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Naval News

SEA CADET TROPHY TO T.S. PERTH

The training ship Perth has won the Navy League of Australia Trophy as Australia's most efficient sea cadet unit for the first time in the 12 years of the competition.

Perth, which won the trophy from 42 similar units, is commanded by Lieutenant I.C. Bishop, A.S.C.C., and has an authorised complement of five officers, eight instructors and 100 cadets.

Units considered outstanding in their divisions this year were T.S. Tylgum, T.S. Sirius, T.S. Adelaide, T.S. Derwent and T.S. Barwon.

The Director of Naval Reserves each year makes an inspection of the most efficient sea cadet units in

each State before the Navy League trophy is awarded.

NEW SOUTH WALES

Quarterly Report of Proceedings

This report is for the period 1 October to 31 December, 1971 and covers Continuous Training, Weekend Training and other activities carried out by the Naval Reserve Cadets in New South Wales.

Continuous Training was carried out in H.M.A.S. Penguin from 24 November to 30 November for 40 personnel from the Scots College School Unit. General and Specialist Continuous Training took place in the following H.M.A. Ships and Establishments from 16 December to 23 December, 1971.

SHIP/ESTABLISHMENT	TRAINING	No. OF PERSONNEL
H.M.A.S. Watson	Gunnery	34
H.M.A.S. Watson	Cookery	20
H.M.A.S. Albatross	Naval Airman	35
H.M.A.S. Nirimba	Mechanical Engineering	32
H.M.A.S. Nirimba	Physical Trainer	9
H.M.A.S. Stalwart	Higher Ranks Course	34
H.M.A.S. Anzac	Higher Ranks Course	23
H.M.A.S. Creswell	Higher Ranks Course and General Training	30

In addition Continuous General Training took place during the same period in T.S. Tobruk (Newcastle Unit) for 35 Cadets.

Weekend Training was conducted in the following H.M.A. Ships and Establishments:

SHIP/ESTABLISHMENT	DATES	No. OF PERSONNEL
H.M.A.S. Curlew	1-3 October	13
H.M.A.S. Yarra	8-10 October	17
H.M.A.S. Brisbane	22-24 October	23
H.M.A.S. Parramatta	29-31 October	23
H.M.A.S. Watson	29-31 October	23
H.M.A.S. Parramatta	12-14 November	23
H.M.A.S. Hawk	19-21 November	10



Demonstrating that a Sea Cadet can prepare gastronomic delights is Leading Seaman Cook S. Chapman of T.S. Barwon.

On Sunday, 10 October, the Senior Officer, Commander L. Mackay-Cruise, R.D., R.A.N.R., was the Reviewing Officer at the Scots School, Bathurst, for the School's Annual Ceremonial Parade and Inspection.

Over 70 cadets accompanied by Officers and Instructors were present at the Annual Seafarer's Service held in the Cathedral Church of St. Andrew on Sunday, 31 October, the Cadets taking part in the Procession of House Flags during the Service.

The Senior Officer and Staff Officers farewelled the Staff Officer Reserves, Commander J. St. B. More, R.A.N. at a dinner held in his honour on 11 November.

The Senior Officer and Staff. Com-



T.S. Voyager: Cadets prepare to execute a manoeuvre.

CADET FORCE NEWS

manding Officers of all Units, and Officers, Instructors and Cadets of T.S. Condemine (Manly Unit) were on parade on Saturday, 27 November when Rear Admiral G. J. B. Crabb, C.B.E., D.S.C. the Flag Officer Commanding, East Australia Area, presented at T.S. Condemine to Mrs. Alexander the posthumous award of the Cadet Forces Medal of the late Lieutenant A. D. Alexander, Commanding Officer of the Manly Unit.

(Sgd.) L. MACKAY-CRUISE.
Commander, R.A.N.R.
Senior Officer.

VICTORIA

Open Day at T.S. Barwon and T.S. Voyager

The following photographs were taken during Open Day at the Training Ships Barwon and Voyager. Open Day was held in conjunction with Navy Week celebrations, when members of the public and the parents of cadets are invited to see at first hand the training and activities of the Australian Sea Cadet Corps.



T.S. Voyager Launching of a whaler.

T.S. Voyager The victim saved.



T.S. Voyager Guard at gangway.

T.S. Voyager Sea Cadets from T.S. Melbourne demonstrate gun drill to the Open Day visitors.

T.S. Voyager Members of the guard are watched and admired by the large crowd in attendance.



T.S. Voyager Cadets prepare to go sailing.



Open Day at T.S. Barwon: (l. to r.) Lt. Cmdr. W. J. Baker, Able Seaman G. J. Hamilton, Ordinary Seaman W. Douglas, Petty Officer Instructor J. E. W. Gordon.

CONTRIBUTIONS INVITED

The editor invites persons to submit articles, photographs and drawings (black ink) 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 C 17, Clarence Street Post Office, Sydney, N.S.W., 2000, Australia.

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

OUR COVER

The Prince of Wales, Sub-Lieutenant, R.N., enjoying a joke with Admiral Sir Horace Law (right), Commander-in-Chief, Naval Home Command, and Captain Allan Tait, Captain of the Britannia Naval College, Dartmouth, shortly after his arrival at the College to begin a six-week graduate training course.

The Prince is wearing the uniform of an acting sub-lieutenant, with the ribbon of the Coronation Medal and — on his sleeve — naval wings, a reminder of his Royal Air Force training.

Prince Charles is currently serving nine months at sea aboard H.M.S. Norfolk, a guided missile destroyer, following completion of the course at the Naval College.

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Uniforms are supplied free of charge.

Cadets are required to produce a certificate from their doctor to

confirm they are capable of carrying out the normal duties and activities of the Cadet Corps. If injured while on duty, Cadets are considered for payment of compensation.

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 — 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

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FAITH WITHOUT FOUNDATION

No. 3 in a series by GALATEA

The outcome of Russia's
naval disasters in her
war with Japan
1904-5.

PART ONE

Probe and Strike

It is not my intention to portray to the fullest extent the military misadventures which culminated in the horrendous naval debacle near the Island of the Donkeys Ears (Tsu-Shima) on 27-29 May, 1905. I feel, however, that a certain degree of background material to the main conflict will assist the reader in fully appreciating that action.

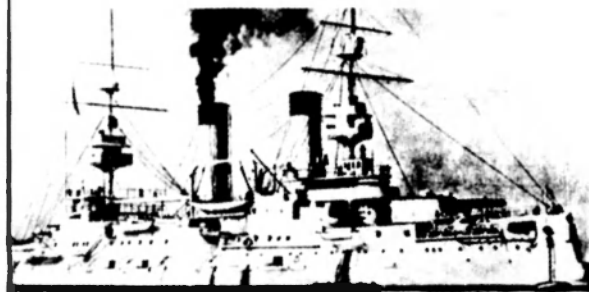
Most chronicles of naval warfare, whilst being rich in strategic and tactical detail are unable to provide as much information about the main combatant vessels as might be thought desirable by many readers.

benefitted by such naval niceties as director control or air reconnaissance. They simply did not exist apart from the occasional and limited land use of manned tethered balloons for military observation purposes.

Communication at sea by wireless telegraphy was in its infancy; indeed the principle method used by the Russian C. in C. to both send and receive intelligence to and from the Admiralty in St. Petersburg (now Leningrad) was by coded message passed through the regular international cable service.

These were the days of the coal-burning navy. This bulky, filthy fuel possessed a relatively low coefficient of heat when compared with oil, and when this factor is combined with the inherent mechanical inefficiency of the compound, triple, and quadruple expansion engines fitted to major vessels of the period, it is not hard to realise that warships constructed in the late 19th and early 20th Centuries would have consumed a far greater tonnage of fuel per knot/mile than their successors built during the First World War whose oil-fired boilers supplied steam at high pressure to new, efficient turbine engines.

Any strategic naval plan of the time was utterly dependent upon reliable and readily available coaling facilities. The Western European colonial navies of Great Britain, France and Germany possessed vast



The 6,500 ton Russian battleship Tsesarevich, built at La Seyne, France in 1901, had an armour belt of 8 1/2" by 8 1/2", reached 18 knots and had batteries of four 12 inch guns, twelve 8 inch guns, twenty 3 inch guns and 32 smaller guns. Flagship of Admiral V. G. Rozhkov, Tsesarevich was sunk by Togo in the straits of Korea on 10 August, 1904.

Part Two of this article will penetrate further than usual into descriptions of the principle warships involved in the Battle of Tsu-Shima beyond the usual main armament, tonnage and speed figures, for the simple reason that this was the first major fleet action since the advent of the modern all-steam-powered, turreted, ironclad line-of-battleship and was thus the first such clash in this century. It was surpassed in magnitude only by the Battle of Jutland, which it pre-dated by eleven years. Unlike Jutland, Tsu-Shima was hammered out in clear weather, with heavy seas and good visibility; also, neither Commander-in-Chief

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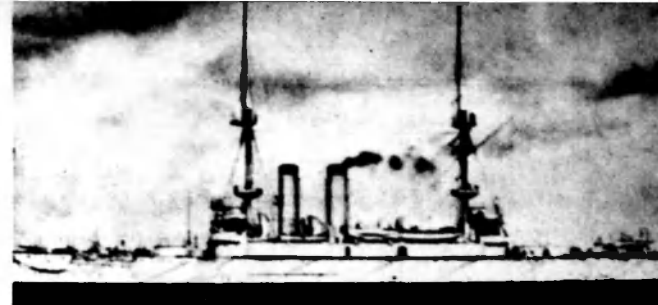
FAITH WITHOUT FOUNDATION

networks of coaling stations in all parts of the world. The Imperial Japanese Navy, busily flexing its finely-honed muscles in waters close to home, did not have much to worry about in this regard. Even if, for any conceivable reason, their Fleet (in part or whole) had cause to venture into distant waters, it could be reasonably sure of gaining access to the coaling stations of their then British allies.

When the various Far Eastern objectives of Japan and Russia became at odds with one another in the late 19th Century, it rapidly became obvious that, sooner or later, only a passage of arms on the grand scale would decide the issue. In brief, the Japanese, victors in the Sino-Japanese war, were granted treaty rights in the Liao Tung Peninsula, Northern Manchuria, and the strategically located harbour of Port Arthur, that being the northernmost ice-free port on the Asian mainland. It was captured by Japanese infantry only after absorbing heavy casualties, however Japan deemed the cost worthwhile as the harbour afforded access to the rich natural resources of Korea and Manchuria. Japan's developmental aspirations in this area ran contrary to Russia's and within two years she was forced to withdraw from the region in the face of Russian pressure which had both German and French backing.



The Tsar, Nicholas II, was out of touch with reality. One of the last true European monarchs, he sent picture postcards of himself to his troops when his commanders requested ammunition.



The first-class, 18,000-ton battleship Asahi was one of the most powerful boats in the Japanese navy. Constructed from the very latest models of the time, equipped with a full complement of guns and manned with a superior force, she proved a deadly menace to the Russian fleet.

It was now the turn of the Japanese to call foul and after steadily increasing pressure, the Russians reached an agreement with China which provided for their gradual evacuation from the area. However, the withdrawal was deliberately prolonged, and after ignoring Japanese protests, the Russian Far-Eastern Viceroy and Supreme Commander, Admiral Alexieff, implemented a policy of deliberate provocation.

To the Japanese, this was the last straw.

Thoroughly incensed by Russia's apparent dismissal of her as a second-rate power, Japan's military leaders planned a surprise attack on the Russian squadrons anchored in Port Arthur that was remarkably similar in concept and execution to their attack on Pearl Harbour thirty-seven years later. (The British used torpedo-carrying aircraft to achieve a tactical surprise when Force H crippled the Italian battle-fleet in its harbour at Taranto in 1940.) The man chosen to implement the attack was the brilliant Vice Admiral Heihichiro Togo.



Known as the "Father of the Japanese Navy", Admiral Heihichiro Togo was born in Satsuma on the island of Kyushu in 1847. He entered the naval service as a cadet at the age of 16 and was shortly thereafter sent to study at Britain's Greenwich Naval College. While training with the Royal Navy, Togo served two years aboard the Worcester, did a gunnery course aboard the famous HMS Victory and later studied mathematics at Cambridge. In 1894 as Commanding Officer of the Naniwa he opened hostilities in the Sino-Japanese War by firing upon a Chinese transport enroute to Korea. In the ensuing struggle with Russia, Admiral Togo culminated a brilliant naval career by annihilating the Tsarist Baltic Fleet at the Straits of Tsushima.

Admiral Togo led his battle lines against the Russian fleet aboard his flagship, the battleship Mikasa.



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FAITH WITHOUT FOUNDATION

Born in 1847 on the home island of Kyushu, Togo joined the service as a 16-year-old cadet and was sent to study at Greenwich Naval College. Whilst in the United Kingdom, he served two years aboard H.M.S. Worcester; did a gunnery course in H.M.S. Victory and studied mathematics at Cambridge University.

On the night of 5 February, 1904, Togo summoned his commanders aboard his flagship, the handsome two-year-old British-built battle-wagon Mikasa to inform them that the attack would commence at 2230 hours on 8 February.

Using his destroyers and torpedo boats as shock troops, Togo dealt the Russian commander Admiral Stark and his slumbering squadron a heart-stopping jolt that reverberated all the way back to the complacent halls of the Admiralty in St. Petersburg. His vessels approached the anchorage by the simple ruse of using Russian signals and found, laid out before them, a totally unprepared roadstead. Town lights blazed, shore batteries were obviously unmanned and the Russian vessels themselves lit up as if it were the Tsar's birthday and moored in the exact positions as reported by the superbly efficient Japanese espionage network.

With most of their officers ashore, soaking up the good life, the drowsy Russian crews were hardly expecting to be attacked by *coup de main* in their own harbour by a whole flotilla of enemy torpedo boats AND in the middle of the night.

Guard and picket-boats of the type usually employed on patrol duties in a major squadron anchorage were found by the Japanese to be out in small numbers, and for a few harrowing moments the attacking forces thought their plans would go for nought, however, the boatcrews proved to be incredibly lax; their loud talk clearly audible as it floated over the waters to the softly purring torpedo boats, not one of which was sighted by the guard boat crews who were obviously paying attention to anything but their allotted tasks. Their presence totally unsus-

pected, the Japanese simply followed them into the anchorage.

Suddenly without apparent reason, one of the anchored vessels opened up a search light whose baleful glare swept over the waters. As quickly as it appeared, the heart-stopping beam flickered, dimmed and subsided completely. Miraculously, the flotilla remained undetected. Their luck held.

The Russians kept only a few light pieces manned aboard their ships. This, together with the fact that each ship had her anti-torpedo nets out, constituted the squadron's only defence. It was murderously easy and the Japanese crews had it all to themselves. Their rakishly slim vessels darted like ravenous sharks through the fat ranks of the ships and annihilated their prey with ridiculous ease.



Both Japanese and Russians pioneered in the use of torpedo-boat destroyers, a class name which later was shortened to destroyers. The Japanese destroyer Asashio was similar in size and layout to Russian counterpart. Both feature three inch guns forward. Overall length was approximately 250 ft. Top speed was just under 30 knots.



Without a declaration of war, a Japanese torpedo boat flotilla darted in from the sea and attacked the Russian warships lying at anchor at Port Arthur. Before the Russian crews could be routed out of their bunks and man their guns, the battleships Tsesarevich and Retvizan and the cruiser Pallada had been torpedoed.

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FAITH WITHOUT FOUNDATION

The almost-new battleship *Tsesarevitch* was the first to go. A thunderous double explosion rocked the 13,380 ton French-built vessel, and lifted her stern almost clear of the water, thereby revealing a gaping hole where at least one and possibly two torpedoes (accounts vary) had struck home. The concussion caused near-fatal damage which included a shattered rudder and she settled in situ on the bottom in shallow water. She was subsequently salvaged and lived on to serve as the flagship of Admiral Vitgeft at

outer harbour, where her sodden bows nudged onto the rocks. She came to rest, down by the head, stern cocked half-way out of the water; she was secure, but nevertheless *hors de combat*.

In order that the mission might achieve the greatest possible measure of success, several Japanese officers volunteered to lower themselves into the water and, literally, "swim in" with a live torpedo, starting the engine with a blow of the hand only after a target had been chosen and aligned with

target with a minimal risk of discovery and therefore a maximum chance of a hit. An unforeseen flaw in the plan was that several of the **human torpedoes** managed to penetrate too close to their targets: so close in fact, that their missiles guidance systems were unable to settle on course. In other instances the very short journey through the water did not allow the torpedoes' engines to develop sufficient power for a solid blow against the targets' hull, resulting in the warheads failing to explode.

Whether this part of the overall action was tactically sound or not, it was, nevertheless, heroism of the highest order. The danger of premature explosion (through any cause, including action of the enemy and the inherent unreliability of early torpedoes) was extreme; and to even complete the long swim in the prevailing conditions of war was a feat in itself. Add to these ingredients the fact that it was winter and the sea must have been bitterly cold. The volunteers did not consider these dangers worthy of consideration; their only thought was to faithfully serve and, if necessary, die for their beloved country and Emperor. Many of them did in fact fail to return from their venture. Most were either killed or simply disappeared. Very few were actually captured alive: the majority of survivors preferring to suicide, rather than face internment, which, to a Japanese, would have been morally intolerable.

It was probably a torpedo delivered by one of those intrepid swimmers that struck the 6,630 ton pro-

Built in the United States, the battleship *Retvizan* was sent to the Baltic Sea base of Kronstadt in 1902 where she was commissioned and almost immediately dispatched to the Far East to join the 1st Pacific Squadron of the Russian Naval Forces based in Port Arthur. While in that harbour on the night of 8 February, 1904, she was a target for a surprise attack by Japanese torpedo boats, which started the hostilities prior to the official declaration of the war. During this attack she received a hit by a torpedo, damaging the hull, but managed to stay afloat through the efforts of her crew and was subsequently docked and repaired. She then participated in all of the naval operations of the Russo-Japanese war including the naval battle of 10 August, 1904, and was finally sunk by 11-in. siege mortars on 23 November, 1904. She settled to the bottom in very shallow waters of the inner harbour and was refloated by the Japanese in September 1905, repaired and then commissioned in the Japanese Navy under the name of *Hizen*.

the Battle of Round Island some six months later.

A single 18-inch missile gave the sleeping crew of the *Retvizan* the rudest awakening of their collective lives when it tore through the bow plates of the big battleship. American built at Cramp's Shipyard, Philadelphia, she was planned along the lines of the contemporary 12,500 ton *Ohio* class of battleships then serving in the U.S. Navy and was therefore a comparatively recent addition to the Russian fleet, having been commissioned only two years previously.

Her crew, however, were quicker to act than others. Even as the sea was cascading through her forward compartments, her black gang managed to raise sufficient revolutions to gain steerage way, thereby enabling her to crawl to the shores of the

great care. The theory behind this was that an almost invisible attacker could approach very close to the

The Russian battleship *Retvizan* settles on rocks in the outer harbour of Port Arthur after being torpedoed, 8 February, 1904. She was built in Philadelphia in 1900, was armed with four 12-inch guns, twelve 6-inch, twenty 3-inch and 26 smaller guns.



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FAITH WITHOUT FOUNDATION

tested cruiser **Pallada** on the port side amidships. This important unit of the Far Eastern Fleet had been completed at the Galerni Island Yard in 1901 and was still able to maintain a continuous sea speed of 19 knots. She was classed as a protected cruiser: i.e. her protection consisted of armoured steel decks and large coal bunkers ingeniously arranged along her sides. Elaborate subdivision of the hull completed her protection arrangements. (Armoured cruisers were those which relied principally upon heavy side armour for protection. Generally they were larger vessels than their protected sisters.)

With the arrival of dawn, the truth of the situation was rammed home. Two battleships on the bottom, an almost-new cruiser barely afloat and most other vessels in the anchorage repairing at least minor and, in some cases, relatively major damage. But the oddest sight of all was on the beach where twenty-three torpedoes, with their firing pistols screwed tight and needing only a nudge to explode, were discovered lying in various attitudes of expended fury; for all the world like a school of pilot whales, driven ashore by a primeval suicidal instinct. It is not known, for certain, just how the port authorities rid themselves of that thorny problem.

morning off the port entrance, and without any preliminaries abruptly opened fire with a broadside from the four, twelve-inch, forty calibre rifles of his flagship **Mikasa**. In company were the battleships **Fuji**, **Hatsuse** and **Shikishima** and cruisers **Iwata**, **Yakumo**, **Tokitsuna** and **Yoshino**.

Twenty-four twelve-inch as well as twenty-six eight-inch broadsides were poured into the roadstead by the big vessels at a range of about 8,000 yards. Several twelve-inch portmanteaux (as the Russian crews called the quite visible, incoming big shells) straddled, then caught the battleships **Patropavlosk** and **Poltava** in a deadly rain, creating great damage. The cruisers **Askold**, **Novik** and **Diana** were also extensively battered.



Steaming out of the inner harbour of Port Arthur, the Russian Fleet manoeuvres to take up positions in the outer roadstead on 1 February, 1904. Left to right are the gunboat **Mandur**, the battleship **Tsesarevich** and the gunboat **Grenastchy**.

I mention this for the reason that when the torpedo struck the **Pallada's** side it pierced her comparatively thin skin, punched clean through the side bunkers and burst in her boiler-room creating vast local damage, but leaving the remainder of the cruiser virtually intact. A hit of such magnitude in the vitals could be guaranteed to put almost any ship out of the fight, and so it was with the **Pallada**. She stayed afloat only through the frenzied but expert direction of her engineers who kept her off the bottom by rivetting an enormous patch of sheet zinc over the gaping hole in her lower hull, the work continuing into the early hours of the morning whilst the pumps went flat out coping with the flood. Despite their efforts, the **Pallada** was out of action for many months.

Incredible though it may seem in retrospect, many crews, including those ashore, thought that all the activity was nothing more than a rather elaborate exercise; never imagining for an instant that the "upstart little yellow men" would be so impudent as to attack the great naval forces of Mother Russia in their own anchorages!

Nor was it the end of Admiral Alexiell's problems. In addition to the **Tassarovitch**, **Retvizan** and **Pallada**, Port Arthur also held the battleships **Patropavlosk**, **Poltava**, **Peresviet**, **Pobleda** and **Sevastopol** and the cruisers **Boyarin**, **Bayan**, **Novik**, the German-built five-funnelled protected cruiser **Askold** and the **Diana**; a near sister of **Pallada**.

Acting on the time-honoured principle that if a job is worth doing at all, then it's worth doing well, Admiral Togo, with units of his Battle Fleet, appeared unexpectedly in the

This time, however, the fight was not completely one-way. Several ships inside the port returned the fire and the large defensive forts also joined the action, scoring several hits on the invaders and causing many casualties.

Using the methods which were also employed by his successor in 1941, Togo lashed out in several areas almost simultaneously. On the same day that his Battle Fleet bombarded Port Arthur, a smaller detached squadron of six cruisers and eight torpedo boats (under



Two Russian warships, the **Varig** (foreground) and **Korietz**, in Chemulpo Harbour one day before the Japanese squadron attacked and sank the **Varig** and destroyed the **Korietz**. **Varig** was later raised and added to the Japanese fleet.

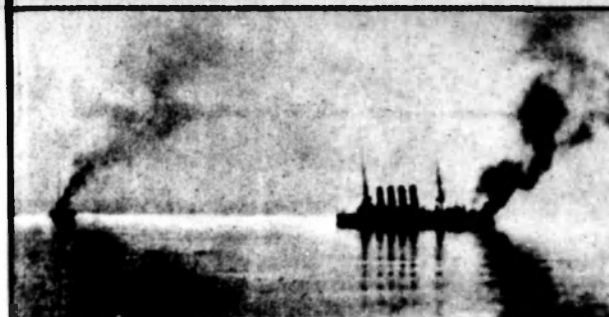
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The 6500-ton Russian cruiser *Varig* was one victim of the overwhelming Japanese forces that terrorised Chemoilpo Harbour on 8 February, 1904.

FAITH WITHOUT FOUNDATION

Admiral Uriu on the flagship cruiser *Asama* entered the harbour at Chemoilpo (now Inchon) in Korea. Sitting in the isolated harbour, performing a guard duty more usually allotted to smaller gunboats, was the large four-funnelled cruiser *Varig* with her smaller companion the *Korietz*. The Japanese squadron set upon them like a pack of wolves. The *Varig* perished under a veritable hail of shellfire to be followed shortly after by the *Korietz* which disintegrated with a tremendous explosion — Round Two to Togo.

In March, the arrival of one of the most competent officers in the Tsar's navy, Vice Admiral Stephen Osipovich Makharoff, for a while injected much-needed energy and optimism into the fleet at Port Arthur. The repairs to the damaged vessels were completed and on 13 April, the Fleet steamed out in formation to challenge Togo's ships to battle on the high seas. Notwithstanding precautions taken against the known danger of drifting sea-mines, the Fleet entered a tract of water where several were afloat. Suddenly a horrendous explosion shook the air and in one stroke the flagship, the *Petropavlovsk*, her bows blown off, headed for the bottom like a stone. The loss of life was frightful but the most serious blow to the Motherland was the death of one of her very best Admirals.

Rear Admiral Vigelm Karlovitch Vitgeft assumed command after the loss of Makharoff and immediately instituted a no risk policy. By August, shells from Japanese field artillery falling in the outer areas of Port Arthur, the base was rapidly becoming untenable. The



At the turn of the century, Admiral Stephen Makharoff was considered to be the leading seaman and tactician in the Tsarist Navy. He entered the naval service in 1864 and distinguished himself in 1878 in sea actions against strong Turkish forces. It was during these engagements that Makharoff is credited with having gained the first positive results using the famed Whitehead torpedo. Prior to the outbreak of the Russo-Japanese War in 1904, Admiral Makharoff spent many months seeking an all-Russian northern route to Vladivostok. His writings on polar exploration and theories are still treated with the highest respect by Russian authorities today. In early March 1904 Makharoff was rushed to Port Arthur to reform and exercise the beleaguered Russian Fleet. The following month while chasing a Japanese mine force, Makharoff's flagship the *Petropavlovsk* struck a mine and went down carrying the Admiral, 18 Staff officers and over 800 sailors.

Russian sailors, surviving the onslaught in Chemoilpo Harbour on 8 February, 1904, when their ships, *Varig* and *Korietz* were sunk, are honoured in St. Petersburg.



Tsar, fearing the loss of the entire fleet, as well as the port, sent Vitgeft a personal evacuation plea: "Put out with full strength for Vladivostok". Vitgeft put out at the rush.

Hoisting his flag on the resurrected battleship *Tsesarevitch*, he led the equally rejuvenated *Retvizan* to sea, followed by the *Sevastopol*, *Pobleda*, *Poltava* and lastly the *Peresviet* (the flagship of his 2nd-in-Command, Rear Admiral Prince Ukhtomsky). The cruiser division came next, led by the *Askold* (carrying the flag of Rear Admiral Reitzenstein), followed by *Diana*, *Novik* and the rebuilt *Pallada*. Eight destroyers were also in company. What was to follow became known as the Battle of Round Island, or alternatively, the Battle of the Tenth of August. Vitgeft now had a marked superiority in battleship strength, but he didn't know it.

Togo had had six new capital ships under his command at the outset of the war, but on 15 May, he lost two of them; one-third of his battleship squadron, by a disaster similar to that which overwhelmed the *Petropavlovsk*. That morning, whilst patrolling off Port Arthur, he ran into a field of drifting mines and, in the space of a few minutes, the battleships *Yashima*, *Hatsuse* and the cruiser *Yoshino* were destroyed. The Japanese managed to conceal the *Yashima*'s loss until the cessation of hostilities. Right up to the climatic Battle of Tsushima, the Russians believed that Togo had five of his big battlewagons intact. At the Battle of Round Island, Togo placed his two powerful armoured cruisers *Nashin* and *Kasuga*, recently purchased from the Argentine government, in his main fighting-line to make up



Spared from the Japanese torpedo attack on 8 February, 1904, the Russian battleship Pobeda fought with the 1st Pacific Squadron based at Port Arthur, entering naval skirmishes of 13 April, 23 June and 10 August. Finally, as was the fate of several of her sister ships, Pobeda was caught in the inner harbour on 24 November, and was sunk by 11-inch shells fired by the Japanese siege batteries. One month after the war, in September, 1905, she was refloated by the Japanese and commissioned in the Japanese Navy under the name Suwo.



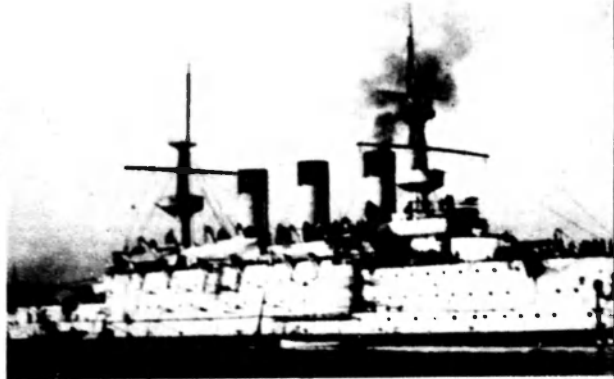
Admiral Vitgeft assumed command of the Port Arthur Fleet after the unfortunate loss of Admiral Makharoff. Fleeing to Vladivostok in August 1904, he was overtaken by Japanese forces and killed with his entire staff aboard his severely damaged flagship, (Tsesarevich/Crown Prince).

weight. His main Battle Fleet consisted now of Mikasa (flagship), Asahi, Shikishima, Fuji, Chin Yen (ex-Chinese) and the Nisshin and Kasuga. His back-up force consisted of a further eight cruisers, some of which were not present in the first half of the melee to come.

The battle began at 1300 hours with long-range firing and continued until after 1900 hours. It was decided by the superior gunnery of the Japanese together with the damage done by their high-explosive shells which were filled with a new Japanese explosive having similar characteristics to British Lyddite. Once again the Tsesarevitch was badly chopped about, and in the process Rear Admiral Vitgeft was killed.

FAITH WITHOUT FOUNDATION

colonial port of Saigon, and the Askold, in company with a destroyer, reached Shanghai. The battered Tsesarevitch with another three destroyers took refuge at Kiaochau, a port in German-leased Shantung Province. All these ships were interned by the French, German and Chinese authorities and detained by them until the cessation of hostilities, at which time they were restored to the Russian Government.



The battleship Parosviet, renamed Sagami by the Japanese was salvaged and recommissioned in the Imperial Fleet.

Vitgeft's last orders to his Deputy, Ukhomsky, were to push on to Vladivostok, but that gentleman was not cut from the same bolt of cloth as his late master. As darkness fell, he lost heart, went about, and led the fleet back to Port Arthur. If only he had persevered he might have broken through the Japanese fleet as their magazines were almost exhausted when the firing ceased. Reitzenstein, with the cruisers, tried to execute Vitgeft's last order. The Pallada however left him and followed the battleships. The remainder of the cruiser squadron and their accompanying destroyers were forced to part and only the Novik broke through to the North. The Diana fled South to the French-

The Novik failed to get into Vladivostok, but reached a Russian port in Saghalien, where, a few days later, she was tracked down and destroyed by Japanese cruisers. The Vladivostok squadron had come out to meet the unfortunate Vitgeft. The Boyarin was left behind, damaged by an accidental grounding. The squadron was now made up of the three big armoured cruisers Gromoboi, Rossiia and Rurik.

They were approaching the Straits of Tsu-Shima and were as far South as Fusan when they were discovered and attacked by Admiral Kamimura's cruiser squadron on 14 August. Once more good gunnery as against poor Russian marksmen-

On 18 May, 1904, while cruising off Port Arthur inviting the Russian fleet to come out, Admiral Togo led his battle line into a field of drift mines and suffered his most grievous loss of the battle. In quick succession the battleship Halseu and Yashima and the cruiser Yoshino hit mines and were destroyed.



ship decided the issue. The Rurik went to the bottom and the Gromoboi and Rossiia returned to Vladivostok with riddled funnels, torn-up superstructure and punctured hulls hastily patched with plate-iron telling a deadly story.

In all the preceding actions, the Japanese losses had been very light. There remained One Last Battle, the fight to the death at the Island of the Donkeys Ears. The full story of that conflict, and in particular, the ships of both participating nations, will be told in Part Two which will follow in the next edition of *The Navy*.

History, almost always, repeats itself. This is particularly true in the history of warfare.

Think upon these points:

1. The attacks on both Port Arthur (1904) and Pearl Harbour (1941) were made without warning and:
2. Without a formal Declaration of War.
3. In both cases, pre-battle espionage was superb, being performed (in the main) by personnel living in the target area.
4. Both attacks took place whilst diplomatic manoeuvres were still in progress.
5. In each case the time chosen for the attack was crushingly correct and, therefore, utterly successful. A Pacific Battle Fleet being subdued in each case with minimal effort.
6. In each case, the Japanese struck in several places almost simultaneously with maximum shock effect.
7. The most outstanding point is, that the United States Military Intelligence machine apparently saw no similarity in vulnerability between the Fleet Bases of Port Arthur and Pearl Harbour. It was realised even in the mid-twenties that one day in the future Japan and America would

fight. With Japan's military expansion in the thirties, a political/military behavioural pattern should have been detected and acted upon conclusively before international pride, stubbornness and tub-thumping passed beyond the control of reasonable men.

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"Famous Sea Fights" (Mellinton) by J. R. Hale.
"Clear for Action" (Bonanza) by F. Hailey and M. Lancelot.
Janes Fighting Ships, 1905-6, and miscellaneous contemporary sources.

Readers are invited to comment briefly on this article. Should there be sufficient editorial space in the next edition of *The Navy*, certain of the letters will be included.

Editor

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Periscope on Australia

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NEW SIGHTING EQUIPMENT

RAN destroyers are to be equipped with updated sighting equipment for their defensive armament in a progressive programme associated with the normal refit of the vessels over the next few years. The equipment, a modified component of the Seacat guided missile anti-aircraft system, consists of a pedestal-mounted rotatable binocular-type director, two pairs of which are to be fitted in each of the destroyers. Each unit will be hand-operated; the operator only having to track the target visually, and position information is fed automatically to the ship's fire control centre.

NEW DIVING GEAR

The navy has recently taken delivery of a new type breathing set for its clearance divers (see photo).

The new equipment, manufactured in Western Germany, and known as the Dräger FGT1/A, is the most modern of its type available in the world and were only purchased after an extensive series of trials.

An RAN diver wearing the new underwater breathing apparatus, emerges from the water at the Diving School, Balmoral, N.S.W.



Captain Geoffrey Woolrych reads the commissioning warrant at the recommissioning of the destroyer H.M.A.S. Vampire. In the foreground is Lieutenant Commander Eric Montz, the ship's first lieutenant.

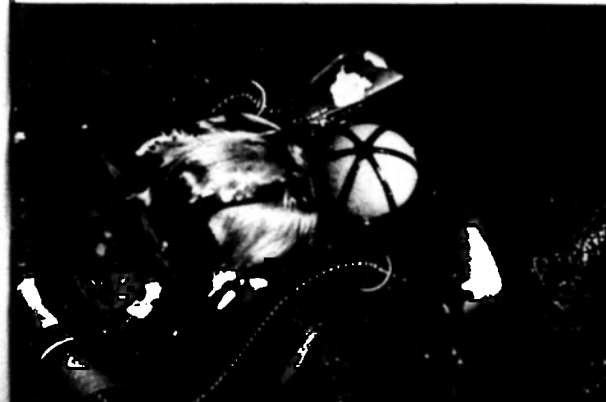
H.M.A.S. VAMPIRE RECOMMISSIONED

On 17 November, 1971, H.M.A.S. Vampire recommissioned at a ceremony at Williamstown Naval Dockyard, Victoria, following a \$10 million refit (see photo).

The modernisation programme took longer than a year and included the fitting of new gun turrets and fire control systems, new aircraft warning and navigation radar and replacement of a major portion of the superstructure.

Vampire carried out sea trials in Port Phillip Bay during December and rejoined the fleet early this year.

H.M.A.S. Vendetta, sister ship to Vampire, is currently undergoing a similar refit at Williamstown and is expected to rejoin the fleet late in 1972.



PERISCOPE ON AUSTRALIA

NEW DIRECTOR — JOINT SERVICES WING

Captain K. W. Shands, O.B.E., R.A.N., has been promoted to Commodore and appointed (as from 30 December, 1971) Director of the Joint Services Wing of the Australian Services Staff College in Canberra.

He succeeds Brigadier I. A. Geddes, whose appointment as Commander of the Australian Army Assistance Group, Vietnam, was announced recently.

N.O.C. WESTERN AUSTRALIA

Commodore P. H. Doyle, C.B.E., D.S.C. (see photo) has been appointed Naval Officer Commanding West Australia.

Prior to his appointment, Commodore Doyle attended the Royal College of Defence Studies course in the United Kingdom.



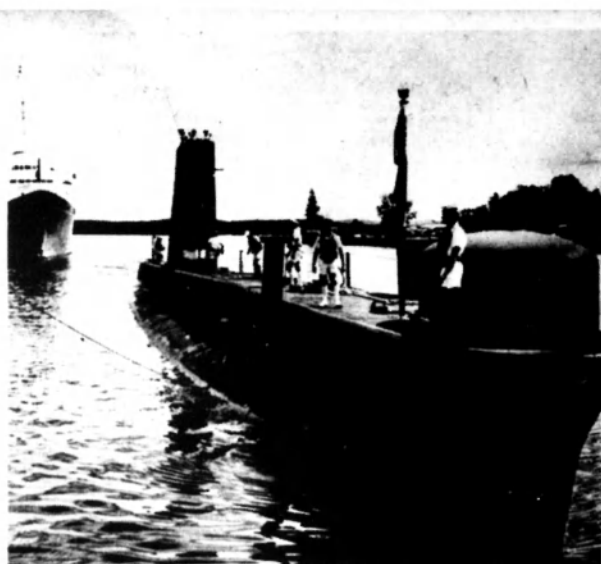
Commodore P. H. Doyle, Naval Officer Commanding West Australia.

SUBMARINE JOINS A.N.Z.U.K.

The Oberon class submarine H.M.A.S. *Ovens* (see photo) has joined the A.N.Z.U.K. force based on Singapore.

She is the first R.A.N. submarine to join A.N.Z.U.K. — a five power defence arrangement between Australia, Great Britain, Malaysia, New Zealand and Singapore.

The destroyer escort H.M.A.S.



H.M.A.S. *Ovens* berthing in Singapore harbour to join the A.N.Z.U.K. force based in that port. Astern of *Ovens* is the Royal Yacht *Britannia*, carrying the Queen, the Duke of Edinburgh and Princess Anne to Thailand.

Swan is already serving with A.N.Z.U.K.

JOINT FORCES H.Q., PAPUA/NEW GUINEA

A Joint Forces Headquarters for the naval, army and air units was formed at Port Moresby on 1 February, 1972, to replace the existing three Service commands. It is expected that the Headquarters will be fully established by the middle of the year.

This amalgamation of defence

activities was taken to facilitate the economical and effective administration and control of the forces.

The existing Army Headquarters is being used as the basis on which to form the new H.Q. The Army Commander, P.N.G. Command, will become the first Joint Force Commander, responsible to the Australian Chiefs of Staff Committee.

The Commander will discharge his responsibilities in respect of naval, army and air forces component commanders.

IN THE NEXT EDITION

The next edition of *The Navy Magazine* should be published during mid June. Watch for these special articles:

Book Reviews: *The Saga of the S.S. and Sea Power in the Mediterranean — A History from the Seventeenth Century to the present day*

Part II of Galatea's article concerning Russia's naval disasters in her war with Japan, 1904-5.

Information regarding the naval forces of France, Germany, Turkey and the Netherlands.

Repatriation of Chinese Nationals, 1946. Conditions aboard the Japanese destroyer.

NEW RANK

The rank of warrant officer is to be introduced in the R.A.N., enabling sailors to attain the same status as warrant officers in the other armed services.

Equivalent to the army rank of warrant officer first class, the new rank will be introduced to all branches of the Navy, including the W.R.A.N.S. and the reserves.

Warrant officers will be given responsibilities beyond the confines of their technical specialisations and thus allow greater flexibility in postings.

Success in a management and leadership course will be necessary for promotion to the rank.

Uniform will be similar to that for chief petty officers. The cap badge will be enlarged and embellished, and the sleeve badge (see photo) will incorporate the Australian Coat of Arms.

The new rank is not the equivalent of the former naval warrant officer, abandoned shortly after World War II. Although filled from the lower deck, the former naval warrant officer was a commissioned rank not a sailor rank.



The Australian Coat of Arms forms a new sleeve badge which will make its appearance in the Royal Australian Navy with the introduction of the new rank of warrant officer.

S.E.A.T.O. EXERCISE SEA HAWK

A six-nation S.E.A.T.O. exercise code named *Sea Hawk*, was conducted in the South China Sea between 15 and 27 February, and included ships and aircraft from Australia, Great Britain, New Zealand, the Philippines, Thailand

and the United States.

The exercise was directed by Rear Admiral A. M. Synnot, Australian Deputy Chief of Naval Staff.

The main phase of the exercise was off Manila where ships exercised in convoy protection from submarine and air attack.

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THE ROTORK SEA TRUCK

The **Sea Truck**, which is manufactured in England by Rotork Marine Ltd. of Bath, is virtually a scaled-down L.S.T. or landing craft, powered either by twin outboard motors, a sterndrive or a single inboard. Like an L.S.T. it has a large flat bdw-ramp for easy loading.

It is already in use in more than a dozen countries around the world.

On the Solent, it is a ferry, in the North Sea it is a cable layer, in Abu Dhabi, it is used in the oil and fishing industries, in Toronto for hydro-electric work, in Copenhagen, by the Royal Danish Navy, and in Nigeria as a car transport.

The **Sea Truck** is constructed of fibreglass and has a load capacity of about three tons. Because of its specially-designed hull section which provides a pocket of air underneath, it can speed smoothly across the choppiest of water at more than 30 knots. It is also virtually unsinkable.

Australia, with its numerous ports, long coastline and inland lakes and waterways, is an ideal location for the operation of the **Sea Truck**. Apart from dozens of commercial uses such as harbour lighterage, ferrying supplies to oil installations, carrying freight and bulk fuel, it can be used by government departments in a variety of ways.

These include bodies such as the Water Police, the Fire Services, the Army and Navy and the Civil Defence authorities. Its shallow draft of only a few inches, enables it to be used in flood relief work. All that is needed to load it is a beach, river bank or boat ramp. It can even be used as an emergency car ferry — or, if you



A Sea Truck passes the House of Parliament at 90 m.p.h. with Officers of the London Fire Brigade aboard during recent evaluation tests of the craft by the Brigade.

like, in diving operations. The list is almost endless. The list is area can be fitted if desired.

This makes it ideal for pleasure purposes, or as an operating base for river survey work. The cabin comes in two, three or four-section forms from a small wheelhouse to a complete and weatherproof living matter of a few hours.

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*Meet the . . .*

## FEDERAL PRESIDENT



The Federal President of the Navy League of Australia, Commander F. G. Evans, M.B.E., R.D., R.A.N.R.

**Commander F. G. Evans first became associated with the Navy League Sea Cadets in 1948 and became Deputy State Commandant in Victoria, and also a member of the State Executive Committee of the League.**

He was actively involved in the re-organisation of the Sea Cadet movement in the early 'fifties and the formation of the Australian Sea Cadet Corps as it is today.

Commander Evans was Commanding Officer of the Australian Contingent at the Empire Sea Cadet Training Course in England in 1952, and was appointed Senior Officer of the Victorian Division in 1953.

He has been a member of the Federal Council of the Navy League and the Sea Cadet Council since they were first formed, and was elected President of the Victorian Division in 1967.

Commander Evans was a member of the Sea Cadet Rationalisation

Committee which reported on the Sea Cadet organisation in the late nineteen sixties. This report was subsequently accepted by the Naval Board and is in the process of implementation at the present time.

Commander Evans manages his family's business in Melbourne, but in between times served as A.D.C. to the Governor of Victoria (the late Sir Dallas Brooks) in 1956, and as Private Secretary in 1962-3.

Following his election as Federal President late last year, Commander Evans called on the Governor-General on Monday, 23 January and also held discussions with the Chief of Naval Staff, Vice Admiral Sir Richard Peek; the Chairman of the

Chiefs of Staff Committee, Admiral Sir Victor Smith and on Tuesday morning, the Secretary of the Department of the Navy, Mr. Landau.

Opportunity was also taken to discuss Navy League and Sea Cadet affairs with the Director of Naval Reserves, Captain B. L. Cleary, the President of the A.C.T. Division of the Navy League, Commander John Howse. The President was also able to meet Dr. T. B. Millar, Fellow in International Relations, Strategic and Defence Studies Centre, Australian National University — the author of several books and papers on Australian Defence.

In Sydney, Commander Evans called on Rear Admiral Graham, Flag Officer Commanding East Australia Area and also contacted Rear Admiral H. A. Showers, President of the New South Wales Division of the Navy League.

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# At Sea . . . .

## WITH THE NAVY

By  
**BASIL GINGELL**  
Defence correspondent  
of "The Times", London

When Britain decided that the aircraft carrier, which had become the capital ship of the Royal Navy, was too expensive to replace, and that in any event such ships were out of place in the tasks visualised for maritime protection in the future, the planners began an exhaustive study of future requirements.

It is now beginning to become apparent what that new look will mean. Ships under design, development and trial are seen to embody the proved seakeeping qualities of well tried established classes, but significant advances are being made with new propulsion and a vast array of technological developments which have been the products of the Navy's research establishments.

It is being boldly claimed that by the 1980s Britain will have a modern fleet, not of course by any means the largest, but equipped and balanced to make it rank as one of the most efficient in the world.

Since the time of Nelson, the frigate has been the backbone of the Navy, but the ships that carry this designation today are among the most sophisticated afloat, and developments in train promise well for their part as the work horse of the Navy.

### Through Deck Cruiser

Still on the drawing board, but destined to be one of the heaviest ships will be the new through deck cruiser. For ten years, designers have worked on the preparation of a new cruiser and more than 40 studies have been undertaken. Work on the current sketch design began in July, 1969, and bears little resemblance to those of its forerunners.

The through deck is the term applied to the flight deck configuration which will provide facilities for the operation not only of the latest helicopters but the developing jump jet aircraft which will then be in service. While the new cruiser, and subsequent sister ships

are expected to cost at least 40 million pounds, the Navy rejects the idea that it should be thought of primarily as a mini-carrier.

The cruiser is planned as a command ship from which to direct a NATO operation or dominate a small war.

Powered by gas turbine engines, which provide exceptional speed and manoeuvrability, the new cruiser will carry the French Exocet guided missile for ship-to-ship attack and the Sea Dart guided missile system which though primarily anti-aircraft has a ship-to-ship capability.

### Guided Missile Destroyer

While the cruiser still remains on the drawing board and no firm order has yet been given for her building, spread over Britain's five major shipyards, work is well in hand on fashioning the hulls of tomorrow's warships.

Among the largest of the new ships soon to commission is the guided missile destroyer **Bristol** (5,650 tons). She was laid down in November 1967, and her size alone must place her more in the ranks of the escort cruiser than the destroyer. Her combined steam and gas turbine engines give a speed of 32 knots.

With guided weapons for anti-aircraft and ship-to-ship operation, she also carries the Australian-developed Ikara anti-submarine missile and radar controlled cannon.

One of the great factors about the new ships is the economical use



A Hawker Siddeley Harrier V.T.O.L. (vertical take-off and landing) close support fighter lands on the flight deck of the cruiser H.M.S. Blake during trials. The "jump jet" Harrier has a wingspan of 28 feet 3 inches (7.70 metres) and a top speed of 737 m.p.h. (1186 k.p.h.). The Royal Navy's new fleet 3 inch (7.70 metres) and a top speed of 737 m.p.h. (1186 k.p.h.). The Royal Navy's new fleet 3 inch (7.70 metres) and a top speed of 737 m.p.h. (1186 k.p.h.). The Royal Navy's new fleet 3 inch (7.70 metres) and a top speed of 737 m.p.h. (1186 k.p.h.).

made of manpower. Such economy stems to a great extent from the use of the new turbines, which obviate the necessity for boiler rooms, and to the increasing use of computers and advanced equipment for fighting the battle by automation. The major ships have or will have such aids that the enemy can not only be located, but the target selected.

### ALL GAS TURBINE SHIP

While the combined gas and steam turbine engine was a tremendous step forward, even more advanced is the all gas turbine ship, the first of which — the **Sheffield** — was recently launched by Queen Elizabeth at Vickers yard at Barrow-in-Furness, north-western England.

The system of using two types of gas turbines — one for cruising and the other for full speed — had undergone extensive examination when they were installed in one of the older frigates, HMS Exmouth, for evaluation.

The results of the trials in this way has enabled initial snags inherent in any new machinery to be ironed out before coming into front line service. Present intention is to install this kind of propulsion in all Britain's major warships.

Like the **Bristol**, the **Sheffield** will have similar guided-weapon systems. On the stocks at the same yard is a sister ship, the **Cardiff**, while at Cammell Laird's yard at Birkenhead, north-western England, two similar vessels — the **Birmingham** and the **Coventry** — are in hand. They will have the benefit of the sea experience of **Sheffield** which, as lead ship of the class, will have been operational for some time when the Birkenhead-built ships commission.



An artist's impression of the British through deck cruiser (helicopter carrier) now being designed.

### Two New Frigates

What may be the Navy's last major ships powered only by steam turbines are the two frigates now being built to complete the successful Leander class. These ships are reckoned to be some of the finest looking now afloat and for the newcomers the honoured names of Apollo and Ariadne are being revived. Two of the class — **Aurora** and **Euryalus** — took part last year in joint exercises with the South African navy under the Simonstown agreement.

Vospers, on England's south coast, with a long tradition of building fast patrol boats, principally for foreign countries, and whose distinctive craft now operate from Malaysia to Libya, have three exciting ships of new design building — **Amazon**, which was launched by Princess Anne, **Active** and **Antelope**. A fourth ship of the same class is being built by Yarrows — the **Ambuscade**.

Another bold experiment being undertaken by the Navy is the construction of a mine-hunter with a hull of glass reinforced plastic. Vospers, who have developed this revolutionary method, built a complete section of the hull for tests at the Admiralty's research establishment in Scotland. Having stood up to the

strains imposed and proving to be the full the toughness of the material, an order was given for the prototype.

It took a long time for the wooden walls of England to change to steel, a further step to glass reinforced plastic is undoubtedly still a long way off.

### Submarine Capital Ships

For the foreseeable future, the nuclear submarines, which used to be called "hunt-killers" but are now designated "fleet submarines", are likely to remain the capital ships of the Navy. To the four already in service, five others are building, and a sixth is about to commission.

Eventually these will entirely replace the conventionally-powered patrol submarines. The only regret that the submariner has is that more effective torpedoes have not yet made their appearance in the Navy's armoury.

For the operations the fleet may reasonably be expected to undertake, the mixture provides an effective balance.

Old ships are going and their names are now being earmarked for the newcomers who will be able to carry out the age-old task of keeping open the sea lanes more efficiently, more speedily and, what is vastly important for the men who serve in them, in greater comfort.

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### U.S. military analysts believe the Soviet Union may be building its first aircraft-carrier.

A very large vessel was under construction at a shipyard at Nikolayev, on the Black Sea. It had what appeared to be aircraft elevator wells and large tanks for aviation fuel.

They estimated that the ship, when completed in about two years, would be in the 20,000-ton to 30,000-ton class.

That would approach the size of the U.S. Essex class aircraft carrier and would be the largest warship in the Soviet fleet.

Since construction was still in a relatively early stage, the analysts said they could not be sure what kind of ship it would be.

Some said the only other kind of ship it might be was a petroleum supertanker.

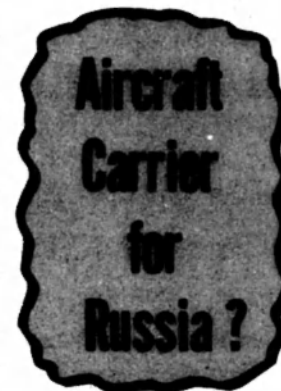
But several factors lead most analysts towards the view it will be an aircraft carrier.

These include:

The ship is not being built at one of the commercial yards, but at Nikolayev, where the helicopter carriers *Moskva* and *Leningrad* were built.

Large elevator wells would not seem appropriate for a supertanker. They are wider than those on the *Moskva* and *Leningrad*, suggesting they are designed for lowering planes rather than helicopters.

Early construction appears to be that of a warship with several decks, rather than a tanker, which would have very deep storage areas and only a top deck.



Finally, the analysts believe that, if the Russians are determined to operate fleets of warships in places such as the Pacific and Indian Oceans, the Mediterranean and the Caribbean, they would need aircraft carriers to help protect the surface ships from air attack and to project tactical air power ashore.

The vulnerability of U.S. carriers to attack has long been asserted in Soviet military literature.

Indeed, the Russians have developed a variety of relatively long-range missiles that can be fired against carriers from bombers, surface ships and submarines.

What is not well known, though, is

that in the late 1930s — as part of an effort to design and build a large ocean-going navy as opposed to one for territorial defence — Stalin unsuccessfully attempted to get U.S. help, in the form of blueprints and some components, to build carriers.

Four carriers were said to have been planned for completion by 1948.

Robert Herrick said in his book 'Soviet Naval Strategy', published by the U.S. Naval Institute in 1968, that World War II caused the money destined for carriers to be diverted to other military programmes.

American analysts said they had seen no evidence the Russians were developing and testing jets with folding wings to allow them to fit in the ship's elevators or with low-stall speeds to enable them to slow sufficiently to land on a carrier's short flight deck.

But this did not mean such development efforts were not under way, they said.

Many of them felt that, if the Russians did intend to add one or more carriers to their Navy, they probably would employ — initially, at least — so-called vertical and short take-off and landing aircraft.

Since 1967 the Russians have been known to be experimenting with such jets.

A Yakovlev jet, code-named *Freehand* by Western analysts, was flown at an air show at Domodedovo in July, 1967.

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# Nautical Notes from all Compass Points

*By "Sonar"*

## BRAZIL

The Brazilian Navy has six 3,500-ton MK 10 type frigates known as the *Niterol* class being built by Vosper Thornycroft Ltd.

Four of the six are under construction at Southampton in Great Britain and two will be constructed in Rio de Janeiro.

Two different types of frigate will be built: one specialised anti-submarine type, whose armament will include Australian designed *Ikara* missiles, and one general-purpose type to be fitted with *Exocet* surface-to-surface missiles. In addition, both types will carry *Seacat* missiles, 4.5 inch guns, anti-submarine weapons and a helicopter.

Each vessel will carry three digital systems, each based upon a Ferranti FM 1600B computer. The three FM 1600B systems are interconnected to permit transfer of data between them in digital form.

The Ferranti systems in each ship (total value, 5 million pounds) will comprise one tactical and display system and two fire-control systems.

The tactical system will be a development of the Computer-Assisted Action Information System (CAAIS). Six *Deccascan* two-man display positions will be fitted, showing combined radar and computer-generated data.

The weapon-control system will control both above-water and ASW weapons, so that damage to either of the two systems will not leave the ship defenceless against either type of attack.

The 424-foot-long frigates, due for delivery during 1976/79, will be named *Niterol*, *Imperatriz*, *Isabel*, *Camplista*, *Defensora* and *Constitucão*.

In addition to the six frigates, two submarines — *Humaita* and *Tamold* — of the 1,600-ton *Oberon* class have been ordered from England.

Four minesweepers of the *Schutze* type are under construction in the Abeking & Rasmussen yards of the



A drawing of the *Schutze* class German minesweeper.

Federal German Republic. These are the same as the 30 presently in service in the Bundesmarine. The 200-ton vessels will have a speed of 24.5 knots, carry one or two 40mm, anti-aircraft guns, and have a crew of 36 men. They will be named *Aratu*, *Anhatomorin*, *Atalala*, and *Aracatuba*.

When these ships are commissioned, other ships will be placed in reserve, notably five former American destroyer escorts and four 1,800-ton destroyers of the *Amazonas* class laid down in 1940, but which did not join the fleet until 1949 to 1951.

## CANADA

### Communications Installation Gloucester

A communications training and research installation about ten miles south of Ottawa — Canadian Forces Station *Gloucester* — will be moved to Kingston, prior to October this year, and will become part of the Canadian Forces School of Communications and Engineering at Canadian Forces Base, Kingston.

### Senior Promotions

Three senior officers have been promoted in the Canadian forces:

Brigadier General William J. Grant to the rank of major general upon appointment as deputy comptroller-general. He succeeded Major General George H. Spencer, who retired after 33 years' service.

Captain Carl W. Ross has been promoted to commodore and succeeds General Grant as director-general of senior appointments.



Major General George H. Spencer.



Major General William J. Grant.

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### NAUTICAL NOTES



Commodore Carl W. Ross.

#### EAST GERMANY Modernisation of Minesweeper Fleet

An extensive modernisation programme for the Volkmarine (East German Navy) minesweeper force is presently underway.

Because of serious damage to machinery and hulls, the mine-sweeping groups of the zonal navy have not been in readiness for the past few years to carry out their tasks. Most units are 16 to 18 years old. From 1952, 12 ships were built for high seas minesweeping service (modified *Habicht* ships of 500- to 650-ton displacements). These were equipped for duty as mine-layers. Fifty *Schwalbe*-class ships carry out coastal minesweeping duties. The 50-ton ships, however, are considered unsuitable for this type of work.

The new ships are of the 280-ton *Kondor* class, which is similar to the Federal German Navy's *Schutz* class. They have been developed with a closed bridge and will be 153 feet long and will have two diesel engines of 2,000 h.p. each. They will be equipped with 25mm. anti-aircraft guns, and, later, radar-controlled 4-inch, 30-calibre guns will be installed.

#### JAPAN

Japan's largest — the *Uzushio* — a conventionally powered, 1,850-ton



submarine of the Japanese Maritime Self-Defence Force, is the first of a new class and the largest of the postwar era.

Shaped with a "teardrop" hull, she is 236 feet long, has a 32-foot beam, a speed of 20 knots and a crew of 68 officers and sailors.

#### RUSSIA'S NEW INFLUENCE WITH JAPAN

While the world has watched the recent thaw in relations between China and America, the Soviet Union and Japan have quietly been improving their own ties.

Russia is using the vast mineral-laden expanse of Siberia to entice Japanese industry. And Japan has shown considerable interest in this new source of raw materials, especially now that she finds herself becoming isolated by Washington and continually harassed by Chinese accusations of "reviving militarism".

Plans for increased co-operation with Russia in exploiting Siberian natural gas and oil have been announced. The Soviets, in addition, would like Japan to build an oil pipeline from Irkutsk to the eastern port of Nakhodka, but Tokyo has not yet responded to this proposal.

Japan, which has to import almost

all her vital resource needs, has long eyed Siberia's extensive wealth. But Russia had been stalling Japan's economic desires in Siberia for a number of years. World conditions continue to change, however, and so does Soviet foreign policy. Russia has been watching the U.S. warm up to the Kremlin's dreaded neighbour, China. The thought of a Sino-American non-aggression pact sends chills down the backs of Kremlin leaders.

Moscow, furthermore, has anxiously been watching the growing rift in U.S.-Japanese relations. The Soviet press is taking all opportunities to attack the U.S. and China as being anti-Japanese. It appears that as Washington's influence continues to decline in Tokyo, the Kremlin's influence will improve somewhat.

#### GREECE

##### Purchase of U.S. Destroyer

The veteran destroyer U.S.S. Frank Knox (DD-742) has a new name and a new flag, but the Greek ambassador says "... she will sail with U.S. ships in the cause of peace".

Basil G. Vitsaxis, Ambassador of Greece to the United States, accepted the 2,500-ton vessel on behalf of his government from Rear

U.S.S. Frank Knox of the Gearing class. Photograph taken in 1945 showing two torpedo tube mounts.



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### NAUTICAL NOTES

Admiral Douglas Pate, U.S. Navy, commander of the Pacific Fleet Cruiser-Destroyer Force.

"This ship now bears the name of *Themistocles*, one of the most distinguished men of antiquity," Vitsaxis said after the American crew tiled off and the Greek colours were run up the mast.

Admiral Pate said the ship, which was commissioned in 1944, has been almost totally rebuilt since 1965, when she ran aground on a reef off Hong Kong. "With all that reconstruction," he noted, "... she is in much better condition than many of her contemporaries."

The Greek government paid the United States \$229,500 for the ship.

#### SPAIN Modernisation and Fleet Replacement Programme

Three years ago, after studies and consultations with friendly naval powers, it was decided to drastically modernise two existing destroyers and to build five frigates and four submarines, with American and French technical support respectively, in Spanish shipyards. This was a most important decision both for the Navy and the shipbuilding industry.

The modernisation involved the 31-knot steam-turbined *Roger de Laurie* and the *Marques de la Ensenada* which were recommissioned in 1970 and 1971 respectively armed with three twin 127mm dual-purpose turrets, two triple launchers for AS torpedoes, one AS helicopter, two sonars (one VDS), and SP540 air surveillance radar.

Building at El Ferrol, the new construction frigates, DEG 7-11, are basically of the U.S. *Brooke*-class incorporating a mast of the "Knox" type built largely with Spanish sub-contract equipment; e.g. the turbines are by Empresa Nacional Bagan and the boilers by Astilleros Espanoles. The armament comprises a single launcher for a standard SAM, a 127mm/54 calibre dual purpose gun, ASROC, two triple torpedo launchers, two AS helicopters, two sonar (1 VDS). The first of the series, *Baleares*, was launched in August, 1970, and the second, *Andaluca*, in March, 1971.

The submarines, under construction at Cartagena, are basically the ubiquitous *Daphne* type with the first due in 1973.

Under a U.S.A.-Spanish Co-operation and Friendship agreement signed on September 26, 1970, it is anticipated that over the ensuing five years the U.S. will transfer to the Spanish Navy two submarines, five destroyers, three LSTs and several

AS helicopters and other logistic units.

In February, 1970, *Constructions Mechaniques de Normandie* delivered to the Spanish Customs Service a 32.25m patrol vessel powered by two 1,300bhp Mercedes-Benz (MTV) diesel engines capable of providing a top speed of 29 knots and a 235hp Hispano-Suiza cruise engine for 7.9 knots.



The new Swedish combined minelayer, depot and command ship, *Alvsborg*

#### SWEDEN Five-Year Programme

The Royal Swedish Navy has this year embarked upon an extensive five-year programme.

In 1970 12 FPBs of an advanced *Spica*-class were ordered from Karlskrona with delivery commencing in 1973.

The *Spica* is a sophisticated and expensive vessel and, mid-1971, it is proposed to evaluate a Norwegian *Storm*-class vessel with a view to using this less costly type to back-up the *Spicas*.

The combined minelayer, submarine depot ship and command ship *Alvsborg* is now in commission, an important addition to the fleet. In particular she will provide mine-laying training for national servicemen.

#### THAILAND

New construction in hand includes a Yarrow-designed CODOG general purpose frigate due for launching shortly with completion in 1973.

Two diesel-driven 900-ton frigates are on order with the American Shipbuilding Company at Toledo.

#### UNITED KINGDOM Plastic Minesweeper

The world's first plastic warship, a minesweeper that is rustproof and will not trigger magnetic mines. She was launched earlier this year at Portsmouth, England. The 500-ton vessel, H.M.S. *Wilton*, cost approximately \$5,200,000 to build and has a 1 1/4-inch thick hull of glass reinforced plastic (see photo).



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### NAUTICAL NOTES

#### Tracking Radar Simulator

Marconi Radar Systems are supplying a 350,000 Pound Sea Dart radar simulator for the Royal Navy's School of Tactics, Navigation and Action Information Organisation, H.M.S. Dryad.

The equipment will take its place in the part of the trainer simulating the operations room and weapon control systems of the new Type 12 destroyers, which are to carry the Sea Dart (GWS 30) surface-to-air guided missile system.

The simulator will be used to train command and operations room teams of the future fleet, and it will provide a completely realistic sea exercise at only a fraction of the cost of actual sea training. Tests for the operators will be programmable and Dryad instructors will be able to assess their students' performance during and after an exercise.

#### Fast Training Boats



H.M.S. Scimitar is the lead ship in a new class of three fast training boats for the R.N. The other two are H.M.S. Cutlass and H.M.S. Sabre. These 100-ton training craft are of wooden construction with aluminium alloy superstructures. They have an overall length of 100 feet and a beam of 26 feet. Manned by two officers and ten sailors, the vessels have a CODOG propulsion system — gas

turbine main engines, and a diesel auxiliary engine — providing a top speed of approximately 40 knots.

#### Small Fleet Auxiliary



This new Royal Fleet auxiliary Graan Rovar, is designed to replenish Royal Navy ships with fuel, fresh water, dry cargo and refrigerated stores under all weather conditions. She is 461 feet long, has a beam of 63 feet, a deadweight tonnage of about 7,000 tons and is manned by 42 officers and men. The ship has a helicopter landing platform, served by a stores lift, for transfer of supplies by air.

plants float around the atmosphere in a state of suspended animation.

Wherever there is water, they come to life again and quickly multiply. Most algae have a high protein content. Since a considerable proportion of the world's population suffers from protein deficiency, any means to place extra protein at the disposal of undernourished people at low cost is most welcome indeed. This explains why an experimental farm in Mexico, run by F.A.O., the United Nations' Food and Agriculture Organisation, has been testing ways to grow algae for human consumption.

After "harvesting", the algae are pulverised, sugar is added and a new type of flour is obtained. The testers have been using this flour to bake cakes; they claim that in addition to being highly nutritious, their cakes are actually quite tasty.

#### UNITED STATES OF AMERICA

##### Hydrofoil Gunboat Prototypes

The U.S. Navy has awarded to Boeing a sole-source contract for the construction of two 170-ton PHM hydrofoil gunboat prototypes, equipped with surface-to-surface versions of the McDonnell Douglas Harpoon missile. The U.S.N. is reported to be anxious to obtain the operational version of the Boeing hydrofoil (based on the Boeing 60-ton experimental Tucumcari gunboat) as soon as possible to counter the U.S.S.R.'s SS-N-2 Styx cruise missile system, which is carried by Soviet patrol boats as well as larger vessels and has a range of about 25nm. If the evaluation trials are

#### UNITED NATIONS Algae and Cakes

Cakes baked from a flour derived from algae may, in the years to come, make an important contribution to the campaign to overcome the protein shortage in the diet of millions throughout the world.

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## NAUTICAL NOTES

successful the U.S.N. plans to place a follow-on order for 30 of the type, and other NATO nations are also said to be interested. The Tucumcari type has a waterjet propulsion system driven by a 3100hp gas turbine engine, and a similar but much larger system will be used in developing the projected PHM. American reports say the hydrofoils will be used operationally to trail surface vessels of a potential enemy and will be armed with conventional naval guns as well as the Harpoon missile.

### New Missiles for Submarines

The U.S. Defence Department recently awarded a contract for a new generation of submarine-launched missiles with a range of up to 6,000 miles.

The \$US25 million (\$A22 million) contract went to Lockheed Missiles and Space Company.

The ULMS (underwater long-range missile system) will have a range more than twice that of the multiple-warhead Poseidon missile which now carries between 10 and 14 individually targeted warheads about 2,500 miles.

It will give the firing submarine a greater operating range and reduce its chances of detection.

The Pentagon at present envisages putting the ULMS missile aboard existing Poseidon submarines, but a new class of submarine could be developed.

The estimated cost of 25 submarines equipped with the new missiles is \$US15,000 million (\$A13,400 million).

### Mobile Sea Base

The idea of a mobile, ocean-basing system is not new, but the modular floating platform concept envisioned by the Naval Civil Engineering Laboratory is a different approach. Sections would be fabricated ashore, launched, towed or self-propelled to a site, and then joined together to form a self-contained, offshore base, facility. Results of the Laboratory's years of investigation into the various types of construction materials indicates concrete would be the primary building material used in such a project.

### Roll Out the S-3A

The first S-3A carrier-based A.S.W.

aircraft was rolled out last November in the U.S.A. It was the first of eight research and development (R & D) aircraft. Lockheed-California is building under contract with the U.S. Navy. The first flight of the aircraft took place during early January, 1972, and tests will continue until June, 1972. The S-3A is intended to replace the Grumman S-2 Tracker in U.S.N. service. The production contract will cover a total of 199 aircraft and unit cost will be about \$US14,700,000.

### Capsule Lifeboat

The U.S. Coast Guard is testing a device called the Brucker Survival Capsule, evaluating its suitability for



The S-3A anti-submarine aircraft designed to replace the S-2 Tracker is expected to become operational with the U.S. Fleet during 1973.

use on board merchant ships. Manufactured by the Whittaker Corporation, the capsule is a totally enclosed sphere, measuring 13½ feet in diameter and nine feet in height. It contains seating space and survival rations for 28 persons. Propelled by a 40hp engine, the capsule has a speed of 3.2 knots and can turn within its own radius.

### U.S.S.R.

### Triple-Threat Destroyer Reported Tested by Russia

The Soviet Navy is testing a new triple-threat, guided missile ship, a

## NAUTICAL NOTES

3,000-ton destroyer which could be the fastest surface ship in the Red fleet.

According to NATO sources, the 45 mile-an-hour, gas-turbine destroyer was first spotted undergoing sea trials in the Baltic in December, 1970. The ship, latest in a string of new Soviet surface combat ships, is believed to be a prototype. Some Western naval officers say she could

be the first one of many of her class — given the name *Krivak* by NATO — and the workhorse of the fleet by the mid-1970s.

While the principal mission of the *Krivak* destroyer is believed to be anti-submarine warfare (ASW), she has substantial surface-to-surface and anti-aircraft capabilities. The 400-foot ship, which is loaded with the latest electronic gear, is armed with two quadruple ASW rocket launchers, two triple ASW torpedo tubes, four surface-to-surface

missile launchers, one twin surface-to-air missile launcher, and two twin 76mm guns.

As one Western naval officer said: "All those weapons systems on a ship of about 3,000 tons! Pound for pound, she's got to be the most powerful surface ship in the world." The officer noted that the Russians do not concern themselves too much about habitability for their crews — nor do they have to worry very much about recruitment and retention of personnel.

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Address to the 44th annual Summer School of the University of Western Australia, by the Minister for the Navy, Dr the Honourable Malcolm G Mackay, B.A., B.D., M.P. — 28 January, 1972

## Australia's Defence Outlook

One of the prime requirements for any planner for national defence would seem to be a crystal ball. While every attempt is made to minimise the area of its use, both by the collection of intelligence and the development of our own knowledge and capability, nevertheless there is still a large ingredient of the unknown.

My first presupposition is this. As this century draws to a close, the world will be more and more dominated by three super-powers, viz. the U.S.A., the U.S.S.R. and China. Each will be equipped with a multiplicity of super-weapons, and will be able to unleash massive destruction. At the same time the technical capability of each for combating such an attack from another power will also increase enormously. Space too will become increasingly important as an area of exploitation for military purposes.

Following these three super-powers there is a second line of major powers, which include the Europe of the future (if they can solve their internal difficulties to the point of presenting a united front), Japan and India — and possibly one or two other groupings of powers. It is only in the next area of still smaller powers that I would place Australia — and any discussion of her defence requirements must take cognisance of this perspective. Australia alone could not withstand a determined onslaught by a super-power, and any system of defence against such a threat entails a guarantee of support from at least one other such power. Hence, in this region of the ultimate sanctions of force in the world of tomorrow, the first line of Australian defence is clearly political.



The Honourable Malcolm G. Mackay, B.A., B.D., Ph.D., M.P., Minister for the Navy.

### AGGRESSION-BY-PROXY:

However, while the super-powers themselves may find that, for some considerable time, the checks and balances of deterrence are so persuasive that they do not move directly, in terms of military action, there is nevertheless the developing strategy of aggression-by-proxy, i.e. of lesser powers undertaking military adventures under the aegis of a super-power. In a sense this is a brinksmanship type of conquest such as we have seen carried out in Cuba, in Central Europe and on the fringe of Asia. The vital question here for a defence planner is one of "how far will the proxy go without involving the super-powers directly?" The struggle in Indo-China is a classic instance of this strategy.

It does not need Breshnev to tell us that there are smaller powers which lie within the specific zones of influence and concern of each of the

great powers. Other states however lie in a grey area, and it is with regard to the future of these states especially that much of the world's political energy will be directed in the period under review.

### POLITICS AND DEFENCE:

I have stated that, in terms of major defence decisions, politics is the determining factor. We should never forget that politics is primarily a matter of power and sectional advantage. Applied to the international scene it is useful to list those sanctions or incentives which are most effective in terms of political involvement.

The most important consideration is strategic or military value, as this bears directly on the self-defence and therefore the primary need of the super-power. For this reason certain states, with little else to offer, may nevertheless be held dearly as a valuable asset in the defence strategy of a greater power. By the same token the nuisance value of a state or lesser power must also be taken into account, such as if the military capacity of that state is sufficient to make it a factor to be reckoned-with in disturbing or embarrassing the strategic situation.

Another factor bearing directly on the outcome of political consideration is the quantum of economic and industrial capacity of a country, i.e. the value of any lesser state, in economic terms, to a super-power. A nation's resources and overseas investments are clearly large considerations vitally affecting any major political decisions regarding its defence arrangements. This is an area where Australia must be particularly sensitive to her own national interest, as it may well prove that it is in this region as much as in any military one that her chances for significant support from her future allies may lie. The price and the benefit of such actions must continually be weighed and evaluated of course.

Only after these matters have been mentioned would I place what I call Public Relations values, under which

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### AUSTRALIA'S DEFENCE OUTLOOK

head I would lump together sentiment, philosophy, loyalty, the consideration of blood being thicker than water, and so on — which in time past have been so vital in undergirding many defence arrangements.

In short, in order to take advantage of the political presuppositions of national defence, the smaller power must be able to demonstrate that, on any balance, it would "pay" a super-power — (its own particular great and powerful friend) — to 'stay with it' — for some or all of the above considerations.

#### NEW POLITICAL FORCES:

At this stage a warning must be sounded, because there is a grave danger of our assuming a 'set piece' view of the powers in the world today. I have used national or geographical terms in describing the various powers contending for global leadership, but these are not necessarily the most important delineations. For example, it would be a brave man who would attempt to predict any single characteristic viewpoint or set of values which he would attach to say the U.S.A. of twenty years from now, or to a future Russia or China. Another struggle is raging across the traditional alignments of nations which might be summed up as the battle for the mind of the common man.

Political, economic, industrial as well as military strategies may once have been capable of national or racial delimitations, but the barriers

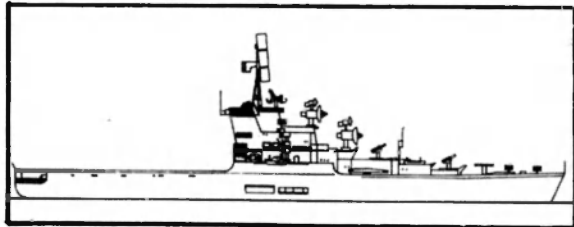
of time, space, race and colour are being removed. We must ask: Is mass opinion another and even potentially greater factor than those I have just mentioned.

Faced with the threat of a nuclear holocaust, more and more ordinary people seem to be turning away from military sanctions, from the settlement of disputes by armed force. But the question must still be asked whether such opinions and even the protest of huge numbers could be enough to change the directions of history. A superficial view of democracy may contend that it should be, I would argue, however, that history shows that democracy as well as being an ideal to be valued is often only a technical convenience, and that in practice it depends whether the majority of voices also control a majority of the available power. All too often it would appear that the reason for ascribing victory to the majority in political decision-making, is simply that they could be expected to possess more power than the minority! A great deal of what one sees of modern international

political developments justifies that cynicism.

The western democracies may well have built their political systems around a faith which could readily prove fragile — namely that the masses will continue to abide by majority decisions. This principle was once generally acceptable, especially when cultural, moral, legal and religious sanctions gave it widespread support. But, faced with an increasingly intransigent minority, the elected majorities of the future may be confronted with an appeal to force, which when accepted will mean that democracy as we know it will dissolve, at least temporarily.

In the Communist world there has never been any such political idealism — simply because the appeal to force has always been accepted as the ultimate issue. The masses, even in an overwhelming majority of numbers, but without military power, have simply had to contain themselves in submission or face the bloody frustrations of a Hungarian or Czechoslovakian-type revolt.



Operational since 1967, the Russian Moskva class helicopter carrier is 650 feet in length, 120 feet in extreme beam and displaces 15,000 tons standard. The broad flight deck of the Moskva contains landing spots for four helicopters and is equipped with two elevators. It is contemplated that at some future time, this type of vessel could be used for operations with V.T.O.L. fighters now being developed in the Soviet Union.



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## AUSTRALIA'S DEFENCE OUTLOOK

The propaganda of the East and the leftist idealism of the West have often made common cause in recent times by proposing pacifism as a policy for the West while choosing to disregard the monumental militarism of the East. For all the talk of peace there has never been a time when the world has faced such a frightening and massive agglomeration of armed might as is accruing in the Soviet Union today. So much for the common man's dreams of peace. The Communists offer us the peace of a prison.

The same contrast applies in terms of the armed forces themselves. In the Communist countries there is no apology for the basic recruiting incentive which is that of a requirement by the State — again with the ultimate sanction of forceable induction into the services. In Australia however, we have tried primarily the method of increasing incentives of a different kind. Wages and conditions for our servicemen have been bettered immeasurably, and compare very favourably with community norms. Our National Service requirement is the minimum which has been necessary to sustain what is after all a very small fighting force in face of the counter-attractions of civilian life.

### WHERE AUSTRALIA STANDS:

Turning now to Australia's unique position, let me reiterate that the major questions facing us in defending Australia are primarily political. Looking at the world scene it is obvious that the super-power with whom we stand most closely and with whom we hold most in common is the U.S.A. In the same way, among the second line powers, Europe (including the U.K.) is clearly our closest associate, and we have high hopes that Japan and India will continue along the democratic path. Much of our diplomatic initiative of the future should be directed towards greater and closer ties with these two countries, and of course with our next-door neighbour, Indonesia.

We can and should project our politico-diplomatic defence strategies into the region most vital to our own interests. The future of

Singapore and Malaysia are obviously important, and the ANZUK arrangements are a demonstration of our concern and desire for a voice in any new power movements in the area.

Overarching all else however is the great politico-defence value of the ANZUS Treaty which both we and more importantly the U.S.A. consider vital to defence planning. This represents solid achievement in terms of ultimate defence. No realist would argue that an automatic response should be demanded whereby we would obtain instant support from the U.S.A. without prior decision by their political authority. Nevertheless, every new assertion of the prime importance of ANZUS, such as achieved by Mr McMahon when in Washington recently, is of immense value, and is about as far as any realist could expect our ally to go.

Nevertheless, having said all this, it is still necessary for us to ask ourselves in brutal frankness such questions as: 'How sure are we of the possibilities of our closest friends maintaining their present political determination?' — or 'To what degree will the future governments of allied nations be able to count on the support of their own peoples in situations which could be vital to our security but which might involve them in the sacrifices of war?' These questions are the political crunch for all treaty-makers.

In addition to political considerations there are, of course, economic and industrial areas where once

again it is necessary for us to question whether the West as a whole can match the resources of the East. Our friends and ourselves are vulnerable to tactics of division, industrial sabotage and the destruction of confidence which can readily reduce our economic strength. In terms of military manpower and hardware the ultimate question emerges whether the West will be able to retain at least an equally or sufficiently formidable capacity to deter aggression.

It is vitally necessary for us in Australia to learn the politico-military lessons of Indo-China and Taiwan as well as those of Central Europe. We have seen the sentiment, loyalty or morality factors in international politics sink to bottom place among necessary considerations. Indo-China and Taiwan are cases in point. The world generally is apparently prepared to sacrifice the freedom of these countries, and with it the lives of millions who have trusted their word for motives varying from sheer indifference to a transient political expediency. In the light of the cold realities of super-power politics, a small power such as ourselves must surely be excused for cynicism in this field. It should be admitted that protests against any form of military action are much more effective in the West than in the East, to say the least. By the same token too, the resources of the West — whether political, economic, military, or in the mass media — these areas are much more open to attack from within than they are in the Communist world.

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### AUSTRALIA'S DEFENCE OUTLOOK

#### THE CRYSTAL BALL:

What will be the final outcome of all this? I must really appeal to the crystal ball at this stage, for here we are clearly entering an area of high speculation and personal opinion, and what I now say on this topic is more than ever my own private view.

I believe that man is man — regardless of his race or colour. That basically he prefers peace to war, love to hate, beauty to ugliness, honesty to lies, and all the other simple but ancient values. It is my faith that in the end these things will prevail. In short, that time is on our side — if we stand for these things.

I have however taken a cynical view of immediate international political decision-making. I cannot afford, as a Minister of the Crown, charged with defence responsibilities, to give myself the luxury of isolation from brutal present reality. You and I would not be talking speculation and theory if we were in the University of Phnom Penh today. I have spent some hours with student leaders there recently, and it is a very, very sobering experience indeed.

There cannot always be a state of balance in unstable equilibrium between the great and super-powers. As an idealist, it is my hope that human values will obtrude across the boundaries of political division and diminish tensions and finally reduce the risk of war. As a realist, I must be prepared to see the immediate advantage increasing for those opposing powers which enforce a rigid control over their mass media, their economy, their political expressions and their military preparations.

The rate of military development, especially in the USSR's Naval resources, is stupendous. Until I see evidence to the contrary I must believe what the Russians and Chinese have clearly and continually maintained — that they intend to dominate the world, if necessary getting there by force of arms. Only a very few words and a few ping-pong balls so far ginsay that threat — while scores of millions chant every day slogans such as "political power grows out of the barrel of a gun".



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It would seem to follow from what I have said that the advantage must steadily drift towards the East unless some new quasi-ideological force, some new and virile expression of the human spirit, emerges in the West. This movement will require more than the motivation of fear. To succeed, it must be able to persuade ordinary men freely to discipline themselves to achieve as much if not more than their regimented counterparts achieve in the Communist countries. Without such national teamwork we could well be like stupid passengers squabbling over the allotment of choice cabins in a sinking ship.

It is against such a sombre backdrop that I think of the particular problems of future defence.

#### LISTING THE FACTS:

To summarise a few military issues; therefore:

1. It is clearly impossible for Australia alone to consider defence against the determined assault of a super-power.

2. It is also highly unlikely that we could withstand aggression-by-proxy for very long — left to our own resources, e.g. if a third power were to be equipped with nuclear arms or nuclear submarines.

3. The military role for Australia lies within a limited sphere — we must be able to oppose any military incursion into our vital spheres of interest. We should expect to be able to defeat an aggressor, other than a super-power or major power. In a situation short of war created by greater powers we should be able to make it 'not worth-while' for them to try to bully us out of our areas of great national interest, e.g. the exploitation of the resources of the North-West shelf of Australia or the defence of Papua and New Guinea.

4. We must be able to join with our friendly neighbours in withstanding attacks which would endanger Australia if they were to succeed in penetrating our general area of concern.

5. We must be able to protect our shipping lanes and our mainland and where necessary to carry the military initiative into other parts of our region.

#### NAVY AND AIR MORE IMPORTANT:

To undertake these tasks we need a somewhat different alignment of military priorities from those which have pertained in the past. In future we must be able to exert a maximum of effort in our own right. As soon as we say this we realise that the military emphasis now swings much

## AUSTRALIA'S DEFENCE OUTLOOK

more to the Navy and the long-ranging aircraft of the RAAF than hitherto. Surveillance of our region IN OUR OWN RIGHT will be increasingly important — much as we will have to depend on our allies for comprehensive intelligence.

The existence of our own military deterrents will also be most important, and the F111's and our submarines will have important roles here. Our internal capacity to supply and maintain our forces will be vital for an island which can be readily blockaded by nuclear submarines.

In naval terms I believe we must place a very high priority indeed on our ship-building capacity. We must remember that to keep a minimal force of destroyers available, we should be adding, on the average, at least one ship of this type to the fleet every eighteen months. Destroyers, submarines and patrol-craft, backed up by adequate auxiliaries, are a MUST on any view of defence requirements.

One other important naval item yet remains, and I refer to Naval Airpower. A major study is being carried out to answer the questions here and I cannot prejudge the result. Accepting the strategic role of the F111, however, there still seems to be an essential requirement for both naval anti-submarine and strike aircraft in the strategic situations I have outlined above. H.M.A.S. Melbourne will be too old by the end of this decade, and, subject to what the study reveals to us, it would appear that, for at least the remainder of the twentieth century, we will require some alternate form of seaborne aircraft platform. One possible ship currently in view is the "through deck" cruiser of the Royal Navy. This will be a self-contained light cruiser with her deck unobstructed for operating helicopters and fixed-wing aircraft of the STOL variety. The U.S. Navy's "Sea-control ship" is a similar concept. Such ships would, however, cost a lot of money — much more than the DDL that we have been planning recently.

For obvious reasons my discussion has mainly centred on the Navy and



H.M.A.S. Melbourne, flagship of the Royal Australian Navy, will be too old for further service at the end of this decade.

maritime activity by the RAAF. I would not like it thought that I am unmindful of other essential developments, especially with regard to major equipments in the Army and Airforce.

### A NUCLEAR DETERRENT?

Before leaving the question of major weaponry, however, it would

be well to mention the nuclear deterrent. It is my expectation that many military skills of the super-powers in the next twenty years will be directed towards two major objectives —

(i) The effective counter to or nullification of any attack by nuclear armed missiles or aircraft, and

## AUSTRALIA'S DEFENCE OUTLOOK

(ii) The possible destruction of a potential enemy's nuclear capability on a first strike basis.

For us independently to possess a nuclear weapon, and even a vehicle to deliver it, could possibly be a step backwards for Australian defence, unless we also were in the forefront of these two fields of research. In a war situation a nuclear armed enemy would be obliged to use this capacity to destroy our necessarily meagre nuclear resources — and at the same time he would be increasingly immune to any attack we might wish to press upon him.

Once again the sheer cost of maintaining any respectable proficiency in this field would be utterly enormous. The Government at present has no such pretensions.

### THE QUESTION OF COST:

This brings me to the vital question of overall military expenditure. I have said that our national defence depends ultimately on political decisions. We must see to it that we are significant to our friends as well as dangerous to our enemies. It would be utter nonsense for us to

dream of developing resources that would enable us to have a formidable fighting force but a disgruntled population and a beggared economy. It would be futile, for example, for us alone to dream of developing adequate resources to try to counter Soviet naval power in the Indian Ocean. Let me give an example — Even if we wished to make such a purchase, one single nuclear attack submarine would probably cost in the vicinity of \$250-millions. Russia is currently producing one every month and is reputed to be able even now to produce at least one of these boats every fortnight! Let's face it, we just aren't in that league — and we never will be, for any practical planning purposes — so our role must be quite different. That is why the Prime Minister, during his recent visit to Washington and London, placed so much emphasis on the encouragement of an allied naval presence in the Indian Ocean. This is elementary commonsense.

The best we alone can hope to do, from the viewpoint of the R.A.N., regarding the Russian naval

presence, is to keep as fully informed as possible, to show the flag where we can, and to indicate a capacity to fight for our interests with equipment which, ship for ship, should be at least the equal of any non-nuclear vessel in the world. In short we should be able to make it as painful as possible for even a super-power to try to bully us, and at the same time we should have the capacity to defeat aggression from such lesser sources as I have already mentioned.

### IN CONCLUSION:

Finally and by way of summary of the core of my thesis: the Government is determined to see this nation equipped with the most modern and powerful military capability that Australia can afford — continually balancing the degree of threat with other prime national requirements — political, diplomatic, economic and industrial — many of them equally significant in our ultimate defence. We will at all times plan and build so that we will have both the capacity and the allies to resist and defeat aggression. Only when we are bending every nerve to these tasks can we afford the luxury of hopeful thinking about the good intentions of other people.

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# Reminiscences of H.M.S. Drake

By LOFTY BATT, a Kiwi graduate of  
Whale Island.

As a Matelet of 1906 vintage, I was interested in your article on H.M.S. Drake (The Navy, August-October, 1971 Edition, Page 17), and thought a few comments connected with Drake might be of interest to your readers. At the time of her sinking she was commanded by Captain Stephen Radcliffe, who was also the first Skipper of the first Australia, and the Drake, under Rear Admiral Sir Dicky Poore, was the last flagship of the Royal Navy based on Sydney prior to the Aussie Navy taking over. The previous flagship was the Powerful which relieved the Euryalus.

An interesting episode will describe the reason for the Drake being sent out here on the Powerful's return to England. Sir George Reid was invited to give her relief the once over; when

Georgie saw it had only three funnels (I forget the ship now) his comment was:

"No dam fear I'm not having that, I have to face the electors when I get back, what do you suppose they are going to think about three funnels swinging around No. 1 buoy? I'll settle for nothing under four funnels". Hence the Drake upheld Georgie's honour.

Gunpower didn't count, after all the flagship was only something to hang flags on while it swung around No. 1 buoy. The Challenger, Encounter, and the P Class Cruisers did all the sea time. The Challe under Guy Gaunt, (later Admiral) and his No. 1 Snakey Jepson, was the happiest and the chattiest ship in the Navy; in 1912 it held the six inch

gunnery record of the British Navy; Wiggy Bennet, A.B., was the gunlayer.

Not much thought went into warship design then, the Powerful and her sister ship Terrible could not use much of their armament in a bit of a seaway; their casemates were too close to the water, still they were good for ceremonial purposes, and the sense of security they gave the taxpayers equalled the security given by their crews after a run along George Street with beer at a Tray a pint.

Back in those days our latest boggy, air pollution, had not been invented, all the smoke that issued from the flagship's funnels came from the cook's galley anyhow.

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# Navy League of Australia

(VICTORIAN DIVISION)

## PRESIDENT'S REPORT — ANNUAL GENERAL MEETING 9 NOVEMBER, 1971

Ladies and Gentlemen,

Instead of the usual report, I am this year listing a selection of items taken from the Navy League "diary" during the period 1 July, 1970, to 30 June, 1971. All the events mentioned have involved the Navy League and/or A.S.C.C. in one way or another — some the whole organisation, others attendance by your office-bearers and representatives at events of note.

I thought I would do this to give you some idea of the increasing scope of League activities in the life of the community, and with the hope that all members will be encouraged to become personally involved.

Although consideration of the Balance Sheet and Accounts is a separate item of the business of this Meeting, I wish to refer at this stage to financial matters.

You will note in the accounts which do not, incidentally, include the income and expenditure of the various Sea Cadet Unit Local Committees (which in some cases is considerable) that administrative items absorb a high proportion of the year's income, which is unfortunately lower than the preceding year.

It is the administrative responsibilities of the League which I refer to now, and it is a matter which has concerned me for years. As long ago in fact as 1953, when I made my first submissions to the Navy on the subject. Obviously some 2,000 Officers, Instructors and Cadets in 38 Units scattered throughout the Commonwealth engaged in a specialised form of youth-training; each Unit organised like a ship — with Cadets to be entered, kitted-up, instructed in a variety of subjects, promoted, occasionally chastised, despatched on courses, and to ships which land them in other States whence they must be recovered

intact if possible — all these things require some form of direction, and it is the Navy League's task to provide this direction.

If, to the above, one adds the communications which take place between Divisional Staff Officers and a dozen different Naval branches and authorities: between the Senior Officer and other States and with Unit Committees and numerous outside organisations, it will be appreciated that the administration of the A.S.C.C. is a major headache on both national and State levels. Particularly if it is considered that not one single person is employed full-time in either the Navy or the League to cope with it.

As you know arrangements are being made to relieve the Navy League of all or part of its administrative and other responsibilities, but this will not come to pass for some time yet, and in any case, I think it would be a pity if the League abdicated all its responsibilities to the Sea Cadets.

It is not for me to say what arrangements other States make to cope with their problems except that they have them. I can say that in Victoria, the Division could not have functioned properly without the Secretariat provided by the Navy League. Even so, to be Divisional Senior Officer, a Unit Commanding Officer, or a Staff Officer involved with supplies, training etc., is an expensive pastime.

I appreciate that people working for a cause like to see their efforts realised in buildings, equipment and so on, and indeed most of the money provided for the A.S.C.C. goes into this type of facility. I think it is unfortunate that administration is almost a despised word, because to the A.S.C.C. it is just as important.

I have not mentioned the League itself, which is growing both in

activity and influence as an organisation involved, in particular, with the well-being of the Royal Australian Navy. Again, this work requires extensive communications between the States, the Navy, Navy Leagues in other countries and so on, and is likely to increase if we do our job properly.

In Victoria, our administrative expenses have remained fairly constant for several years despite increased activity and costs. This stability is due in part to our Secretary, Miss E. C. Shorrocks, who carries out much of the Secretarial work now in an honorary capacity, and to whom I express gratitude.

The fact remains that we must increase our income so that we can not only fulfil our administrative responsibilities, but also do more to help units with their building and amenity requirements.

I conclude by thanking, most sincerely, my colleagues on the Executive Committee: the President of the Ladies Committee, Mrs. Trevor Hatfield; and the President of the Younger Set, Mr. Andrew Roberts, for their co-operation and support through the year. (Sgd.) F. G. EVANS, President.

## Functions

Company of Master Mariners Dinner.

Royal Melbourne Yacht Squadron Dinner and Presentation of Prizes.

Executive Committee meets Minister for the Navy (Mr. J. Killen).

Navy League Younger Set "launching" party.

A.S.C.C. visit to Chinese Warship Nanyang. Younger Set reception for Nanyang.

Naval Association Service at Christ Church.

Navy League Dinner-Dance.

Open Day T.S. Barwon, T.S. Melbourne, T.S. Voyager.

## NAVY LEAGUE OF AUSTRALIA (VICTORIA DIVISION)

Seafarers Service at St. Paul's Cathedral.

Australian Sea Cadet Council and Navy League Federal Council Meetings (Canberra).

Navy Ball in Canberra.

Lord Mayor's Dinner at the Melbourne Town Hall.

Executive Committee met Mr. Lance Barnard, M.H.R.

U.K. Sea Cadets visit Melbourne in M.V. Canopic.

Members of Executive Committee lunch Commanding Officers Stalwart and Brisbane.

Open Day, H.M.A. Naval Dockyard, Williamstown. Master Mariners Annual Dinner-Dance.

Navy League Younger Set barbeque party (attended by Officers from Stalwart and Brisbane).

President's party for representatives of Navy League groups, R.A.N. and A.S.C.C.

Navy League (Victorian Division) Annual Meeting.

Australia Day celebrations.

Reception by Consul-General of

United States to mark visit of U.S.S. Goldsborough.

H.M.A.S. Hobart entertains members of Navy League and A.S.C.C. representatives.

A.S.C.C. Rationalisation Committee meets in Sydney.

Sea Cadets participate in Moomba festivities.

Navy League party for retiring N.O.I.C. Commodore Ian Purvis and Mrs. Purvis.

Younger Set reception for U.S.S. Jouett.

A.S.C.C. Commanding Officers Annual Meeting.

Dinner for Commanding Officers at home of President.

Combined Executive Committee and Ladies Committee Meeting.

Coral Sea celebrations.

President and Vice-President attend Meeting of Geelong Committee.

H.M.S. Intrepid in Melbourne.

Daily activities included Executive Meeting with Captain Staveley, R.N., and Younger Set Party.)

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

The League, in conjunction with the Commonwealth Naval Board, administers the Australian Sea Cadet Corps, by providing finance and technical sea training for boys who intend to serve in the Naval or Merchant Services, also to those sea-minded boys, who do not intend to follow a sea career, but who given this knowledge will form a valuable reserve for the Naval Service.

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

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

### DIVISIONS

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# Navy League of Australia

(QUEENSLAND DIVISION)

## ANNUAL REPORT 1970-71

*Presented at the Annual General Meeting*

by the President

Surgeon Commander A. H. Robertson, R.A.N.V.R.

During this year, the League has continued to expand with the commissioning of a new Territorial Branch at Rockhampton. This Branch is now actively assisting the newly recognised A.S.C.C. Unit T.S. Rockhampton with the acquisition of housing and facilities in association with the Harbour Board. The unit was formed some years ago and by the devotion and energy of its Officers and Instructors has passed unscathed through the trying pre-recognition limbo, and now completes the A.S.C.C. coverage from Cairns to Southport.

Great credit for the formation of the Branch is due to the Secretary, Mr. David Hope, who came to the area after serving in T.S. Pioneer.

Kingaroy, a country centre, has formed a committee and their request for a Warrant of Commission has been endorsed by the Queensland Executive.

The Bundaberg Branch followed its well organised Lease signing ceremony by the acquisition of funds, the pouring of foundations and the commencement of building on its site at Port Bundaberg.

Over the same period, the Mackay Branch opened extensive new additions to the fine waterfront building occupied by T.S. Pioneer.

Attractive and functional Navy League Buildings now house A.S.C.C. Units at Cairns, Townsville, Mackay and Southport, with Bundaberg approaching completion.

This is an impressive performance by Territorial Branches of the Queensland Division and will complete the building programme of

the League before the amended Naval Defense Act is proclaimed.

This waiting period has been a test for the League, the A.S.C.C. and the Naval Officers involved, but co-operation between all three has been maximal, and relations are as cordial as before.

This harmony over eighteen years of activity by the Queensland Division has been facilitated by the few changes in office bearers.

The founding President Commander N. S. Pixley, M.B.E., firmly guided the establishment and expansion of the Division, assisted by four secretaries, of whom Mr. G. B. O'Neill gave outstanding service and implemented the entire existing organisation.

The Treasurer for the whole period has been Mr. H. V. Pearce, a business executive whose impeccable accounting has saved the League and Corps from many financial entanglements.

The Navy Dinner was held in Brisbane in October, 1970, and was attended by Rear Admiral Castles, the Third Naval Member, Mr. Roland Moisel, President of the Bundaberg Branch and other distinguished guests.

In May, 1971, the Division held a Buffet At Home in Moreton for members and guests and Naval Officer in Charge Queensland, Commander Evans, R.A.N., informed the gathering about *The Fleet Air Arm* with illustrative slides and films.

1971 will probably be the end of an era, when a civilian non-profit company combined with the Naval Board to produce a unique Cadet Corps which introduced a navy type

presence into areas of Queensland which previously lacked any such influence.

This effort has been mounted and maintained by a membership which has never exceeded fifty, but in co-operation with Banks, especially the Bank of New South Wales, has created assets worth tens of thousands of dollars.

The Divisional Colour was donated by Ansett-A.N.A. as was the handsome shield by the A.M.P. Society for competition by Provincial Units.

None of this would have been possible without the generous co-operation of the various Harbour Boards who have made available excellent sites for the development of Unit Headquarters.

When the statutory link between the League and the Naval Board is dissolved, the Division will provide the largest number of Cadets in Australia, four times winners of the Efficiency Shield, housed at ideal sites, and officered by men who believe that the Navy, ships and the sea have many useful things to offer Australian Youth.

The constitution of the League may later be amended in matters of detail and this will be discussed at the Federal Meeting about October in this year, but the Divisional Executive believes that the objectives of the League in Queensland should be maintained as before, whilst the disposal of rents received on properties should provide a welcome change of financial pace for the various Territorial Committees.

## Navy League of Australia — Queensland division

### STATEMENT OF RECEIPTS AND PAYMENTS

AT 31st MARCH, 1971

| RECEIPTS                             |                 | PAYMENTS                            |                 |
|--------------------------------------|-----------------|-------------------------------------|-----------------|
| To Balance —                         | \$              | By Divisional Expenses —            | \$              |
| Bank of New South Wales              | 496.67          | Postages, Printing, etc.            | 112.92          |
| Members' Subscriptions               | 102.70          | Federal Council Dues —              |                 |
| Bank Interest                        | 16.18           | Division                            | 77.20           |
| Navy Day Dinner — Receipts           | 270.00          | Rockhampton                         | 11.70           |
| Federal Council Dues —               |                 | Bundaberg                           | 10.80           |
| Territorial Branches                 | 32.40           | Townsville                          | 9.90            |
| Territorial Branches — Contributions | 3.60            | Navy Day Dinner                     | 109.60          |
| Brisbane Grammar School — Refund     | 30.00           | Welcome Function N.O.I.C. Q'ld.     | 260.95          |
|                                      |                 | Brisbane Grammar School —           | 49.63           |
|                                      |                 | Preparation of Ground (Navy Week)   | 30.00           |
|                                      |                 | Advances Against Efficiency Grant — |                 |
|                                      |                 | Tyalgum                             | 12.13           |
|                                      |                 | Gayundah                            | 7.91            |
|                                      |                 | Bundaberg                           | 4.92            |
|                                      |                 | Balance — Bank of                   | 24.96           |
|                                      |                 | New South Wales                     | 363.49          |
|                                      | <b>\$951.55</b> |                                     | <b>\$951.55</b> |

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Government funds will not be involved in the enterprise, because private support of up to 100,000 pounds has been promised by Mr. Jack Smith, a Committee member of the Maritime Trust, with which the **Belfast** trustees are working closely.

**Belfast** was completed in 1939 and

she took part in some of the major naval engagements of World War II. It was **Belfast** which fired the first salvo in the action which sank the German cruiser **Scharnhorst** in 1943. And she also spearheaded the invasion of Europe in 1944.

Readers are already aware of the efforts of the National Trust of Australia (Victoria) to preserve the **Polly Woodside**, described as 'the prettiest ship ever built in Belfast'. An appeal has been launched and it is expected that the task of restoring her to something of her former glory will commence without delay.

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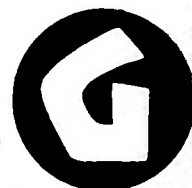
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# THE Navy





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MAY-JUNE-JULY, 1972

No. 2

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### PLUS SUNDRY STORIES AND PHOTOGRAPHS

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

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May/June/July

THE NAVY

Page 1 ne

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# Periscope on Australia

by Grommel

## WAR COLLEGES VISIT

Representatives from the United States and Korean War Colleges and the Defence College of Thailand have visited Australia in recent months.

The 38 staff and faculty students from the United States National War College were led by Rear Admiral Percival W. Jackson.

The U.S. National War College was established in 1946. It is a top-level inter-service college for senior military officers and civilian career officials. The College functions under the supervision of the American Joint Chiefs of Staff and is the senior service school in the field of politico-military affairs. Other groups from the College are visiting countries in the Middle East, Africa and Latin America. These visits are an integral part of the college curriculum and permit first-hand observation by the students of conditions in various parts of the world in preparation for their future duties. On return to the National War College, each of the groups report to the College as a whole on their tour.

The 11-member party from the Korean National War College arrived in Australia on 10 May for a four-day visit, as part of a tour of the Asian and Pacific region.

The students were senior officers from the Korean Army and Air Force and Government agencies and were led by Brigadier-General Kim Joon, Director of Instruction.

They were given National briefings on Australian Defence and Foreign Affairs policy by Government officials in Canberra and then visited Army and industrial establishments in Sydney.

The College was established in 1955, and is the top-level inter-service college in Korea.

The College is responsible to the Minister for Defence and is the

senior school in the field of politico-military affairs.

The 21 representatives from the National Defence College of Thailand visited Australia during the period 15-23 May, and were led by Major-General Chantrakupt Sirisuth. They also were briefed on Australian foreign, defence and trade policy.

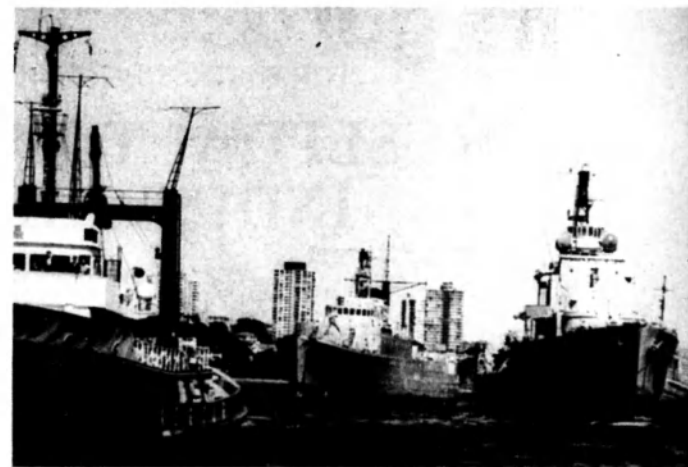
## SOLD FOR SCRAP

Two former R.A.N. warships were towed from Sydney Harbour during April. The photograph shows the Japanese tug in the centre the former H.M.A.S. *Quiberon* and at right H.M.A.S. *Tobruk*. Both vessels were bought for scrap by the Fugila Salvage Company.

be manned by a Royal Navy crew and will remain an R.N. vessel. Her presence will facilitate R.A.N. submarine and fleet training and she will take turns with the R.A.N.'s four Oberon-class submarines in meeting Australia's commitment to the ANZUK forces based in Singapore.

## NEW DIRECTOR — JOINT INTELLIGENCE ORGANISATION

Mr. G. A. Jockel, C.B.E., who recently returned from an assignment in Indonesia as Ambassador, has been appointed by the Department of Defence to succeed Mr. R. W. Furlonger as Director of the Joint Intelligence Organisation (J.I.O.) in Canberra.



## ROYAL NAVY SUBMARINE

The Royal Navy Oberon-class submarine H.M.S. *Odin* will join the First Australian Submarine Squadron in November/December, 1972. She will

In this capacity Mr. Jockel will be Chairman of the National Intelligence Committee which is responsible to the Defence Committee for the production of national intel-

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### PERISCOPE ON AUSTRALIA

ligence to support Australia's national security policy.

The J.I.O. is responsible for the preparation of intelligence analyses and assessments on military, economic and technical matters affecting Australia's defence.

#### ORDER FOR 12 TURANAS

The Department of the Navy has ordered 12 TURANA high-speed pilotless aircraft valued at \$1,121,000, including spares and ancillary equipment, with first deliveries scheduled for mid-1973.

TURANA, designed by the Department of Supply, was developed from the highly successful IKARA long-range anti-submarine guided weapon system and will replace propeller-driven targets currently used by the R.A.N. for gunnery and guided-weapon firing practice.

The initial production version will be launched from R.A.N. ships fitted with IKARA, but the target is also available for use on other types of vessels, using simplified launcher and control equipment. (For further information regarding TURANA refer THE NAVY magazine, August-September-October, 1971 edition, page 5.)



#### NAVY JETS TO ARMY'S AID — WAR GAMES

Armed to the teeth, three R.A.N. SKYHAWKS streak over the Australian Alps on their way to attack an Army target at Puckapunyal, Victoria. The Fleet Air Arm transonic jets from 724 Squadron each carried six 250lb. bombs and rocket pods to flush out crack enemy units threatening an advance by elements of the 1st Armoured Regiment. (See photo.)

#### APPOINTMENT TO NAVAL BOARD

Rear Admiral B. W. Mussard has been selected for appointment to the Naval Board as Third Naval Member and Chief of Naval Technical Services.

He will replace Rear Admiral B. J. Castles, the retiring Third Naval Member, in July.

#### EXERCISE SEA HAWK

SEATO planners have already started evaluating the effectiveness of Exercise Sea Hawk. Our photograph, taken at exercise headquarters, Subic Bay, shows (L. to R.) Commander E. Johnston, R.A.N., Lieutenant Commander C. E. Evangelista of the Philippines Coastguard and the exercise director, Australian, Rear Admiral A. M. Synnot, discussing the exercise.

#### H.M.A.S. QUEENBOROUGH TO PAY OFF

The training destroyer escort H.M.A.S. Queenborough is to be paid off into reserve pending disposal.

She is the last of five former R.N. vessels of the class which have served in the R.A.N. Others were Quality, sold in 1958, Quadrant, sold in 1963, Quilbaron and Quickmatch, sold in February of this year.

#### FIRST SEA-MOBILE BASE EXERCISE — RISING TIDE

During March, Australia's three



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**PERISCOPE ON  
AUSTRALIA**

armed services held their first joint exercise employing a sea-mobile military base.

The exercise involved an assault on a ground target by ship-borne troops landed from helicopters. The target was a supposed radar station in the Beecroft Range area at the entrance to Jervis Bay.

Troops embarked in H.M.A.S. Sydney were flown by helicopter to ground positions near the target.

The exercise was intended to practice the Service elements in joint-service co-operation, amphibious reconnaissance, air mobile raiding and casualty evacuation.

**H.M.A.S. VAMPIRE REJOINS  
FLEET**

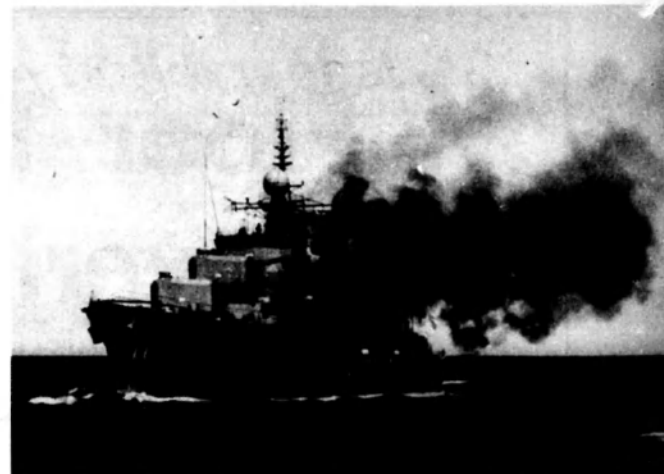
H.M.A.S. Vampire rejoined the Australian Fleet during the first weekend in March, following a \$10 million refit. Our photograph shows her demonstrating her new gunnery prowess.

The refit, carried out at Williamstown Naval Dockyard, included new superstructure, new electronic equipment and three new turrets, each mounting two 4.5-inch guns, the latest fire-control systems, radar and navigation equipment.

Her sister ship, H.M.A.S. Vendetta, is now undergoing a similar refit at Williamstown and is expected back in service early next year.

**R.A.N. ORDERS  
COMMUNICATIONS SYSTEMS**

An initial Australian order for 46 Divercom underwater communications systems and 10 surface units for use by the Royal Australian Navy has been lodged with Bendix Corporation's Electrodynamics Division, California, through the Bendix Corporation Australia Pty. Ltd. This newly developed underwater acoustics communication system permits a diver to speak and receive, send code or transmit a steady homing signal to another similarly equipped diver, submersible or surface vessel.



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News from...

## BRITAIN

(The Editor is indebted to the officers of the Information Service of the British High Commission in Australia for their ready assistance in the compilation of this article.)

### OIL RIG ESCAPE SYSTEM OFFERS GREATER SAFETY MARGIN

An oil rig escape system, which enables inflated life-rafts containing the crews to be lowered into the water 100 ft clear of the rig, and therefore away from immediate danger, has been devised by a British firm. Existing systems involve boats or other lifesaving equipment being lowered immediately below the rig.

A guide cable runs at about 60 degrees from the rig head to an anchor on the sea-bed. The cable is normally bowed in along the sea-bed and retained against the side of the rig to avoid obstructions to shipping.

In the event of a disaster, a weight attached to the bowing-in winch is released, causing the cable to spring into its operational position and releasing a 25-man life-raft from its housing and starting inflation. The escaping crew board the fully inflated raft, which is then released from the head of the rig and slides down the cable to sea level. Here it is automatically released but remains attached to the cable by painter to prevent drifting into the hazard area.

Each cable can take more than one life-raft — two is the recommended number — and the system provides for latecomers after rafts have been launched, a single man descent device clips on to the cable and enables him to join the rafts.

The equipment can be modified to handle inflatable boats and may be used with any offshore structure such as lighthouse platforms. Developments are in progress for increasing the 100 ft distance.

### ECHO-SOUNDER FOR SMALL CRAFT

A portable, transistorised echo sounder for use in a wide variety of small craft at sea or in inland waterways has a meter-type indicator which shows depth as clearly as a speedometer shows the speed of a car.

This system scores over the conventional rotating-lamp type of display, claim the British makers as it is easily read both in darkness and sunshine. It also allows repeater indicators to be installed and avoids the use of electric motors.

The indicator has a 2½ inch diameter dial and 260 degree scale. Its toughened glass window is hermetically sealed. A separate repeater, which can be fitted in any part of the ship, has a 4 inch diameter dial. Alternatively, a pen-on-paper repeater may be fitted.

The transducer transmits pulses of ultrasonic sound at 177 kHz into the water at a constant repetition rate and receives echos from the sea bed at the same time.

The time difference between pulse transmission and echo reception is measured and the result, which is proportional to the water depth, is fed to the meter.

Five types of transducer housing are available — for use in different forms of craft. The makers also recommend how many and what type of transducer should be used in different forms of vessel.

Metric or foot/fathom scaled instruments are available in two capacities. Battery-powered models measure on a dual scale of 2.5 to 32 ft/2.5 to 32 fathoms and ship's mains powered models have a third range: 5.0 to 64 fathoms.

The instruments have an accuracy of ± 5 per cent of depth, or nine inches, whichever is the greater.

### NEW SANDBLAST CLEANER WILL WORK NON-STOP

A new pressure sandblast unit, developed by a British firm for marine use, can operate almost continuously — the only interruption being a break of about half a minute every 30 minutes for refilling with sand.

The major unit in a new range of blast cleaning equipment, the unit is

designed for the heavy-duty cleaning of ship's hulls in dry dock and will quickly blast off algae, loose paint, rust, seaweed and marine animals. Other units in the range are suitable for industrial use or where on-site sandblast cleaning is required. The units are completely self-contained.

The marine unit consists of two 150 litre vessels, a pressure chamber and a silo. The operator can re-fill the pressure chamber from the silo even if suspended high on a ship's side by pulling a small hand lever which draws sand from the silo to the pressure chamber. This takes only 25-30 seconds and the silo can be refilled during the blasting operation to give virtually continuous working.

The unit operates on a compressed air supply at 100 lb/sq in. The nozzles of the blasters are fitted with boron carbide inserts to give long life and are available either as plain nozzles or venturi type to give an extra wide area of impact for faster coverage of the surface. A safety feature is a "dead man" control which will automatically stop the sandblasting if released.

The marine unit is equipped with rubber-tyred wheels and ring bolts for hoisting up a ship's side. It is also suitable for sandwashing.

Most of the features of the marine unit are incorporated in the rest of the range of pressure sandblasters which extends from 40 litre models giving about 30 minutes blasting time to the 250 litre model. The largest model and the marine unit have an automatic pop-up valve which operates when re-charging is necessary and greatly simplifies and shortens the time required for replenishing the sand container. All models are complete with sand mixer valve, pressure gauge, safety valve and hopper with sieve. Also available is a water nozzle to fit onto the sand nozzle which keeps dust at a minimum during sand-washing.

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### NEWS FROM BRITAIN

Other models are available for the cleaning of stained stonework of buildings, the interiors of agricultural buildings and cleaning of corrosion from structural steel. Other uses are the cleaning of the interiors of pipelines, machinery before repair or repainting and the removal of marker lines from road surfaces.

#### WHITE ANTI-FOULING PAINT FOR YACHTS

A new anti-fouling paint for yachts produced by a British manufacturer is not only particularly effective but being white gives much better appearance to a craft than orthodox anti-fouling paints.

The new paint, called Whitespeed, has very strong toxic agents, but has good flow properties making it reasonably easy to apply. It brushes on well, leaving a smooth surface for the racing enthusiast. Being copper-free it is suitable for metal-hulled boats of steel and aluminium as well as wood and fibreglass craft.

Aimed at the yachtsman who requires a good looking craft but needs the protection of anti-fouling the product has been developed at the specific request of many of the firm's agents throughout the world, and was extensively tested during the 1971 sailing season.

In one test in Australia a yacht protected by the new paint had a completely weed-free hull apart from one place which had been left untreated for test purposes. This area had a six-inch growth of weed.

#### YACHTING KNIFE HANDLE HAS SHACKLE SLOT

A yachting knife by a British manufacturer has a tapered slot in the handle for dealing with shackles. The slot has been carefully sited to provide good placing and leverage.

The 4 in. long knife is made of high-quality cutlery stainless steel and weighs 4½ oz. It is fitted with a 2½ in. blade marlin spike, bottle opener and screwdriver.

#### CAPSIZING NO PROBLEM TO HIGH-SPEED LIFEBOAT

A new lifeboat now undergoing trials around the coast of Britain has a top speed of 19½ knots — double

that of conventional craft. It should also prove safer.

The hull of the 52-foot vessel contains 24 watertight compartments. Even if every compartment is holed there is enough foam buoyancy to keep the vessel afloat, it is claimed.

The hull design is based on that of a fast launch. Britain's Royal National Life Boat Institution, who commissioned the vessel, say it represents a breakthrough in lifeboat design.

If the vessel capsizes it could right itself in two-and-a-half seconds compared to up to five seconds for more conventional craft.

Normal method of righting a capsized vessel is by transfer of water ballast but the new lifeboat relies solely on the shape of the hull and the buoyancy of the watertight wheelhouse.

#### No Stalling

Should the vessel capsize an automatic device will reduce the engines to idling speed and prevent them from stalling, which means the craft can be on the way again as soon as it has righted itself.

All controls and electronic and navigational equipment have been fitted in the wheelhouse which makes it unnecessary for the engine-room to be manned constantly while at sea.

A flying bridge at the after-end of the wheelhouse is fitted with a steering position, revolution counters and an echo sounder repeater. Other equipment on board includes a towing post and an electric windlass.

#### HIGHLY SENSITIVE ELECTRONIC LOG AND SPEEDOMETER

An electronic log and speedometer for yachts and small commercial craft has a low-drag retractable underwater unit and high sensitivity to speed changes.

The digital log records in steps of one-hundredth of a nautical mile up to 10,000 miles and then returns to zero. A log repeater — which can be reset to zero by means of a push button — can be installed anywhere in the ship.

A 2 in. speedometer is set above the log in the instrument case and 4 in. diameter repeaters — which enable speed changes as small as 0.1

knot to be easily observed — can be remotely installed.

Five instruments are available, covering the following speed ranges: 0.5-10 knots, 0.5-20 knots, 4-30 knots, 4-40 knots and 4-60 knots.

Fitted to the bottom planking is a moulded nylon screw-type impeller mounted in free-running stainless steel and PTFE bearings. There is an integral weed deflector.

The impeller can be completely drawn into the boat, for cleaning or repair, through a tubular bronze housing. A rotary valve type housing is available and is essential when the unit is installed at depth greater than three feet below the water line.

A feature of the equipment is a switch which doubles the sensitivity of the speedometer so that small changes in speed can be easily seen when the vessel is moving slowly.

The instrument case also incorporates a battery test and damping switch. At the "test" position the speed indicator becomes a voltmeter and indicates the state of the battery. At the "rough" position the indicator is heavily dampened to smooth out fluctuations due to wave motion.

The case, made of nylon-coated aluminium alloy, is hermetically sealed. Fitted inside the case are a loudspeaker and oscillator which give audible warning that the instrument has not been switched off when the vessel is stationary or if the impeller is fouled.

Power is supplied by a battery comprising four standard mercury cells contained in a separate watertight compartment in the rear cover of the instrument case. The endurance of one set of cells is about 500 hours. A mains powered version — using the vessel's DC supply — is also available.

#### UNDERWATER INDEPENDENCE WITH NEW DIESEL ENGINE

A new generation of seabed vehicles — making underwater workers independent of surface ships — could emerge with a specially-developed lorry diesel engine.

The engine, capable of generating 28 horsepower at depths of 600 feet, represents a significant advance in underwater technology.

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### **NEWS FROM BRITAIN**

underwater use to be made available commercially.

At present all engineering workers operating on the seabed use either compressed air, electricity or hydraulic power fed to them from a surface ship. The newly developed engine not only provides the power for diver-operated tools but also pro-

pulsion for mobile equipment.

The engine, housed in a pressurised steel casing, is completely self-contained and has four or five times the performance potential of a battery-powered submersible of equivalent size.

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usual way. Surplus exhaust gas is pumped out against the surrounding water pressure. Fuel and oxygen are supplied from containers carried in a separate supporting cradle with connections to the pressure hull.

It was developed by Ricardo and Company engineers under a contract from Britain's National Research Development Corporation.

### **CONTRIBUTIONS INVITED**

The editor invites persons to submit articles, photographs and drawings (black ink) 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.

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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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# FAITH WITHOUT FOUNDATION

(Continuing) No. 3 in a series by GALATEA

An account of Russia's  
naval disasters in her  
war with Japan  
1904-5.

## PART TWO

**"....But There will be No Victory...."**

From a speech by Captain Bukhvostoff of  
"Aleksandr III" prior to departure of the Fleet

At 2230 hours on 8 February, 1904, units of the Japanese navy under the command of the brilliant Admiral Heihichiro Togo attacked, without warning, the anchored warships of the Russian Pacific Fleet in their own base at Port Arthur. This attack, which was a severe morale, as well as physical blow, put the battleship "Retvizan" and "Tsesarevitch" on the bottom, albeit temporarily, and severely damaged the protected cruiser "Pallada".

Other naval forays, made almost simultaneously, resulted in the damage or destruction of further Russian vessels. The cumulative effect of these successes was to virtually neutralise the effectiveness of the Russian Pacific Fleet, and to awaken the Great Powers (including Russia herself) to the suspicion that, perhaps, Nippon might be a power to be reckoned with in the future.

The chickens of suspicion came home to roost fifteen months later at Tsu-Shima.

On 20 June, 1904, the Tsar convened, and presided over, a meeting of the Higher Naval Board. The reinforcement of the Pacific Fleet had become a matter of urgent necessity and the object of the meeting was to choose the officer best suited to command the relief force; henceforth called the "Second Pacific Squadron". The man finally chosen was 54-year-old Admiral Zinovi Petrovitch Rozhdestvensky.



Admiral Zinovi Petrovitch Rozhdestvensky, Russian Commander in Chief, combined Pacific Squadron.

Born an aristocrat, this fiery, precise disciplinarian entered the navy as a seventeen-year-old cadet. His passion for gunnery led to his enrolment in the Artillery Academy, from whence he passed with special distinction, and it was not long before his skills were put to the test in the Russo-Turkish War.

His reckless bravery did not kill him, but a monumental falsehood perpetrated by his commanding



Vice-Admiral Heihichiro Togo, Japanese Commander in Chief.

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officer nearly brought his promising career to an abrupt halt. The captain, Baranoff, claimed that his command (the small armed steamer, *Vesta*) sank a vastly superior Turkish ironclad when, in fact, the *Vesta* had gone about and fled upon sighting the Turkish vessel.

Being a subordinate, Rozhdestvensky kept silent, albeit with a bad conscience. After the war the Turkish Admiral Hobart-Pacha revealed the truth in a letter to a Russian newspaper. Without thinking or even consulting Baranoff, Rozhdestvensky confirmed the story in a letter to the same newspaper, without any attempt to justify either Baranoff or himself. His luck held: Baranoff was cashiered, and by a miracle, Rozhdestvensky survived. He was even promoted; something which astounded everyone, including Rozhdestvensky himself.

His next task of reorganising the gunnery branch of the Bulgarian Navy did not take him long, and in 1885 he was appointed Naval Attaché in London where, it appears, he was both respected and well-liked. In 1894 he received his Captaincy and as commander of Admiral Alexieff's flagship in the Far East, was thus in a good position to observe the behaviour of the combatants during the Sino-Japanese War. He returned to St Petersburg as Commander of the gunnery practice squadron of the Baltic Fleet. It was during this period that Rozhdestvensky's career received its greatest boost.

At 1000 hours on 24 June, 1902, Kaiser Wilhelm II of Germany arrived at Reval roadstead aboard the Imperial Yacht *Hohenzollern* accompanied by two German warships, for a State visit. Steaming with them was a Russian cruiser and the beautiful, immaculate Royal Yacht *Shtandart*; the vessel whose lines were emulated by the designers of the British Royal Yacht *Victoria And Albert* (this last fact is not generally realised) and who on this day carried the host, Tsar Nicholas II.

After the mind-warping thunder and smoke of the simultaneous thirty-one-gun salutes had passed,

the Royal parties and their staffs lunched aboard the *Shtandart*. Following this lavish repast (which lasted until 1500 hours), all persons present changed into more serviceable uniforms and boarded the cruiser *Minin* to witness, at sea, a three-hour gunnery demonstration by selected battleships and other picked units of the Russian fleet.

The excellence of the demonstration, with its steady, extremely accurate fire from all vessels, greatly impressed the Kaiser. He publicly commended Rozhdestvensky in the presence of the Tsar and his own Admiral von Tirpitz. Such praise from the monarch of a country noted for gunnery excellence did not go unnoticed. In rapid succession, Rozhdestvensky was promoted to Rear-Admiral; made Chief of the Naval Staff and, at the same time, aide-de-camp to the Tsar.

Now, charged with the task of assembling the Second Pacific Squadron, Rozhdestvensky descended on the graft-ridden and labyrinthine warren of the Naval victualling and purchasing departments like the Seven Plagues of Egypt, and within three months this one-man cyclone had succeeded in making himself the most unpopular officer in the Admiralty.

The rusty, corrupt machinery had not seen the oil of a forceful personality for many a year, and Rozhdestvensky worked eighteen hours a day in order that his fleet might be made ready in the shortest possible time and that its needs would be fulfilled. Every conceivable item needed by a fleet on a long voyage of war had to be obtained virtually at the rush.

Shells and propellant of all calibres, mines, belts of Maxim gun ammunition, torpedoes, scuttling charges (if needed), charts for all vessels, engine-room and auxiliary machinery spares: all had to be found. Even such items as office equipment and reams of various forms and notepaper was procured and placed aboard the fighting vessels and transports of his rapidly burgeoning fleet. Because of the varying latitudes through which the ships would pass, provision was made for extra clothing for the men, as well as their food.

Salt meat was delivered by the barrel-load, tins of butter, boxes of biscuits and dehydrated vegetables

for soup making, salt preservatives and, last but not least, hundreds of crates of vodka and good quality champagne for the officers, whose accommodation and comfort were attended to very assiduously in the Tsarist Navy.

Rozhdestvensky's recurrent nightmare was coal. He knew from experience that the boilers and engines of certain units were not very efficient and that the likelihood of their being overhauled prior to departure was remote. This meant very high daily coal consumption. Two ships in particular, the light cruisers *Jemtechug*, and *Izumrud* each burned twenty-one tons of coal per hour at 90% power!

The colonial navies of Great Britain, France and Germany possessed vast networks of coaling stations in all parts of the World, and Japan could be sure of access to British coaling facilities should the need ever arise. Not so Russia, whose supplies were virtually restricted to her own waters and ports. And yet, in spite of all this, Rozhdestvensky proposed an 18,000 mile voyage with an entire fleet around the Cape of Good Hope to the coast of China! Impossible? Not to Rozhdestvensky, who entered into a contract with the German Hamburg-America Line for that company to supply the entire Second Pacific Squadron with coal from a vast fleet-train of sixty colliers spread around the world from the Baltic to the Yellow Sea. The estimate of coal required reached the truly colossal figure of approximately five-hundred thousand tons. Even the British expressed astonishment. Only a mad Russian would try it. He succeeded too.

The day of departure from Kronstadt approached. 15 July was the expected sailing date, however Rozhdestvensky's problems seemingly defied resolution and so this date was abandoned. One of his main problems was the shortage of qualified personnel, the cream of which was in the Far East with the hamstrung original Pacific Fleet. Competent specialist officers were also in short supply; the Engineering branch in particular being so affected. Rozhdestvensky corrected the numerical shortage situation amongst his ratings by accepting into the ranks reservists, poor

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quality conscripts and as many ex-merchant seamen as he could get.

But this solution brought its own problems as many of these were useless without adequate re-training and the remainder contained a large Revolutionary element. The first problem of training, Rozhdestvensky half-completed prior to departure with the object of completing this task as the voyage progressed. The extent of the second was not to be fully realised until the voyage was well under way by which time really effective counter-measures could not be successfully implemented.

This second category (and they included a small percentage of officers) were the cause of endless problems which ranged from the spreading of spoken and written seditious material to acts of deliberate sabotage.

As the formation of the varied units of the Second Pacific Squadron was almost complete, these acts of sabotage assumed serious proportion: repositioning the soft iron compensating spheres on a cruiser's magnetic compasses was bad enough, but seriously damaging the main engine cylinder bores on the brand-new battleship *Oryol* was a different matter. The end result of the subsequent investigation is obscure but one thing is certain: Rozhdestvensky's harsh security measures made a recurrence of that magnitude very unlikely.

Rozhdestvensky finally succeeded in gathering together sufficient new and refurbished vessels of all types to make up, on paper at least, an effective fleet. August, 1904 saw Admiral Rozhdestvensky hoist his Flag aboard the imposing new black-hulled battleship *Kniaz Suvaroff* in Kronstadt roadstead thereby officially assuming command of the Second Pacific Squadron. His fleet consisted of forty-two of some of the most ill-assorted vessels imaginable when one considers the extent of his anticipated enterprise.

The *Kniaz Suvaroff* had as her company in the First Division her three identical and equally powerful sisters *Oryol*, *Aleksandr III*, and *Borodino*. The fifth vessel in this class, *Slava*, could not be completed in time.

*Oryol*, the first vessel of the most

This class, to quote Oscar Parkes: "... had been modelled upon French practice with complete 10 inch Krupp armour belts up to the main deck; bare or thinly armoured lower deck sides, and long towering superstructures; having a marked tumble-home, small initial stability and inadequate protection for the high



Russian battleship Osl'yabaya

freeboard; they were inferior in stability."

As main armament, each vessel in this class carried four 12 inch 40 calibre rifles in two twin turrets: one each fore and aft, and a secondary armament of twelve 6 inch 45 calibre pieces in six twin turrets: one at the forward, midships and aft sections of the superstructure on each side. The main and secondary quantity of armament was identical to the British *London* class battleships although the disposition of the secondary battery was distinctly French: current British practice was to place secondary guns in casemats. There was also a strong tertiary battery of mixed 3 inch and 12.3 and 1 pounder guns, as well as four 18 inch torpedo tubes, two of which were submerged on the broadside.



Russian battleship Kniaz Suvaroff, flagship of Admiral Rozhdestvensky.

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They were a curious combination of old and modern practice. Six new electric searchlights as an anti-torpedo-boat aid and antiquated rangefinder systems. All-electric turret training and handling mechanisms, yet the new electric firing devices were unknown: the Russians still fired each big gun separately with a lanyard, making controlled salvos well-nigh impossible. Her main armour-belt consisted of a 10 inch thick strip of hard-faced Harvey steel, a development of the (American) Carnegie Company. Twin black-topped tall buff funnels and an aggressive-looking ram bow completed the overall picture of these 15,000 ton battleships which were the most technically interesting vessels in the Russian fleet.

The battleship *Oslabaya* headed the Second Division and carried the Flag of Admiral von Felkerzam. She was launched in November 1898 from the New Admiralty Yard in St Petersburg and carried her obsolete main armament of four 10 inch 45 calibre guns in two circular turrets disposed one each forward and aft. Eleven 6 inch 45 calibre weapons and sundry smaller guns completed her battery. Her designed top speed of 19 knots was but a memory as her thirty Belleville boilers operated at a pressure of only 165 p.s.i., and her towering freeboard proved to be an irresistible target.

tons and carried four old 12 inch 35 calibre guns disposed as described previously. *Sissol Veliky* carried six 6 inch 45 calibre guns in antiquated opening ports along her sides and was protected by a 16 inch belt of Creusot steel, 7 feet deep amidships. She was launched in 1894 and her old furnaces proved to be absolute gluttons for coal.

Because of her low freeboard she was extremely wet in anything but calm seas; nevertheless, she was a fairly steady gun platform in spite of bad steering characteristics. She carried her four funnels in two pairs abreast: a peculiar arrangement which caused her to be nicknamed "the factory".

Admiral Enkvist, possessor of the



Russian battleship *Navarin*, known for obvious reasons, as "The Factory".

*Navarin*, launched in 1891 and of little fighting value, was an adaption of the British *Trafalgar* class and was reasonably well armoured with a 16 inch, 212 feet long, 7 feet deep belt of compound armour. However, her main armament (like that in *Sissol Veliky*) had a serious design defect common to battleships of her era inasmuch that the loading and ramming machinery was in a fixed position thereby requiring the turrets to be re-trained fore-and-aft

most notable beard in the Navy, was placed in command of the Third (Cruiser) Division and raised his Flag aboard the modern 6,550 ton protected cruiser *Oleg* launched only in 1903 and mounting a main battery of twelve 6 inch 45 calibre rifles. The Division also included the modern cruisers *Aurora*, the coal-devouring *Jemtchug* and *Izumrud* together with the scouts *Svetlana* and the elegant, yacht-like *Almaz*. Last of the larger warships was the thoroughly reconstructed old armoured cruiser *Nakhimoff* launched in 1885 and sporting such refinements as a 10 inch compound main armour belt and the carriage of her main 6 inch 45 calibre guns in four twin turrets: one at each end, and one on each beam amidships. This was reinforced by a very heavy secondary armament of ten casemated 4.7 inch 45 calibre weapons.

One of the oldest vessels in the Squadron, and certainly the oldest armoured cruiser was the square-rigged, 5,880 ton steam ironclad *Dmitri Donskoy* launched in 1883. She carried her six casemated old pattern 6 inch 45 calibre guns embedded in a tall sheer hull atop which two funnels looked out of place. She



Russian battleship *Sissol Veliky*, displaced 10,000 tons and was a voracious coal-eater.

*Oslabaya*'s companions in the Second Division were the old battleships *Sissol Veliky* and *Navarin*, each of which displaced about 10,000

for reloading after each discharge. In the heat of battle, such a hiatus was assumed by many to be potentially fatal.



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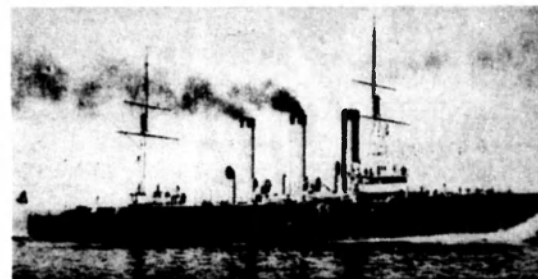
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Russian cruiser Aurora. This ship featured prominently in the beginnings of the 1917 Revolution and is now preserved afloat at Leningrad.

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Russian armoured cruiser Nakhimoff.



Russian armoured cruiser Dmitri Donskoy.

had a truly remarkable draft for her tonnage of over 25 feet.

Bringing up the rear was a polyglot fleet of auxiliaries including the four auxiliary (ex-liner) cruisers Ural,

Rion, Terek and Onleper; four transports including the old Malay; two repair and maintenance ships and some tugs. A flotilla of tiny 350 ton torpedo-boat destroyers (T.B.D.s)

were optimistically included as escorts for the auxiliaries, maids-of-all-work as well as their intended offensive roles.

The beginning of September 1904 saw the Second Pacific Squadron leave Kronstadt on a two-week shakedown cruise in which the principal units practised moving in close formation, station-keeping, defence drills, gunnery and torpedo-firing exercises, mine-laying and sweeping and tactical exercises; the last being a dismal failure and the remainder being accomplished, at best, with only a modicum of expertise. Engineer room breakdowns were frequent: the Borodino suffering the first of her many main engine-bearing troubles, and the steering-gears on both the Kniaz Suvaroff and Oryol proved to be almost permanently faulty. Signals from the Flagship were often completely ignored, and, upon discovering that the firing of blank cartridges from saluting guns at the offending vessel had little or no effect, Rozhdestvensky resorted to firing live ammunition across their bows which produced the desired action. Bitter public reprimands, directed at the commanding officers and bridge staffs of offending vessels, were hurled from the signalling equipment of the Flagship, which quickly brought those vessels to heel.

The Fleet steamed to Reval where the magazines and victualling holds were replenished and from where, on 9 October, the Tsar officially farewelled the ships and their Commander-in-Chief. The Second Pacific Squadron's Odyssey began on 11 October, 1904.

A brief call at Libau to top-up the coal bunkers was the Fleet's last contact with Russian soil and from that point the vast Armada made its way through the Skagerrak into the North Sea and South into the English Channel. Over-zealous efforts on the part of Russian Intelligence agents implanted on the coastlines of countries along their route resulted in grossly inflated reports of non-existent shadowing fleets of Japanese T.B.D.s. Russian commanders became so jittery that their lookouts reported and their gun-crews opened fire upon literally anything that moved, including imaginary spotting balloons!

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The most serious case of false identification occurred off the Dogger Bank when the heavy units ploughed through the middle of a large fleet of British trawlers, believing them to be a marauding flotilla of Japanese T.B.D.s. Under the pitiless glare of searchlights the trawlers were smothered by a hail of badly-directed shellfire which sank one of the little steamers, decapitated two men, and damaged several other vessels with resultant injuries to personnel.

This incident nearly precipitated war between England and Russia and caused the Home Fleet to be brought to a state of readiness. It wasn't until he arrived at the Spanish port of Vigo that Rozhstvensky was made aware of the uproar his ships had caused. The Spaniards, not wishing to offend Britain, gave him a chilly reception and refuelling the Squadron from part of the fleet of hired colliers proceeded only under adverse diplomatic conditions. It was from Vigo that Rozhstvensky (on request from St Petersburg) sent two conciliatory cables of regret which smoothed the ruffled British feathers.

To act as witnesses at an International Commission in Paris, set up to investigate the trawler fiasco, Rozhstvensky detached three junior officers and sent them home. As their charge, he also took the opportunity to off-load a pernicious Admiralty pseudo-savant and parasite by the name of Captain Nicholas Klado who, with Admiralty approval, had attached himself to Rozhstvensky's staff as an advisor. The two men loathed each other, and letting an enemy of that magnitude go free to wreak havoc against him at the Admiralty was one of Rozhstvensky's great blunders.

That the British Government still did not quite trust the Russian Admiral was made plain by the occasional appearance of British cruisers that were obviously shadowing the Squadron, which was not to lose its watchdogs until the arrival at Tangier on 3 November.

The Sultan made the Russians welcome and coaling proceeded without incident. A one-thousand

ton cargo of frozen meat arrived on a transport, as did the snow-white hull of the hospital ship *Oryol* (a converted liner with the same name as the First Division battleship). Her untouchable staff of 100 aristocratic female nurses were also the subject of much ribald comment throughout the lower deck.

However, the comment reached new heights when Rozhstvensky announced his intention of dividing the Fleet. *Osyabaya* joined the First Division and Admiral von Felkerzam was directed to proceed through the Mediterranean Sea to Suez and to take with him the old battleships *Sissol Veliky* and *Navarin* together with the T.B.D.s and three light cruisers. He was to rejoin the remainder of the Squadron at Madagascar.

Rozhstvensky never revealed the reason for this action and I will avoid speculation by simply stating that Felkerzam's little 'sub-fleet' was last seen heading East into the Mediterranean late in the evening of 3 November.

The departure of the reduced 'Cape Squadron' from Tangier was accompanied by the usual chaos of the ships attempting to take station relative to each other: the highlight of which came when a vessel caught her bower anchor in a submarine cable. Seamanship went by the board. The simplest method of freeing the anchor was to sever the cable. Thus it was that Europe heard nothing of North Africa for four days!

The heat of Dakar made the normally back-breaking task of coaling an absolute nightmare. Diplomatic pressure had forced even France, long an ally of Russia, to be cautious in her dealings with Rozhstvensky, and Dakar was French. Not knowing when next he would have unhindered facilities (and he did not trust his subordinates enough to confide this to them), Rozhstvensky gave orders to take on double the normal quantity of coal: the bunker surplus to be stacked in bags wherever, literally, space could be found. The heat, extreme humidity, and filthy coal dust made conditions ripe for discontent, and it was not surprising that the first rustlings of mutiny were felt here.

Normally overloaded warships were now almost lethally top-heavy

and as sluggish as waterlogged river scows: the lower gunports became unworkable and the protective armour-belts made useless by submergence. Nevertheless, the Cape Squadron staggered on at an average 8½ knots to Gaboon and then Libreville. A brief coaling halt at the Portuguese colony at Great Fish Bay (December 6) was made uncomfortable by Portuguese references to England, her greatest ally, who would like (if you please) the Russian Navy to move on poste haste.

The German South-West African port of Agra Pequena gave the squadron a much-needed welcome on 11 December. This was the last opportunity to take on coal before making the long journey around the Cape of Good Hope to Madagascar, and the unsheltered harbour enabled a full South Atlantic gale to vent its fury on the coaling efforts which slowed to a halt in the face of huge seas. Coaling resumed on 15 December, and the Squadron finally left African shores on the 17th.

Rozhstvensky expected to find a cruiser (from Felkerzam's detached Squadron) waiting for him upon his arrival on New Year's Day 1905 at the Madagascan port of Sainte Marie to convey the information that Felkerzam was anchored and awaiting orders further up the coast at Diego Suarez. When Rozhstvensky found, to his fury, that one of Felkerzam's ships was not there he sent the tug *Rousse* to find him. Meanwhile, a collier arrived from Felkerzam with the news that he was, on Admiralty orders at Nossi-Be overhauling his engines. Hard on her heels came the *Rousse* whose captain returned with the disastrous news from Felkerzam that (a) Port Arthur had fallen to the Japanese, (b) the remnants of the Pacific Squadron had been either captured or destroyed by siege artillery, (c) therefore the Second Pacific Squadron was no longer a relief force and (d) Russia had lost her only adequate base in the Pacific area.

It was the fall of Port Arthur that caused their old French allies to yield to British and Japanese pressure and deny them the use of Diego Suarez, which explained further why Felkerzam was at Nossi-Be. Nor was that the end of it.

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contract admirably, were now faced with a Japanese threat of reprisal at sea if they continued to supply the Second Pacific Squadron. The Company's civilian crews, not unnaturally, balked at this and caused the Line to give notice of contract breakage. Without consulting St Petersburg, Rozhdestvensky negotiated privately with the Company and ended up purchasing ten of the colliers and their contents outright and placing his own scratch crews aboard. To cap it off, he wrung a promise from the Line to have a further four colliers meet him near Saigon.

Newspapers from home brought tidings of political upheavals and violence. The Admiralty cabled Rozhdestvensky instructions that directed him to stay put in the oppressive heat of Nossi-Bé and await reinforcements before proceeding further. What reinforcements? The Fleet swung round its anchors for weeks and rotted. The heat, inactivity, boredom with a sleazy port, and finally the horrible news of the massacre of demonstrators outside the Winter Palace provoked open mutiny.

The *Borodino*, *Aleksandr III* and even the Flagship *Kniaz Suvaroff* were the victims of various degrees of rebellion: an officer on the *Ural* beat his Captain insensible and on

the *Nakhimoff* mutineers rushed the bridge, desisting only when the Captain drew their attention to the fact that the big guns of the Flagship were trained on them.

Finally, a previously suppressed report came to light of an assault by three officers on one of the nurses from the hospital ship *Oryol*. Courts Martial became a daily occurrence and, more than once, the chilling sound of a firing squad echoed across the anchorage. Disease and mental aberration were taking their toll as well, and finally, Rozhdestvensky packed the mutineers, the more seriously ill and the worst lunacy cases into the transport *Malay* and sent her home with a strong guard aboard.

The troubles at least contained, Rozhdestvensky implemented serious gunnery exercises in order that the appropriate personnel be made familiar with the new telescopic sights fitted to the turrets as well as the new British-made Barr & Stroud rangefinders. However, lack of spare ammunition curtailed the training programme: nevertheless, the standard of shooting improved.

Meanwhile back in St Petersburg, Rozhdestvensky's old enemy, Klado, had been hard at work disseminating his own spurious strategies amongst the elderly and incompetent senior officers at the Admiralty. With the fall of Port Arthur, Klado was able to convince them of the necessity of sending more decrepit reinforcements to



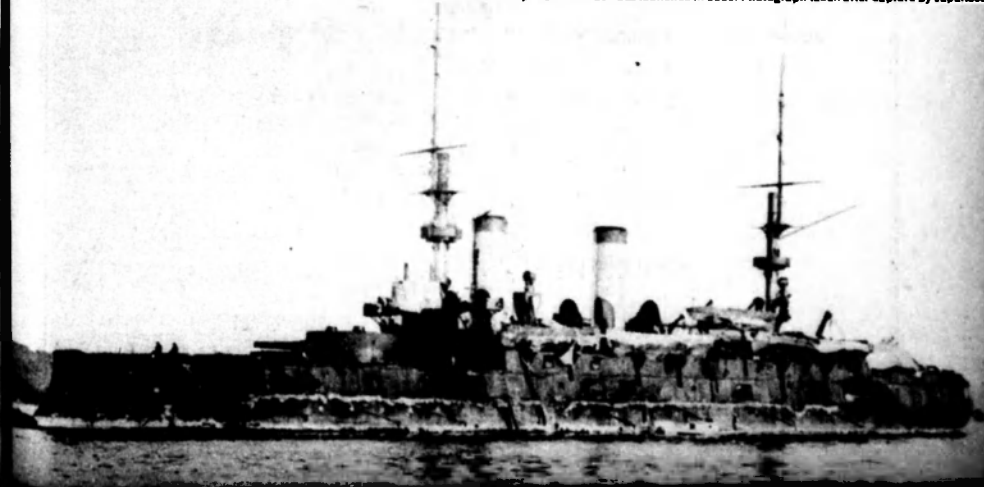
Admiral Nebogatoff, commander of the Russian Third Pacific Squadron.

bolster Rozhdestvensky's cumbersome Fleet. Many officers (including as it turned out, some amongst the Second Pacific Squadron) were in favour of this move, pointing to the additional firepower the old ships would provide, completely forgetting the inadequate range of their obsolete guns and that their superannuated engines would reduce even further the already slow speed of the Fleet.

In spite of this obvious logic, the Third Pacific Squadron was hastily cobbled together, and the Admiralty chose as its Commander the mild-mannered and friendly Rear-Admiral Nebogatoff.

The Admiral raised his Flag aboard the old 9,000 ton battleship *Tsar Nicholas I* launched in 1889, whose main armament comprised a pair of old short-barrelled 12 inch 30 calibre guns in a single forward turret

Russian battleship *Tsar Nicholas I* was launched in 1889. Photograph taken after capture by Japanese.



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together with twelve new 6 inch 45  
calibre guns in casements and two  
dozen smaller weapons dotted along  
her tall twin-funnelled hull. Oddly  
enough, her two main triple-  
expansion engines were in quite  
good order and she had just recently  
been fitted with sixteen recon-  
ditioned Belleville boilers which gave  
her a top speed of about 16 knots;  
one knot above her original per-  
formance!

To support him, Nebogatoff had  
three coast-defence vessels which  
were never intended to undertake  
any sort of long sea voyage. The  
General Admiral Graf Apraksin (here-  
inafter called simply Apraksin) dis-  
placed only 4,200 tons and was  
launched in May, 1896. She  
possessed three 10 inch 45 calibre  
guns as her main battery, disposed  
in a twin turret forward and a single  
turret aft, together with four 4.7 inch  
rifles mounted separately. She was  
protected by a massive belt of  
Harvey armour varying in thickness  
from 10 to 8 inches



Russian coast defence vessel Admiral Ushakov (or Admiral Senyavin). Note: photograph shows  
both barrels of turret lying parallel.

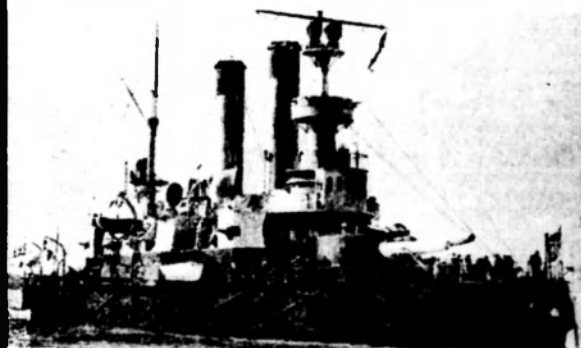
board and two towering funnels  
which, on the one hand, caused  
them to be nicknamed the "flat-  
irons"; and on the other, made them  
very wet in anything but smooth  
seas.

Bringing up the rear was the Vlad-  
imir Monomakh, an older (1881)  
equally antiquated sister of the  
Dmitri Donakoy. The only real  
difference between the two vessels  
lay in their armament; the Vladimir

Monomakh possessed a main and  
secondary battery of five 6 inch 45  
calibre and six 4.7 inch 45 calibre  
guns respectively.

The apparent harmlessness of  
these five vessels matched the gentle  
nature of their Admiral, and they  
were not to experience any of the  
foul weather conditions or coaling  
difficulties that plagued Rozhest-  
vensky, due in the latter case to good  
personal relations he enjoyed with  
the authorities in his intended  
neutral ports-of-call after his  
departure from Libau on 15  
February, 1905.

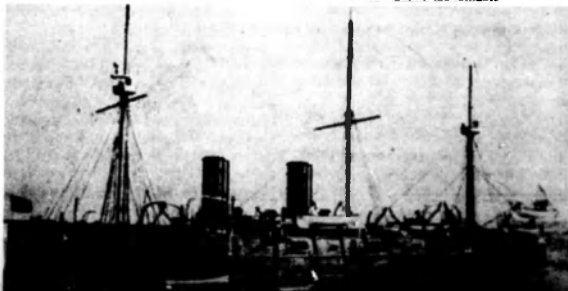
Back in Nossi-Be, Rozhestvensky  
finally lost patience with his  
superiors for not sending him any  
practical sailing instructions. Ever  
since he first heard of the Third  
Pacific Squadron shortly after  
arrival at Nossi-Be, Rozhestvensky  
had been dreading the inevitable  
moment when the two Squadrons  
would join forces. Over a foot of  
weed covered his ship's hulls and  
when the friendly local French Naval  
commander brought the un-  
welcome but important news that  
Nebogatoff had coaled at and  
departed from Crete on the short



Russian coast defence ship, General Admiral Graf Apraksin

She was to steam in company with  
two other coast-defence vessels: the  
Admiral Ushakov and Admiral  
Senyavin, launched in 1893 and  
1894 respectively. It is worth noting  
that both vessels had British engines  
from Maudslay and Humphrys in  
that order. Both ships had two 9 inch  
45 calibre guns mounted forward in  
a twin turret and the same  
secondary battery as the Apraksin.  
All three ships had very low free-

Armoured Vladimir Monomakh.



## FAITH WITHOUT FOUNDATION

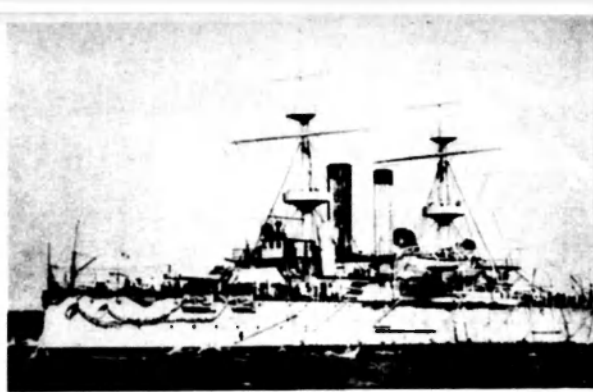
route via Suez. Rozhdestvensky could wait no longer. On the morning of 16 March, with dark brown smoke boiling from a forest of funnels, the Second Pacific Squadron cleared Nossi-Bé in line ahead and made off at 10 knots into the vastness of the Indian Ocean.

To frustrate the Admiralty's plans to merge the Second and Third Pacific Squadrons, Rozhdestvensky cabled no-one of his intentions and for more than three weeks was lost to the world. Only the collier crews laid eyes on the Fleet during this period and it was not until they were sighted off Singapore in the afternoon of 8 April, that anyone knew they still existed.

As the thudding engines of the Fleet took them past the island, a small Russian Consular steam launch bustled out to meet them with the latest disastrous news from the Manchurian front. The launch also carried specific Admiralty instructions to the effect that the Second Pacific Squadron was to proceed to Kamranh Bay in French Cochinchina (now Vietnam) and there await the arrival of the Third Pacific Squadron. Confronted with this intelligence and also prompted by the desire to make a last-ditch attempt to avoid Nebogatoff, Rozhdestvensky laid plans that would take his ships directly to Vladivostok. These plans were thwarted by the news that one of his heavy units had miscalculated her remaining coal supply and therefore could not reach Vladivostok.

After a 4,500 mile voyage from Madagascar without any normal facilities open to them; re-fuelling the entire fleet five times in mid-ocean; coping with over seventy mechanical mishaps, and all without a single non-felicitous casualty, Rozhdestvensky had accomplished one of the most dramatic feats in maritime history. On 14 April, the cables of the weary Second Pacific Squadron rattled down through the hawsepipes into the quiet waters of Kamranh Bay.

Once again the fleet stagnated for several weeks. The last four of the Hamburg-America colliers ploughed into the Bay and the Squadron humped its fill of the precious fuel.



Japanese battleship Yashima

Once again, after much backing and filling, the French declared the ships to be *persona non grata* and Rozhdestvensky stood out to sea where, at 1500 hours on 9 May 1905, the ships of the Second and Third Pacific Squadrons joined forces, sixteen thousand miles from home. With over fifty vessels under his command, Rozhdestvensky looked invincible; at least on paper. After coaling and making repairs in a nearby bay, Nebogatoff and his ships took up station and on 14 May, the combined fleet set out for what they all hoped would be Vladivostok; the last stage of their voyage.

The warships of the Japanese fleet under the command of Vice-Admiral Heihachiro Togo\* were very weary, having been on patrol almost unceasingly since the opening of hostilities with Russia. Their Fleet possessed fewer vessels than the Russians, but Togo was not plagued by such crippling handicaps as inferior personnel, indifferently maintained ships or an uncertain flow of supplies, ammunition or coal.

Even the staggering loss of the battleships *Yashima* and *Hatuse* to mines in one day off Port Arthur in 1904 had failed to dim the Fleet's morale; and that loss represented fully one-third of Togo's available battleship strength.

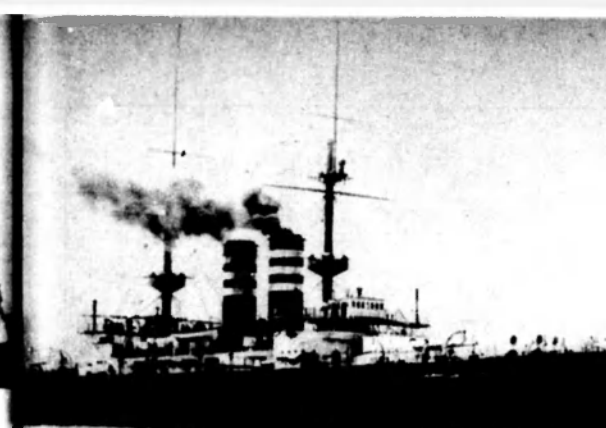
When intelligence informed him of the departure of the Second Pacific Squadron from Kronstadt, Togo began to recall, in stages, his overworked units so that complete overhauls might be accomplished before Rozhdestvensky reached the Far East. Then came the news of Nebogatoff's departure from Libau.

For once, Togo and Rozhdestvensky were in agreement. Togo fervently hoped that Rozhdestvensky would not link forces with Nebogatoff, for whilst Rozhdestvensky regarded the Third Pacific Squadron as a liability, Togo viewed the possible arrival of the additional artillery as a grave threat. He had to defeat the Russians swiftly for yet another very urgent reason. Sixteen months of war had, economically, drained Japan and her credit abroad was almost exhausted. If the Russian Fleet was allowed to slip through to their sole remaining Eastern port (Vladivostok) the war could continue indefinitely, and Japan would be bled white.

If Togo had any doubts as to whether or not Rozhdestvensky had any intention of fighting a Fleet action, they were dispelled when intelligence informed him of Rozhdestvensky's first strategic error. Whilst the combined Fleet was steaming North through the East China Sea, he suddenly hove-to off the mouth of the Yangtze Kiang and detached all his surplus store-ships, colliers, auxiliary steamers and armed merchantmen, which anchored in the estuary; he retained the hospital and repair ships together with one supply ship and a few tugs. The message was clear: Rozhdestvensky was about to give battle and was clearing his Fleet of superfluous vessels.

The *Mikasa* carried Togo's Flag. Launched in 1900 at Vickers Yard in England, she was the equivalent of the British London class of battleships and was, in every way, a

\* Refer Part One of this article for biographical particulars — Feb.-Mar.-April, 1972 edition, page 13.



Admiral Togo's Flagship, the battleship Mikasa. Note chrysanthemum emblem on stem.

## FAITH WITHOUT FOUNDATION

magnificent vessel and the pride of the Imperial Navy. She carried her main armament of four 12 inch 40 calibre weapons in the manner of the day: one twin turret at each extremity of the superstructure. Eight of her sixteen 6 inch 40 calibre rifles were mounted in single casemates and the remainder in opening ports; four each side. Twenty 12 pounder, eight 3 pounder, four 2½ pounder and eight Maxim guns made up the tertiary battery. In addition there were four submerged 18 inch torpedo tubes. Her 12 inch guns were slightly less powerful than those of the *Kniaz Suvaroff* and her sisters but she was, nevertheless, an extremely formidable vessel.

Her main protection consisted of a 156 feet long belt of Krupp steel, varying in thickness from nine inches amidships to four inches on the ends. This belt was 7½ feet wide, 5½ feet of which was submerged. Twenty-five Bellevue boilers fed steam to two 7,500 S.H.P. triple-expansion engines which were designed to push the big warship along at a maximum speed of eighteen knots. She could exceed this with ease, and with no associated handling problems.

*Shikishima* and *Asahi* were sisters, the only visual distinction being that the former possessed three funnels as against the latter's two. *Shikishima* was launched in 1898 at

to, but lighter than, the British 'Majestic' class. Her main guns (same as *Asahi*) suffered from 'end-on' charging, but with the difference that the guns could be loaded very slowly in any position if the evolution was carried out with care. Her secondary ten 6 inch 40 calibre guns were disposed evenly between casemates and open deck mounts. Her tertiary armament was similar to her larger companions and she also mounted four submerged tubes. Unfortunately, her machinery was never very efficient and her sea speed rarely exceeded 15 knots; but her protection amidships was extremely heavy, being a single strip of 18 inch 7½ feet wide Harvey steel.

When Admiral Ito, in 1894, defeated the Chinese Fleet during



Japanese battleship Shikishima

Humphry's Shipyard in England, the Sino-Japanese War, one of the vessels captured was the old 7,350 ton British-built light battleship *Chin Yen*, launched in 1882. She was a sister of the Chinese Flagship *Ting Yuan*, whose incumbent, Admiral Ting Pao, was so utterly convinced that the mere sight of his Flagship's 12 inch guns would frighten off Ito; that his magazines carried only two 12 inch shells. Ito must have lost his sight, because he utterly shattered the Chinese Fleet. Admiral Ting committed suicide.

When Nebogatoff joined Rozhdestvensky, Togo was desperate for heavy units, so the *Chin Yen* was submitted to an extensive overhaul and emerged with (amongst other items) four new short-barrelled 12





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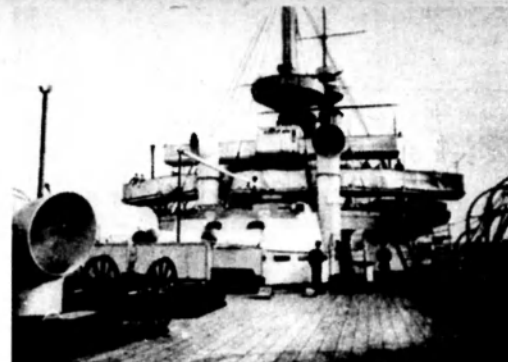
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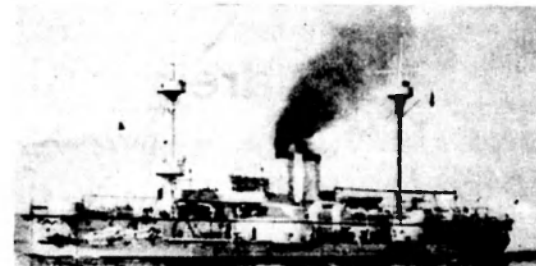
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The quarterdeck of H.M.S. Ranown — 1898. This picture included as it shows general layout of the period including early afterbridge. Turret guns are 10 inch, 40 calibre.



Japanese (ex-Chinese) battleship Chin Yen. Starboard 12 inch, 20 calibre barbette guns visible beneath forward funnel.



Japanese armoured cruiser Kasuga. Italian-built, originally for Argentina.

inch 20 calibre guns in her old barbettes (not turrets). She was also given four new 6 inch 40 calibre single guns and her two sets of old-fashioned horizontal compound engines gained a new lease of life.

The 14 inch compound armour belt was retained and she was given three new above-water torpedo tubes. Togo's cruiser divisions were divided amongst the Admirals Kamimura, Dewa, Uriu, Takeomi and

## FAITH WITHOUT FOUNDATION

Kataoka, the last mentioned having as a subordinate commander Rear-Admiral Togo: a close relative of the Commander in Chief (C. in C.) (Admiral Uriu raised his Flag in the Naniwa which was the C. in C.'s ship when he was a Captain during the Sino-Japanese War).

The full list of Japanese cruisers read (not in divisional order) as follows: Nishin, Kasuga, Azuma, Asama, Tokiwa, Idzumo, Yakumo, Iwate, Kasagi, Chitose, Nitaka, Otawa, Tsuchima, Naniwa, and Idzumi. C. in C. Togo topped off his Battle Fleet with over seventy T.B.D.'s.

The Japanese have always shown a liking for cruisers and their Navy has, until recent years, been well endowed with them. The Fleet which fought at Tsushima contained many more cruisers than their Russian opponents although this was done to offset their lack of battle-ship strength. Many of these cruisers were of foreign origin, however the lessons learned from them were incorporated in the fine indigenous designs which were the envy of the world thirty-five years later.

The weather began to close in as Rozhdestvensky cleared the Yangtze estuary and headed North-East into Tsushima Straits in the afternoon of 25 May. He had hoped that the weather would screen his Fleet from Japanese scouts which, he had been told, were out in quantity. The skies cleared the next day, but the ensuing night was misty.

At 0700 hours on 27 May, 1905, with heavy seas and light mist, a strange two-funnelled ship appeared to starboard travelling at high speed. It proved to be the Japanese auxiliary cruiser *Sinano Maru*. Before a gun could be brought to bear, she suddenly went about and disappeared into the mist. The Russian's precarious luck had finally run out: Togo now knew where they were.

Rozhdestvensky deployed his Battle Fleet in two parallel lines. To starboard was the stronger force headed by the Flagship *Kniaz Suvaroff*, followed by the *Aleksandr III*, *Borodino*, *Gryol*, *Oryabaya*, *Sissol Veliky*, *Navarin*, and the cruiser



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Japanese protected cruiser Izumi: First protected cruiser ever built, formerly the Esmeralda launched 1884 and purchased from Chile in 1895. Original two, 10 inch Krupp guns later changed for two, 6 inch, 40 calibre and six, 4.7 inch, 40 calibre weapons. Picture taken before alterations and before the Russo-Japanese war. Note Chilean jack and ensign.

### FAITH WITHOUT FOUNDATION

Nakhimoff. In the port line was Nebogatoff's Flagship Tsar Nicholas I, Admiral Senilavin, Apraksin, and the Admiral Ushakov. The cruiser divisions formed astern of the heavy units with the scouts Svetlana and Almaz out ahead. A cruiser and a few T.B.D.s were on either flank and the last vessels in the Fleet were the remaining repair, supply and hospital ships.

Togo had the inestimable advantage of knowing exactly where the Russians were without exposing his position. He intended to wait until the Russians had cleared Tsushima Island so that his ships would have more manoeuvring room. Having received full intelligence of the Russian disposition, Togo sent units of his cruiser divisions to attack the weaker rear of the Russian Fleet whilst he arranged his main Battle Line ahead of the Russian heavy units.

Japanese cruisers once again appeared on the flanks of the Russian Fleet, impudently keeping station for over an hour. Finally, the gunners on the Oryol could stand the sight no longer. At 1120 hours, without waiting for orders, round after round of 6 inch gunfire flashed out from the Oryol and touched off other trigger-happy gunners throughout the Fleet before Rozhdestvensky was able to restore order.

Without apparent reason, Rozhdestvensky ordered his First and Second Divisions to re-deploy to a new location and to increase speed to eleven knots. Whilst the Russians were engaged in this ill-timed manoeuvre, Togo's Battle Fleet appeared on the horizon and after leading his ships across the Russians' course,

swung in a tight circle to port, thereby crossing the Russians' T.

As the Japanese ships circled to straighten out on an Easterly course, Rozhdestvensky turned his vessels to starboard on a parallel course and at approximately 1400 hours opened fire at a range of 9,500 yards.

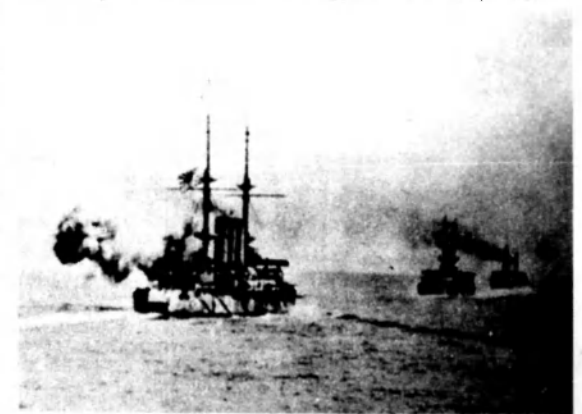
The opening salvos were a nasty shock to the Japanese as they had previously understood Russian shooting to be extremely poor. The 950 pound shells howled into the water only 22 yards from the leading Japanese vessels, and even as their bridge staffs watched in amazement and cursed their own delay in opening, the Russian line was again enveloped in smoke as the staccato thunder of another ragged, flashing broadside poured more of the 12

and 6 inch shells into the rigid Japanese formations; this time some of the large shells landed inboard. At least a dozen projectiles struck the Mikasa and of these, one exploded when it hit the bridge ladder, scattering splinters everywhere and slightly wounding Togo.

Nebogatoff's flatirons were pumping out surprisingly accurate salvos at Togo's cruisers; his 12 and 10 inch guns ripped into the Yakumo, knocking out the fore-turret and the 12 inch artillery of the Tsar Nicholas I damaged the Asama's steering gear and put her out of the line. In those first moments of the battle, the Russians surprised everyone and scored heavily.

It was then the turn of the Japanese. Recovering quickly from the initial Russian onslaught, the ponderous turrets of the battle line whined around to the estimated bearing, and seconds later a sparkling multiple flash from the Mikasa heralded the awe-inspiring bellow of her reply to the challenge. The experienced Japanese gun-crews had stood fast during the initial Russian bombardment. With disciplined thoroughness, each ship fired carefully aimed sighting rounds and, after finding the range, gradually increased the rate of fire to opening, the Russian line was again one of furious devastating accuracy.

The poor Russian crews, lacking the type of "esprit de corps" that sus-



Portion of Japanese battle-line, Shikishima firing main armament.

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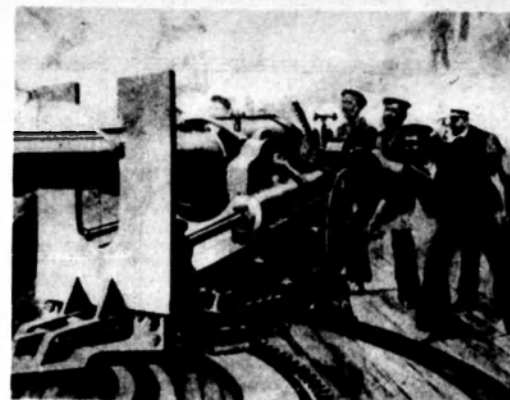
## FAITH WITHOUT FOUNDATION

tained their Japanese opposite numbers were not prepared for what hit them. Togo's ships were firing direct-action, shimose-filled shells with extremely sensitive fuses that exploded on contact with anything solid; even a funnel-guy. The object was to sweep the decks clear of personnel and turn the less-protected areas into a blazing wasteland, thereby completely demoralising the crews to the point where they could not work their ships effectively.

Captain Vladimir Semenoff had served under Vice-Admiral Makharoff in the Far East and was now a supernumery aboard the *Kniaz Suvaroff* under Rozhdestvensky. He left a horribly detailed account of the hell created by the Japanese shellfire: "It seemed impossible even to count the number of projectiles striking us. I had not only never witnessed such a fire before, but I had never imagined anything like it. Shells seemed to be pouring upon us incessantly one after another...

The steel plates and superstructure on the upper deck were torn to pieces and the splinters caused many casualties. Iron ladders were crumpled up into rings, and guns were literally hurled from their mountings. Such havoc would never be caused by the simple impact of a shell, still less by that of its splinters. It could only be caused by the force of the explosion.... In addition to this there was the unusually high temperature and liquid flame of the explosion which seemed to spread over everything. I actually watched a steel plate catch fire from a burst. Of course, the steel did not burn, but the paint on it did. Such almost incombustible materials as hammocks and rows of boxes, drenched with water, flared up in a moment. At times it was almost impossible to see anything with glasses, owing to everything being so distorted with the quivering, heated air. No! It was different!"

A Japanese officer later stated his impression was that: "At first the Russians shot fairly well, causing some loss of life at the more exposed stations on board our leading ships. But after the first twenty



Japanese gunners working on early pattern six inch gun.

minutes they suddenly seemed to go all to pieces and their shooting became wild and almost harmless." It is no wonder.

At approximately 1420 hours, Togo's ships changed to armour-piercing shells and, having closed to little over a mile, the carnage was appalling as hit after hit thudded into the vitals of Rozhdestvensky's demoralised vessels. The *Osiyabaya* was the first to go. Her sheer walls made a perfect target which the *Asahi* could hardly miss. Three 12 inch hits in the bows peeled off the heavy armour like onion-skin, admitting the heaving seas which poured in and finished her in approximately ten minutes. She drowned in a forest of shellfire at 1530 hours; thus becoming the first armoured battleship ever to be sunk by gunfire alone. Admiral Felkerzam accompanied her to the bottom; he had not died in action, but from a final massive stroke the previous evening. For reasons of morals, only Rozhdestvensky, the ship's Captain and the medical staff knew of the event.

The *Kniaz Suvaroff* was slowly being transformed from a fine modern vessel into a red-hot ruin. With most of her topsides virtually unrecognisable and both funnels gone, she absorbed a heavy shell in the steering gear thereby causing her to swing uncontrollably out of the line. By now Rozhdestvensky had been seriously wounded and the Captain killed. She slowly drifted Eastwards and for about thirty minutes the shellfire lifted from her.

The *Aleksandr III* thus became the leading ship. Her Captain, with no orders from his wounded Admiral on the blazing wreck astern led the remainder of the First Division in a great circle (South) and then turned back North. Togo started to follow them around, then seeing the *Aleksandr III*'s intention, reversed his course and again "crossed the T". As the two battle lines converged on a collision course, the fire of every one of the Japanese vessels concentrated on the *Aleksandr III*. She turned East in an attempt to escape the murderous fire, but soon dropped out of line leaking like a sieve and with roaring fires aboard. *Borodino* took over the dangerous role of leader. Togo drew up his forces again. His clean-bottomed hulls were able to out-steam and out-maneuvre the fouled Russian vessels which had been in the water over seven months.

However, his cruisers had absorbed battle-damage whilst chasing the smaller units. The old *Dmitri Donskoy* carried herself into fame by beating off and seriously damaging no less than four light cruisers, sinking two T.B.D.'s, and damaging a third before being captured. No one left aboard was un wounded, all guns were shattered and she finally sank from her injuries. Admiral Dewa's Flagship *Kasagi* was holed below the waterline and headed for home. The *Nanhu* was similarly hit and also dropped out of the fight.

The whole Russian Fleet by late afternoon was in an almost helpless huddle under the fire of Togo's main line to the East and by his

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cruisers from the South. Rozhdestvensky was again seriously wounded and lay, almost insensible and paralysed in his lower limbs, on the floor of a 6 inch turret, all the control stations being shot to scrap-iron. The T.B.D. Bulny was summoned alongside the blazing *Kniaz Suvaroff* and, showing tremendous courage, the little craft's Captain brought her alongside in the heaving swell and Rozhdestvensky was gently lowered over the side.

The Japanese now turned their attention once again to the tortured *Kniaz Suvaroff*. Hardly a gun was able to fire yet she refused to strike her colours. Her tormentors marvelled at her courage as they ramméd point-blank fire into the flaming hulk. Rozhdestvensky, his Chief of Staff, Semenoff and a few sailors had already left aboard the *Bulny*. Her engines stopped. *Kniaz Suvaroff* was manned now by only a handful of volunteers who perished

with her when she finally succumbed to four torpedoes at 1900 hours.

Nebogatoff, aboard the *Tsar Nicholas I*, was now Commander-in-Chief. Rozhdestvensky had given him orders to push on to Vladivostok and to take what was left of the Pacific Squadron with him. *Borodino* still led the Russian battleship line. Astern of her limped the *Oryol*, then *Aleksandr III*, the damage to which was partially repaired. Behind them came the remainder of the Squadron in a confused group including Nebogatoff's own ships which had been largely ignored by Togo who had, wisely, concentrated his fire on the more modern vessels.

With the coming of night, *Aleksandr III* finally gave up the struggle to stay afloat; she slowly rolled on her side and died. A few minutes later, the fires aboard the *Borodino* reached her magazines and she disappeared in a gigantic explosion.

As night fell, the Japanese battle-line suddenly withdrew from the killing-ground. The Russians soon

found out why. Over eighty Japanese T.B.D.'s sallied out from bays and small ports into the heavy seas and fell upon the struggling battleships. Only the total blackness of the night coupled with an increasingly foul sea saved the Russians from complete annihilation. *Navarin* absorbed two torpedoes and sank next morning. Other ships were hit and damaged but did not sink. The Japanese lost two T.B.D.'s to gunfire and others were severely damaged by collisions in the inky night.

Daybreak found the Russians scattered all over the Sea of Japan. Only Nebogatoff's original Squadron was still largely intact, but, out-ranged and out-gunned, he acted wisely and quietly surrendered.

There remained only the stragglers to be mopped up. Some Russian vessels refused to surrender and went down with their remaining guns firing until the barrels burnt out. The cruiser *Svietlana* and the coast-defence ship *Admiral Ushakov* were in this courageous bracket. The cruisers *Oleg*, *Aurora*,



Russian battleship *Oryol* after capture by Japanese. Note extensive shell-holes in left-hand photograph and secondary turret pointing astboard. Right-hand photograph depicts forecastle of *Oryol* after capture. Note damage to muzzle of right hand 12 inch gun.





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### FAITH WITHOUT FOUNDATION

and Jemitchug escaped during the night of the 27th and found Manila and internment. Izumrud simply fled the scene and ran aground at the entrance of the Russian port of Vladimír Bay in Siberia, and was scuttled where she lay. Other vessels simply sank from their injuries. The remainder of the warships, large and small, either fled into internment or were captured by Togo and ultimately, repaired and added to the overwhelmingly victorious Japanese Fleet which lost only two small T.B.D.s and suffered no major or crippling damage to any of his large ships

During the night, the Bulny ran out of coal and Rozhdestvensky and his staff transferred to her sister Bledov which, in company with other Russian units, was making for Vladivostok. She was captured the next morning (28th) and Rozhdestvensky went into hospitalised internment at Sasebo Naval Base in Japan, where he was treated with the utmost respect and where he was visited, as an equal, by Togo himself. Upon his return to Russia after the war, Rozhdestvensky found, not unnaturally, that he was to be the scapegoat. Yet, as befitting his rank and past achievements, he was dealt with gently and was quietly retired on a generous pension. Nebogatoff and Rozhdestvensky's Chief of Staff, together with certain other officers, were Court-Martialled and sentenced to be shot. Only the direct intervention of the Tsar prevented the executions, however all served long terms of imprisonment.



Russian torpedo-boat Bledov, sister ship to Bulny

Russia did not regain a Navy of consequence for over four decades. The Navy of Imperial Japan rose in stature over the years to become, ultimately, an integral part of a System that required the combined efforts of several major nations to, once again, dim the flame of conquest.

The Battle of Tsu-Shima was fought at the only period in history when the steam-powered, iron-clad line-of-battleship was supreme and before aircraft and submarine-launched torpedoes seriously

threatened its existence. Togo and Rozhdestvensky were, to quote Richard Hough: "the only Admirals ever to lead their Fleets into a full-scale gunnery battle. Tsu-Shima was the ironclad's finest hour: the one occasion in its brief history when it fulfilled its functions without interference".

Readers are invited to comment briefly on this article. Should there be sufficient editorial space in the next edition of *The Navy*, certain of the letters will be included. **Editor.**

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## LETTERS



## TO THE EDITOR..

5/45 Evansdale Rd.  
Hawthorn  
Victoria, 3122  
29th March, 1972  
Dear Sir,

I have been made very angry by Galatea's article on the Russo-Japanese war, and as I note that you are asking for opinions, here is mine.

First and foremost, the article sacrifices history for dramatic effects. Things were just not as described. As an account it is absurd and jingoistic, and not fit to be treated as history. Does 'Galatea' imagine that his only audience is children?

I shall deal in detail with several points only, out of the many that could be taken up. First, there is not one major source work in the Bibliography that has any bearing on the 1904 campaign. And how does 'Warships of World War I' possibly merit inclusion when it deals exclusively with British and German ships?

Secondly the illustrations and their shabby captions. P8. The 'Tsesarevitch' was not sunk on 10th August, but lasted until 1922. And what sort of an armoured belt is described as 8" by 9"?

P15. In the second picture, absence of guns etc. plainly indicates that this is a picture taken of the 'Retvizan' inside Port Arthur after the capture of the port by the Japanese, having been scuttled by the Russians. The upper picture on this page is of her as the Japanese 'Hizen', with the flag changed.

P17. In all the assembly of ships in the upper picture, I am surprised the ships astern of the 'Tsesarevitch' as the 'Bayan' and the one astern of her as either 'Peresviet' or 'Pobieda'. The original of this must have been a great deal clearer to identify the 'Grosiastchy', after all. The lower picture on this page is grossly in error. The gunboat 'Korieltz' was a three-masted rigged vessel with

one funnel, while the other ship in the picture with the 'Variag' is plainly a British cruiser, and with a little research in a library I could find out exactly which one.

P21. Despite the caption, it should be pointed out that the picture shows a Russian cruiser.

Now I wish to quote from a contemporary source on the attack which opened the war.

"In the attack of 8th to 9th February, not one of our vessels was sunk, and the damage was repaired in an astonishingly short space of time, seeing how feeble the resources of Port Arthur were. Why not admit at once that we might very easily have been sent to the bottom one by one, if our men had not been at their stations and had not done their duty conscientiously?"

I have never heard the extraordinary story of the human torpedoes before, and I frankly do not believe it, but on the subject of net cutters I quote Reginald Hargreaves:

"There was no escaping the conclusion that had the Japanese torpedoes' net-cutters functioned properly, the damage inflicted on the Russian fleet would have been far heavier. The 'Tsesarevitch' had found no less than four 'Yellow cigars' caught up in her nets."

The remainder of the story I shall remain to be put into perspective by perusal of a proper history, but I cannot leave the moral tacked on the end of the article "History, almost always, repeats itself." Does your writer perhaps expect another Japanese surprise attack, maybe on Sydney harbour? And what, pray, was the Port Arthur attack repeating?

I assume that 'Galatea' is not actually a sea cadet, needing encouragement rather than criticism, but I could easily have done without his version of history.

Yours sincerely  
(Sgd) Colin Jones

P.O. Box 78  
Lindisfarne 7015,  
Tasmania.  
4-5-1972

The Editor.  
"The Navy"  
Dear Sir,

I read with interest the article "Faith without Foundation" by Galatea in the last edition of "NAVY". However I feel that the author failed to check the article he had written.

The caption to the photo on the first page lists a 6500 ton battleship (just as easy to write as battleship) sunk at the battle of the Yellow Sea (August 10th) whereas, as the text later admits, this 13,380 ton ship was interned at Tsingtao.

On the surprise torpedo attack on Port Arthur, other writers state that the Russian net defences were not overcome by the cutters on the Japanese torpedoes, (and the British still used nets up till 1915) and the only three hits were on extremities not guarded by nets. Three strikes out of eighteen to twenty-three. Different writers give varying numbers of torpedoes launched.

Comparing this war as the author is to later wars, perhaps he should have mentioned the fact that Chemulpo (now Inchon) was secured by Togo's forces as a harbour to land troops and stores to invade Korea just as McArthur did in 1950. Russian sources claim that the 'Variag' scuttled herself in this attack and was not sunk by extensive shellfire as the article suggests. It did not take long for the Japanese to put her back into service.

The fact that it was mainly the lack of good skilled leadership on the Russian side that lost them the sea war can perhaps be shown by the loss of five of the sixteen twelve inch guns out of action that Togo had as his main armament at the battle on the 10th August left him markedly inferior to the Russian battle group.



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#### LETTERS TO THE EDITOR

The *Novik* did not reach port but was driven ashore in La Perouse Straits by the Japanese cruisers *Chitose* and *Taishima*. (Like an *Emden*?)

Of the Vladivostok cruisers, the *Boyaga* was left behind not the *Boyarin*, (the author had sunk her previously) after accidentally grounding. On the return to port of the last two units of this force, (the *Rurik* was sunk) the *Gromobol* also grounded. (This appears to have been a favourite pastime of the Russian captains.) The *Rossia* was the only unit of this force left in combat readiness. She was deemed however too weak to oppose the Japanese alone.

I congratulate you on the ever increasing standard of this magazine and I only wish it were a monthly and that the reproduction of the photos could be better.

I look forward to the next edition.

Yours sincerely,

(Sgd) A. J. Lee

Upon receipt of the letters printed above, referring to the article entitled FAITH WITHOUT FOUNDATION (February-March-April, 1972 edition). I referred them to the author, GALATEA and invited his answer and comments which have been reproduced below.

Editor,

It must be stated that regrettably a greater or lesser degree of error exists in most of the captions applied to illustrations appearing in my article.

Difficulty was experienced in obtaining suitable photographs to accompany my text and those that became available from an outside source were received beyond the Editor's deadline for manuscript material, thereby occasioning only a cursory perusal by me.

I regret those inaccuracies that were printed and I appreciated Mr Jones' comments in that quarter. Constructive criticism is always welcome by writers, however I beg to differ over several of Mr Jones' subsequent points.

Climatic events in the world's history, military or otherwise, often initiate considerable divergence of opinion amongst even the most expert of analysts and historians on the question of the true



Russian armoured cruiser Rurik.

course of these events. In writing these articles I have examined carefully as many as practicable of these publications and documents which I consider pertinent to the subject under discussion. It is only after careful consideration of all the available facts that I decide on a written course of action.

I am at a loss to understand why Mr Jones should assume that I was being jingoistic in my narrative. The credibility of history becomes imperilled when an author indulges in partisan comment. If Mr Jones' accusation concerning inherent jingoism is occasioned by the statement found at the foot of the first column on Page 17, then all I can say is that the sentiments expressed were Russian, not mine, and accurately reflect the tenor of thought current amongst the senior Russian commanders in the area at that time.

When I am writing these articles I have always to bear in mind the wide spectrum of persons who love the sea and its history, be they mariners or land-bound enthusiasts. I have always attempted, therefore, to relate a story that could be enjoyed by the first-mentioned category of reader, and to encourage a greater interest in naval affairs in those persons, who do not normally read extensively on this subject. Also, one cannot forget the children, so many of whom are strangers to the magni-

ficent heritage of the oceans, and to whom history in any form has been represented as a dry and lifeless list of events. Mr Jones' statement that "there is not one major source work in the bibliography that has any bearing on the 1904 campaign" serves only to highlight his lack of familiarity with the volumes in question. With one exception, the works to which he refers deal either in whole or in part with the conflict at sea between Russia and Japan in the period 1904-5.

The exception, of course, is the volume entitled "Warships of World War I", to which I referred periodically merely as a precautionary technical aid in checking the details of other nation's vessels of similar vintage to those actually involved in the Russo-Japanese conflict. The reason for this avenue of inquiry is quite simple. Take one particular incident for example, I required specific information about a particular Russian battleship: the only information available to me at the time was both sketchy and incomplete. A quick check with the British section of "Warships of World War I" revealed that, for a given tonnage, the "Majestic" class of British battleships possessed very similar dimensions to the Russian vessel in question and this endowed her hitherto incomplete details with a greater degree of credibility pending the arrival of specifically authoritative material.



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### LETTERS TO THE EDITOR

The photograph of the battleship "Tsesarevitch" on Page 9 (not Page 8) has been incorrectly captioned. I freely admit that the figures given in the caption for her armour-belt dimensions are inexplicable, however if Mr Jones had examined my article more thoroughly he would have found the correct information in the first column of Page 15 and at the top of column 3 on Page 20. To clarify the details of the Tsesarevitch's armour, her main belt was 10" thick, 4" on the ends and her main armoured deck was also 4" in thickness. Total weight of armour 4,000 tons.

The photograph of *Retvizan* at the foot of Page 15 has been captioned fairly accurately. The after-most 12" turret has been trained on the starboard beam and its two guns are plainly visible in the original photograph. Her secondary casement weapons are also visible. It is not necessary to actually remove the guns from a ship of war in order that she might be disarmed. Removal of the breech-blocks, together with the dismantling of the firing mechanisms would effectively incapacitate her. In the photograph under discussion she is still in Russian hands.

The upper illustration on Page 15 is an original untouched photograph of the *Retvizan* in tropical light-grey livery. This reproduction is undesirably dark otherwise the buff colouring of the funnels would have been plainly visible. After capture and reconstruction by the Japanese her appearance was altered and her name changed to *Hizen*. Her thick military masts and fighting tops were replaced by lighter pole masts without prominent platforms and her funnels were shortened. Lastly her colour changed to overall medium-grey.

I can understand Mr Jones' confusion concerning the disposition of vessels in the upper picture on Page 17. The photograph is not clear, however, the vessels as listed are in fact in the picture. Bearing in mind that the caption should read from right to left, and

not vice versa: the vessels would then appear in their correct order.

Mr Jones' criticism of the photograph at the foot of Page 17 is partially correct. The vessel lying to port of the *Varig* is not the gunboat *Korietz*, which was a three masted 1,500 ton gunboat with one funnel and the bridge abaft the foremast and featuring a very prominent extended ram bow. The vessel was square-rigged on the foremast only and was rigged with two old type 8 inch guns, one old type 6 inch, four old type 4 inch and six small quick firers. At the time of her demise her machinery was in poor condition and she was capable of a sustained speed of only approximately 4-4½ knots under power. Unfortunately copy-right restrictions prevent me from printing an illustration of this interesting old vessel. She was a near-sister of the gunboat *Mandjur* which appears in the upper photograph on this page. I cannot identify the vessel lying to port of the *Varig* in this photograph. Admittedly her outline does resemble that of a British scout cruiser of the pre-dreadnought era, however this resemblance alone cannot serve to identify a unit of the Royal Navy.

Assuming for the moment that she was at least British built, it should be recalled that much international warship tonnage was, and still is, constructed in British shipyards: for example, some

South American navies have always been good customers of Britain.

One could take the extreme view and assume that this is a photograph of the *Varig* after capture and repair by the Japanese and is shown moored in company with a Japanese light cruiser. I am inclined to doubt this for two reasons. Firstly the *Varig* is flying the Russian naval ensign, and secondly, the only twin funnel cruisers in the Japanese navy which bear any resemblance to the vessel in the illustration could only be the *Kasagi* or the *Chitose*, both of which were launched from American shipyards in January, 1898.

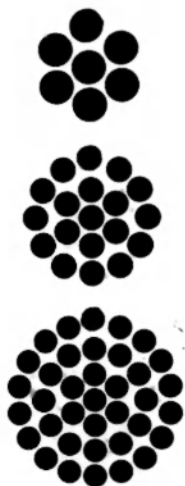
If Mr Jones is able to discover the true identity of this cruiser, I would greatly appreciate being informed of the results of his efforts.

The illustration on Page 21 is included so that a possible method of deployment of moored sea mines could be appreciated by those not familiar with this weapon. Whilst it is indeed true that three major Japanese units were destroyed in the space of a few minutes by mines like these, the caption is unfortunate in its implication. The drawing is Russian and the vessel depicted is almost certainly the armoured cruiser *Rosia*.



Armoured cruiser *Rosia*. Black hull indicates ship is serving in northern waters. Note protruding 'bow-chaser' gun and ornamental scroll-work on this stem.

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## LETTERS TO THE EDITOR

Mr Jones' contemporary source quotation alleging only light damage as a result of the Japanese attack on Port Arthur is obviously of Russian origin. In the light of Russia's thinly veiled contempt of Japanese worth and ability, it is hardly likely that they would admit to suffering a military reverse at the hands of those whom they (the Russians) considered to be very much their inferiors.

In arriving at my printed conclusions concerning the Port Arthur attack, I consulted three separate and neutral sources, all of which were in general agreement, with only detail variations. I have in my possession photographic evidence that points conclusively to the truth of these sources. The exploits of those Japanese personnel who guided their torpedoes through the icy waters by hand is no product of The Brothers Grimm. The incident has been well-documented and, when one recalls details of the Japanese warrior-code of Bushido, is entirely feasible. A horrible but logical extension of this code resulted in the Kamikaze and Ohka piloted bomb suicidal air attacks which bedevilled the American Navy during the invasion of Okinawa in 1945.

I cannot recall having read any documents or books written by Reginald Hargraves. Neither the Encyclopaedia Britannica or Chambers Encyclopaedia mention this man. However Fred T. Jane states that Japanese net-cutters appear to work reasonably well and Oscar Parkes states that Japanese net-cutters were of the "scissors" variety.

I will answer Mr Jones' last two points in reverse order. Purely for the purposes of this reply I say that the Japanese attack on Port Arthur was repeating nothing. However I thought I had made it perfectly obvious that their attack on Pearl Harbour in 1941 was virtually a repeat performance, complete with similar, behind the scenes, high level diplomatic wrangling. I cannot enlarge upon that statement.

As to the second of Mr Jones' last two points, let me remind him of the fact that our immensely valuable and incredibly lucky country is, militarily, one of the most vulnerable on earth, and in the light of current international tension, we should heed the ancient Chinese maxim: "The more you sweat in peace, the less you bleed in war."

The attack on Sydney Harbour by Type "A" Japanese midget submarines was but the tip of the proverbial iceberg. The frightening spectre of what could have happened had the historic battle of Midway been won by the Japanese is mercilessly expounded in the book *Battle of Sydney* by the Australian historian, John Vader. The German poet/philosopher, Goethe, once said: "Those who do not understand the past are doomed to re-live it." For all those interested in the hypothesis of repetition, I recommend the work "It Might Happen Again" by Admiral of the Fleet Lord Chatfield.

Mr Lee, quite rightly, pointed out once again the inaccuracy contained in the caption of the photograph on Page 9. I have taken steps to ensure that such a plethora of errors does not recur.

Various well-recognised naval historians such as Oscar Parkes, Fred Jane and Richard Hough are in reasonable accord on the subject of the Russian anti-torpedo nets used by the vessels at Port Arthur. They were apparently adequate when assessed by the standards of the day; these same authors admit to penetration of those nets by Japanese torpedoes with varying degrees of success. Faith in the efficacy of anti-torpedo net defences gradually declined to the point where, as Mr Lee has stated, the British finally abandoned this cumbersome system in 1915.

I am grateful to Mr Lee for reminding me of the capture of Chemulpo by Togo's forces. It did not occur to me to mention this in my article.

As a matter of principle, I treat with a good deal of suspicion Russian accounts of their activities in

this area of operations. "Janes Fighting Ships of 1919" states that the *Variag* was definitely sunk by naval gunfire at Chemulpo (Korea) in February, 1904. She was salvaged in August, 1905, repaired by the Japanese and renamed *Soya*. She was finally retroceded to Russia by Japan in March, 1916, and finally dismantled at Liverpool in 1918.

Various authors have the *Novik* being run aground and destroyed at, alternatively Saghalien, Korsakov or La Perouse Straits. It is virtually one and the same area.

Until the advent of Mr Lee's letter, I was totally unaware of the existence of a Russian cruiser called the *Boyagra*. Not one of my sources makes any mention of her. I would be grateful if Mr Lee could forward details of this elusive vessel to me.

With regard to the quality of Russian naval personnel in this period, there appears to be nothing basically wrong with the inherent fighting ability of the average rating.

He appears to have been a rather hardy soul, subjected as he was to foul living conditions on badly equipped ships and to extremely harsh discipline meted out by officers of sometimes questionable ability, although there were several notable exceptions amongst the officer corps.

The life-style of these mostly illiterate sailors was in marked contrast to that led by their officers; who were, in the main, of aristocratic birth. The quality of rations, for example, varied accordingly and the vast social gulf endemic to Russian naval vessels, created monumental problems of discipline and crew control.

Therefore it can be seen that, individual ship's commanders' personal qualities notwithstanding, the basic team spirit on which a warship's very survival depended was oft-times completely lacking and she was therefore practically useless as a cohesive fighting unit.

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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: Staff Office Cadets, H.M.A.S. Watson, Watsons Bay, N.S.W., 2030.

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# SEA CADET CORPS NEWS

## QUARTERLY REPORT OF PROCEEDINGS

This report is for the period 1 January to 31 March, 1972 and covers Continuous Training, Weekend Training and other activities carried out by the Naval Reserve Cadets in New South Wales.

Continuous training at sea was carried out in H.M.A.S. MELBOURNE from 16 to 23 January for 18 members and from 24 to 27 March in H.M.A.S. SYDNEY for 30 members. Weekend training took place in the following H.M.A. Ships and Establishments:

| SHIP/ESTABLISHMENT  | DATES            | NO. OF PERSONNEL |
|---------------------|------------------|------------------|
| H.M.A.S. PERTH      | 11-13 February   | 23               |
| H.M.A.S. BRISBANE   | 18-20 February   | 17               |
| H.M.A.S. BRISBANE   | 3-5 March        | 16               |
| H.M.A.S. PENGUIN    | 10-12 March      | 19               |
| H.M.A.S. SYDNEY     | 17-19 March      | 31               |
| H.M.A.S. PARRAMATTA | 30 March-3 April | 21               |

The Staff Officer Reserves to the Flag Officer Commanding East Australia Area, Commander R. J. RUST, R.A.N., accompanied by the Senior Officer carried out inspections of the following units:

| UNIT            | DATE        |
|-----------------|-------------|
| T.S. SIRIUS     | 19 February |
| T.S. ALBATROSS  | 4 March     |
| T.S. HAWKESBURY | 18 March    |

The Deputy Senior Officer was present at a reception for Commander L. E. PEYTON JONES, D.S.O., D.S.C., M.B.E., R.N., the Overseas Secretary to the Duke of Edinburgh's Award Scheme held on Monday 13 March, 1972.

L. MACKAY-CRUISE  
Commander, R.A.N.R.  
Senior Officer

## TASMANIA

In April 1972, T.S. Tamar, the Launceston unit of the Australian Sea Cadet Corps, celebrates the twentieth anniversary of its entry into the Corps. The Launceston Company of the then Navy League Sea Cadet Corps had its beginnings in November 1951 when a meeting between Commander Shaw R.A.N. (Naval Officer in Charge, Tasmania), Mr G. Cutts and Mr W. Springer agreed to form the company. Originally it was known as T.S. Launceston. Preparations and recruitment went on until late in January 1952 when the unit had its first meeting in Mr Springer's lounge with 35 cadets. Mr Cutts became Lieutenant Cutts and Commanding Officer and Mr Springer was 1st Lieutenant with the rank of Sub-Lieutenant.

Parades were held at Patons & Baldwin's hall for nearly two years. In 1953 the unit was judged the best

in Australia, and a cadet was sent with the coronation contingent around the world in H.M.A.S. Sydney. On the acquisition of the hulk

Alvina, Saturday parades were held on board her, and Friday night parades were held at nearby Paterson Barracks, the C.M.F. Depot.



T.S. Tamar, 1971 — Drill Class under training.

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### CADET CORPS NEWS

In 1958 an old sawmill complex was purchased by a local business club and renovated for their premises. A large space that they were unable to use was offered to the unit. It was upstairs, approximately 40 ft. by 40 ft. and covered with rubbish and sawdust six inches deep! However, the cadets set to work and the space was cleaned, painted and sub-divided into stores, galley etc. This was moved into on the night of our Annual Inspection by Captain Tancred R.A.N.

Saturday parades were still being carried out on board *Alvina*. Restoration work was being carried out here also, and a 32-volt lighting plant was wired in at this time. In January, 1958 a crew of 23 cadets under Sub-Lieutenant A. Cleaver went to Ballarat for 12 days, raising the money themselves.

Vandals had by this time turned their attentions to the *Alvina* to such an extent that finally she went to the breakers in 1961. In 1960 a cadet was sent to the Empire Camp in New Zealand. Also the foundations were laid for our own hall, but no funds were available to commence building. In 1963 the owners of the unit headquarters sold out and the unit was forced to move. Accommodation was found temporarily in a vacant woolstore in William Street. This was headquarters for approximately nine months until it was required for the wool season. The unit was temporarily homeless for two months, meeting at a council car park. In 1964 the unit hired the upstairs portion of the Tamar Rowing Club. This was to be home till 1970. In 1964 and 1968 field gun teams gave displays at the Launceston Show.

In 1970 the money was borrowed to complete the first stage of the hall. This comprised the main hall (60 by 40 ft.), toilet block and a mess room. The unit moved in. Cadets and helpers excavated boat sheds under the hall in the following year. It is hoped that Launceston Rotary will give support in 1972 to complete stage 2 — the addition of offices, galley, canteen, store room and another toilet block. The unit was judged best in Tasmania in 1953-4-5-6 1958-9 1960 1970.



T.S. Tamar 1971 — Sailing crew patiently looking for wind.

The following Officers and Instructors have served or are serving in *Tamar*:  
Lieutenant Commanders Cutts and Thompson.  
Lieutenants Springer, Baker, McMeekin\* and Cleaver\*. Sub-Lieutenants Andrews, Lee and C. P. O. Mason\*. Petty Officers Barratt, Richardson, Ellis, Coates, Bell, Forsyth, Easter\*, Ingram, Barton, James\* and Smith\*.

Three men also gave many years as civilian instructors, namely Sgt. Daniels, Mr D. Harper and Mr N. Dyne.

T.S. *Tamar* fully expects to get "the key to the door" in '73.

(\*Denotes still serving.)

(The editor is indebted to Mr A. J. Lee for the preparation of this brief history of the Launceston Unit. T.S. TAMAR.)



T.S. Tamar 1971 — Signals specialists at hoisting practice.

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# BOOK REVIEWS

## SEA POWER IN THE MEDITERRANEAN

A history of the struggle for sea power in the Mediterranean from the seventeenth century to the present day.

By: **S. W. C. Pack**. 233 pages. numerous photographs.

Price: **\$8.75**. Publishers: Arthur Barker Ltd., London, 1971.

Reviewed by: Lieutenant Commander **B. R. Nield**. B.A., R.A.N.R. (Retd.)

Captain Pack, who has had years of service in the Mediterranean area and has published several books on naval history, gives us in this book a short history of naval warfare in that area.

As he shows skilfully and concisely, the part played there by the Royal Navy has been decisive, both in the history of Britain and in the general history of Europe. As extensive literature on this subject has already been published, but much of it would be bewildering to a beginner. Naval historians often write as if their readers already know the main facts; besides, the technicalities of naval warfare have never been simple. This book provides a clear narrative which contains sufficient historical background to explain naval strategy. Captain Pack derives his facts from published material, but he writes as an enthusiast, not as a dull compiler — more than once, he writes in effect: "I was there." He has his dislikes as for King George the Second and for Sir Winston Churchill's political contemporaries, and his likes, as for Pitt the Elder and for Churchill. This partisanship, against which historical evidence can be produced, is only a small part of the book, and it actually adds colour to the story.

In discussing Napoleon's war and Hitler's war, which were both very complicated, Captain Pack gives accounts which could be followed by readers quite unfamiliar with the facts. Such readers, if they read this short book with reasonable care, will at the end be prepared to study more detailed works, such as the historical writings of Richmond and Mahan, the collections of original documents published by the Navy Records Society, and personal narratives such as Cunningham's *Sailor's Odyssey*.

This book, then, is recommended for historians who have not studied naval affairs, for naval men who have not studied history, and for anyone who wants to know.

## THE SAGA OF THE SS GREAT BRITAIN

By: **John O'Callaghan**. 178 pages. 24 photographs.

Price: **\$7.65**. Published by: Rupert Hart-Davis, London.

Reviewed by: Shtandardt. Book supplied by Hicks Smith & Sons Pty. Ltd., Sydney.

A book of this type must embody several qualities. First and foremost the author must ensure that his presentation of the facts is accurate. The overall story (which embodies these facts) should be assembled in such a fashion that it flows smoothly and could therefore be read by both enthusiast and researcher with equal facility. On the points of accuracy and depth of research I have absolutely no complaint. However when taken as a narrative this book was a disappointment to me. In fact I would go so far as to say that I have seldom encountered a more difficult book to read.

The author has employed the "flashback" method of presenta-

tion which, whilst normally being a perfectly legitimate method of expression when used once or possibly twice in a story, I feel has been carried to excess in this particular instance. For example, Chapter 1 begins with the actual launching of the *Great Britain* but at this point the author halts, goes back, and relates the entire circumstances of the ship's birth. This virtual background information almost takes the form of the sub-plot and it continues in this manner till the close of Chapter 2.

The first page of Chapter 3 states that

(a) the *Great Britain* started her first voyage, and

(b) the fact that she ran aground on the Irish coast during that voyage.

Author O'Callaghan then devotes the next twenty-odd pages to an explanation of how she came to be aground in the first place. Chapter 4, which is entitled "Steam Pioneers", deals principally with the origin and progress of The Great Western Steamship Company, the firm that was responsible for the building of the *Great Britain*. In my opinion it is this chapter which should be titled Chapter 1. The story could then have proceeded through the various stages of her design and construction through to her "launch" by Prince Albert, the fitting out, followed by her maiden voyage, and subsequent grounding.

As it is the author has taken each principal event in the ship's life, stated it as a separate entity, and then proceeded to tell the story of each of these episodes separately and in flashback. This results in a very broken story, one which cannot be put down and picked up with an



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## BOOK REVIEWS

interval in between without the reader referring back to several previous pages to pick up the thread of the story.

Information on the dust jacket informs us that Mr O'Callaghan delved deeply into contemporary sources including diaries, log books and unpublished letters, etc. The truth of this statement is revealed the further one reads into this book: in fact Mr O'Callaghan relies in large measure on copious verbatim quotations from contemporary sources to bolster his narrative. This is rather unfortunate as the precise grammatical style of early Victorian England is not always easily comprehended by the present-day reader and it can sometimes happen that an inordinate amount of time can be wasted by the reader in attempting to place certain passages in their correct context. (A good example of this would be the word "memorial". Its meaning today is obvious, however in 1840 the word was sometimes used as a substitute for the present-day word "memorandum").

Moreover, several passages of text, including several of the verbatim quotations, would be far more easily understood by a marine engineer than by the average reader.

The unique nature of the *Great Britain's* power plant is worthy of mention — no illustrations of her engines appear in the book. Whilst it is quite feasible to assume that no actual photographs of the original engines exist, there happens to be a functioning model of this same

power plant on exhibition at one of the great maritime museums in England: in fact movie film of this engine was included in the recent television film *The Great Iron Ship*.

Mr. O'Callaghan includes the story of the famous tug of war between the paddle steamer *Alecto* and the screw-steamer *Rattler* which took place on 3 January, 1845, and which proved to the satisfaction of the *Great Britain's* designer, Isambard Kingdom Brunel, the superiority of the screw over the paddle wheel. As it happened, the *Rattler*, using a two-bladed Smith propeller, won by tugging *Alecto* astern at 2.8 knots.

On Page 49, the author mentions an incident which occurred during a trial voyage to London, in the course of which the *Great Britain* was hit by a heavy sea on the starboard bow thereby occasioning a small degree of damage. The impact occurred at 3.20 p.m. in the afternoon of the 24 January, 1845, and "it is thought that the best known print of the ship during this part of her life is a reconstruction of the 3.20 p.m. wave". In the illustrated centre section of the book there appears a black and white reproduction of a painting which clearly shows her being struck on the starboard bow by a huge wave. However this reproduction is labelled "after her first refitting in 1846" and clearly depicts the *Great Britain* with five masts, two of which are square-rigged, including that immediately abaft the funnel. I am puzzled by the inclusion in the book of this black and white reproduction, particularly when I note that on the dust jacket of the book there

appears a full colour reproduction of an almost identical painting which clearly depicts the *Great Britain* as being rigged with six masts, only the second of which is square-rigged, the additional third mast being fore-and-aft rigged. The question obviously is why include either of these paintings when, taken separately, they do not appear to relate easily to the text. It should be remembered that not all books fall into the hands of their readers complete with dust jacket and therefore on the occasion when this occurs, the centre illustration would not appear to relate to the text at all — thereby remaining simply just another pleasant picture in the book.

I must say I was looking forward to reading this book, particularly so when its subject matter was, and still is, of great interest to me. Frankly, I was disappointed. It was not an easy book to read as I stated earlier, however, I ploughed along in vain, hoping that its style might improve. In my opinion it did not. There can be no denying the fact that the author obviously went to great lengths to ensure the authenticity of its text, however I feel this was accomplished at the expense of style, thereby seriously impairing its appeal to the less-sophisticated reader of maritime affairs.

As it is, to the best of my knowledge, the only definitive work on this subject to appear so far, it would be a boon to the dedicated researcher. To others less well-endowed with perseverance, I feel it could be a burden.

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## BOOK REVIEWS

### H.M.A.S. HOBART

By: L. J. Lind & M. A. Payne. 76 pages. Price: \$1.50.

Published by The Naval Historical Society of Australia.

### H.M.A.S. SYDNEY

By: Vice-Admiral Sir John Collins, K.B.E., C.B. 66 pages. Price: \$1.50. Published by The Naval Historical Society of Australia.

### N CLASS

(The story of H.M.A. Ships Napier, Nizam, Nestor, Norman and Nepal.)

By: L. J. Lind & M. A. Payne. 157 pages. Price: \$3.00.

Published by The Naval Historical Society of Australia.

Reviewed by: Galatea

Each of these three soft-covered volumes only recently came into my possession. They are apparently the progenitors of a series of books dealing exclusively with

the biographies of past units in the Australian Fleet which took part in both the First and Second World Wars. These are books which should appeal to anyone possessing even a passing interest in Australia's naval heritage, and, with the exception of H.M.A.S. Sydney, are stories which have not been told before.

My own appetite was further whetted when I noted from the flyleaf that further biographies would include such juicy items as stories of H.M.A.S. Shropshire of World War II fame and that of the World War I battle cruiser, H.M.A.S. Australia.

I have nothing but unstinted praise for these volumes which are written in a clear, exciting and easy to follow style and which include many good photographs. Each volume is equipped with concise technical details of the ships concerned. These books are well

produced, are very competitively priced and represent excellent value for money.

A couple of points of interest: the actual titles on the covers of each book are executed in a style very similar to that of a ship's cap-tally, an original idea and one which lends to each book a certain air of authenticity. The cover of the book dealing with H.M.A.S. Sydney is enhanced by one of the best photographs of the ship that I have ever seen taken as it is, off her starboard bow in a moderate seaway. Another point worth noting is that the Sydney and N Class biographies are individually numbered editions, a fact which will undoubtedly enhance their value in the years to come.

To sum up I can only say get out and buy them. They are a worthwhile addition to any naval enthusiast's bookshelves and represent stories that long needed to be told.

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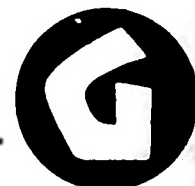
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