Moreton Bay to undergo gunnery and other exercises including, of course, the great experiment with the new system of wireless communication!

SUCCESS

The "Courier" on Friday, April 10, 1903, reports: "Last evening the following message was received per pigeon post from our special representative on board the GAYUNDAH: 'GAYUNDAH and PALUMA anchored one and a half miles south Tangalooma Point — weather fine, but very hot — perfect communication maintained with Marconi apparatus — Marconi Pole stripped to refit as it is slightly bent.'"

History had been made: Even the reporter on board had gained sufficient confidence in the new method to discard the pigeon post, for his next message, as we read in the "Courier" next day, April 11: "At 9.30 p.m. last night our special representative on board GAYUN-

DAH sent the following Marconigram:

"Gun drill continued this afternoon and was fairly successful — blowing squally and raining — prize firing tomorrow. Marconi insulators were interfered with by rain but easily rectified and communication since has been good — Good night."

SEQUEL

In a lecture on wireless telegraphy given by Mr. Hesketh on November 14, 1903, he said, "Through the courtesy of Captain Creswell, he had obtained the loan of the Naval Authorities' Marconi apparatus."

After giving a short evaluation of the history of the subject, he went on to say that, while he considered it most valuable for signalling between ships, between ships and the coast, or for isolated lighthouses where cables were not possible owing to rough water and rocky bottom, he did not think for a moment it could replace communication by wires where wires under normal conditions could be erected.

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By SONAR

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Argentine Naval Air Arm has adopted a special version of the Macchi MB-326G. Designated MB-326K, the Argentine version has a max. takeoff weight of 11,500 lb and a simplified avionics system. The life in TOW from 10,250 lb provides for extra fuel capacity and the considerably increased range which is a feature of the MB-326K performance.

Warships from the Royal Navy

After six years of negotiations, rescindments and political vacillations, Argentina is getting six minesweepers of the non-magnetic 'Ton' class from the Royal Navy.

They are, or were, HM Ships RENNINGTON, SANTON, ILMINGTON, HICKLETON, TARTON and BEVINGTON. The Argentine Navy has allocated to them the new names CHACO, CHUBUT, FORMOSA, NEUQUEN, RIO NEGRO and TIERRA DEL FUEGO, respectively.

H.M. Dockyard, Portsmouth, has specially converted two of these, CHACO and FORMOSA, into minehunters.

The other four coastal minesweepers have been modernised and refitted to specific Argentine Navy requirements and standards by the Vosper-Thornycroft Group; two

vessels at the Portsmouth shipyard and two at the Group's repair yard at Northam, Southampton.

The four ships are being commissioned as a squadron under the command of Commander Boris Ivan Marienhoff, Argentine Navy.

They have all been fitted with the Vosper activated-fin stabiliser by the Hydraulic Power Division of the Vosper-Thornycroft Group.

This acquisition of six coastal minesweepers is only a small part of a massive programme to re-equip the Argentine Navy, which is in urgent need of replacement and modernisation. It is reported that about £150m worth of warship orders for the Argentine Navy could be involved.

It is said that Argentina would like up to six British submarines of the very successful OBERON class (2,410 tons) and four British general-purpose frigates of the equally well-proven LEANDER class (2,800 tons).

If the negotiations are completed without further political or financial argument, it is envisaged that two of the submarines and one of the frigates would be built in Great Britain.

It is to be hoped that some Argentine warships materialise this time. All this talk of minesweepers and frigates almost threatens to take us back to square one.

On January 11, 1962, the Argentine Embassy in London announced that it had decided to place orders with British shipbuilding firms for the construction of four general purpose frigates of the LEANDER class, two from J. Samuel White & Co. Ltd., Isle of Wight, and two from Yarrow & Co. Ltd., Scotstoun, and six coastal minesweepers of the 'Ton' class from John I. Thornycroft & Co. Ltd., Woolston.

But only a few months later, on May 17, 1962, it was stated officially that the orders had been shelved for an indefinite period because of Argentina's financial position.

Well, it's a dead cert that Samuel White's will never build LEANDERS for Argentina, for they went out of business as shipbuilders not long afterwards, but Thornycroft's in their new group might get a look in, and compensate for past lost orders.

CANADA

New Naval Jack

A new Naval Jack has been approved to be flown by Canadian warships. It consists of a white flag with Canada's national flag in the upper quarter next to the hoist and with the naval crown, fouled anchor and eagle combined in dark blue on the fly.

Until Canada's national flag replaced the White Ensign in 1963,



HMS HICKLETON one of the "Tons" to be sold to Argentina



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Canadian warships flew a defaced Blue Ensign as the Jack. This was replaced by the national flag, which was then flown at both ends of the ship. Now this, in its turn, has been replaced by the new Jack.

The first new Jack was presented to the Fleet by General Jean V. Allard, Chief of the Defence Staff, in a ceremony on board the carrier BONAVENTURE earlier this year.

Hydrofoil

HMCS BRAS D'OR (FHE-400) is Canada's ASW hydrofoil that is capable of all-weather operation. Her primary sensor will be a towed sonar, and the armament will be lightweight homing torpedoes. When foilborne, she rides on a canard arrangement of fixed, surface-piercing foils, the bow one being steerable. Her characteristics are: Weight 200 tons, length 151 feet, hull beam 21 feet, foil span 66 feet, speed 60 knots, gas turbine (foilborne) 30,000 s.h.p. and diesel (hullborne) 2,400 b.h.p. (see photo).

FRANCE

French Amphibious force

Details have now been released of the French 'Force d'Amphibie d'Intervention' (FAI).

The force is commanded by a rear-admiral who has an inter-Service staff. He has under his com-

mand a seagoing group and a shore amphibious centre.

The seagoing group comprises the headquarters ship Malgache and a flotilla of tank landing craft, plus numerous smaller landing craft.

A special assault group is carried of about 400 men, commanded by a colonel, who is also the army assistant to the admiral.

The amphibious centre at Lorient is under a Commander and forms the administrative and support base for the ships and also houses a study and experimental centre and a school.

The force is normally reinforced for an amphibious operation by 400 Marine Commandos from Toulon and also by the carrier ARROMANCHES and her assault helicopters.

One up on Great Britain

It is understood that the French Government has recast the scheme of naval requirements for nuclear-powered and ballistic-missile-armed submarines. According to unofficial reports the French Navy has rescinded the fairly long-standing project to build a nuclear-powered fleet submarine of the hunter-killer type, which was tentatively to have been named RUBIS. This vessel was of basically similar design to that of HMS DREADNOUGHT in the Royal Navy.

It is reported that instead of this

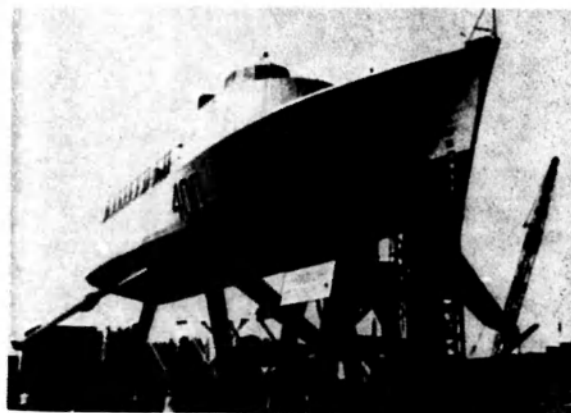
nuclear-powered but conventionally armed, submarine the French Navy is most eager to build a fifth nuclear-powered ballistic-missile submarine armed with sixteen tubes for Polaris inter-continental weapons. If this ship (surely a 'ship' now, at this size, in preference to the traditional 'boat', which after all only survives because it was a diminution of 'submarine torpedo boat') materialises France will therefore have one more deterrent submarine than Great Britain, which has four built or building.

The first French nuclear-powered and Polaris-armed submarine, LE REDOUTABLE, a huge vessel of some 9,000 tons submerged, as heavy as a cruiser, was launched on March 29, 1967, and will, it is estimated, be completed next year and is scheduled to be fully operational by 1970. Her sister ship LE TERRIBLE was laid down on June 24, 1967, for delivery from the builders, Cherbourg Naval Dockyard (which is also responsible for REDOUTABLE), in 1971 and working up for deterrent patrol in 1972.

The third giant submarine of this class, for which the suggested name was FORMIDABLE, was authorised in 1967 for completion in 1973. And at the end of last year (announced on December 7, 1967) it was officially decided that the French Navy would build a fourth nuclear-powered and Polaris armed submarine. She is provisionally scheduled to be completed in 1974 and she will probably be named FOUDROYANT.

But the French Navy hopes to have a Force de Frappe of five Polaris-armed submarines in operation by the mid-1970's, and as soon as possible the fifth nuclear-powered ballistic-missile submarine is expected to be ordered instead of the considerably smaller nuclear-powered RUBIS (which would have been armed with torpedoes only). The name of this fifth Polaris-armed submarine is likely to be IMPLACABLE, according to a buzz from France.

The Royal Navy has always argued that five Polaris-armed submarines are the minimum number required to be practically certain of



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LE REDOUTABLE im-
mediately after her
launch

always having two deterrent sub-
marines on patrol. But the British
Government cancelled the fifth
vessel, which the previous adminis-
tration had confirmed it intended to
build, and now only four are to be
completed, RENOWN, REPULSE,
RESOLUTION and REVENGE. So
France will be one up on Great
Britain, and the Royal Navy will
have to go on striving to keep
just the one and a half deterrent
submarines on patrol at all times.
A pity when that wonderful new
haze at Faslane, HMS NEPTUNE,
could easily have permed two from
five.

IRAN

British and American Escorts

Two more so-called "corvettes"
or small frigates are nearly ready
to be turned over from their
American builders to the Iranian
Navy. MILANIAN (ex-PF 105),
laid down on May 1, 1967, was
launched on January 4 this year
and is scheduled to be delivered on
November 24. Her sister, KAH-
NAMUIE (ex-PF 106), laid down
on June 12, 1967, was launched
on April 4, 1968, and is due to be
delivered on January 24. They have
a displacement of 900 tons stan-
dard and 1,135 tons full load and
are armed with two 3-in. guns and
two 40 mm AA guns. Diesel en-
gines give them a speed of 20
knots. The first pair of this class,
BAYANDOR (ex-PF 103) and
HAGNDI (ex-PF 104) were trans-
ferred to the Iranian Navy in 1964.
All four were built by the Leving-
stone Shipbuilding Co. of Orange,
Texas.

But Iran will soon have more
sophisticated vessels of the escort

type. Four "destroyers" of the
Vosper Mark 5 Frigate Type are
being built, two at Thornycroft's
Southampton yard and two by
Vickers at Newcastle and Barrow.
These will have a displacement
officially estimated as 1,200 tons,
and in addition to the main gun
forward, two secondary guns aft,
anti-aircraft and anti-submarine
weapons will be armed with a
quadruple "Seacat" surface-to-air
guided-missile launcher. They will
be powered by two Bristol Siddeley
Olympus gas turbines and two
Paxman diesels. The first ship of
the class was laid down at Thorny-
croft's yard on May 22, 1967, and
was scheduled to be launched dur-
ing July, 1968.

Iran will also soon take delivery
of the former British "Battle"-class
destroyer SLUYS, 3,361 tons full
load, which has been renamed
ARTEMIS, now being refitted and
modernised by the Vosper-Thorny-
croft Group.

ISRAEL

One more country gets French warships

Israel is to receive six or seven
patrol boats from France. These
vessels, reported to have a displace-
ment of about 200 tons, will have
French-built hulls and Italian elec-
tronic equipment. They will be
armed with "Gabriel" surface-to-
air guided-missile launchers, two
21-in. torpedo tubes, and at least
two 40 mm. anti-aircraft guns, thus
combining all the armament fea-
tures of missile boats, torpedo
boats and gunboats, a modern
trend being adopted by several
navies. They are designed for a

maximum speed of 45 knots and
a cruising range of over 800 miles
at 30 knots. The normal comple-
ment is 20 officers and ratings.

Israel is just one more on the
lengthening list of countries obtain-
ing their warship from France, and
while French shipbuilders must be
laughing all the way to the bank
the Government are doubtless clap-
ping their hands, over their im-
proving balance of payments.

INDIA

Flotillas from the Soviet Union

According to the latest count the
India Navy is to receive over a
score of warships from the Soviet
Navy. They are reported to include
four submarines of the "F" class,
six medium escort ships or small
frigates of the Petya class, six motor
gunboats of the Poluchat I class,
a submarine support-ship, and sev-
eral other auxiliaries.

JAPAN

Propelling and Steering Gear

A new type of propelling and
steering equipment has been de-
veloped by Ishikawajima-Harima
Heavy Industries Co. Ltd., Tokyo.

Called the Duckpeller Model G,
the equipment, as a single unit, in-
cludes all the necessary mechanism
for propelling and steering a ship
and is the largest of its kind ever
manufactured in Japan.

It is suitable for tugs, push boats,
ferries and floating cranes.

The propeller can turn at an

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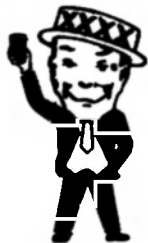
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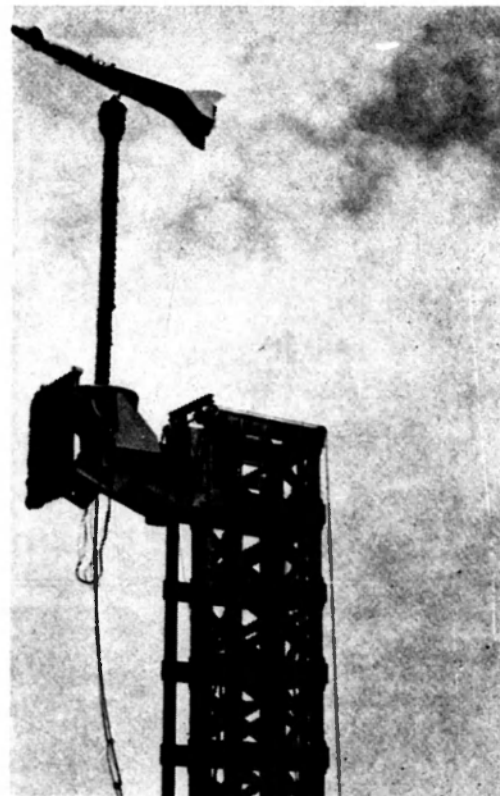
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angle of 360 deg. and has good manoeuvrability.

Thrust per horsepower is large because of the propeller's high efficiency, and easy remote-control is possible.

Before the completion of the Model G, IHI developed three models of the Duckpeller — Model S, Model M and L, and a total of 12 units of these models have so far been completed.

The unit, with a horsepower of 700 to 1000, was developed mainly for the large tugs which are needed to keep pace with the trend to larger vessels.

It has a spiral bevel gear. The propeller is a 4-blade Kaplan type, having a diameter of about 1800 mm.

The steering equipment consists of a hydro-electric propeller with a turning angle of 360 deg.

MALAYSIA

An \$8,000,000 order with Vosper Thornycroft (UK) for six "fast patrol boats" of unstated detail as the initial equipment of its naval forces. They are presumed to be equivalent to three ordered for the Royal Libyan Navy, one of which recently successfully completed its sea trials. These are equipped to carry eight Nord Aviation SS-12M or SS-11M wire-guided marine versions of the highly successful surface-to-surface and air-to-ground missiles. The SS-12M has a range of more than four miles, and is fitted with a special gyro-stabilised optical sight. Vosper has also designed a new 100 ft. guided missile patrol boat capable of carrying not only the Nord weapons but also the 11nm range Contraves Italiana beam-riding missile, Nettuno, with Sea Hunter fire control and guidance system.

NATO

U.S. Missile To Be Adopted

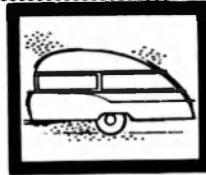
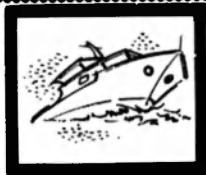
Because of the sinking of the Israeli destroyer ELIATH by a Russian-built Styx missile, considerable interest inside NATO is now centred on the defence against the surface-to-surface missile, particularly for small ships.

The United States, Italy and Norway have formed a NATO group for the study of "Point Defence", as it is called, of ships from air and surface-launched missiles and are considering a joint NATO development programme of the U.S. Sea Sparrow missile.

The Sea Sparrow stems from the air-to-air Sparrow missile made by Raytheon and, in the U.S. version, is aimed by eye. In the proposed NATO version, however, it will have a power-driven track illuminator which it is claimed will materially cut down reaction time. Each nation will use its own target-acquisition radar.

If the scheme goes ahead, it is expected that some 100 to 200 missile-systems would be required to be in service by 1972-73.

A number of NATO ships use



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the present U.S. Tartar/Terrier missiles, which have not proved very satisfactory and are to be replaced in the U.S. Navy by the Standard missile which will have improved surface-to-air and some surface-to-surface capability.

The Standard missile will be used for long-range defence, both against missiles and the missile-launching ships. Presumably those NATO ships already equipped with the Tartar/Terrier systems will adopt it.

The Sea Sparrow is a close-range missile fitted as secondary armament in large ships to deal with those missiles which have escaped the long-range Standard, or as the primary armament in ships too small to carry the Standard system.

Britain, of course, has her own missiles: Seaslug, to be replaced by Seadart, for long-range work; Sea-cat, to be replaced by the PX 430 now being developed, for short ranges.

OPERATION 'NEW BROOM'

"New Broom", the large multinational mine counter-measures operation mentioned in a recent edition has now been completed.

The area swept is off the Netherlands and West German coasts. Previously there was only a narrow channel through the area, which contained some 12,000 British mines dropped by Bomber Command during the war. The aim was to widen this channel, which had become congested owing to the increased number of ships using it.

During the War the mines, both acoustic and magnetic, took a heavy toll of German and neutral shipping—108 being sunk and another 103 damaged. Since the war some 70 ships have been sunk, but these were mostly in the 10 years up to 1955.

While a high percentage of the mines are now known to be safe, there are still many which could explode.

Concurrently with the sweeping, a complete hydrographic survey was carried out, as the area had not been surveyed since before the War. In addition, an underwater-obstacle survey was done by mine-hunters, working ahead of the main

sweepers. They had already located some 40 wrecks, mostly of War-time vintage.

Sixty-six ships from Britain, Belgium, France, Netherlands and Norway took part. The British force worked from Borkum in the Frisian Islands.

The operation was due to complete at the end of May.

NETHERLANDS Dutch Order \$49m. Anti-Sub. Aircraft

The Government of the Netherlands has placed an order for a first batch of nine Atlantic anti-submarine aircraft, the first four to be delivered by July, 1969, and the remainder by March, 1971.

The order represents a total of \$49 million including cost of spares and accessories.

An order for a second batch to follow soon is expected.

The contract will go to the European consortium SECBAT which is in charge of the Atlantic programme and in which, since 1961, The Netherlands has participated together with France, Germany and Belgium.

Selected in 1959 as the result of an international competition among NATO countries, the Atlantic flew for the first time in 1961.

Powered by two Tyne turbo-prop engines of 6,000 h.p. each, the aircraft has a cruising speed of 610 km/h and a long duration.

Patrol speed of 320 km/h, with a range of about 8,000 kilometres.

Endurance on patrol is 18 hours, with a crew of 12.

The Atlantic has modern search, detection and navigation equipment.

Main orders have been 40 units for the French Navy and 20 units for the German Navy.

The Dutch Government's decision to purchase the Atlantic, in the face of strong competition, is important for the outcome of manufacturing programme.

It opens up new perspectives for export orders, and at the same time strengthening European aeronautical co-operation.

The aircraft will be based at Valkenburg air base, supplementing Lockheed Neptune-equipped ASW squadrons already operating. The purchase is planned to restore a deficiency in ASW capability, following fire damage to the aircraft carrier Karel Doorman, which is not to be repaired. Grumman Tracker aircraft, supplied to the Netherlands under MAP and operated from the Karel Doorman along with ASW helicopters, are to be



The Breguet 1150 Atlantic Reconnaissance Bomber

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returned to the USA following delivery of the Atlantics. Some Canadian-built CS-2 Trackers are to be retained for service in the Netherlands West Indies.

UNITED KINGDOM

Anglo-French Helicopter Agreement

The proposals made in February and October, 1967, for Anglo-French co-operation in the development of helicopters were confirmed on April 2 when documents were signed by Sir Patrick Reilly, the British Ambassador to France, and M. Pierre Messmer, the Minister for the French Armed Forces. The agreement covers among other items the full development of the Westland WG 13 for both British and French use. The naval version is to be an advanced frigate-borne anti-submarine helicopter to replace existing Wasps. Our picture shows an artist's impression of the WG 13.

New Inshore Rescue Craft

A new kind of fast inshore rescue boat has been developed for the Royal National Lifeboat Institution at Atlantic College, Llantwit Major, Glamorgan.

The boat will carry out evaluation trials during the coming summer at Lyme Regis, where she will be the station's operational inshore rescue boat.

The boat has been designed by pupils of Atlantic College under the supervision of Rear-Admiral D. J. Hoare.

The development of the boat at Atlantic College has been carried out over a period of four years, and this is the fourth prototype of its kind.

The aim of the designer has been to combine the advantages, in terms of safety and of carrying out rescues of the soft tube inflatable with a rigid buoyant underwater body which will reduce maintenance to a minimum and allow higher speeds to be achieved.

The new rescue boat has a length of 17 ft. 6 in., a beam of 7 ft. and her draught when the engine is lifted is 10 in.

Her dry weight, less engine and loose fittings, is 420 lb., the engine is a 50 h.p. Mercury which can give a speed of 30 knots.

Vosper Launches Two in a Day

On the same day two ships for the Royal Libyan Navy were launched recently. RLNS SOKNA at Portsmouth was the last of three gas-turbine fast patrol boats; and at Woolston the RLNS ZELTIN, a 2,200-ton maintenance and repair ship. The ZELTIN will dock patrol craft by flooding ballast tanks and opening a stern door. She will also form the operational and administrative headquarters for the fast patrol boat squadron.

The Libyan maintenance and repair ship ZELTIN



Anglo-French Helicopter W.G. 13

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Fourth Survey Ship From Brooke Marine

Also launched recently by Brooke Marine Ltd. was HMS FAWN, the last of an order for four coastal survey craft, under a design-and-build contract. Features include four Lister Blackstone turbo-charged marine diesels, a passive stabiliser system, simplified engine room watchkeeping controls, and special seakeeping qualities for both tropics and arctic.

Our picture (below) shows HMS BULLDOG, the first of the class.

United States

Missiles

Not content with the sea-to-air missiles Tartar and Terrier, the U.S. Navy is producing a new version of them called the Standard. Now comes news that this too is to be replaced by an Advanced Surface Missile System (ASMS) some time in the mid-70's.

The new missile will be a modification of the Standard, but the launchers will be new and will be capable of a higher rate of fire than at present. The main difference between the new system and the Tartar/Terrier or Standard systems will be in the radar and target-acquisition field.

The U.S.N. has never had a close-range missile equivalent to Seacat, but is now modifying the air-to-air Sparrow for use in a surface-to-air role. Sea Sparrow is already fitted in the U.S.S. ENTERPRISE and the Americans hope to induce certain NATO countries

to join them in a development of a more advanced, fully automatic version.

Automatic Charting

The U.S. Navy's Oceanographic Office is testing new equipment, developed by Decca, for automatic charting of river deltas and harbours.

The system, known as the Hydra Survey System, consists principally of an echo sounder, an electronic positioner, a timer and electronic equipment necessary to translate all collected information into computer language.

Battleship Commissions

The battleship USS JERSEY commissioned in April at Philadelphia for service in Vietnam.

The NEW JERSEY was first commissioned in 1943, paid off after the war and recommissioned again for the Korean War.

She is 887 ft. long, displaces 4,000 tons and has nine sixteen-inch guns capable of firing 2,700 lb projectiles over a distance of 23 miles. She will be manned by 70 officers and 1,400 enlisted men and will be used solely for shore bombardment.

The last of the 15-inch gun

The last two 15-inch guns in existence in this country have been placed in the Imperial War Museum. The two guns, which weigh 100 tons each, were transported to the Museum from Shoeburyness at the end of March. In May they

were mounted on a special concrete plinth and on August 8, Admiral of the Fleet, Sir Algernon Willis, inaugurated them.

Both guns were made during the first World War. One was mounted in HMS RAMILLIES and saw action in the Mediterranean in 1940 and 1941. The other gun was in HMS RESOLUTION from 1915 to 1938. After a period in store this was transferred to the monitor HMS ROBERTS, which, together with other Allied warships, bombarded German positions in Normandy and on Walcheren in 1944. The two guns have since been used for experiments at Shoeburyness.

Royal Navy to go Metric

The fathom, traditional nautical measurement of six feet, is to disappear from the Royal Navy's world-famous charts. In future depths and heights are to be indicated in metres.

It was decided to go metric in the Royal Navy's new-style charts following a study of the trend in the United Kingdom towards the adoption of the metric system.

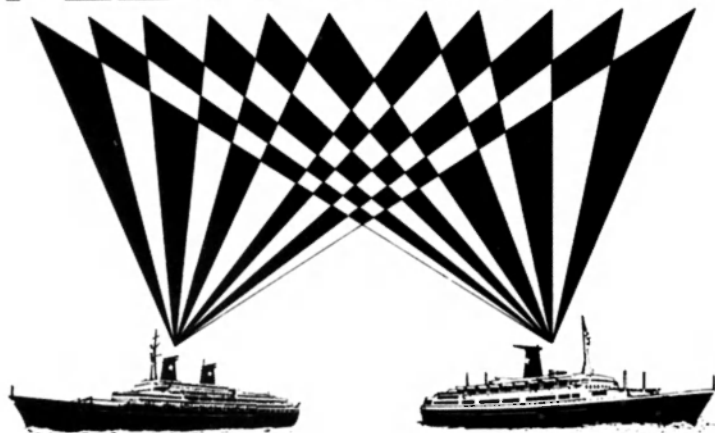
All-gas goes to Sea

HMS EXMOUTH, the world's first all-gas-turbine major warship, has now completed her sea trials. She has been refitted and converted at Chatham Dockyard and is now fitted with one Rolls Royce Olympus for full power and two R.R. Proteus engines for cruising — both



Survey Ship, HMS BULLDOG

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HMS EXMOUTH leaving Chatham for her sea trials. Note her altered silhouette.



types marine versions of these well-proved engines (see photo).

The Royal Navy can thus be seen to be still in the lead in this field, which it pioneered just after the War. The stated intention is to use this form of main engine for all future major warships.

The EXMOUTH's main engine can be controlled from the bridge. Benefits are — less space and weight, engine-changes in 48 hours, simple to install, manpower savings up to 25 per cent. Astern-power is by variable-pitch propeller.

More Negro Officers For The Navy

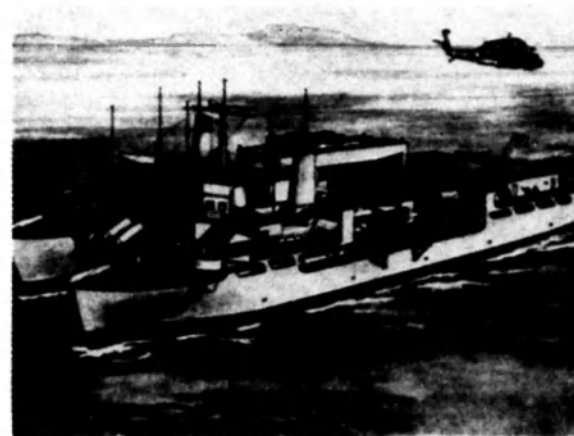
The U.S. Navy, long criticised as the slowest of the three services to integrate, is speeding up recruitment of Negro officer candidates. Navy Undersecretary Charles F. Baird has just commissioned the first naval ROTC unit at a Negro college, Prairie View A&M in Texas. Some 24 officer candidates have already signed up. The Navy is also deploying recruiting teams of Negro officers around the country and it has selected 42 Negro enlisted men to attend the Naval Academy's prep school at

Bainbridge, Md. Of the Navy's 12,300 officers, 330 are Negroes.

Ocean Catamaran

This is an artist's concept of a new class of submarine rescue ship (ASR) that will have a catamaran hull, which gives the ship sta-

bility when working in the open sea. The ASR will have mobile research and rescue facilities, a limited mobile salvage capability for submarines, and an ability to work with submergence rescue vehicles.



Ocean catamaran — submarine rescue ship

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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Aluminium Hydrofoil

The USS PLAINVIEW (GEH-1), the world's largest hydrofoil vessel, is being tested by Lockheed for delivery to the Navy later this year. The 220-foot, 300-ton aluminium craft is powered by two diesel engines when hullborne, and uses two jet engines when foil-borne (see photos). "In-flight" on two 13-foot, winglike foils, the PLAINVIEW obtains speeds in excess of 40 knots from two titanium propellers positioned in pods on the two forward struts. A third foil at the stern serves as a rudder and stabiliser. Height sensors located in the bow and stern provide information for the control display and automatic pilot. The PLAINVIEW will be manned by a crew of 20 officers and men.



U.S.S. PLAINVIEW

Floating Armour

The Navy's experimental buoyant flak jacket (see photo) has received favourable reports from test use by river patrol boat crews in Vietnam. Made of layers of nylon fabric, polypropylene felt, and polyethylene plastic foam, the air in the foam keeps the wearer afloat, and the nine-pound jacket provides protection against fragmentary ordnance. A second type of buoyant armour under development, incorporating ceramic material enclosed in plastic foam, would provide protection against armour-piercing projectiles up to .30-calibre.



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Litton Wins Huge U.S. Navy Order

The US Navy has selected Litton Industries to build at least six new assault ships at a cost of more than \$US900 million.

The Navy expects to build six and possibly up to 12 of the ships, to be known as L.H.A. (landing helicopter assaults).

The L.H.A. will displace at least 40,000 tons, have a length of 796 feet and a speed in excess of 20 knots.

Satellite Antenna For Submarines

A division of International Telephone and Telegraph Corporation has designed and built a type of experimental antenna that for the first time allows submarines to communicate via satellite with suitably equipped submarines, ships, aircraft and fixed or mobile stations thousands of miles apart.

The antenna design is significant because the equipment is steerable in azimuth and elevation, yet compact enough to fit in the sail (conning tower superstructure) of a submarine. The U.S. Naval Ships Systems Command, Washington, DC, contracted with ITT Defense Communications for the submarine-satellite communication antenna design and development.

An ITT Defense Communications Division submarine-satellite communication antenna successfully participated in recent inter-service satellite communication tests conducted via LES-5, an experimental communication satellite. A major challenge to designers of submarine antennas for satellite communication has been the limited space available to install the devices.

New Fleet Air Arm Fighter

The Grumman Aircraft Engineering Corporation is currently carrying out a study on a new aircraft for the Navy.

The new aircraft, known as the VFAX, will be for both fighter and attack roles and will be a two-man machine. It is expected to have variable swept wings and to

be armed with new missiles as well as guns. The missiles will be either radiation-seeking, such as the standard ARM, or stand-off, such as Condor and Maverick.

It is hoped that it will be in service in 1974 and that U.S. carriers will then be carrying both this versatile aircraft and the F111B.

U.S. Navy Nuclear-Propelled Ships

Fiscal Year Programme	Type*	Class or Name	Notes
FY 1952	1 SSN	Nautilus	Comm. 1954; 2nd line
FY 1953	1 SSN	Seawolf	Comm. 1957; 2nd line
FY 1955	2 SSN	Skate	Comm. 1958; 2nd line
FY 1956	2 SSN	Skate	Comm. 1958-59; 2nd line
	1 SSN	Skipjack	Comm. 1959
	1 SSN	Triton	Comm. 1959; 2nd line
	1 SSN	Halibut	Comm. 1960; 2nd line
FY 1957	1 SSN	Long Beach	Comm. 1961 (cruiser)
	5 SSN	Skipjack	Comm. 1960-61
	1 SSN	Thresher	Comm. 1961; sunk 1963
FY 1958	1 CVAN	Enterprise	Comm. 1960 (carrier)
	3 SSBN	Geo. Washington	Comm. 1959-61 (Polaris)
	3 SSN	Thresher	Comm. 1962-63
	1 SSN	Tullibee	
FY 1959	1 DLGN	Bainbridge	Comm. 1962 (frigate)
	2 SSBN	Geo. Washington	Comm. 1960-61 (Polaris)
	4 SSBN	Ethan Allen	Comm. 1961-62 (Polaris)
	5 SSN	Thresher	Comm. 1964-67
FY 1960	4 SSN	Thresher	Comm. 1966-68
FY 1961	1 SSBN	Ethan Allen	Comm. 1963 (Polaris)
	9 SSBN	Lafayette	Comm. 1963-64 (Polaris)
	1 SSN	Thresher	Comm. 1967
FY 1962	1 DLGN	Truxtun	Comm. 1967 (frigate)
	10 SSBN	Lafayette	Comm. 1964 (Polaris)
	3 SSN	Sturgeon	Comm. 1967-68
FY 1963	6 SSBN	Lafayette	Comm. 1965-66 (Polaris)
	8 SSN	Sturgeon	Comm. 1967-68
FY 1964	6 SSBN	Lafayette	Comm. 1966-67 (Polaris)
	1 SSN	Narwhal	Under construction
	5 SSN	Sturgeon	Under construction
FY 1965	6 SSN	Sturgeon	Under construction
	1 DSV	NR-1	Under construction
FY 1966	6 SSN	Sturgeon	Under construction
FY 1967	1 CVAN	Nimitz	Under construction
	1 DLGN	Truxtun	Authorised
FY 1968	5 SSN	Sturgeon	Authorised
	1 DLGN	Truxtun	Authorised
	3 SSN	Sturgeon	Authorised
FY 1969	2 SSN	Sturgeon	Requested

*Type symbols: SSN attack submarine, SSBN fleet ballistic-missile submarine, CGN guided-missile cruiser, CVAN attack aircraft carrier, DLGN guided-missile frigate, DSV deep submergence vehicle (for research and ocean engineering)

Navy To Get New Fast Missile

The Navy is moving swiftly toward production of a new weapon, nicknamed the Zap missile, to bolster U.S. capabilities for beating down anti-aircraft guns. Zap is an

acronym for Zero Anti-aircraft Potential.

Details of the missile's planned capabilities are closely guarded but work is far enough along to permit officials to discuss its mission generally.

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The Zap, sources said, will be a solid-fuelled 'hypervelocity' rocket that will fly at speeds around 2,000 miles an hour and detonate with shattering effect over enemy flak sites.

Within two years the missile is expected to go aboard Navy fighter-bombers and may also be used by the Air Force. Industry expectations are that production of the Zap will soar to several hundred thousand a year by about 1972, with annual spending of about \$50 million.

Zap will have a conventional explosive warhead of unspecified size designed to go off just before it hits the ground with a special high-fragmentation effect.

The weapon's fantastic speed is critical to the mission. With Zap, the pilot of a 1,400 m.p.h. Phantom jet, for example, will be able to launch his weapon almost point-blank at an enemy target while zooming at supersonic speeds.

At the same time, with Zap's new dispersing warhead the pilot won't have to be too concerned with precise targeting.

Zap is actually an outgrowth of another new Navy missile under development called the Hart (hypervelocity aircraft rocket, tactical) and envisioned as a successor to the current Zuni in the early 1970s.

The Zuni, one of the Navy's standard air-to-surface weapons, is a nine-foot long, 107-pound missile with a five-mile range. It soars at about 1,300 m.p.h. The Navy has relied heavily on the Zuni in Vietnam, producing around 100,000 per year.

Warships to be Retired

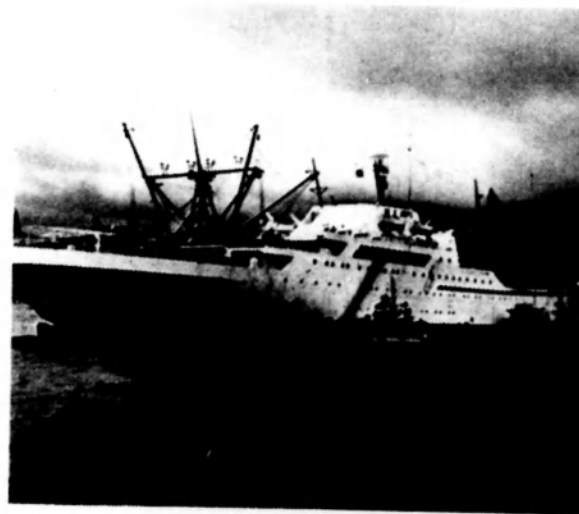
On August 8 the Defence Department eliminated 50 Navy ships and eight Naval Air Squadrons as part of the programme to reduce federal expenditures by \$A5,357 million in the current financial year.

Major ships to be mothballed include the guided missile light cruiser Topeka, the anti-submarine carrier Randolph and the nuclear-powered submarine Triton.

Jet-Powered Gunboats

The USS READY (PG-87), the newest jet-powered gunboat in the Navy, lies alongside the USS ANTELOPE (PG-86). The aluminium

hull and fibre glass craft are the third and fourth of 12 ships to be built of the ASHEVILLE class. Their armament includes a rapid-fire 3-inch gun with Mark 63 fire



control, a 40-mm. cannon, and two twin 50-calibre machine guns. The 165-foot craft are used in operations in both rivers and the open sea.

Nuclear Vessel

The nuclear-powered freighter

Savannah (15,585 tons gross), the world's first commercial vessel with atomic power, sailed from New York during mid-August for Galveston, Texas, for her first refuelling in the 6½ years she has been operating (see photo above).

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The 20-knot ship, which was built at Camden, New Jersey, USA, in 1962 has sailed 330,000 miles on only 119 pounds of her nuclear fuel, U-235. If she had been a conventionally-powered ship she would have burned more than 95,000 tons of oil.

Hercules Hydroski

The Lockheed-Georgia Company is studying for the Navy the feasibility of adding the role of seaplane to the capability of the C-130 Hercules. This radio-controlled model features a hydroski and has an eight-foot wingspan. A full-sized single-mount hydroski, shaped to conform to the hull bottom, would measure 21 x 3½ feet and would be hydraulically extended 10 feet.



Artist's conception of the U.S.S. NIMITZ, authorised as the Navy's next nuclear-powered aircraft carrier to be constructed for the fleet. Named in memory of the late Fleet Admiral Chester W. Nimitz, USN, the carrier will displace more than 80,000 tons, making it larger than the U.S.S. ENTERPRISE. Admiral Nimitz, who died in 1966, commanded the armada of 6,236 ships and 15,000 aircraft that defeated the Japanese fleet in World War II.

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— BOOK REVIEW —

NAVAL POLICY BETWEEN THE WARS

The Period of Anglo-American Antagonism 1919-1929, by Stephen Roskill. Collins, London, 1968. Review copy from Angus & Robertson Ltd. \$8.15. Review by ROBERT W. CUNNINGHAM, R.A.N.R.

Captain Roskill's reputation as a naval historian and analyst of maritime strategy has already been firmly established by the extent and quality of his previous works. Included amongst these is his four volume work *THE WAR AT SEA*, which is a most thorough and comprehensive record of the naval aspects of the 1939-45 conflict as seen through British eyes. Following this came *THE STRATEGY OF SEA POWER*, a concise but penetrating study of the various broad aspects of British naval policy and strategy since "early times" which confirmed Roskill's place certainly amongst the most notable naval commentators and historians of this century — Corbett, Graham, Lewis, and Marder — if not with Mahan himself. In *THE STRATEGY OF SEA POWER*, a chapter entitled "Uneasy Interlude" considered briefly the events of the 1919-29 period, and it is this period, with its fabric of controversies and conferences, that Roskill has taken up and examined in depth in his latest work *NAVAL POLICY BETWEEN THE WARS*.

The book is subtitled I: The Period of Anglo-American Antagonism 1919-29 and in pursuing this theme Roskill has quite clearly undertaken a most extensive research into the documents, official reports, papers and private correspondence relating to this issue. From this mass of evidence — some indication of the extent of which can be gained from the meticulous footnoting — he has extracted and clarified the principal issues underlying the rivalries and frictions between Britain and the United States, as the latter built up a navy "second to none", to firstly challenge and then supercede Britain's long established naval supremacy. Anglo-American animosity over maritime issues, which extends back to the events surrounding the War of

1812, was exacerbated firstly by the principles of "Freedom of the Seas" and "Belligerent Rights" which were contested at length at the Peace Conference of 1919 where the U.S. representatives opposed Britain's traditional views on these matters, and again in 1927 after the failure of the Geneva Disarmament Conference.

By 1921 the threat of an Anglo-American naval building race had become serious and the policy of the British government was to strive for an agreement on the relative strength of the two nations' navies and the subsequent negotiations finally resulted in the Washington Conference, its Naval Treaty of 1922 and the "Ten-Year Rule" combining to bring about the scrapping of much of the vast British fleet built up in the preceding decade, and effectively retarding any adequate policy of replacement and reconstruction in the following years. By sketching the personalities of the principal figures involved in these meetings and outlining the attitudes of their respective governments, the contemporary political scene, the protracted and complicated wranglings are brought vividly to life.

With equal impartiality Roskill examines the naval aviation controversy — the "aircraft v. the big gun" in the U.S.A., the viability of an independent Fleet Air Arm in Britain. Similarly, with equal effectiveness he discusses the problems of Imperial Defence, the repeatedly delayed establishment of the Singapore base complex, and the war of intervention in Russia in the confused aftermath of the Bolshevik revolution of 1917 — operations that until now had not been presented to the public in a coherent manner.

I am perhaps being over-zealous in my attitude toward factual ac-

curacy, but as an Australian reader I was disappointed when, under the well known photograph of the newly arrived Australian Fleet at Farm Cove, the caption read "... December, 1921." — when the picture was taken in 1913. Moreover, the fact that HMAS AUSTRALIA with torpedonet booms still fitted, and her tops uncluttered, lacking director equipment, indicates that the picture was taken before her wartime modifications were implemented. The point is a minor one perhaps, but it is disconcerting to discover an elementary error that easily could have been avoided with a little care. The remainder of the illustrations, however, are well chosen to illustrate ideas in the text or prominent personalities involved, and many of the plates are published for the first time — the scenes of lines of battleships at anchor or at sea on manoeuvres, are nostalgically inspiring. The appendices too, with lists of Naval Appointments, tables of comparative strengths of the principal naval powers, and summaries of naval building programmes, estimates and personnel numbers, covering the 1918-39 period are exhaustive in scope and reflect the overall thoroughness with which Captain Roskill has approached his task.

The decade following the Treaty of Versailles was a fascinating period in the development of naval affairs, a time in which the pattern and composition of the fleets that were to put to sea in 1939 was formulated through its several conferences. In a work that is at once both an historical study and a very readable, engaging narrative, Captain Roskill has successfully shed light on this previously neglected interlude, and one looks forward to a companion volume covering the next decade with the same thoroughness and perception.

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ROYAL THAI NAVY

By Rear Admiral Amorn Sirigaya — Director of Naval Operations Department

The Royal Thai Navy is charged with the responsibility of providing support for the security of the kingdom by planning, directing, and reviewing the operating forces of the Navy, and by training, and equipping sea forces in accordance with national security plans.

FOUNDATION OF THE ROYAL THAI NAVY

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The Royal Thai Navy is one of the very old Navies (Rama V) in the world. It began, like all Navies in Europe, with a fleet of long canoes, which were then replaced successively by sailing boats and steamships.

It is well known among the Thai Navy men that the present Royal Thai Navy was founded by the Royal Command of King Chulalongkorn on November 20, 1906, which has been regarded as the Navy Day up to the present time.

OPERATIONAL FORCES

The Royal Thai Navy comprises the operational forces of combat ships, auxiliary vessels, service vessels, aircraft and marines. The Royal Thai Fleet is responsible for all activities of the ships and planes, while the land forces are operated by the Marine Corps.

All the navy personnel are strongly devoted to the courses that will safeguard and maintain the national independence and peace, and the security of the King and the religion.



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ROYAL THAI FLEET



The Royal Thai Fleet is divided into four squadrons and one naval air squadron in such a manner that ships of the same or similar type attached to the same squadron for

the proper mission commonly known as the Type organisation Ships of the Type organisation may be formed into one or more task units in order to accomplish a spe-

cific mission as directed by the Royal Thai Navy.

The present activity of the Fleet includes the operations of HTMS PA NGAN and PGM 12 in South Vietnam.

FOUR SQUADRONS OF THE ROYAL THAI FLEET/PATROL SQUADRON

The first squadron of the Royal Thai Fleet is the Patrol Squadron whose duty is to carry out the surveillance patrol of Thai waters. The squadron consists of sloops, torpedo boats, and motor gunboats.



ANTI-SUBMARINE WARFARE SQUADRON

The second squadron is the Anti-submarine Squadron responsible for the escort duty and anti-submarine operations. The squadron consists of D.E., P.F., P.C., S.C., and C.G.C.

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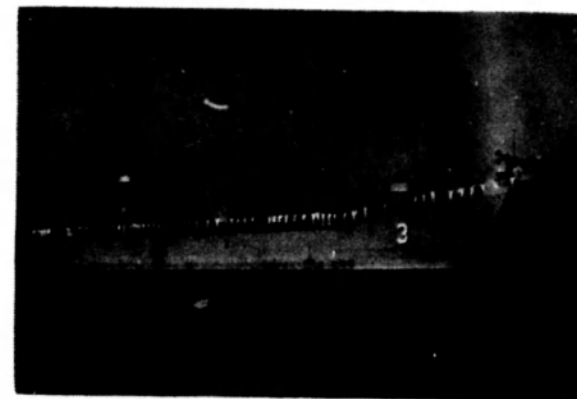


MINE WARFARE SQUADRON

The third squadron of the Royal Thai Fleet is responsible for both the minesweeping and the mine-laying operations. It consists of MSF., MMC., MSC., and ML/MS.

AMPHIBIOUS AND SERVICE SQUADRON

The Amphibious and Service Squadron is the fourth squadron of the Fleet whose duty is to carry out amphibious operations and other supporting services.



NAVAL AIR SQUADRON

The Naval Air Squadron of the Royal Thai Fleet is responsible for the efficient support of naval operations on land and at sea. The Squadron consists of anti-submarine aircraft and aircraft for the observation of ground supports.



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An Australian Navy Skyhawk attack aircraft on the catapult aboard the
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The Skyhawks were making carrier landings and take-offs from H.M.S.
HERMES about 50 miles from the N.S.W. coast off Jervis Bay during late October.
It is the first time these Australian jets had landed and catapulted from
a carrier.

The aircraft will join the Australian carrier H.M.A.S. MELBOURNE in 1969.

(R.A.N. Official Photograph.)

TRAINING AND EDUCATION

Year after year and in addition to the daily routines, the fighting forces and all the supporting units of the Royal Thai Navy relentlessly carry out their training and education programmes.

The Royal Thai Fleet pursue various phases of the training at sea, while the Marine Corps carry out their exercises, both on land and at sea.



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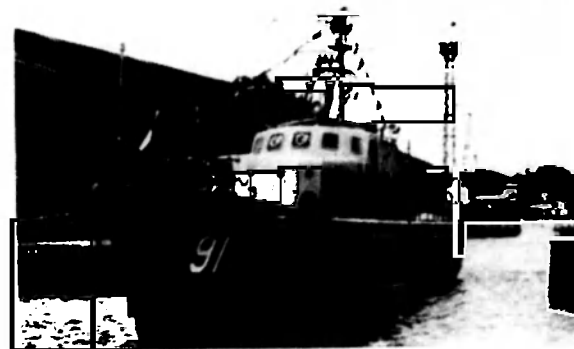
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NAVAL DOCKYARD

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Right: Graving Dock No. 1



The notable activities of the Dockyard, besides the repair and maintenance services, are the construction of torpedo boats, tankers, and more recently, the modern motor gun boat PGM 91.

Left: P.G.M. 91, designed and constructed by Naval Dockyard.

SOURCES OF NAVY PERSONNEL



The Naval Personnel Department of The Royal Thai Navy will determine the requirements of personnel and will allocate the personnel yearly to all naval units. The

Navy personnel comprises naval officers, non-commissioned officers and recruits. Naval officers are graduates of the Naval Academy. Non-commissioned officers are from

the Naval Ratings School and the naval recruits are from the Navy Recruits Centre. The numbers and qualifications of the personnel are specified and processed by the Personnel Department.

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The study programme includes the annual training at sea, both within and outside the Thai waters, with the aim of acquainting the naval cadets with the knowledge of their ships, the numerous chores on board, and the many Navy disciplines and traditions. The overseas cruise provides the cadets with the naval experiences in navigation, gunnery, academic sightseeing, and international harbouring procedures. A good relationship with foreign countries is evidently an additional benefit.

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NAVAL RATINGS SCHOOL

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The two-year course of a classroom study is supplemented by the training at sea, which is in this case limited within the Gulf of Thailand.

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The Recruit Training Centre is the school for the basic military training of the naval recruits. Young men of 20 years of age are annually recruited in accordance with the Royal Acts of Recruitment for the purpose of imprinting the military quality on their minds and attitude. The training includes basic infantry and basic seamanship.

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OTHER SOURCES OF PERSONNEL

The Navy is also open to the voluntary applications of professional people to the various posts of naval officers, non-commissioned officers, clerical, and labour personnel.

These people, both men and women from various institutes within the country and abroad, serve the Royal Thai Navy at their posts of their profession and skill. They are medical officers, clerks and skilled workers. The personnel of these different branches of service are the necessary adjunct to the Royal Thai Navy.

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Assistance Programmes: The Navy provides an assistance for housing and land-lease, and other assistances for the overall well-being of the Navy personnel.



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COMMANDER-IN-CHIEF OF THE NAVY



The Royal Thai Navy is under the control of the Commander-in-Chief of the Navy who is, in turn, responsible directly to the Supreme Commander. The present Commander-in-Chief is Admiral Charoon Chalermtiarana.

Admiral Charoon Chalermtiarana, the present Commander-in-Chief of The Royal Thai Navy, graduated from the Navy Academy in 1933 and from the Submarine School in Japan in 1936. He also attended the Naval Officer College,

the Naval War College, and the National Defence College.

His notable positions in the Naval Service are:

Commanding Officer of a submarine, Executive Officer of the Naval Academy, Aide-de-camp to H.M. King Bhumipol by the royal appointment, Commander of the Anti-submarine Warfare Squadron, Assistant Chief-of-Staff of Operations, Naval Chief-of-Staff, Deputy Commander-in-Chief, Commander-in-Chief since 1966.

AUTHOR

Rear Admiral Amorn Sirigaya was born on June 5, 1918, graduated from the Naval Academy, and later attended the Gunnery Course in U.S.A. He once served in the Korean War as the Commanding Officer of HTMS PRASAE. His appointment abroad was as the Naval Attache at the Royal Thai Embassy in Manila. He is at present the Director of Naval Operations Department.



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AUSTRALIAN SEA CADET CORPS & R.A.N.R. SCHOOL CADETS NEWS

QUEENSLAND SEA CADET CEREMONIAL 1968

An "old boy" of the Southport School had a captive audience on the oval of the Brisbane Grammar School, GPS rivals, when the Deputy Chief of the Naval Staff, Rear Admiral H. D. Stevenson reviewed the Annual Sea Cadet Ceremonial on Sunday, October 13, 1968. Cadets for the parade had been drawn from TS GAYUNDAH (New Farm, Brisbane), TS MAGNUS (Church of England Grammar School), TS PALUMA (Stafford, Brisbane) and TS TYALGUM (Gold Coast). Over three hundred Officers, Instructors and Cadets went through the complicated manoeuvres of full battalion drill before a large gathering of parents and well wishers.

After an address of welcome from the State President of the Navy League, Commander N. S. Pixley, M.B.E., V.R.D., R.A.N.R., the Admiral presented Cadet Forces Medals to Sea Cadet Commander P. V. O. Fleming, former Commanding Officer of MAGNUS, Lt. Cmdr. L. Burke, A.S.C.C. Divisional Executive Officer and Lt. J. B. Mayne, A.S.C.C. Divisional Administrative Officer. Trophies for the various inter-Unit competitions were received by nominated Cadets from Units, and notable among these were the N.O.I.C.'s Shield for the most improved Unit, won by T.S. MAGNUS and the R.S.L. Shield, for the best metropolitan Unit won by T.S. PALUMA which was the Division's most efficient Unit also regained custody of the Divisional Colour held in 1967-8 by T.S. GAYUNDAH.

The Colour was transferred in a special ceremony held after the initial parade, and separated from it by a display in which a crew of eighteen cadets from PALUMA paraded the 12 pdr. Field Gun. With the judicious aid of thunderflashes, the gun was fired three times and

then withdrawn at the double.

For the transfer of the Colour, the GAYUNDAH Colour Escort, with the Colour borne by Lt. W. Macdonald, A.S.C.C., led the four Units back onto the parade area, where the Colour was transferred by the Admiral to Lt. D. L. J. Skennerton, A.S.C.C., the PALUMA Colour Officer. PALUMA Escort Commander, Lt. K. V. McGuire, A.S.C.C., then assumed control of the parade which concluded with the Ceremony of Sunset.

Throughout the parade the Cadets had the assistance of the R.A.N.R. Band from HMAS MORETON. When Senior Officer, Queensland, Lt. Cmdr. L. D. M. Roberts was taken ill, the Divisional Ceremonial Officer, Lt. D. J. Grimley, A.S.C.C., took over the parade in the later stages of rehearsal and his excellent staff work and the enthusiasm of all hands ensured the success of this, the largest parade ever attempted by the Units of the Queensland Division.

NEW SOUTH WALES DIVISION

Report on training and activities undertaken by the Australian Sea Cadet Corps and the R.A.N.R. School Cadets for the quarter ending September 30, 1968.

Periods of 7 days' continuous training were carried out by the following Units:

Sydney Grammar R.A.N.R. School Cadet Unit:

HMAS WATSON (accommodation) — 20-8-68 to 27-8-68.

HMAS PENGUIN (training) — 20-8-68 to 27-8-68.

St. Ives High School R.A.N.R. Cadet Unit:

HMAS STALWART — 23-8-68 to 25-8-68.

HMAS WATSON — 25-8-68 to 30-8-68.

In addition a Cadet Engineering Mechanic Course of 7 days duration was conducted in HMAS NIRIMBA from 25-8-68 to 1-9-68. The Cadets comprising 10 in number were selected from various Units. They are to be commended for their diligence and attention to study as all 10 passed the examination to qualify for the specialist badge.

Weekend training for Sea Cadets and Naval Reserve School Cadets took place in the following ships and establishments:

HMAS SYDNEY, July 12-14.

HMAS CRESWELL, July 19-21.
HMAS ANZAC, July 26-28.
HMAS DERWENT, August 9-11.
HMAS DERWENT, August 16-18.
HMAS WATSON, August 16-18.
HMAS VAMPIRE, August 23-25.
HMAS STALWART, Sept. 13-15.
HMAS ANZAC, Sept. 13-15.
HMAS WATSON, Sept. 20-22.

On Sunday, July 21, Scots College R.A.N.R. School Cadets received a full days instruction in sailing at Snapper Island.

Arrangements were made for the Sydney Grammar R.A.N.R. School Cadets and the Scots College R.A.N.R. School Cadets to attend Long Bay Rifle Range for a .303 Shoot on the week days of July 9 and 10, and August 20 and 21 respectively.

The Annual New South Wales Cadet Small Bore Rifle Championships were held in HMAS WATSON on Saturday, August 17. TS SYDNEY was again this year the winner of the Training Officer's Trophy.

On Sunday, September 22, the Annual Athletics Meeting was held at Cahill Park, Arncliffe, the host Unit being TS SIRIUS.

TS HAWKESBURY, the new Cadet Unit at Gosford, received

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Happy New Year

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official Naval Board recognition in
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A Guard of Honour for 48 Sea
Cadets was paraded for Rear-
Admiral D. C. Wells, Flag Officer-
in-Charge, East Australia Area on
the occasion of the Legacy Memo-
rial Service held in the Dockyard
Chapel, Garden Island on Sunday,
September 1.

TS WARREGO, the Hunters
Hill Unit, held their Annual Ball

in the local Town Hall on Satur-
day, August 31. The Guest of
Honour was Rear-Admiral D. C.
Wells, Flag Officer-in-Charge, East
Australia Area.

Officers, Instructors and Cadets
from TS PARRAMATTA partici-
pated in the Opening Day Cere-
mony at the Royal Motor Yacht
Club, Point Piper on Saturday,
September 7.

On the last Tuesday in July,
August and September, Selection
Boards were convened in HMAS
WATSON to determine the suit-
ability both of Officers and Instruc-
tors for promotion and of personnel
seeking appointment to the Cadet
Force.

L. MACKAY-CRUISE.

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

Attention Navy Men

A number of Sea Cadet Units are in need of additional adult personnel
with Service background to instruct Cadets. Anyone who may be prepared to
give of his time on Saturday afternoons is asked to please contact the Cadet
Liaison Officer, Lieutenant McPherson, H.M.A.S. WATSON, telephone 37-1311
extension 256 between 0800 and 1530 for further particulars.

The Units concerned are:—

Unit	Location
T.S. ALBATROSS	Wollongong
T.S. HAWKESBURY	Gosford
T.S. PARRAMATTA	Rydalmere
T.S. SIRIUS	Arncliffe
T.S. SHROPSHIRE	Canterbury
T.S. WARREGO	Hunter's Hill

Cadets range from 14 to 19 years of age and Units parade on Saturdays.

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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/- Box 1529M, G.P.O.,
Adelaide, 5001.

TASMANIA: C/-

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

WESTERN AUSTRALIA: C/- 182 Coode St., Como,
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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STREET SUBURB

STATE OR TERRITORY POST CODE

PHONE No. AGE

(Please print clearly)

Please address your envelope to the Senior Officer in your State or Territory—see list of addresses above

THE NAVY

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DEFENCE REPORT, 1968

THE ROYAL AUSTRALIAN NAVY

Text of the Annual Report presented to Parliament by the Honourable Allen Fairhall, M.P., Minister for Defence.

The Royal Australian Navy is responsible in time of war for the following tasks, which it may undertake, when appropriate, with sister services:

- The detection and destruction of enemy forces which threaten our control of the sea areas or which are making use of the sea for purposes inimical to our interests.

- The provision of offensive and defensive support to friendly forces.

- The protection of military shipping and merchant shipping which is vital to the national economy.

- The provision of seaward security of ports and anchorages supporting our own and allied operations.

- The provision of support facilities and ancillary services as required.

To carry out these tasks the Royal Australian Navy has a balanced fleet equipped with modern ships and aircraft. In addition to the

39 ships in service on June 30, 1968, the R.A.N. by the end of 1968-69 will have a further 12 new patrol boats in service, a third submarine in commission and new aircraft will be flying from the deck of the modernised carrier HMAS MELBOURNE.

In addition, two new destroyer escorts will be nearing completion in Australian shipyards and a fourth submarine is under construction in Britain.

Australia is an island continent situated on the periphery of Asia between two great oceans, and is relatively isolated from the rest of the world. The mobility, flexibility and state of preparedness of the R.A.N. makes it capable of quick reaction to any threat which might develop in Australia's area of strategic interest.

The R.A.N.'s continued modernisation programme, with significant progress in anti-submarine and anti-aircraft missiles, will give the R.A.N. more firepower and flexibility than ever before.

OVERSEAS ACTIVITIES

VIETNAM

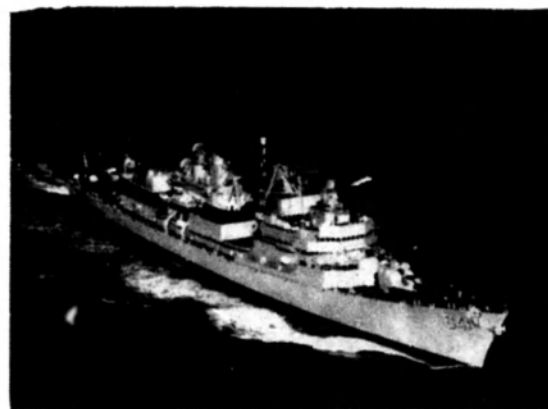
The Royal Australian Navy has maintained one guided missile destroyer in the Vietnam area as an integrated unit of the U.S. Navy's Seventh Fleet since March, 1967. The ships to undertake this commitment, HMA ships PERTH and HOBART, have both served with distinction. Both ships have been engaged in bombardment tasks off the coast of North and South Vietnam destroying enemy supply routes and installations. On numerous occasions they have been engaged in action with enemy coastal batteries.

HOBART, in two periods of deployment to the area and PERTH in one visit, have together fired more than 30,000 rounds from their five-inch guns. Both ships have frequently commanded U.S. Navy task units when operating off the coast of North Vietnam.

The R.A.N. further increased its commitment to the Vietnam war in October, 1967 when eight naval helicopter pilots, four observer officers, four aircrewmen and 30 ground staff were deployed as an integral part of a U.S. Army assault helicopter company providing helicopter support to allied forces in South Vietnam. Eight helicopter pilots have also been provided to assist manning No. 9 Squadron R.A.A.F. in support of the Australian Task Force.

A clearance diving team has been attached to U.S. Naval forces in Vietnam since March 1967 while an R.A.N. detachment has served in the Australian National Line cargo ship IEPARIT as replacement for 18 members of the Seamen's Union since March 1967.

The troop transport, HMAS SYDNEY, has made eleven return passages to Vietnam since mid-1965. In the past financial year she made four passages to Vung Tau from Sydney, Brisbane and Ade-



HMAS HOBART, Australia's third guided missile destroyer which has recently joined the fleet

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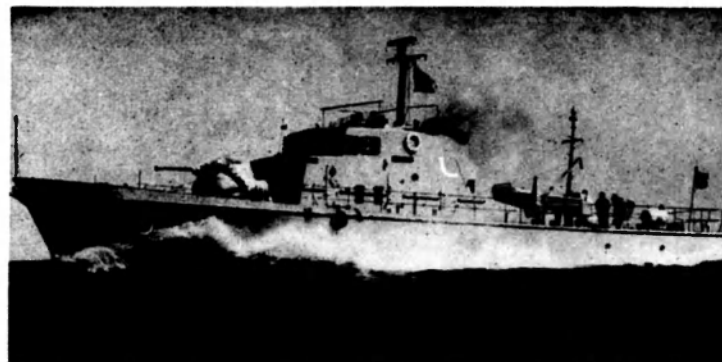
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STRATEGIC RESERVE

The R.A.N. has deployed continually two ships to the Far East Strategic Reserve under the operational control of the Royal Naval Commander Far East Fleet. Ships to have served in the reserve during 1967-68 are HMA Ships VAMPIRE, DERWENT, YARRA, PAR-RAMATTA, STUART and VEN-DETTA.

EXERCISES

In July 1967 four R.A.N. ships took part in the SEATO exercise SEA DOG in the South China Sea, together with ships and aircraft from the United States, the Philippines, United Kingdom, Thailand and New Zealand. The exercise was jointly sponsored by Australia and the United States and was directed by the Flag Officer Commanding the Australian Fleet.

In July and August 1968 six units of the R.A.N. took part in exercises off New Zealand with New Zealand, United States and British ships.

The minesweepers SNIPE, HAWK and GULL took part in a mine-sweeping exercise in the Singapore



Two members of the R.A.N.'s popular New Guinea Division prepare to take a flight in a Fleet Air Arm Wessex Helicopter

area from June 9 to 17, following a similar exercise in the Philippines.

SURVEYING AND OCEANOGRAPHIC RESEARCH

R.A.N. hydrographic surveys were carried out primarily in the New Guinea area during 1967-68. The major survey vessel, HMAS MORESBY, established and surveyed shipping routes off the eastern coast of the Territory. The smaller vessel, HMAS PALUMA, continued her survey of the Howick Group and the restricted waters north of Fahey Reef, in the Great Barrier Reef, and later surveyed Goschen Strait near New Guinea.

The oceanographic research ship, HMAS DIAMANTINA, carried out scientific cruises for the CSIRO and for university scientists off the coast of Western Australia, in the Great Australian Bight, and the Tasman and Coral Seas. DIAMANTINA worked at times with the United States research ship VEMA and also the trials vessel HMAS KIMBLA.

KIMBLA carried out independent scientific cruises while the minesweeper HMAS TEAL carried out preliminary surveys in the Coral Sea. Another minesweeper, HMAS IBIS, surveyed the northern approaches to Fremantle, W.A.

THE FLEET

- | | |
|--|--|
| 1 Aircraft Carrier: | HMAS MELBOURNE (Flagship) |
| 3 Guided Missile Destroyers: | HMA Ships PERTH, HOBART and BRISBANE |
| 3 Daring Class Destroyers: | HMA Ships VAMPIRE, VENDETTA and DUCHESS |
| 4 River Class (Type 12) Destroyer Escorts: | HMA Ships YARRA, PARRAMATTA, STUART and DERWENT. |
| 3 Coastal Minesweepers: | HMA Ships HAWK, GULL and SNIPE |
| 3 Submarines: | HMA Submarines OXLEY and OTWAY and HMS TRUMP which is operated by the R.A.N. on loan from the Royal Navy |
| 8 Patrol Boats: | HMA Ships ATTACK, ADVANCE, SAMARI, AITAPE, LAE, ACUTE, ARCHER and AWARE. |

Training Ships:

- | | |
|-----------------------------|-------------------|
| 1 Battle Class Destroyer: | HMAS ANZAC |
| 1 Type 15 Destroyer Escort: | HMAS QUEENBOROUGH |

Operational Reserve:

- | | |
|-------------------------|---------------------------------|
| 3 Coastal Minesweepers: | HMA Ships CURLEW, TEAL and IBIS |
|-------------------------|---------------------------------|

SUPPORT SHIPS

- | | |
|----------------------------------|--------------------------------------|
| 1 Troop Transport: | HMAS SYDNEY (also used for training) |
| 1 Destroyer Tender: | HMAS STALWART |
| 1 Fleet Oiler: | HMAS SUPPLY |
| 1 Survey Ship: | HMAS MORESBY |
| 1 Coastal Survey Ship: | HMAS PALUMA |
| 1 Survey and Oceanographic Ship: | HMAS DIAMANTINA |
| 1 Trials and Oceanographic Ship: | HMAS KIMBLA |
| 2 Reserve Training Ships: | HMA Ships BASS and BANKS |

In Reserve:

- | | |
|------------------------------|---------------------------------------|
| 1 Battle Class Destroyer: | HMAS TOBRUK |
| 2 Type 15 Destroyer Escorts: | HMA Ships QUICKMATCH and QUIBERON |
| 3 Support Ships: | HMA Ships CULGOA, BARCOO and GASCOYNE |

COMMISSIONING IN 1968-69

- | | |
|---------------------------|--|
| 1 Oberon Class Submarine: | HMAS OVENS |
| 12 Patrol Boats: | HMA Ships ARROW, ASSAIL, ADROIT, BARBETTE, ARDENT, LADAVA, BARRICADE, BOMBARDIER, MADANG, BUCCANEER, BANDOLIER and BAYONET |

THE FUTURE

- | | |
|--|--|
| 2 River Class (Type 12) Destroyer Escorts: | HMA Ships SWAN and TORRENS, due for completion 1969-70 |
| 1 Oberon Class Submarine: | HMAS ONSLOW due in Australia late 1970. |

THE FLEET AIR ARM

Squadrons:

- | | |
|---------------|---|
| 723 Squadron: | Helicopter pilot training and search and rescue duties. Iroquois and Scout helicopters. |
| 724 Squadron: | Various types of aircraft involved in fixed wing pilot training, communications and Fleet requirements and trials. Sea Venoms and Vampire trainers. |
| 725 Squadron: | Anti-submarine helicopter operational training and Fleet requirement duties. Wessex 31B helicopters. |
| 805 Squadron: | Front-line and training Squadron (A and B flight). Skyhawk aircraft. |
| 816 Squadron: | Front-line anti-submarine duties. Tracker aircraft. |
| 817 Squadron: | Front-line squadron of anti-submarine helicopters. Wessex 31A helicopters. (Mark 31B's from January 1969.) |
| 851 Squadron: | Tracker training squadron for pilots, observers and aircrewmembers. Twin-engine conversion pilot training. Tracker and Dakota aircraft. |

NEW SHIPS, SUBMARINES

The R.A.N.'s third guided missile destroyer, HMAS BRISBANE completed her final acceptance trials in May 1968. BRISBANE then began a programme of work-up training off the west coast of the U.S. under the direction of the Commander U.S. Fleet Training Group Pacific.

Australia's first submarine for more than three decades, HMAS OXLEY, arrived in Australia in August 1967, and has taken part in training exercises with units of the Australian fleet. The second submarine of the class, HMAS OTWAY, underwent a programme of work-up training in Britain after commissioning on April 23, 1968.

Another two submarines of this class, HMA Ships OVENS and ONSLOW, are expected to arrive in Australia in 1969 and 1970 respectively. The British submarine HMS TABARD, which was on loan to Australia, has returned to Britain and HMS TRUMP, the last R.N. submarine on loan to the R.A.N., will complete her service early in 1969.

Two destroyer escorts are nearing the final stages of building in Australian yards. HMAS TORRENS is being built at Cockatoo Island Dockyard, Sydney, and HMAS SWAN at Williamstown Naval Dockyard, Melbourne. They are expected to commission during 1969 and 1970 respectively.

On June 30, 1968, a total of eight patrol boats were in service with the R.A.N. The final 12 will enter service in 1968-69.



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CONVERSIONS

The extended refit of HMAS MELBOURNE for alterations and updating of equipment necessary for operation of Tracker and Skyhawk aircraft is scheduled to be completed by the end of 1968 and the air group will be embarked early in 1969 for trials and work-up.

The modernisation of the weapons systems in the Daring class destroyers, HMA Ships VAMPIRE and VENDETTA, will take place in 1970 and 1971 respectively.

PERSONNEL

A total of 16,454 officers, sailors and Wrens was serving in the Permanent Naval Forces on June 30, 1968. The estimated strength on June 30, 1969, is 17,510. The officer strength on June 30 was 1,814 and will rise to an estimated 1,950 in the next year.

At the start of 1968 the R.A.N. College at Jervis Bay began degree courses in science and engineering for selected cadets. These cadets will undertake the first year of their studies at the college and if successful will study for three or four years at the University of N.S.W. Cadets may take their engineering degrees in either general or electrical engineering.

The R.A.N. continues to provide eight officers and a small number of sailors on loan to the Royal Malaysian Navy and trains R.M.N. personnel in Australia.

FLEET AIR ARM

Operational flying training for Tracker and Skyhawk aircraft crews has begun in Australia under instruction of R.A.N. officers who have received training in the U.S. and Canada. Ground training of maintenance personnel is also being undertaken at the Naval Air Station, Nowra, N.S.W.

PAPUA-NEW GUINEA DIVISION

The first four Pacific Islands officers to form the nucleus of the Papua-New Guinea Division completed a 12-months academic course at HMAS TARANGAU, Manus Island, in 1967 and in March 1968 began training at HMAS CERBERUS in Victoria with R.A.N. Supplementary List seamen midshipmen.

A further 33 recruits entered the P.N.G. Division during 1967-68, bringing the number of new recruits to a total of 4 officers and 104 sailors. A total of 52 older members continue to serve with the division at HMAS TARANGAU.

Seventeen P.N.G. sailors were serving in three patrol boats deployed in the New Guinea area on June 30.

W.R.A.N.S.

On June 30, 1968, a total of twenty-three officers and 595 Wrens carried out a wide variety of Naval duties in shore establishments.

A Women's Royal Australian Naval Service Reserve came into being on July 11, 1968. It will have an eventual strength of 600 reservists who will be available, if required, for full-time service.

NAVAL RESERVE FORCES

The Citizen Naval Forces had a strength of 4,047 officers and sailors on June 30, 1968. In addition there were 904 members of the R.A.N. Emergency Reserve. A total of 183 Reservists were serving full time with the R.A.N.

A strong training drive resulted in more than 90 per cent of R.A.N. Reserve personnel completing periods of continuous training in 1967-68. By the end of 1968, Reservists will have allotted for training purposes the patrol boats HMA Ships ARCHER, ARROW, ADROIT and ARDENT as well as the general purpose vessels HMA Ships BASS and BANKS.

CIVIL PERSONNEL

A total of 10,654 civilians were employed by the Department of



Torpedo trials by HMAS BRISBANE in Puget Sound

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Naval Skyhawk Fighter-
Bombers during mid-air re-
fuelling

the Navy on June 30, 1968. Ap-
proximately half of the civilian
employees work at the Garden Is-
land and Williamstown dockyards.

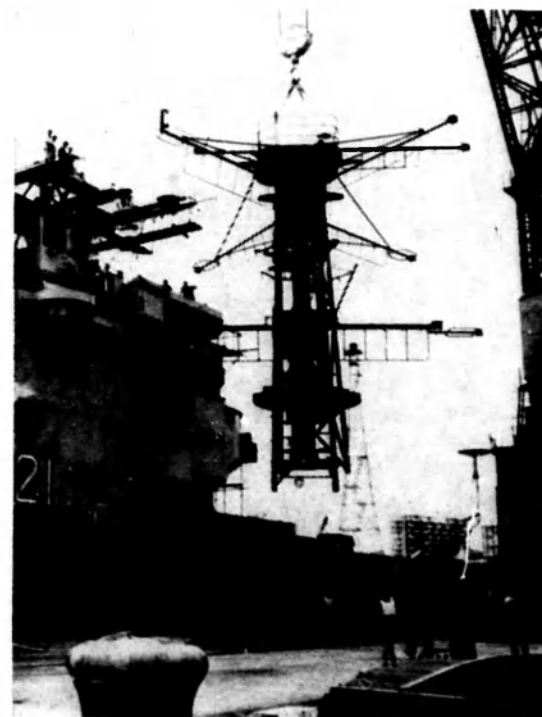
BUILDINGS, WORKS AND HOUSING

Expenditure on buildings and
works during 1967-68 was \$6.825m,
being \$248m less than the previous
year. In addition \$716m was ad-
vanced to the States under the Com-
monwealth/States Housing Agree-
ment as payment towards the cost
of 150 houses and flats for occupa-
tion by Naval personnel.

Major projects begun during the
year included a new galley, dining
and recreation building and three
barrack blocks at the Junior Recruit
Training Establishment, HMAS
LEEUVIN, at Fremantle, Western
Australia, further development at
the Naval Armament Depot, Kings-
wood, New South Wales, and im-
provements to runways at the Naval
Air Station, Nowra, New South
Wales.

Provision has been made for the
expenditure of \$6.900m on further
works in 1968-69. These will include
the reconstruction of the Sutherland

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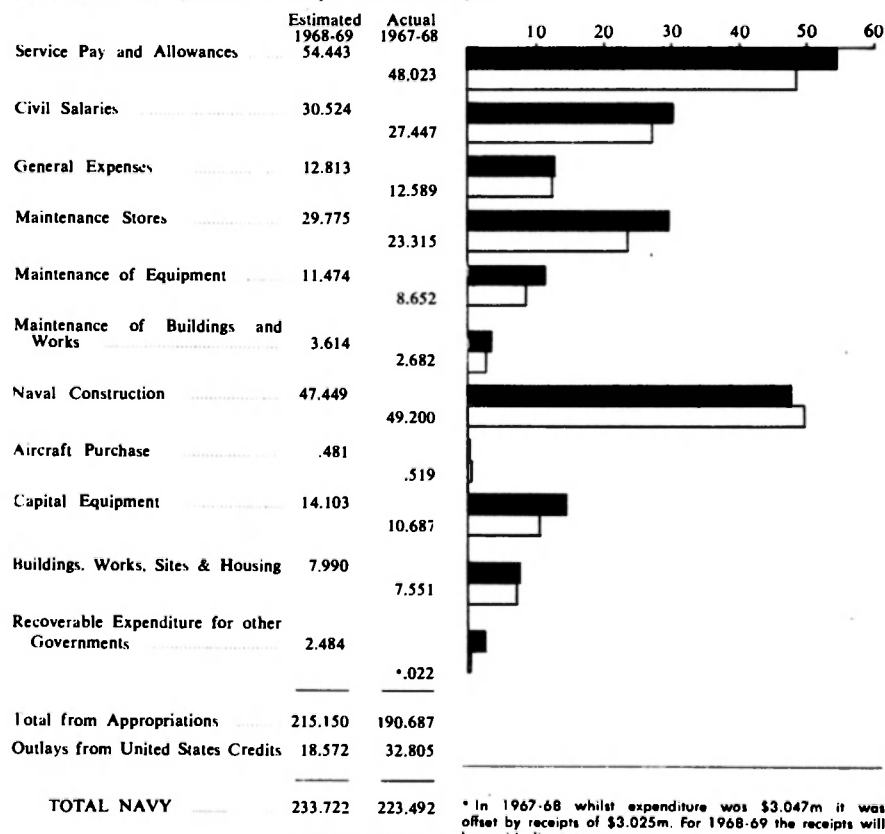
Wharf (\$1.600m) and other improvements (\$3.20m) at Cockatoo Island Dockyard, Sydney, the construction of wardrobe and apprentices' barracks at HMAS NIRIMBA, Quakers Hill, Sydney (\$1.447m), barracks, sick bay, swimming pool and stores buildings at HMAS LEEUWIN, Fremantle, Western Australia (\$1.080m), a barracks block for junior sailors at HMAS CERBERUS, Westernport, Victoria (\$4.26m), an avionics workshop and

further improvements to the Naval Air Station, Nowra, New South Wales (\$8.50m), woodworking and preservation plant at the Naval Stores Depot, Randwick, New South Wales (\$2.34m), new crane and miscellaneous technical facilities and extension of engineering services at Garden Island Dockyard (\$1.160m) and the construction of fifteen houses at the Naval radio station at Coonawarra, near Darwin.

On June 30, 1968, 2,703 houses or flats were available throughout Australia and New Guinea for R.A.N. personnel and their families and another 177 were being built. Provision has been made in 1968-69 for \$1.054m to be advanced to the States towards the cost of a further 321 married quarters for rental by service personnel and twenty additional houses will be authorised for construction under the 1968-69 Works Programme.

NAVY EXPENDITURE

The chart below shows the major categories of proposed expenditure for the Navy in 1968-69 compared with actual expenditure in the previous financial year.



* In 1967-68 whilst expenditure was \$3.047m it was offset by receipts of \$3.025m. For 1968-69 the receipts will be paid direct to revenue.

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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.

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EXERCISE SILVER SANDS

A large scale NATO maritime exercise involving ships and aircraft from nine nations, began on September 16, in the North Atlantic Ocean.

The combined exercise, named "Silver Sands", was scheduled by Admiral Ephraim P. Holmes, U.S. Supreme Allied Commander Atlantic (SACLANT) in Norfolk, Virginia; Admiral Sir John Bush, K.C.B., D.S.C., Allied Commander-in-Chief Channel (CINCHAN) in Northwood, England, and General Lyman L. Lemnitzer, U.S. Army, Supreme Allied Commander (SA-CEUR) in Casteau, Belgium.

Maritime forces for this NATO exercise were provided by Belgium, Federal Republic of Germany, Denmark, Netherlands, Norway, Portugal, United Kingdom, United States and Canada.

In all, more than 100 ships participated, including NATO's standing naval force Atlantic — a multinational squadron of destroyers and frigates currently consisting of vessels from the U.S., U.K. and Netherlands.

The purpose of "Silver Sands" was to exercise NATO and national forces and headquarters in their defence tasks both on the eastern and western sides of the Atlantic.

Fleet manoeuvres included anti-submarine warfare, air strikes, mine laying and sweeping, submarine operations and convoy escort for which a large number of merchant ships were chartered.

The exercise was designed to improve the co-operation and readiness of a multi-nation fleet and to demonstrate the ability of national maritime forces to integrate rapidly into an effective defence organisation.

Close Soviet surveillance on the NATO fleet engaged in the exercise was a highly organised operation with surface vessels and aircraft maintaining a regular watch on the activities of the allied ships.

It was apparent that the highest importance was attached by Russia to gaining the maximum possible information by strictly legal high seas snooping on all phases of the NATO exercise from spy ships working on a systematic pattern and sorties flown by long-range aircraft. The Soviet even had oilers stationed in pre-arranged positions to refuel the Russian ships.

At least 18 Soviet vessels were involved, including ships obviously

under orders to keep a lookout while on passage through the exercise areas. Three KOTLIN class destroyers — one an improved ship of the class armed with surface to air missiles — trawlers equipped with complex electronic equipment and smaller craft participated in surveillance duties.

In the air, BADGER, BISON and BEAR reconnaissance aircraft, sometimes flying very low over ships, maintained a "fixed look-see" pattern of flights.

Stated a SACLANT staff officer: "The very close interest of the Russians was not unexpected and indeed added very much to the reality of the exercise as far as the ships and pilots of our aircraft were concerned. No doubt they were also making a comparison with their own manoeuvres held in the same area last July."

There were no reports of harassment or interference with Allied ships, but there were strong indications of systematic monitoring of radio messages and the detailed recording of manoeuvres.



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A GLIMPSE OF OUR MARITIME FUTURE

By J. Hodgins

Australia's future role as a maritime nation is just getting under way, and her prospects are very bright.

Great Britain and Japan were forced to develop their sea communications because they are small islands, with advanced economies, off the coasts of large continents; Australia, at the end of a chain of islands, adjacent to the most populous areas of the world and much more advanced economically than any of them, also has all Oceania to the East and North. Sea-lanes are therefore of supreme importance to this island. Why have we not shown a strong maritime tendency already?

Until now, we have been very busy establishing ourselves in what was a strange and forbidding land, and we have done it well. Now we are ready for the great leap forward — in mining, primary and secondary industries, and export. Remembering that it took those other great maritime nations hundreds of years to achieve their pre-eminence, we, in spite of our pre-occupation with the land, have not done so badly to date.

Shipping — the transport of cargo — is just one of the main arteries of commerce. Australia is like a ripening cotton-boll, ready to burst open, so that its valuable contents can be carried far and wide by the trade winds. This "Lucky Country's" produce, from mines, fields, and machines, will spread to the vast populations to the North-West, North, and East of us. Most of it will be carried by sea, and we are preparing for that rapidly.

The spotlight of history and our current news is on the land, so we may be forgiven for not noticing just how far we have progressed already as a maritime nation. In the past we have actually tried (in vain, fortunately) to stifle coastal shipping for the benefit of land-borne traffic, but this tendency has been outgrown. Now, we have an established and growing ship-building industry; both coastal and overseas shipping-lines are increasing; the latest cargo-handling

systems are being installed right around our coast; and our fishing-industries are changing from small individuals to organised companies and fleets. Also, we have the potential for obtaining the manpower for our merchant fleet of the future. I refer to the vast upsurge in interest in the sea shown by the multitudes who take their recreation at sea — sailing, power-boating, diving . . . venturing into the blue water and discovering a love of the sea. We are beginning to probe the scientific challenges of the oceans; we are opening new ports; our hydrographic standards have improved considerably, and they will continue to do so. Everywhere, with growing momentum, we are thrusting forward towards our inevitable maritime future. Already we occupy a position other countries took centuries to reach, and the foundations have been well laid to enable our merchant-service to grow with our export trade.

Of course, maritime commerce will require protection — integrated defence forces. Obviously, a strong Navy is part of this, and no matter what the integration and inter-relation, the sea-borne force is almost certainly the key. For this, too, very sound foundations have been laid. We have excellent shore training establishments, even if they are not spread around the

coast adequately; we have good repair facilities; and we have the nucleus of all the important sections — submarines, air arm, anti-submarine, hydrographics, etc.

The building of a Navy to protect commerce naturally lags behind the Merchant service. The obvious way to prevent this lag from becoming too serious is for the Navy to be closely associated with all scientific developments at sea, not just with those concerned with defence. The Navy's close association with C.S.I.R.O. Marine Sections, with various university marine biology and geology departments, and with oil and mineral exploration, will no doubt be augmented by the new degree courses for officers. A growing Navy will help an increasing Merchant service to expand further.

The Navy League, as the "civilian friends" of the Navy, has an important function. As a group, and as individuals, we must promulgate our belief in our future at sea, and our enthusiasm for expanding Naval participation in all the exciting new sea-frontiers. Only by multiplying the number of Australians imbued with this concept will it become an ingrained idea with our policy-makers. This is a wonderful contribution the Navy League can make for the ultimate benefit and strength of Australia.

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BOOK REVIEW

The Landing at Veracruz: 1914

Author: Jack Sweetman.

Published by the United States Naval Institute, Annapolis, Maryland, 1968

Review by: LT. STEPHEN SCARLETT

The landing at the Mexican port of Veracruz by the United States Navy in April 1914, is an event most of us today in Australia know very little about and, indeed, it has been forgotten by very many Americans. The outbreak of the First World War the following August has largely overshadowed this localised crisis. On its own, however, the Veracruz incident is one worth looking into: it was an armed attack by a large nation on a city of a much smaller neighbour. No state of war existed between the two nations: the ostensible reason for this attack was a trivial incident — a mistake for which the Mexicans had already apologised. What is even more noteworthy is the fact that the President who authorised this act of aggression was none other than Woodrow Wilson, the lover of peace, who was one of the driving spirits behind the formation of the League of Nations.

Briefly, the incident may be said to have been the result of Wilson's obsessive hatred of the Mexican General Victoriano Huerta, who had seized power the year before. Huerta's accession to the Presidency was achieved in the traditional manner of Mexican politics for the last half-century or so, where Presidential "candidates" made as much use of the firing squad as American Presidential candidates of the 1960's make use of television. American policy towards Mexico took on an irrational air, where the slightest incident was blown up out of all proportion, the dominant theme being "Huerta must go". Wilson longed for an incident which could be used to discredit Huerta — a pretext for intervention, to put it bluntly.

Such an incident was provided when the Mexicans detained the crew of a small boat from the

U.S.S. DOLPHIN in Tampico Harbour. The incident arose mainly out of tension and possibly ignorance on the part of Federal troops who were rather excited by the fact that Constitutional forces, against whom Huerta had been waging a campaign for some time, were in the general area. After explanations, the American seamen were released with apologies by the Federal authorities.

Normally such a trivial incident would be forgotten in forty-eight hours. However, certain men and events combined to blow this incident up into a major crisis. The American Rear Admiral Henry T. Mayo, a pugnacious stuffed-shirt, took matters into his own hands and demanded an apology, the terms of which were about as outrageously humiliating as the demands Austria was to make on Serbia later in that same year after the Sarajevo incident. The term which the Mexicans would not stomach was Mayo's demand that they hoist the American flag in a prominent position and salute it with twenty-one guns. As tension rose, it was bumped up even higher by the news that the steamer 'Ypiranga' was due to dock at Veracruz with a cargo of machine-guns and ammunition destined for General Huerta. This was too much for Wilson. Early in the morning of 21st April, 1914 he ordered Navy Secretary Josephus Daniels to send a radiogram ordering Rear Admiral Fletcher, Mayo's immediate superior, to seize Veracruz to prevent the YPIRANGA's cargo of arms being landed.

The landing itself took place on the 21st April, and fighting continued until the 23rd. During that time, seventeen Americans were killed or died of wounds.

Veracruz was occupied by the Navy and Marines, and later by the Army, until November. During those months the American troops sat around and did very little in the military sense, although a Military Government was set up and it ran the city with an efficiency which it had never known before. Overseas criticism of the United States quickly died away as world attention turned towards the gathering storm in Europe.

From this book there emerges an interesting picture of President Wilson — a man rather different from the lover of peace who was to play such a leading part in the latter stages of the First World War. Wilson, too, was one of the founders of the League of Nations — a body which was formed to prevent nations from resorting to violence in just such a way as the United States had done in 1914 at Veracruz. Mr. Sweetman points out Wilson's rather questionable foreign policy and his naive approach to international diplomacy. Wilson appeared to distrust professional diplomats and preferred (generally) incompetent amateurs. One such choice was John Lind, who was "anti-Catholic, unable to speak Spanish, devoid of diplomatic experience, and wonderfully ignorant of Mexican affairs". Not surprisingly, his mission to Mexico was not an unqualified success. An even more harebrained appointee was the individual who, sent to Mexico by Wilson on a confidential mission, immediately upon reaching Mexico City "held a press conference to announce that he was a secret agent of the American Government".

The description of the tactics, and, in some cases, lack of tactics, of the landing party I found inter-

esting reading. The landing party itself, it should be noted, was composed mainly of sailors from the crews of the warships, with only a small number of marines to stiffen the force.

Mr. Sweetman's description of the actual fighting is clear and very readable — enthralling, almost. His prose style is exceptionally good for an historian, being salted with a

dry sense of humour. The early background to Mexican politics given in Chapter I is hilarious.

The book is well illustrated, with a dozen pages of photographs and a couple of reasonable maps at each end. The appendices are copious, containing more details about the operation than most of us would ever want to know.

In short, I feel I can recommend

this book to anyone interested in history generally and naval and military history in particular. It is a well-written book about a sidelight of history which is little-known to most Australians, and which I, personally, found fascinating. The United States Naval Institute should be commended for putting out such a good book and I hope that other publications of this nature will reach us before long.

\$1m IN NAVY ORDERS FOR ELECTRONICS

Contracts just let or about to be let for the supply of communications equipment to the Royal Australian Navy will be worth about \$1 million to the Australian electronics industry.

The contracts just let went to Amalgamated Wireless (Australia) Ltd. and to Electronic Industries Ltd.

The A.W.A. contract, worth \$440,000, was for a further quantity of six 40-kilowatt fully automatically tuned transmitters.

The chairman of A.W.A. Sir Lionel Hooke, said that the trans-

mitters were an improved version of high-powered A.W.A. transmitters designed and manufactured at the company's North Ryde works in Sydney and operating in a number of Armed Services establishments.

Designed for remote control the new transmitters with their drive equipment embody advanced solid-state and micro-electronic techniques.

The complete transmitters, drive equipment and remote control facilities, will be handed over to the Navy as fully commissioned oper-

ating systems during 1969.

The second contract, worth \$45,000, went to Electronic Industries for audio amplifiers.

In addition, tenders closed on October 1, for the provision of seven 10-kilowatt transmitters for the Naval Wireless Station at Belconnen, A.C.T.

The total requirement for the station may be for 48 transmitters, with an estimated value of \$534,000.

The orders are understood to be part of a steady modernisation of naval communications which will continue for some time to come.

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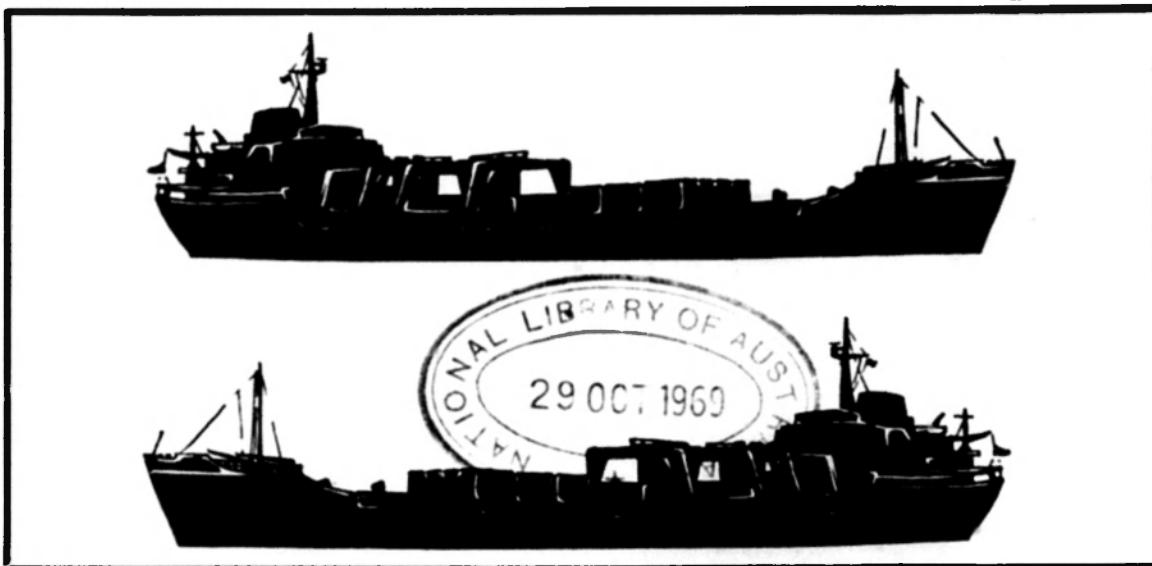
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