

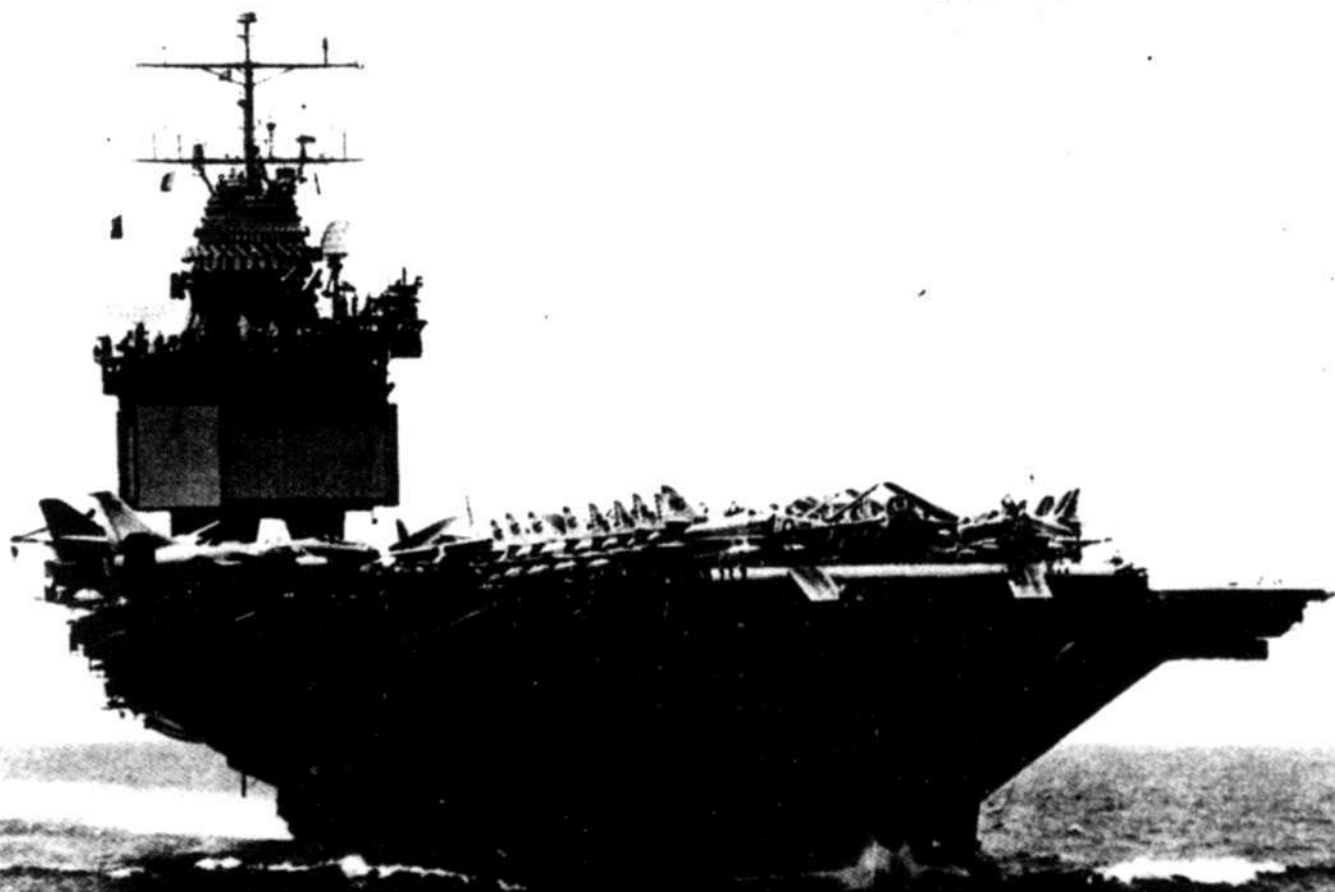
THE Navy

AUGUST-SEPTEMBER-OCTOBER, 1974

Registered for posting as a periodical — Category A

50 CENTS

NAVY WEEK ISSUE
*Featuring Details of Special Events
Throughout Australia*



Greetings to RAN

TROJAN-JOYCE Winners of the..



A Good Design Award
by the Industrial Design
Council of Australia



The 1973 Major Hoover
Marketing Award



A Prince Philip Prize
for Australian Design



Joyce
Fold-a-Bed.



Joyce
Hospital Bed
& Equipment.

Commercial Furniture, Garages,
Pre-fab Buildings

TROJAN-JOYCE

Branch of Joyce of Australia.

6-8 Forsyth St., O'Connor, W.A. Phone 37 4400

THE NAVY

The magazine of the Navy League of Australia
Registered for posting as a periodical — Category A

Vol 38

AUGUST-SEPTEMBER-OCTOBER, 1976

No 3

CONTENTS

Page

Message from the Minister for Defence	3
Message from the Chief of Naval Staff	5
Message from the Federal President of the Navy League of Australia	7
The Soviet Military Machine	8
Bits and Pieces	12
Navy Week in Australia	16
Programme of Events for Navy Week, 1976	17
Inspection of HMAS Nirimba — Open Day	18
Naval Reserve Cadet News	23
The Replacement Syndrome	29
Notices of Extraordinary and Annual General Meetings	32

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.

Photographs appearing in this magazine are obtained from official sources and copies cannot be secured from the Navy League of Australia or Percival Publishing Co Pty Ltd.

All correspondence should be directed to the Honorary Editor
26 Wesson Road, West Pennant Hills, NSW, 2120, Australia
Telephone Enquiries — 84 7198 (evenings only)

Published by the Navy League of Australia, Box 1719, GPO, Sydney, NSW, 2001.
15th Floor, Patrick House, Cnr Spring and Gresham Streets, Sydney, NSW, 2000.

ADVERTISING AND PUBLICATION: PERCIVAL PUBLISHING CO PTY LTD

SYDNEY	MELBOURNE	ADELAIDE	BRISBANE	PERTH	HOBART
862 Elizabeth St Waterloo NSW, 2017 Phone: 699 2600	Greenan Publications Pty Ltd 374 Little Collins St Phone: 67 1334	17 Currie St Adelaide, 5000 Phone: 51 6225	72 Eagle St Brisbane, 4000 Phone: 31 2531	194 St George's Tce Perth, 6000 Phone: 22 4072	152 Collins St Hobart, 7000 Phone: 34 4098

ADVERTISING RATES: \$195 PER PAGE — \$105 PER HALF PAGE

THE NAVY LEAGUE OF AUSTRALIA

PATRON: His Excellency the Governor-General

FEDERAL COUNCIL

President: Commander F. G. Evans, MBE, VRD, RANR.

Vice-President: Captain L. F. Vickridge, OBE, VRD, RANR.

Vice-President: Lieut Cmdr A. W. Grazebrook, RD, RANR.

Secretary: Lieut Cmdr O. V. Dimmitt, VRD, RANR, Box 227, PO Hawthorn, Victoria, 3122.

New South Wales Division

Patron: His Excellency, the Governor of New South Wales.

President: Lieut Cmdr E. Bryden-Brown, VRD, RANR.

Honorary Secretary: D. P. Trickett, Esq. Box 1719, GPO Sydney, NSW, 2001.

Victorian Division

Patron: His Excellency, the Governor of Victoria.

President: Lieut Cmdr A. H. Burrows, VRD, RANR.

Secretary: Lieut Cmdr O. V. Dimmitt, VRD, RANR, Box 227, Post Office, Hawthorn, Victoria, 3122.

Queensland Division

Patron: His Excellency, the Governor of Queensland.

President: Surgeon Commander A. H. Robertson, RANR.

Hon Secretary: Colonel P. V. O. Fleming, ED, 39 Pinecroft Street, Camp Hill, Queensland, 4152.

Australian Capital Territory Division

President: Commander J. B. Howse, VRD, RANR.

Hon Secretary: Commander D. M. Blake, VRD, RANR, 12 Darmody Street, Weetangera, ACT, 2614.

South Australian Division

Patron: His Excellency, the Governor of South Australia.

President: Bruce Grey, Esq.

Hon Secretary: Miss A. Fitzgerald, Box 1529M, GPO Adelaide, SA, 5001.

Tasmanian Division

Patron: Vice-Admiral Sir Guy Wyatt, KBE, CB.

President: Commander J. G. B. Campbell, DFC, RANR.

Hon Secretary: Lieut D. J. Heath, 3 Winmarleigh Street, Taroona, 7006.

West Australian Division

Patron: His Excellency, the Governor of Western Australia.

President: Captain L. S. W. Vickridge, OBE, VRD, RANR.

Hon Secretary: Mr D. Seward, Box 735, PO Fremantle, 6160.

A.B.C. BEER & WINE KELLERS

*

When it comes to beer
and wine. . .
come to us!

*

40 Daglish Street, Wembley. 81 1118
30 Sexton Road, Inglewood. 71 3712
34 Ardross Street, Applecross. 64 1146
312 Onslow Road, Shenton Park. 81 5272
32 Davies Road, Claremont. 31 0510
221 Preston Point Road, Bicton. 39 1917
277 South Street, Hilton Park. 37 1453
Monks Cellars, 189 Guildford Road, Maylands. 71 2957
Coburn Liquor and Food Centre
333 Rockingham Road, Spearwood. 98 1205
Clarke's Store, 88 Bishopsgate Street, Carlisle. 61 1335
Forestfield Tavern, 40 Cumberland Street, Forestfield. 69 9139
ABC Stores Pty Ltd, 23 Mount Street, Perth. 22 1720



MESSAGE FROM . . .

THE MINISTER FOR DEFENCE

The Honourable D. J. KILLEN, MP

The long and prosperous peace enjoyed by this country has encouraged some Australians to accept it as a continuing certainty which can be secured with little obligation.

Nothing in history encourages the view that a country can secure its defence by being casual about its responsibilities. That is a lesson the Government respects.

Of the objects for which the Navy League was established, none is more important than the need "to spread information showing the vital importance of maintaining sea and air power". This will contribute to sharpening public awareness that peace at no cost is unlikely to endure.

I commend both the League and "The Navy" magazine on their worthwhile and valued continuing support of our Navy's interests.

My good wishes go to you in Navy Week.

Best Wishes to All Navy Personnel from

Enoggera Motor Body Works Pty Ltd

Commercial Vehicles of All Types including Fire
Engines, Aluminium Cargo Vans, Panel Vans
(including Refrigeration), Tippers, Trays,
Pantechonics

Wheel Base Alterations, Canopies, etc

111 SOUTH PINE RD
ALDERLEY, QLD, 4051
Telephone: 356 5455

Inserted with the Compliments of

TANCRED MEATS

Enquiries welcome to

Tancred Brothers Pty Limited

PO Box 106, Morningside
Queensland, 4170

Supplies available from
BRISBANE (07) 399 2544
CAIRNS (070) 51 3233
TOWNSVILLE (077) 71 6181
GOLD COAST (075) 39 8550
TOOWOOMBA (076) 32 2165
SYDNEY (02) 827 2444
GOULBURN (048) 21 5674

Approved suppliers of Quality Meat and Smallgoods to the Aust Govt



A Message from the Chief of Naval Staff

VICE-ADMIRAL
H. D. STEVENSON, CBE

This will be my last message to the Navy League of Australia before I retire. Sad though it may be to leave the RAN after 44 years' service I am happy that I am leaving a navy poised for progress and the achievement of capabilities that may at times have appeared doubtful.

The events of the past six months must give the RAN reason for some optimism. Statements from the Government have been encouraging and it does seem that more emphasis is being given to maritime considerations. On 25 May the Minister for Defence announced the planned expenditure of more than \$12,000 million in real terms on defence over the next five years, and stated that there would be an immediate increase in the level of Service activities, including Fleet steaming time. This level of expenditure should mean that more money will be available for items of capital equipment. The Prime Minister in his statement on the world situation on 1 June referred to the Government's "determination to act to improve our defence capabilities", and elsewhere both he and the Defence Minister have stressed the importance of our maritime environment to our defence. In these circumstances it is not unreasonable to look forward to an expanded capital equipment programme and possibly to Navy improving its slice of the "Defence Cake".

I believe that, amongst the responsible elements of the Australian community, there is a general awareness of defence issues. Much of this awareness can be attributed to the work of such organisations as the Navy League. There has been a sensible campaign conducted by members of the Navy League to inform the people of Australia of the importance of seapower. I am grateful to those who have devoted so much of their own time to this cause and I endorse the sensible line that most writers have taken.

It is important to avoid the temptation to overstate the case for defence in a dramatic bid for support. This attitude can discredit soundly based arguments for defence. For the thinking members of our community a balanced statement of the real issues should be sufficient to highlight the importance of maritime forces to Australia. So many of you have recognised that navies are something more than a military weapon and that the effectiveness of seapower is enhanced by the intrinsic quality of flexibility. This is so important to a country in Australia's strategic situation.

I thank you for your help and your good company and know that you will give the same quality of support to Tony Synnot.

Good luck.

A Company of the
Vickers Group

VICKERS COCKATOO DOCKYARD Pty Limited

BUILDERS OF MANY OF
THE NAVY'S FINEST
FIGHTING SHIPS

COCKATOO ISLAND
SYDNEY

Telegraphic Address:

CODOCK

Telephone: 82 0661
Telex: AA 21833

ENDEAVOUR VIKING 23



Classic Motor Sailor

a bold new addition to the Endeavour fleet
ENDEAVOUR YACHTS P/L
52 Holstead Street
Hurstville. 579 3311, 579 3433

Emmotts Limited General Department Store

Specialising in All Floorcoverings — Free measure and quote
All carpets made and laid by
expert tradesmen

26-30 BERRY STREET
NOWRA, NSW

Naval Inquiries
Telephone: Nowra 2 0204

A Message from

The Federal President of the Navy League of Australia



COMMANDER F. G. EVANS, MBE, VRD, RANR

Instead of acceding to the Editor's request to send a "message" to readers of "The Navy", I propose to offer a brief comment on several subjects attracting public interest at the present time.

Defence: When I read the Prime Minister's statement to Parliament on foreign affairs and defence several months ago I gained the clear impression that he was drawing attention to the immense military strength of Russia in a global context. It is unfortunate that Mr Fraser's far-reaching survey has degenerated into an argument on naval activities in the Indian Ocean, a vast geographical area but in fact only part of a much greater international canvas.

It is perhaps natural, but nevertheless regrettable, that we tend to reduce anything that is said on world events to a purely local level. Australia is a big country and we need to think in the widest terms.

Shipbuilding: It is quite extraordinary that a nation dependent upon the sea for what is virtually its continued existence, cannot support a viable maritime industry; and yet this seems to be our situation. Surely government, business management and unions are not so obsessed with other particular problems and interests that a commonsense solution cannot be found?

Cadets: The government's new cadet scheme calls for community participation. The Navy League is well aware as a result of practical experience of the difficulties, especially the financial problems, involved in running a cadet training organisation. Hopefully, defence authorities and appropriate civilian organisations will soon get together and devise a workable arrangement in which the Services and the wider community will each have their part to play.

I ask all members of the League to continue their efforts to promote the maritime well-being of Australia. If ever there was a time for action instead of talk, this is it.

The Soviet Military Machine: Morale, Muscles, and Megatons

By ROBERT D. HEINL, JR., in "Sea Power", the Official Publication of the Navy League of the United States

Colonel Robert Debs Heinl, Jr., USMC (Ret), recently returned from a visit to the Soviet Union. Following is his four-part report on that country's massive and mighty armed forces, the Soviet navy, "the China problem", and Soviet military expenditures.



In the drab provincial city of Kalinin, north-west of Moscow, the huge billboard shows two MiG-25s zooming skyward above the clouds. Wording on the sign proclaims: "An Officer's Profession is a Heroic One."

Down the street — and on many another Soviet street and square — shabby workers are confronted by other billboards and posters showing a muscular civilian artisan linking arms with a handsome, stern soldier.

"The Army and the People are One," reads the caption.

Underneath, in slightly smaller letters, is the message that throughout the Soviet armed forces all men are regarded with love and respect, that the officers are highly professional, decisive, broadly educated and that the men (and women) they lead are loyal children of the fatherland distinguished by burning patriotism, ideological conviction, a high level of culture and wide knowledge.

In the United States, such messages would be scorned or scoffed at. In Russia they lap it up.

Russia is a garrison state and always has been. Whether ruled by czar or commissar, the Russian people are militaristic and promilitary.

The posters are right: As Napoleon learned in 1812 and Hitler relearned in 1944, the Russian people and their army are indeed one.

According to sharply revised upward estimates agreed between the CIA and Pentagon, the Soviet armed forces total number about 4.8 million. At any given time this includes some 3.3 million conscripts.

This mighty organization, the largest armed force in the world, is growing steadily; in the past decade it has increased by nearly a million men.

To test this, stroll across Red Square past Lenin's tomb, or up Gorky Street. You will see more uniforms in a city block than you

would if you walked Washington's Pennsylvania Avenue all day.

The Armed Forces of Russia include the Ground Forces, Strategic Rocket Forces, Navy, Air Forces, Air-Defence Forces, and the political troops of the KGB and the MVD.

Every Soviet young man is obligated to two years' military service, but selection and training of the professional officers and career enlisted men who form the iron cadres begins at childhood.

Before a Russian child can read, he has military picture books. Later, his nursery rhymes and readers glorify the armed forces, while military toys abound, as can be seen in Moscow's giant children's department store or in "GUM", the even more enormous State Department Store on Red Square.

At age 10, the child joins the Pioneers, the militarized official movement, 25 million strong, that corresponds to American Scout movements. The Pioneers have a military-type organization and stress strongly idealized presentation of the Soviet military.

At 14, youngsters graduate into "Komsomol", the 35-million member Communist Youth Movement, and remain there until age 28. Two-thirds of all armed forces personnel, including most junior enlisted men, are also Komsomol members, as are almost all junior officers and cadets.

Although Komsomol works hand in glove with the armed forces, it includes about 15 per cent young civilian members as well.

Typical premilitary youth training in Komsomol includes instruction in marksmanship, parachuting, radio communications, motor vehicles and first-aid.

Heavy inculcation in patriotism goes hand in hand with leadership training. Komsomol cadres work with younger children of the Pioneers and run the national military sports competitions featuring such competitive events as grenade-throwing, stream-crossing, weapons competitions and cross-country races.

A lad with a good Komsomol record can apply for a secondary premilitary school, such as the Suvorov and Nakhimov, from which, after age 17 (along with qualified enlisted candidates already in the Armed Forces), he may progress as an officer-cadet ("kursant") into one of 120 officer-training schools with courses which last from three to five years.

To visualize the enormous scope of the Soviets' basic officer training, the US armed forces have three service academies, a Marine Corps Basic School, Coast Guard Academy, and a handful of officer-candidate schools — perhaps a total of 10-12 such establishments — while the USSR has 120 doing the same thing.

Another comparison of relative scale: The famed Frunze Academy for advanced officer training in Moscow, a monstrous war college, occupies a 10-storey monolithic building two blocks long and one block deep, bigger than any military administrative or training structure in the United States.

All in all, the Soviet Armed Forces have some 18 separate war colleges or staff colleges besides more specialized "academies" such as Civil Defence Academy and the Faculty of Military Music in Moscow's great Tchaikovsky Conservatory.

Most of these high-level schools are in and about Moscow or Leningrad, but some are as far afield as Kiev, Samarkand and Vladivostok.

For the officer (and, for that matter, the warrant officer or soldier) who works hard, the armed forces hold out the lure of mobility into Russia's most respected advantages compared to the dreary, downcast, gray existence of the average citizen.

In a system that puts the humble, democratic American military PX to shame, these Soviet officers and wives have access to special shops stocking unobtainable foreign consumer-items and luxuries at steep discounts.

Cars and drivers are at their call. Their children go to select schools.

Samuel Johnson once remarked that a soldier is more respected than any other man who makes as little money. This is true in Russia except that the soldiers reap greater rewards, too, and the country and the armed forces like it that way.

THE NEW SOVIET NAVY

Lying snug in her berth where the Neva River spills on its way to the sea is an ancient warship whose old-fashioned stacks, tall masts and ram bow bespeak an earlier era. This old ship, the cruiser AURORA, fired a shot heard 'round the world.

On November 7, 1917, it was the AURORA's bow gun that signalled the final assault by Soviet workers and soldiers on Leningrad's Winter Palace and brought the downfall of Alexander Kerensky, Russia's last non-Communist ruler.

Today, cleaner, brighter and more shipshape-appearing than most US warships, manned by a picked crew of clean-cut, short-haired seamen in traditional sailor suits, the AURORA symbolises the elite, capable, highly disciplined Russian navy which has now displaced the US Navy as No. 1.

Twenty years ago, Russia was a land power with a navy not worth noticing. Just two decades later, while the United States stood by and waited, the USSR has built one of the greatest navies the world has ever seen.

In the last 10 years (during which Congress has slashed successive US defence budgets by a total of \$32

billion), Russia has outspent and outbuilt the United States by 50 per cent or more in warship construction and now has a global, offensive navy which exceeds the US Navy in every category other than aircraft carriers. The USSR has now embarked on a carrier programme, too.

Russian squadrons cruise the Gulf of Mexico, where at Cienfuegos they have a Cuban base.

As early as 1967, Soviet ballistic-missile submarines converged so close to America's Atlantic Coast that the US Atlantic Command had to go to a special alert.

A Russian task force has circumnavigated the Hawaiian Islands and contemptuously held gunnery exercises within hearing of Pearl Harbor.

In the Mediterranean, for years virtually an American lake, our aging, outclassed Sixth Fleet is no longer capable of fighting Russia's mighty Black Sea fleet, at least not with much hope of success.

On any average day around the world, more than 50 Russian warships are at sea.

Russia's newest ballistic-missile submarines — the Delta class, with 4200-mile range — can lie safe inside the Barents Sea and hit North America.

It will be 1980 before the US Navy has its first equivalent Trident submarine. By that time, the Russian Navy will have a dozen Deltas, if not more.

In nuclear propulsion — Admiral Hyman Rickover's gift to the nation and once our great forte — the USSR is forging ahead. Her submarines, besides being far more numerous than ours, can go faster and dive deeper.

Russian 7.1-inch guns have 30 per cent longer range than our aged eight-inch guns.

Twenty of the Soviets' cruisers and 11 of her cruiserlike heavy destroyers already mount powerful long-range, ship-killing missiles whose first US counterparts have not yet come into service.

More than half the major warships in the Soviet Navy mount such ship-killing missiles, while every American aircraft carrier at sea has been trailed by one or more Russian surface ship or submarine with missiles constantly at the ready to deliver a surprise first-strike.

Besides the up-to-date, mighty Russian fighting fleets, the USSR

has also pushed the world's most comprehensive programme in oceanography (closely co-ordinated with a world-wide maritime intelligence effort) and operates a new, steadily growing merchant fleet (under naval control).

The Soviet merchant marine comprises a far greater percentage of modern ships of all classes than the combined merchant fleets of the West, our own not excepted.

Taughtly disciplined as it is, however, the Russian Navy has not been wholly exempt from disciplinary troubles. Only a few months ago, the crew of an escort vessel in the Baltic seized the ship and headed for Sweden. They were intercepted by attack aircraft which threatened to sink them unless the ship returned to Kronstadt, the naval base outside Leningrad.

The mutineers complied. Four were shot and 40 were sent to Siberia.

Similarly, disturbances occurred aboard a cruiser last year, forcing the ship (just like the US aircraft carrier CONSTELLATION during her 1972 mutiny) to put back to port. After the mutineers were put ashore, eight were shot and 54 sent to Siberia.

(The above is in sharp contrast to the US Navy's handling of 15 known mutinies since 1970 in which no mutineer has received more than brief brig time, while the Navy refuses to concede publicly that any mutinies have taken place.)

Here on the Baltic, Russia bases one of her four great fleets. (The others are the Black Sea-Mediterranean, Northern and Far East fleets.)

Besides basing a major fleet, the Baltic also has more than half the ship-construction and ship-repair capacity of the Soviet Union. To prevent this naval centre from being bottled up in wartime (which would be a main objective of the NATO navies), the USSR has recently completed a major canal system, strategically comparable to Germany's Kiel Canal, linking Leningrad with the White Sea and thus an opening to the North Atlantic.

Leningrad was Russia's first seagoing naval base, dating from the creation of her navy by Peter the Great in 1697. It is still a navy town today, as the shipshape old AURORA and the Kronstadt navy yard prove.

More fundamentally, what they prove has been well stated by our Admiral Rickover:

"The Soviets are embarked on a programme which reveals a singular awareness of the importance of sea power, and an unmistakable resolve to become the most powerful maritime force in the world."

AN ANCIENT FOE IN THE EAST

While most of the world watches Russia in the Middle East, in Africa, or in Central Europe, Russia looks over her shoulder at China.

Roughly one-third of Russia's huge armed forces are deployed today along the world's longest and most tense frontier, which meanders 6000 miles across Asia from Kashmir to Vladivostok.

Mutual fears and old grievances shadow virtually every mile of this heavily guarded, remote border.

Russia can never forget the "Golden Hordes" of Genghis Khan which slew and sacked their way across Asia to the Dnieper River 750 years ago. China, for her part, cannot forgive the "unequal treaties" of the 19th century, whereby Russia expanded into East Asian lands China considers hers.

As in the fierce religious wars of the Middle Ages, a "Protestant" Peking strives to topple the Kremlin, the Marxist "Vatican" in Moscow. This bitter ideological contest is sharpened because Russia and China are on opposite sides of the line between "have" and "have not" countries.

Each of the contending giants holds strategic hostages from the other. Russian nuclear and conventional forces are in easy striking distance of Lop Nor, China's nuclear development establishment in western China. On three sides, Manchuria, the Ruler of China and seat of the Chinese industrial base, is bounded by Soviet-controlled territory.

Conversely, Vladivostok, Russia's Far East capital, is but 75 miles from the Chinese border while all of the Soviet Pacific provinces are flanked by Manchuria.

Russia and China, respectively, have the world's largest and second largest armed forces. Of a population of some 253 million, Moscow keeps 4.8 million men under arms, while China, with more than 700 million people, has about 3.8 million

in uniform. On a per capita comparison between the two populations, this makes Russia three times as heavily armed for her size as China.

No two armed forces could be more different than those of the two giants.

The Russian forces east of Lake Baikal, ringing the Chinese border, constitute in reality a second major army within the Russian armed forces. Their strength, which has been steadily building up since the bitter 1969 clashes with China along the Ussuri River, has been estimated between 45 and 50 divisions, including at least eight armoured, with the rest mechanised.

Russia has over 10,000 tanks in the area and 3000 tactical aircraft (and a large stockpile of tactical nuclear weapons). Her Far East fleet, based at Vladivostok, is a well-balanced blue-water fighting force with marines and a good amphibious force clearly pointed at China's long coastline.

Like the rest of the Russian armed forces, those facing China are configured for swift air-armour blitzkrieg offensive action across wide-open Asia.

If Russia's forces are configured for the offense, those of China are probably the most defensively orientated in the world. Of some 140 divisions in the entire Chinese army, 125 are old-fashioned "leg" infantry and only seven are armoured. Bearing the Maoist stamp of "peoples' war", the Chinese infantry are trained in guerrilla and partisan wars of resistance with support of a friendly population.

China's navy and air force have only a nuisance value compared to those of Russia in the Far East. In nuclear weapons, although the Chinese do have a few liquid-fueled, early-model ICBMs capable of hitting Moscow, the imbalance between the two antagonists is immense. Given this lopsided Russian superiority, it is no surprise that China reportedly spends 10 per cent of her gross national product annually (more than \$10 billion) in construction of shelters and civil defence.

(By contrast, Russia devotes about \$1 billion a year to civil defence, while the United States lags with less than \$100 million.)

Simply on the forces deployed by both sides, as well as the

geographic configuration of the two countries, it is plausible to construct the scenario of a Russian invasion aimed at seizing Manchuria, rich in industry and resources. Such an action, with or without nuclear phases, would be aimed by Russia at castrating China by detaching Manchuria and thus crippling the Chinese national capacity to modernise.

(If intelligence sources are to be believed, Russia at least once broached to Washington the concept of such a disarming war against China during the period when the latter and the United States were sharply opposed. Washington even then said, "No thanks.")

The one major constraint against all-out invasion of China by Russia is logistics. The powerful Russian armies are on the end of the 5500-mile umbilicus — the Trans-Siberian Railroad — that connects the Far East with its logistic base which essentially is European Russia.

Staff calculations indicate that, to sustain combat against the Chinese, the Russian forces presently east of Lake Baikal would need more than 16,000 tons a day of ammunition, fuel and other supplies, whereas the top capacity of the Trans-Siberian would be about 12,000 tons. The resulting 4000-ton deficit could to an extent be made good, as it undoubtedly is, by stockpiling and by merchant shipping from the Black Sea to Vladivostok.

What this implies, ironically, is that any Soviet invasion of Manchuria would have to resemble the Hitlerian blitzkrieg into Russia, staking everything on speed, armour and stunning firepower, as opposed to the stubborn partisan resistance of an aroused, nationalistic people defending their homeland, a role Russia played not only against Hitler but Napoleon — and won each time.

In the staff colleges of Europe, there is the saying that Rule No 1 of strategy is "Never march on Moscow".

In the famed Frunze Academy, Moscow's great war college, it would be surprising if at least some thoughtful Russian soldiers had not propounded Rule No 2: "Never march on Peking."

SOVIET MILITARY EXPENDITURES

Russia today spends more money for arms than any country in the world has done at any time since the end of World War II. This enormous surge, which even exceeds Hitler's in the 1930s, is sweeping steadily upward without halt or hesitation.

In every year since 1965 (leaving out US expenditures for Vietnam), the USSR has outspent the United States in all military categories.

Eleven years ago, Soviet arms outlays amounted to \$108 billion (in 1975 dollars); a decade later, the total was \$143 billion, and, as forecast by defence analysts, it will be \$153 billion in 1977 — roughly \$40 billion more than that budgeted for that year by President Ford. (Election year note: during virtually the same period, Congress has deleted a total of \$32 billion from Defence budgets submitted by successive presidents.)

Over the last dozen years, as is plainly evident to anyone looking out the windows of Russia's modern, fast trains, the USSR, brushing aside requirements for consumer goods and even food, has created a mighty industrial base which has quantitatively swamped the United States in producing the entire range of military hardware from strategic weapons to field pieces.

• In 1965, the Soviet Union had 224 ICBMs (inter-continental ballistic missiles). Today it has 1600, including four new models heavier than any US ICBM. By contrast, the United States has 1054.

• In 1965, Russia had 30 submarine-launched ballistic missiles; now, according to which estimate is accepted, it has from 730 to 875. We have 656.

• In 1965, the USSR had fewer than 450 strategic nuclear warheads, compared to 3500 today. This number will increase rapidly because the Soviets developed MIRVs (multiple independent warheads) more than two years earlier than the 1977 date forecast by US SALT-I negotiators.

• Russia has 42,000 tanks, compared to 9000 in the US inventory. It has 20,000 artillery pieces, compared to our 6000.

• The Soviet Navy has 229 major surface warships compared to 172 in

the US Navy. In general purpose submarines, the USSR has 255, as against 76 for the United States.

• In 1965, Russia had 3.15 million men under arms. Today the figure is 4.8 million. Russia's armed forces are not only the world's largest in absolute terms: On a per-capita comparison with China, the second largest armed power, the USSR is three times as heavily armed.

The US armed forces, with a 2.1 million strength, are less than half the size of the Kremlin's.

• In civil defence, the Soviets are outspending the United States by 10-15 to 1.

All stations in Moscow's elaborate subway system are designed as air raid deep shelters. In tourist guides, when asked the depth of the system — which appears to exceed 200 feet — either evade the question or say the figure is "a military secret".

Russia has passed through many stages since it first emerged as the principality of Muscovy five centuries ago: the empire of the czars, the Soviet Union, and now the Soviet or Warsaw Pact bloc. The one continuous theme throughout all these phases of immense territorial expansion from Moscow to the Pacific Ocean and to Central

Asia has been conquest and subjugation of every rival.

Today, the United States and China represent the only major unconquered nations standing between the Kremlin and the dominion of the world.

How close the USSR is to that dominion can be measured by comparing world maps, say, of 1906 and 1976. At virtually every strategic point in the world controlled by Britain 70 years ago, Russia now has hegemony or influence.

Today, Soviet ambassadors, engineers, officers and experts fill the roles in the developing world once played by their former British counterparts. The pattern is identical: the fleet, the flag, the merchant marine, the trader, the (now secular Marxist) missionary, the political, military and technical advisers. The message is different, but the medium and the means are unchanged.

Foremost among all those means are the armed forces of the Soviet Union, whose ubiquity, uniforms and omnipresent stern faces comprise the dominant impression carried home by a visiting reporter from this enormous garrison state whose imperial appetites and military reach appear to be unlimited.

To "The Navy",

26 Wesson Road, West Pennant Hills,
NSW, 2120, Australia.

I enclose \$3.75 being 'subscription to "The Navy" magazine within Australia for 1 1/4 years (refer notes below).

Name

Street

Suburb

State Postcode

Date (Please Print Clearly)

Please make cheques, postal orders or money orders payable to "The Navy League".

Subscriptions commence in January of each year and a subscription reminder notice is forwarded to current subscribers — Annual Subscription (Australian Dollars) within Australia \$3.00 — Beyond Australia \$6.00 (sea mail) — \$9.00 (air mail).

* Persons within Australia commencing subscriptions to "The Navy" magazine during the quarter commencing APRIL (ie. sub for 1 1/4 years) should remit \$5.25; JULY (sub for 1 1/2 years) \$4.50; and OCTOBER (sub for 1 1/4 years) \$3.75.

BITS AND PIECES

Surviving around the Australian coast in "bits and pieces" are eight RAN warships dating from 1870 to 1946. These derelict museum ships are the monitor **CERBERUS**, gunboats **GAYUNDAH** and **PROTECTOR**, destroyers **PARRAMATTA** and **SWAN**, submarines **J3** and **K9** and the tank landing ship **LAE**.

Undoubtedly other smaller RAN vessels still exist as wrecks or breakwaters, however, lack of space precluded their inclusion in this article.

CERBERUS

The oldest surviving warship to have seen service with the RAN is the ex-Victorian monitor **Cerberus**. She was built in 1870 at the yards of Palmer Shipbuilding & Iron Co, Yarrow on Tyne, England, and journeyed out to Australia under both steam and sail.

Cerberus was built to counter the mythical Russian threat of the nineteenth century, but in fact never fired her guns in anger nor left the enclosed waters of Port Phillip Bay (except for the delivery voyage), during her entire career.

Cerberus served with the Victorian State Navy until 1901 when she joined the Commonwealth Naval Forces. She was a very powerful ship, armed with four eighteen ton, ten-inch guns (which still remain onboard today), and was more than a match for the Royal Navy "men of war" based in Sydney.

In 1911, she was integrated into the RAN and during World War I, acted as a depot ship and port guard ship. In 1921, she commenced duty as a depot ship for the six "J" class

submarines, finally paying off from service in April, 1924, when she was sold to the Melbourne Salvage Company. The new owners scrapped the monitor of all valuable fittings and towed the vessel to Black Rock in Port Phillip on 2 September, 1926 where she was sunk as a breakwater, approximately 100 yards off the beach.

The old vessel still remains at Black Rock, performing the role for which she was sunk, fifty years ago. In 1970, the **Cerberus** Preservation Trust was formed to study the feasibility of raising the monitor and completely refitting the vessel to her former self.

When I visited **Cerberus** earlier this year the silhouette of the former monitor was easily recognised against the background of the grey waters. Signs had been erected on board warning of penalties if she was boarded, but despite this, the whole vessel had been vandalised and was the recipient of numerous ugly marks left by amateur graffitiists.

When and if sufficient finance can be raised to rescue **Cerberus**

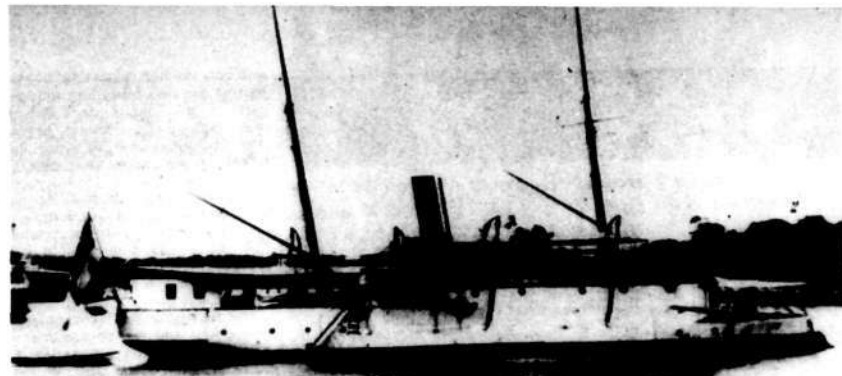
Melbourne and Australia will possess a unique vintage warship.

GAYUNDAH & PROTECTOR

Two other pre-Federation gunboats exist on the Queensland coast, like **Cerberus**, in "bits and pieces". The **Gayundah** (Queensland State Navy) and **Protector** (South Australia State Navy) were both built in England during 1884. **Gayundah** and her sister ship **Paluma** were taken over during construction for the Queensland Navy, having been originally laid down for a South American republic. In 1901, they became units of the Commonwealth Naval Force and subsequently joined the RAN in 1911.

The cement filled remains of **Gayundah** have lain ashore at Woody Point, Redcliffe, in Moreton Bay, Brisbane, since 2 June, 1958, when the gunboat (then converted to a gravel lighter), was towed to her last resting place, to serve as a breakwater, holding up the clay cliffs which were threatening to collapse. **Gayundah** is in very bad condition and seems destined to re-

By ROSS GILLETT



PALUMA a sister-ship to the **GAYUNDAH** was first used by the RN for survey duties. Later she was assigned to survey in Queensland waters.

main beached ashore for many years to come. The built up bows acquired by her at Cockatoo Dockyard during World War I still remain, but immediately behind this the decks are smashed to pieces.

Located a short distance from the holiday resort, Heron Island, is the ninety-two year old **Protector**. She holds the distinction of being the first Australian ship of any type to see war service. This historic event occurred in 1900 when, at the request of the Chinese Imperial Government, **Protector** aided government forces during the Boxer Rebellion. Following this action, she returned to Australia to join the newly created naval force.

She was employed during World War I, initially on patrol duties, and subsequently as a tender to the submarines **AE 1** and **AE 2**. After

the war **Protector** saw service as a depot ship. In June, 1924, she paid off and on 10 September, was sold to J. Hill of Melbourne. After private use, **Protector** was requisitioned by the United States Army in July, 1943.

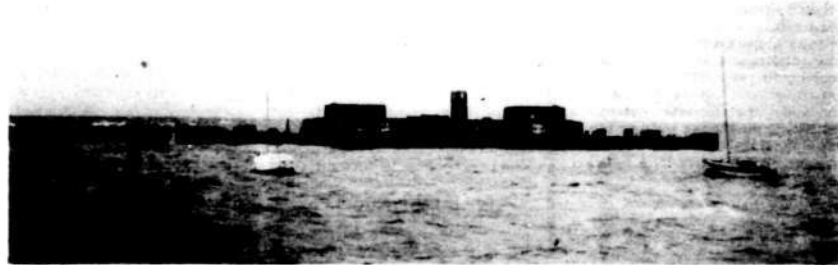
Whilst under tow to New Guinea, the vessel ran aground at Heron Island and now serves as a convenient breakwater. Her present condition is poor, having been subjected to the continuous pounding of water and winds for over thirty-three years. The wooden decks have all but disappeared and the vessel rests on an angle in shallow waters off the resort island.

PARRAMATTA

Lying in the mud flats on the Hawkesbury River just north of Sydney, are the remains of one of Australia's first torpedo boat

destroyers, **Parramatta**. Built in England, **Parramatta** served with the RAN from 1910 to 20 April, 1928. In October the following year she was dismantled at Cockatoo Island Dockyard and with her sister ship **Swan** was handed over to the New South Wales Department of Prisons, which envisaged employing the vessels as convict hulks. Public outcry forced these plans to be scrapped and in 1933 both destroyers were put up for auction.

As a joke, Mr George Rhodes, a resident of Cowan, offered 6 pounds for each vessel. To his surprise no other offers were received and Mr Rhodes became the "proud" owner of two 700 ton destroyers. Subsequently, sold to a local fisherman, **Parramatta** was converted to a gravel barge for ser-



CERBERUS as a breakwater. Photograph taken on 18 May, 1976, clearly shows the poor state of the 106-year-old monitor (R. Gillett).



HMA Submarine J4 was scuttled off the Victorian coast.



PARRAMATTA on the Hawkesbury River mud flats 2 February, 1976. The forward section of the vessel still contains five cabins (P. Fairbairns).

vice on the Hawkesbury River. On 8 December, 1934, she broke loose from her moorings and was forced onto the mudbanks opposite the northern point of Milson Island. For almost forty years she remained untouched embedded in the mud a short distance from the shore.

In 1973, the Naval Historical Society of Australia instituted plans for the removal of **Parramatta's** bow and stern sections and to relocate them as a memorial in the city bearing her name. The bow and stern were successfully removed and transported to Parramatta for safe storage until the memorial site was chosen. Despite being subjected to the forces of nature since 1934, **Parramatta's** name was visible on the stern and the original rudder (hung over the stern) was still intact.

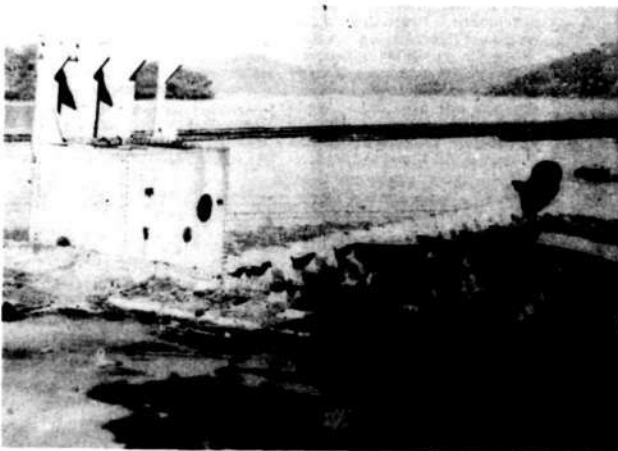
Following the removal operation, many predicted that **Parramatta** would sink, but in September, 1976, she still remained afloat, able to be boarded for inspection. Entry to the vessel at high tide can be made via either the opening at the bow, created when the foremost section was removed, or on the port side aft where the deck has been cut down. At low tide, mud flats severely restrict boat movements and entry can only be made when a makeshift bridge of timber is placed on the mud to provide the necessary stability for the boarding party.

Still intact on board are several cabins. One which was the main officers living deck — the wardroom remains and below it four further cabins. One of these, the provision room, is reached via a hatch from the wardroom. Measuring about ten feet by five feet the provision room contains various sized cupboards and a pigeon holed drawer system. It is impossible to ascertain whether these were built with the destroyer or added after she paid off from

naval service. The only inhabitant of this cabin was a very large moth who disliked the presence of his intruders.

Located on the same deck but blocked off from the provision room are three more cabins which were used for crew accommodation. Floor sections of two of these cabins have fallen through revealing the flooded four-inch gun magazine and fuel tanks. Arising from the magazine is an access tube from which ammunition was passed to the four-inch gun. The ladder inside the tube is still intact but to reach the other cabins via this method is almost impossible.

The mid section of **Parramatta**



PARRAMATTA photographed on 21 August, 1976. In the foreground only the deck of the stores and engineer's spare gear room remains and behind it the turbine room filled with bits and pieces of metal, provides a unique contrast to the still waters of the Hawkesbury River (R. Gillett).

with only the hull remaining, boasts several growing trees and the last part of the upper deck which overhangs by approximately twelve feet. Looking further aft where the turbine room once was, bits of scrap metal are resting in the muddy waters on the old hull. At this point on board it is possible to view the extent of damage to **Parramatta**. The vessel has cracked into two pieces, the bow angled downward to starboard and the stern resting on a slope to port.

The decking on the stern is rusted throughout and the compartments below, the 12 pounder magazine, 12 pounder shell room and oil fuel tanks are also completely flooded.

SWAN

Like **Parramatta**, **Swan** also broke from her moorings in 1934, but unlike her sister-ship sank. Evidence of **Swan's** existence is difficult to confirm, but during recent low waters on the Hawkesbury River, metal was seen protruding above the water, approximately two hundred yards up from the railway bridge and ten yards off-shore. This part of the river is very deep and the sighting of **Swan** occurred only after a launch proprietor from Brooklyn overran the exposed metal in his boat.

J3 & K9

In 1919, six "J" class submarines were transferred from England, as an outright gift to the RAN. The "J" class led unspectacular careers and most were paid off after only a few years service. J1, J2, J4 and J5 met their ends being scuttled off the Victorian coast during 1926 and 1927.

J2 and J7 were sunk as breakwaters at Swan Island in January, 1926, and off Hampton in Port Phillip in early 1930 respectively. The remains of J3 lie a short distance from the Army Base on Swan Island. The submarine is a picture of rust, but despite this she still retains her original appearance. The status of her sister-ship J7 cannot be determined and it is therefore impossible to say whether she still lies off Hampton or not.

The only other submarine to see service with the RAN (excepting the four Oberon class now operational) and still be in existence today is the ex Dutch vessel K9.

K9 lies approximately 100 yards off Fiona Beach (or Submarine Beach as it has become known to the locals), near Seal Rocks on the New South Wales coast. The submarine was originally beached "high and dry", but over the years has gradually slipped further out to sea. The conning tower remains visible at most times and after heavy seas the hull washed clear of sand, also appears.

K9 escaped from Java prior to its fall to the Japanese in 1942. She served with the RAN from 22 June, 1943, following an offer by the Dutch Government to the RAN to employ K9 as a training boat. Proving more of a liability than an asset, K9 paid

off in March, 1944. On 7 June, 1945, she left Sydney under tow, but the following day lost the line and grounded on Fiona Beach.

Humphrey & Balt purchased the wreck on 20 July for scrapping and shortly after arrived in the area to strip the vessel of all valuable metals. Special vehicle tracks were laid down through the bush and over sand dunes to reach the stranded submarine.

LAE

On 1 July, 1946, the first major, built-for-the-purpose, amphibious vessels were commissioned into the RAN. Built in England and Canada during the Second World War, the six LST 3 class were transferred outright following short careers with the Royal Navy. Of the six 3065 ton vessels only two survive, one being active in Brisbane and the other, **Lae**, wrecked off South Percy Island on the Queensland coast.

Lae saw very little active service with the RAN and spent the majority of time laid up in reserve. On 9 November, 1955, she was sold and in company with her sister-ship **Labuan** left Sydney on 28 October, 1956, under tow from the tug **Bustler** — destination scrapping in Hong Kong. High seas developed off the Queensland coast, creating problems with the scrap metal being carried aboard **Lae**. On 9 November, she fouled a tow line, broke adrift and finally grounded ashore, bow first, beneath the rocky cliffs on the south-east corner of South Percy Island.

Over the ensuing years the landing ship gradually fell to pieces leaving only the bare hull which



K9 on "Submarine Beach" late 1945. Today, only the conning tower remains visible.

subsequently slipped into deeper waters. Locals have told me that the only remaining evidence of **Lae's** wreck are several metal plates (most probably pieces of scrap metal then being carried on board) jammed between the rocks on the water's edge. The possibility of **Lae** being intact under the water is remote, but until divers can reach her this can neither be confirmed nor denied.

Lae's sister-ship, LST 3022 was sold out of service on 4 June, 1950, to R. R. Coote, who later resold the vessel to the Queensland Cement and Lime Co. in September, 1954. Renamed **Coral** she still serves as a dredge from Brisbane.

ACKNOWLEDGEMENT: Thanks are due to P. Fairbairn and W. Fairbairn for their assistance in compiling information and photographs on **HMAS PARRAMATTA** and to Mrs Horgan of Seal Rocks for the photograph of the submarine K9.

ANNIVERSARY CEREMONY TO COMMEMORATE SINKING OF GERMAN RAIDER EMDEN

The Mittagong Sub-branch of The Returned Services League of Australia (New South Wales Branch) is planning to commemorate the anniversary of the sinking of the German raider **EMDEN** by **HMAS SYDNEY** and invitations are being sent to surviving crew members of both ships' companys. The ceremony is scheduled to take place on Tuesday, 9 November, 1976, and further information may be obtained from Mr A. J. Holloway, 7 Hoskins Street, Moss Vale, NSW, 2577, telephone (048) 91 2074.

OUR
COVER

The American nuclear-powered Attack Aircraft Carrier CVAN 65 USS
ENTERPRISE

NAVY WEEK IN AUSTRALIA

Navy Week is one week in each year when Australians from coast to coast are urged to pay grateful tribute to those who have served and those now serving Australia at sea.

During this week it is fit and proper that a nation of free men and women give well-deserved honour and recognition to the patriotic and victorious achievements of its men of the sea. It is the week for Australians to rededicate themselves to those principles of freedom and self-government which they cherish. It is a week in which grateful citizens should salute their Royal Australian Navy and make sure that it is adequate to fulfil its contribution to our national security.

In the Royal Australian Navy the month of October has always held special significance. The 21st commemorates the 171st anniversary of the victory at the Battle of Trafalgar. Fought in the Atlantic, off the

southern coast of Spain, it was the last great Naval battle to be fought under sail alone.

Sixty-three years ago, on 4 October, 1913, the Australian Fleet steamed into Sydney Harbour. Navy Week, 1976, was planned to coincide with the anniversary of the Fleet's entry.

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

The Squadron comprised the Battle Cruiser Australia; Light Cruisers Encounter, Sydney, Melbourne and the Torpedo Boat Destroyers

Warrego, Parramatta and Yarra.

It is appropriate at this time to recall the words expressed by the then Prime Minister of Australia, The Honourable Sir Joseph Cook:

"Since Captain Cook's arrival, no more memorable event has happened than the advent of the Australian Fleet. As the former marked the birth of Australia, so the latter announces its coming of age, its recognition of the growing responsibilities of nationhood, and its resolve to accept and discharge them as a duty both to itself and to the Empire. The Australian Fleet is not merely the embodiment of force. It is the expression of Australia's resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage it has received and which it holds and cherishes as an inviolable trust. It is in this spirit that Australia welcomes its Fleet, not as an instrument of war, but as the harbinger of peace."

POLYNESIAN PLAYGROUND

115 LOGAN ROAD, BURANDA, 4102

Mon-Fri, 12 noon to 1 am

Saturday, 5 pm to 1 am

Walk in sauna, rub downs, gymnasium and swimming pool
Attractive female attendants

391 1103

Elizabethan Slimming Studio
22 CORDELIA STREET, SOUTH BRISBANE

Rub downs available from experienced attendants

Open Mon-Sat, 12 noon to 1 am

Sunday, 5 pm to 12 midnight

7 Days A Week

Telephone: 44 4929



Programme of Events Arranged for NAVY WEEK, 1976

QUEENSLAND

OCTOBER, 1976

FRIDAY 1 — Naval Association Ball

SUNDAY 3 — Navy Bowls Day at Wavell Heights Bowling Club

WEDNESDAY 6 — Navy Golf Day

THURSDAY 7 — Naval Wife's Association Boat Trip to Bishop Island, Departing Hoyle's Wharf 11.30 am

SATURDAY 9 — Old Ships' Reunion at HMAS MORETON, New Farm

SUNDAY 10 — 10.30 am. Commemoration Service Anzac Square

11.30 am. Seafarers' Service, St John's Cathedral.

VICTORIA

OCTOBER, 1976

SATURDAY 2 — Navy Week Race Day — Victoria Racing Club — Fixture — Flemington Racecourse

RAN Band will play at this meeting

SUNDAY 3 — 10.00 am-4.00 pm. HMAS CERBERUS — Westernport Open Day

(Victorian Railways will provide special steam train to and from HMAS CERBERUS)

11.00 am. Naval Association Service, Christ Church, South Yarra

MONDAY 4 — Annual Golf Day — Waverley Golf Club

TUESDAY 5 — Noon (approx). RAN PT display in City Square, Melbourne

6.30 pm. Navy Day Reception — HMAS LONSDALE

8.00 pm (approx). RAN Guard and Band — "Beat Retreat" at HMAS LONSDALE

WEDNESDAY 6 — Annual Bowls Day — Hampton Bowling Club

Noon (approx). RAN PT display in City Square, Melbourne

THURSDAY 7 — Noon (approx). RAN PT display in City Square, Melbourne

7.30 pm. Greyhound Race Meeting — Sandown Park — Springvale. By courtesy Sandown Greyhound Racing Club

FRIDAY 8 — 8.00 pm. Navy Week Ball held at HMAS LONSDALE

SATURDAY 9 — 7.30 pm. Trotting Race Meeting — Royal Show Grounds — Ascot Vale. By courtesy of Trotting Control Board

SUNDAY 10 — 10.30 am. Seafarers' Service — St Paul's Cathedral — Melbourne (Naval Reserve Cadets will carry House and Shipping Flags)

2.30 pm. Commemorative Service — Shrine of Remembrance

4.00 pm-6.00 pm. Re-assembly at HMAS LONSDALE following Shrine Service

SOUTH AUSTRALIA

SEPTEMBER, 1976

THURSDAY 30 — Naval Officers' Club Dinner, Wardroom HMAS ENCOUNTER — Guest of Honour, Rear Admiral G. R. Griffiths

OCTOBER, 1976

FRIDAY 1 — Commemoration Service and Wreath laying at State War Memorial, North Terrace

SATURDAY 2 — South Australian Trotting and Jockey Club's special race meetings

RAN/RANR official reception in HMAS ENCOUNTER. Guest of Honour, His Excellency the Governor of South Australia

Navy Week Ball — sponsored by the Naval Association

SUNDAY 3 — Navy Week Church Service, Christ Church, North Adelaide

MONDAY 4 — Golf Tournament

Details of the Above Events may be Obtained from Mr Bruce F. Gray, Telephone 42 7068 or 45 4651.

TASMANIA

HOBART

OCTOBER, 1976

MONDAY 4 — Wreath laying ceremony at the Cenotaph

MONDAY 4-FRIDAY 8 — Naval display — Commonwealth Bank

THURSDAY 7-SUNDAY 10 — HMAS BASS berthed in Victoria Dock and Naval display

FRIDAY 8 — Film display in Cat and Fiddle Arcade during period of late night shopping

SATURDAY 9 — Naval Ball, HMAS HUON

SUNDAY 10 — Mariner's Church Service at St George's, Battery Point

LAUNCESTON

OCTOBER, 1976

SATURDAY 2 — Navy League Ball

SUNDAY 3 — Cenotaph Ceremony conducted by the Naval Association



(Situated at Quakers Hill, NSW, HMAS NIRIMBA will be open for public inspection on Sunday, 10 October, 1976, 11.00 am to 5.30 pm)

REFER PROGRAMME OF EVENTS

HMAS NIRIMBA

HMAS NIRIMBA is the Royal Australian Navy Apprentice Training Establishment (RANATE) and is responsible for the training of Naval artificers in the various trades required in a modern and technical Navy.

Nirimba was formerly an airfield and as such has had long connections with Australian aviation. Once part of a large property owned by local settlers, it was used by early aviation pioneers experimenting with power and glider flight. Part of the original airfield, outside the boundary of Nirimba, is still being used by the Department of Transport (ATG) for light aircraft.

In the very early years of World War II, the aerodrome was used as

Situated 25 miles west of Sydney, HMAS NIRIMBA is the Royal Australian Navy Apprentice Training Establishment (RANATE) and its prime role is the training of Naval Apprentices in the various trades required in a modern and technical Navy. Apprentices after a rigorous selection procedure enter in January and July of each year.

an alternative for RAAF Richmond and in 1942 it was used by the USAF as an operational airfield. Later in the war it was commissioned as a support airfield for the Royal Navy's Pacific Fleet.

Programme for Open Day, Sunday 10 October, 1976

11.00 am
NIRIMBA open to visitors (barbecue facilities available)
11.30 am-4.30 pm
Slot car racing.
Pony rides.
Films.
Merry-go-round.
Foden vintage steam truck rides.
Miniature steam train rides.
12.15 pm
Gymnastics display.
1.15 pm
RAN Band recital.
2.00 pm
RAN helicopters flying display.
2.40 pm
Sepak Takraw — Malaysian football.
3.10 pm
Gymnastics display.
4.00 pm
Sepak Takraw — Malaysian football.
4.20 pm
RAN helicopters flying display.
5.00 pm
Ceremonial spectacular — Beat Retreat.
5.30 pm
Visitors depart.

At the end of the war, the RAAF once again assumed control and the airfield became known as RAAF Schofields. During this time it was the base for the No 22 City of Sydney Squadron.

In 1951, the RAN took over the field as an Aircraft Repair Yard for the Fleet Air Arm, the School of Air Maintenance being moved here the following year. HMAS Nirimba was commissioned in April, 1953.

It was not until July, 1956, when the RAN's Apprentice Training Scheme was introduced, that Nirimba was established solely as the training centre for all Naval apprentices.

Technical Training Under Ideal Conditions

Under this scheme, the apprentices spent 3½ years at Nirimba learning the basic skills and then spent 1½ years with the Fleet putting the skills into practice. At the end of his five-year apprenticeship the apprentice was promoted to Petty Officer.

In June, 1972, the present four-year system was introduced. Under this scheme, the apprentices spend two years at Nirimba learning the basic skills and then go to sea for two years to complete the practical section of their trade.

During working hours they work on lathes, shapers, computers and many other up-to-date machines in one of the three branches available to them:

- Marine Technical (MT);
- Electrical Technical (ET);
- Aircraft Technical (AT).

Within each branch are sections which specialise in respective facets of the branch.

In addition to the training of RAN apprentices, Nirimba undertakes the training of RAN sailors as mechanics, direct-entry naval shipwrights, Papua New Guinea Defence Force apprentices, and Royal Malaysian Navy apprentices and mechanics. It also conducts advanced welding, precision soldering and other short courses.

Mechanicians achieve craft status during the adult Naval service by selection and a two-year course at Nirimba, at the successful completion of which they are regarded the equal of the artificers produced by apprentice training.

RAN technical sailors who entered as adult sailors will also receive their advanced technical training at Nirimba along similar lines to that of the mechanics, with eventual recognition of successful completion of an apprenticeship.

Vacation training of university undergraduates, both uniformed and civilian, is becoming an increasing commitment of Nirimba.

Outside normal working hours, a large number of activities are available to apprentices. Theatre parties enable apprentices to visit most of the live theatres in Sydney for a small charge and cinemas for about \$1. Recent films are also shown in the Nirimba Assembly Hall



The Flag Officer Commanding East Australia Area inspects a Passing Out Parade of Apprentices at HMAS NIRIMBA.

one night a week. A library, games room and television rooms are provided, as well as a canteen in which parents and friends may be entertained. Also, in each divisional block specially decorated guest rooms have been made available.

Nirimba has facilities for most popular sports — rugby, Australian football, soccer, hockey, athletics, tennis, basketball, cricket and others. There are clubs for those interested in rifle and trap shooting and boxing.

Nirimba has teams in the normal Wednesday afternoon inter-ship competitions and teams also compete in a number of the local weekend competitions with considerable success.

A master plan to replace the existing wartime structure by brick buildings has been drawn up and is being implemented. These include new accommodation buildings and dining rooms for both the ship's company and apprentices and a sporting complex with swimming pool.

Nirimba offers young men of today a chance to learn a trade under the best possible conditions and with modern equipment. The opportunities for further studies at the Royal Melbourne Institute of Technology or the University of New South Wales are available.

They are also offered the facilities

to pursue any of a large number of activities and sports in free time. These are prospects that few other employers could offer.

THE FUTURE

The opportunities for promotion are considerable. On completion of his first two years of apprenticeship, a technical sailor is promoted to the rank of Seaman. He spends a minimum of two years in that rank to complete his apprenticeship and, if he has qualified in other respects, he could become eligible for promotion to the rank of Leading Seaman at this time.

A minimum of three years is necessary in that rank before promotion to Petty Officer. After four years' service as Petty Officer, promotion to Chief Petty Officer can be considered.

Outstanding apprentices have an opportunity to compete for cadetships at the RAN College, HMAS Creswell, Jervis Bay, ACT. Other avenues for promotion to commissioned ranks are available to personnel after completing their apprenticeships.

Should a technical sailor decide to leave the Navy after serving his term of engagement, he will find that as a highly trained technician he will be much sought after in private industry.



HMAS NIRIMBA — the workshop area is in the background and apprentices' accommodation block in the foreground.

With the Compliments of

Boomerang Engineering (1971) Pty Ltd

Engineers and Body Builders. Makers
of Low Loaders. Contractors and Sup-
pliers of Trailers to the RAN

14 WHEELER STREET
BELMONT, WA
Phone: 65 2522

Branch at
171 King Edward Rd, Osborne Park
Phone: 46 5000

Compliments to the Navy from

MOTORTREND HONDA

Your Authorised HONDA Dealers

When you're ready for Honda we're
ready for you. Discover the wonderful
world of Honda at

MOTORTREND HONDA

175 High Road, Riverton
Sales 57 1977 — Service 57 4734
After Hours: 57 3577



LYONS & PEIRCE PTY LTD

4 COLLINGWOOD STREET
OSBORNE PARK, WA, 6017
PHONE 46 4222
PO BOX 110, MT HAWTHORN, WA, 6016

CONTRACTORS & CONSULTANTS

Design and Installation of all types PIPING SYSTEMS

A View of Our Hydraulic Pipe Bender used on the Replacement of the Sea
Water Cooling System for HMAS Moresby using Copper-Nickel Alloy Piping
and Installed to the Exacting Revised RAN Specifications

We are currently engaged in conversion of Naval Oil Fueling installation in-
cluding pumps, 300mm pipeline (X-rayed joints)

Contractors to Department of Construction and Department of Defence
(Navy)



"The Civilian Arm of the Navy"

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 supports the Naval
Reserve Cadets who are
administered by the Royal Australian
Navy, which Service provides
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. Mem-
bers receive copies of the League's
magazine "The Navy".

DIVISIONS

New South Wales — Box 1719,
GPO, Sydney, 2001.
Victoria — Box 227, Post Office,
Hawthorn, 3122.
Queensland — 39 Pinecroft Street,
Camp Hill, Queensland, 4152.
Tasmania — 3 Winmarleigh Street,
Taroona, 7006.
South Australia — 9 Albert Place,
Camden Park, 5038.
Western Australia — Box 735, PO,
Fremantle, 6160.
Australian Capital Territory — 12
Darrody Street, Weetangera, ACT
2614.

THE NAVY LEAGUE OF AUSTRALIA Application for Membership

To: The Secretary,
The Navy League of Australia,
(..... Division).

Sir,
I am desirous of becoming a Member of the Navy League of Australia with whose objects I am in
sympathy.

(Mr)
Name (Mrs)
(Miss)
(Rank)

Please Print Clearly.

Street Suburb

State Postcode

Signature Date

Enclosed is a remittance for \$6.00 being my first annual subscription.

AFTER COMPLETION, THIS FORM SHOULD BE DISPATCHED TO YOUR DIVISIONAL
SECRETARY - NOTE LIST OF ADDRESSES ABOVE



OASIS HEALTH SALON — MASSAGE, SAUNA

- Relax in our Sauna Rooms
- Follow with a Body Massage by
one of our Skilled Staff
- Luxurious air-conditioned Private Suites

221 9620

**1st Floor, Civic Arcade
65 Adelaide Street
(Opp City Hall)**

DAVID BARBER CHEMIST

All Prescriptions

Large range of Cosmetics and
Toiletries — Ideal Gifts

Call and see David:

**115 JUNCTION STREET
NOWRA**

Phone: 2 2012

NOWRA WALL AND FLOOR TILES

10 GRAHAM STREET
NOWRA

Phone: (044) 2 0904

Also at

SETTLEMENT ARCADE
MILTON. Phone: 55 2570

Specialists in Ceramic Wall and Floor
Tiles — Supplied and Fixed with our
Personal Attention — Shower
Screens, all Bathroom Accessories —
Extensive Stocks on Hand at Display
Room

Comacchio Bros Pty Ltd

OF PORT KEMBLA

Are Proud to be Associated with the RAN
in the Construction of the New Mess
Building at HMAS ALBATROSS

COMACCHIO BROS PTY LTD
SHELLHARBOUR ROAD, PORT KEMBLA
Phone: 74 2358, 74 2344

Naval Reserve Cadet News

CADETS AND THE COMMUNITY

By Commander F. G. EVAN, MBE, VRD, RANR, Federal President, The Navy
League of Australia

In a statement to Parliament in May this year announcing details of the new cadet system, Defence Minister Jim Killen listed three factors considered by the Government in deciding the future of the cadet movement. One related to the character-building aspects of Service sponsored youth training; another to the question of cost; and the third was the desirability of involving the community in the new scheme. It is this latter I wish to refer to.

The cadet organisation when the Labor Government approved it's abolition in 1975 involved the civil community hardly at all. The principle contribution, and a vital one, had for a number of years come from the small number of citizens who staffed and taught cadets in the several hundred cadet units scattered throughout Australia.

SEA CADETS AN EXCEPTION

An exception could be found in the small naval element of the cadet movement — the "Naval Reserve Cadets". The greater part of the NRC had until 1973 been known as the Australian Sea Cadet Corps, the youth training wing of the Navy League of Australia; fortunately for the NRC it had retained some links with the Navy League which, together with a sympathetic naval administration, enabled it to survive the difficulties of late 1975 virtually unscathed.

PUBLIC PROTEST

The decision to abolish cadet training was followed by a good deal of public protest. As far as one can judge the most persistent criticism of the decision came from those most closely in touch with cadet activities (and probably best able to see the advantages), the headmasters and members of school staffs, and perhaps most of all from the volunteer officers and instructors who manned the cadet units. Wider public support was at best

lukewarm ("support in principle, but leave the action to someone else") and the cadet organisations were fortunate to have had the support of the present Prime Minister and Defence Minister throughout their troubles.

Starting off as an economy measure in a defence department short of funds, the cadet question unfortunately developed into a political issue, even if overshadowed by the greater political events which developed in 1975. It is clear that the old continuity of existence can no longer be taken for granted, and unless the cadet movement and its supporters can achieve wide public support, continued survival is by no means certain.

NAVY LEAGUE PROPOSALS

In a submission on cadets to the Defence Minister in February, 1976, the Navy League compared the cadet systems of Britain, Canada, the United States and New Zealand

alongside our own. The League was able to do this as in the preceding twelve months we had been in touch with the Navy Leagues of these countries in an endeavour to find out where "cadets" fitted into their defence organisations (particularly into the integrated defence structures of the Commonwealth countries), how they were financed and so on.

As a matter of general interest, our survey indicated that Australian cadet numbers were not excessive by Commonwealth standards, although the ratio of cadets to parent Service was out of balance (ranging from 12.5% NRC to RAN to 104% Army School cadets to regular Army), and that we had a comparatively high per capita cost: Cadets in the Commonwealth countries all depended heavily on defence funding. The United States does not have a directly comparable cadet system and warrants separate mention.



Led by the RANR Band, 300 Naval Reserve Cadets march to Government House, Sydney.

COMMUNITY SUPPORT FOR CADETS OVERSEAS

It seems that organised support for cadets varies somewhat in the Commonwealth countries we contacted, and in the main centres on sea cadets. This is almost certainly due to the traditional interest in youth training of the Navy League in Britain, the 'parent' of most if not all other Commonwealth Navy Leagues.

In BRITAIN a 'privately owned' Sea Cadet Corps continues to flourish alongside a tri-service school cadet organisation and an ATC. In CANADA the Navy League provides substantial support for some 11,000 sea cadets — in a recent letter the League president informed me the current figure approximated \$A800,000 per annum, a quite remarkable contribution by any standards. In NEW ZEALAND each arm of the integrated cadet force has a community support group, the Navy League, School Advisory Committee and Air Cadet League each having defined responsibilities towards their section of the organisation. We recommended this form of support, indeed we suggested close attention to the entire New Zealand cadet scheme, in our proposals for a re-structured Australian cadet force.

Too late to be included in our submission, we learned that in SOUTH AFRICA the Navy League provides major support for the sea cadets in that country.

The UNITED STATES has a quite different cadet system. There is no comparable Army School cadet organisation; the equivalent of our ATC is a boy and girl section of the Civil Air Patrol, itself an auxiliary of the USAF; the naval element consists of some 6000 sea cadets administered by the Navy League and funded by that body both nationally and locally. The USN provides limited assistance to American sea cadets by our standards, and 'self-help' is the order of the day.

THE SCENE IN AUSTRALIA

I have written about cadet arrangements in other countries, which clearly indicate community backing for sea cadets at least, against a background of almost total dependence upon government funds for cadets in Australia.

The Navy League had great difficulty



Inspection of Naval Reserve Cadets in Victoria.

in financing the Australian Sea Cadet Corps despite tremendous efforts at both State and local community levels, and with naval assistance which increased year by year. In the end and in the best interests of sea cadets, we had to transfer 'ownership' to the RAN.

Decreased responsibility resulted in even greater difficulty in raising funds for cadet facilities not provided by the Navy. One Division of the League recently approached fifty companies with a very definite 'stake' in our maritime well-being, which includes the encouragement of sea-minded youngsters. The Division hoped for a modest \$5000; it received just over \$100 from three of the fifty companies!

One trusts that the experience mentioned is not indicative of the wider community attitude towards cadet training. Personally I do not believe it is, and I am sure that in towns and cities throughout Australia there are individuals and organisations willing to help the new cadet organisation — provided they are given a lead and a job to do.

The Defence Department has understandably required time to digest its own vital role in the revised scheme, but if the government's aim to involve the whole community is to be achieved (and enthusiasm caused by the 1975 abolition order not completely lost), the representatives of Defence and the Citizens must soon get together and devise a workable project.

VICTORIA

Following the Annual Inspections of the seven Units of the Victorian

Division by the Commanding Officer, HMAS Lonsdale, Commander M. Dev Salmon RAN, the awards for 1976 were as follows:

- 1 Best Unit (Navy League Colours) TS Barwon (Geelong).
- 2 Most Improved Unit (Lonsdale Trophy) TS Bendigo.
- 3 Best Guard (Cocked Hat & Epaulettes) TS Melbourne.

This year is the first occasion in which an award has been given for the Unit parading the best guard at the annual inspection. The trophy, a Cocked Hat and Epaulettes, was given to the Victorian Division by Surgeon Captain Henry Gault, RAN (Rtd), and is one which will be held in high regard now and in the future.

Not only for their intrinsic value as part of naval history, but also for their probable rarity, the Cocked Hat and Epaulettes will be a treasured item in this Division. We are all indebted to Captain Gault for so thoughtfully making these available to us.

The Cocked Hat and Epaulettes will be contained in a handsome mahogany, glass-fronted case which has been made by Shipwrights of HMAS Lonsdale. The necessary materials were supplied by the Navy League (Vic Div).

The awards won by TS Barwon, TS Bendigo and TS Melbourne will be presented shortly by the new Commanding Officer of HMAS Lonsdale, Commander K. H. MacGowan, RAN, who assumed command on 30 August, 1976.

CANADA

Cadets Visit Sweden

The Canadian Cadets arrived in Arlanda, Stockholm, on July 21.

They were received by the Commanding Officer and Officers of Darlö Skans, were driven to the camp and welcomed with a 2-gun salute.

Throughout their stay in Sweden, the Canadians were treated with every courtesy. Numerous tours were arranged including a day-long cruise onboard MS Masen through the Swedish Archipelago, a tour of Darlö Skans, sightseeing in Stockholm, a canal tour of inland Sweden onboard MS Masen, a visit to the Canadian Embassy and to Bérga Naval School.

The Canadian Cadets found themselves onboard destroyer escort Hollander for manoeuvres, at the Vasamuseum, at the city zoo and fairgrounds. The Conducting Officer, LT T. Gordon, summed up this Exchange and indeed, the philosophy behind every Exchange when he said it was an 'excellent opportunity to meet new friends, see new sights and be introduced to a new way of life'.

LT Gordon, Commanding Officer, RCSCC Jervis Bay, Saskatoon, remarked that 'it was an honour and a pleasure to have been selected as Conducting Officer of the Swedish Exchange'.

SOUTH AUSTRALIA

One hundred and fifty-three South Australian Naval Reserve Cadets recently attended an eight-day camp at HMAS ENCOUNTER at Birkenhead near Adelaide.

The Cadets, who came from five units throughout South Australia, converged on Birkenhead on 20 August 1976. Units participating were T/S MT GAMBIER, T/S PORT ADELAIDE, T/S PORT AUGUSTA, T/S PORT LINCOLN and T/S WHYALLA.

T/S WHYALLA was only formed on 1 August this year, but managed to send a contingent of 29 cadets. Commander P. Mulcare, Naval Officer in Charge, South Australia, told 'The Navy' that he considered this 'a most commendable effort'.

The cadets were kept well and truly on their toes with activities ranging through swimming, sailing, shooting plus general seamanship duties.

An overnight camp on Torrens Island at the head of Port River ranked closely with a visit to RAAF Edinburgh as the highlights of the



A/B Schrapel (left) and A/B McLoughlin splicing cable at the recent Naval Reserve Cadet Camp. Looking on is Mr B. F. Grey, President of the South Australian Division of the Navy League of Australia.

camp.

The cadets mounted a special dinner to entertain Commander Mulcare on the night of 26th August.

Two gas barbecues were presented on behalf of the South Australian Division of the Navy League by the Vice-President, R. Ernie Hudson.

NAVY LEAGUE NECK TIES

The Federal Council of the Navy League hold a stock of Navy League Ties for purchase by Fellows of the League — price \$6.70 each, including postage.

The pure silk ties are navy blue in colour and bear the badge of the League in gold thread.

To secure a tie(s) please forward your remittance made payable to THE NAVY LEAGUE OF AUSTRALIA, together with the form hereunder.

TO: The Federal Secretary,
The Navy League of Australia,
Box 227, P.O.,
HAWTHORN, Victoria, 3122.

NAVY LEAGUE NECK TIES

I enclose a cheque for \$..... payable to THE NAVY LEAGUE OF AUSTRALIA, to secure Navy League Neck Ties at \$6.70 each.

I hereby certify that I am a financial member of the Navy League of Australia (..... Division).

Please forward the tie(s) to:

NAME.....

POSTAL ADDRESS.....

SIGNATURE.....

PLEASE PRINT CLEARLY

Our Compliments to the Navy

FREMANTLE PROVIDORING CO PTY LTD

Ships Chandlers — Suppliers to RAN

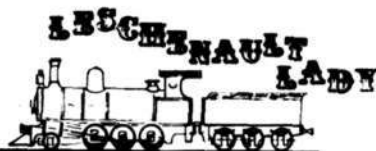
LEAKE STREET, FREMANTLE, WA
Phone: 35 6033 Telex: AA 92741

The Bunbury Tourist Bureau

Welcomes enquiries
Excellent Accommodation Facilities
Hotels, motels, guest houses, holiday houses,
caravan parks

Travel Bookings:

Any airline — West Rail, Parlour Car and Pioneer
Tours



BUNBURY'S 1898 VINTAGE STEAM TRAIN

ARTHUR STREET, BUNBURY, WA

Telephone: 21 4737



With Compliments to the Navy League
of Australia from

The SHELL Group of
Companies
in Australia

With the Compliments of

R. & N. PALMER PTY LTD

Timber Merchants, Haulage and Bulldozing Contractors
Road Construction, Drainage and Sewerage Contractors

OUTER RING ROAD, BUNBURY, WA

Phone: 21 5477. PO Box 669

Contractors and Suppliers to RAN

Join the NAVAL RESERVE CADETS

If you are between the ages of 13 and 18 years:

The Naval Reserve Cadets are administered by the Australian Naval Board.

The Naval Reserve Cadets provide for the spiritual, social and educational welfare of boys and to develop in them character, a sense of patriotism, self reliance, citizenship and discipline.

Uniforms are supplied free of charge.

Cadets are 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 afternoon and certain Units hold an additional parade one night a week.

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

general sporting activities and other varied subjects.

Instructional camps are arranged for Cadets 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 Senior Officer in your State, using the form provided below.

SENIOR OFFICERS, NAVAL RESERVE CADETS:

NEW SOUTH WALES: Staff Office Cadets, HMAS Watson, Watsons Bay, NSW, 2030.

QUEENSLAND: Staff Office Cadets, HMAS Morton, Box 1416T, GPO Brisbane, 4001.

WESTERN AUSTRALIA: Staff Office Cadets, HMAS Leeuwin, PO Box 58, Fremantle, 6160.

SOUTH AUSTRALIA: Staff Office Cadets, HMAS Encounter, PO Box 117, Port Adelaide, 5015.

VICTORIA: Staff Office Cadets, HMAS Lonsdale, Rouse Street, Port Melbourne, 3207.

TASMANIA: Staff Office Cadets, HMAS Huon, Hobart, 7000.

AUSTRALIAN CAPITAL TERRITORY: Staff Office Cadets, HMAS Watson, Watsons Bay, NSW, 2030.

TO: The Senior Officer,
Naval Reserve Cadets.

I am interested in joining the Naval Reserve Cadets and would be pleased to receive further information.

NAME

STREET

SUBURB

STATE OR TERRITORY

POSTCODE

PHONE No.

AGE AND DATE OF BIRTH

(Please Print Clearly)

Please address your envelope to the Senior Officer, Naval Reserve Cadets, in your State or Territory — see list of addresses above.

ESSO SERVICENTRE

RAY RUSSELL

Cnr TORRENS ROAD &
DAYS ROAD, CROYDON PARK

Telephone: 46 2496

For All Mechanical Repairs and Engine
Cleaning

Coral Room

ART GALLERY

Overlooking the Tarmac in the TAA
Terminal. First Class Cuisine. Open 7
Days Fully Licensed

Reservations 268 2141

AIRPORT SERVICES PTY LTD
AIRPORT, EAGLE FARM



ANGUS STEAK HOUSE

RENOWNED FOR FINE FOOD
PERSONAL SERVICE
& EXTENSIVE WINE CELLAR
DINE & DANCE TO EXCELLENT MUSIC

DINING TUES-SAT
LUNCHEON TUES-FRI

4th Floor

NATIONAL HOTEL

502 Queen St, Brisbane

Reservations (Party Arrangements)

PHONE: 31 2281

Ample floodlit parking on wharf opposite

When Ashore for Your Real Estate

BROCK & TICKLE PTY LTD

Houses, Land, Industrial, Sales, Letting, Valuations, Property Management

173 BEAUDESERT ROAD
MOOROOKA. 48 8559

After Hours: 397 6671

C. W. Chater

MARINE PLUMBER AND
SHEET METAL MANUFACTURER

1-6 REID STREET
KANGAROO POINT

QLD, 4169

Phone: 391 3316
(3 lines)

The Replacement Syndrome

By A. W. GRAZEBROOK

"The Replacement Syndrome" — meaning Replacement for Replacement's sake — is a phrase we are reading with increasing frequency in defence orientated publications or articles.

Frequently used in a derogatory context, some critics claim that Australia is justifying major equipment procurement projects simply on the grounds that existing similar equipments are worn out.

In principle, the critics' logic is simple and indisputable. Before any significant defence procurement project is approved, it must be demonstrated that the project concerned is the most cost effective way of satisfying a tactical requirement in the Australian strategic context. No nation should buy a new air superiority fighter, patrol boat or tank simply because the old ones are worn out. There must be a need for the new items in future.

Symptomatic of "The Replacement Syndrome", the critics say, is the Army's purchase of new Leopard tanks to replace the worn out Centurion tanks? It is argued that there is no role for tanks in Australia's strategy of Continental Defence in Depth. Similar allegations are being made about the pro-

posed new air superiority fighter (to follow the *Mirage*), and the RAN's new guided missile frigate (described as "replacements" for the *Daring* Class destroyers *Vampire* and *Vendetta*).

Turning to naval matters specifically, some critics' comments about the "Replacement Syndrome" and the two new guided missile frigates, are unsoundly based — to put it charitably. This is so particularly when "Replacement Syndrome" allegations are coupled with the claim that "highly mobile fast patrol craft" are a better method of investing the taxpayers' money. The guided missile frigates will fill fundamentally different strategic and tactical roles to those that would be filled by "highly mobile fast patrol craft". In any event, the latter craft cannot deal with submarines, are defenceless against aircraft and, whilst they are highly mobile tactically, lack strategic mobility without expensive support.

The "Replacement Syndrome" allegations over the two new guided missile frigates — originally to have been called patrol frigates — as a detailed and objective examination shows:

- Their weapons systems are fully justified in terms of the tactical capability that will be required in the 1980s.

- The ships are required to counter the threats posed by hardware in the hands of our regional neighbours now and that will be in their hands in the 1980s.

- The new ships will be cost effective.

Two key features of naval procurement programmes are frequently overlooked — old ships wear out because their hulls and machinery reach the end of their useful lives or because their weapons and sensors become obsolete. Secondly, weapons and sensors now account for some sixty per cent of the "sailaway cost" of a major warship.

These two points are vital when considering the extent to which the two new FFGs will be replacements for *HMA Ships Vampire* and *Vendetta*. The two *Daring* Class ships are specialist ships — gun platforms for shore bombardment and limited close range defence against air attack — roles manifestly vital in the Vietnam War but, some claim, less so in the 1980s. *Vampire* and *Vendetta* happen to have similar sized hulls and speeds to the new FFGs — that is the only real similarity between the two types. The FFGs are multi-purpose escorts performing four (and not one) major weapons functions:

- Two general purpose helicopters, incorporating air-to-surface missiles for dealing with fast attack craft, and to provide "constant" medium range ASW protection.

- An area defence guided missile system, effective against first class strike aircraft.

- A surface-to-surface guided weapons system effective against modern aircraft.



HMA Ships VENDETTA (left) and VAMPIRE (right). Both vessels were given a half-life refit during the early 70s.

Letz want to be loved by you

You'll love Letz rent-a-car's low rates and current model, air-conditioned cars. You'll love the savings you'll make on our business rental plan. You'll love the convenience of 7 day-24 hour hostess delivery. Next time you want a rent-a-car, ring Letz. You'll love the service.

PHONE NOW
52 7444

13 Evelyn Street, Brisbane
Townsville, Rockhampton,
Mackay, Cairns,
Surfers Paradise



Low Rates throughout Australia

Compliments to the Navy from

ARMADALE REAL ESTATE CO

Real Estate Agents

86 THIRD ROAD
ARMADALE
Phone: 97 2122

AUSTRAL ENGINEERING SUPPLIES PTY LTD

Suppliers of Engineering Requisites to the RAN

26 FISHER STREET
BELMONT, WA
Phone: 65 5288

Offices at — SYDNEY — MELBOURNE
ADELAIDE — BRISBANE — NEWCASTLE

WOLSELEY HOTEL

(Proprietor: NEIL MAY)

Friendly Welcome is
Always Assured

RAILWAY TERRACE
WOLSELEY, SA

Telephone: (087) 53 2202



Scherhazade INDIAN RESTAURANT

For Exquisite Indian Cuisine

• Fully Licensed • Air Conditioned
• Free Car Parking for Patrons (Entrance Adelaide St) • Take Aways

127 CREEK ST
221 9424

Best wishes to all Navy personnel from the

Somerset Hotel

MINE HOST: ALLEN & RENE NICKOLLS

Air conditioned luxuriant lounge
Congenial atmosphere
Counter lunches 11.30-2 pm



197 Pulteney Street
Adelaide, SA
Phone: 223 2768

ELSCO

Extension Land Services Company

38 QUAY STREET
BUNDEBERG, QLD, 4670
Phone: 72 1181 — AH: 71 5739

CHRIS YOUNG, Manager
Real Estate Agents
Auctioneers, Reg'd and Approved Valuers
Specialising in Farms, Homes and Grazing Properties
Property Management
Agents for Royal Insurance Co Ltd



"TANOSHIMI"

For attention, service and the best massage in Brisbane
Relax and be pampered as never before by our attractive
attendant, skilled in the art of putting your body and mind at ease
Our relaxing service will give you full satisfaction
Hours: Monday-Friday, 10 am-10 pm
Saturday 10 am-7 pm

Phone: 44 2055
Or call at
1st Floor, Danarm House
37 Grey Street, South Brisbane
10% off on presentation of this coupon



An artist's impression of the guided missile frigate (FFG) two of which are being purchased for the Royal Australian Navy from the United States.

• A rapid fire medium calibre gunnery system for use as point defence aircraft, in the surveillance role, and in support of troops ashore.

All these systems are necessary to counter high probability (in some cases certain) hardware threats to Australia in the 1980s. Much of the hardware to pose these threats is in the hands of regional powers now. In view of the readiness and speed with which major powers are selling or transferring modern major warships to Indian Ocean regional powers, all the weapons systems carried in the FFGs must be available to Australia in the 1980s.

The cost effectiveness of the FFG's hulls and machinery, as a means of carrying the four major weapons systems, is manifest. A better economy of scale (both capital and manpower) can be achieved by carrying the four systems in one 3500 ton hull than by carrying the same total weapons capability in say three hulls each of 1500 tons.

Indeed, it has been argued that the FFGs are too cost effective — at least in some strategic circumstances. It has been contended that the multi-purpose escort may tie down all four weapons systems in an area where there are only one or two threats. Thus, four systems could be tied down in one hull deployed against submarine threats only (say) three hundred miles off Fremantle.

Far better, some have argued, to have the deployment of options of more smaller hulls, each with (say) two weapons systems. This is an argument in favour of greater deployment flexibility at the expense of some cost effectiveness.

One thing is clear. The two new FFGs are not symptomatic of "The Replacement Syndrome". Reference to the ships as replacements for Vampire and Vendetta may be convenient, but can be misleading if the observer takes the term "replacement" too literally. The FFGs are scheduled for completion, to fill an essential but very different role, at a time manpower is available as a result of the retirement (for hull and machinery reasons) of Vampire and Vendetta.

All this is not to say that replacement as such is undesirable. A need for simple replacement of hulls and machinery may arise when hulls and machinery are worn out but there is a need for carrying weapons and sensors of existing type.

An outstanding example of this is the RAN's Mine Clearance

Squadron. The six existing ships' wooden hulls are aging rapidly — three have already been condemned. Their mine clearance systems are still effective. Their hulls and machinery must be replaced if their essential mine counter-measures systems are to be available to fill a clear strategic and tactical role.

Replacement may be necessary when a need is perceived for the maintenance of technology and tactical developments. This can apply even if there is no immediate or perceived threat requiring the availability of the system concerned.

"The Replacement Syndrome" has been the subject of comment by some well-meaning and knowledgeable critics. It has also been misused and wrongly applied by others. The dangers of unnecessary replacement are obvious. This may be the reason we have seen little evidence of "The Replacement Syndrome" in naval equipment procurement programmes.

United States Navy to Construct Large Surface Effect Ship

The Navy has received the go-ahead to design, construct and test a prototype 3000-ton surface effect ship (SES).

Authorisation came in a memorandum to the Secretary of the Navy from Deputy Secretary of Defence W. P. Clements.

Secretary Clements said the decision was based on a personal, thorough review of the Navy's SES programme. He further stated that "initiation of SES production will be considered only after a minimum of two years of at-sea testing of the prototype, including fleet operation simulating anticipated operational ship capabilities in a realistic environment."

The Navy is testing two 100-ton surface effect ships. Surface effect ships ride on internally generated cushions of air.

RE-UNION FOR RAN CLEARANCE DIVERS

In this the 25th Anniversary Year of the RAN Clearance Diving Branch, a major re-union of Clearance Divers is being planned in December in Sydney. All ex-Clearance Divers will be welcome and those interested in attending should contact the Officer-in-Charge, RAN Diving School, HMAS PENGUIN, Balmoral, NSW, 2091. Tel: 969 1444.

THE NAVY LEAGUE OF AUSTRALIA

(Registered in ACT)

Notice is hereby given that an Extraordinary General Meeting of the League will be held at the Royal Melbourne Yacht Squadron, The Esplanade, St Kilda, on Monday, 25 October, 1978, at 8.30 pm, for the purpose of considering and if thought fit of passing the following resolutions:

That the special resolution for amendment of the Articles of the League passed by the League in general meeting on 27 October, 1976, is hereby rescinded.

That the Articles of Association of the League be altered as follows:

1. By inserting in Article 43 after paragraph (d) and before paragraph (e) the following paragraphs:

(da) To vary the annual contribution payable by each Division to the Federal Treasurer of the League pursuant to Article 110 hereof.

(db) To vary the annual contribution payable by each Territorial Branch to the Secretary of the Executive Committee of its Division pursuant to Article 169 hereof.

2. By deleting Article 110 and inserting in lieu thereof the following new Article:

110 Each Division shall pay to the Federal Treasurer of the League within three months after March 31 in each succeeding year a contribution made up as follows:

(a) Two dollars (\$2) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division an annual subscription of six dollars (\$6), and

(b) Thirty-three dollars (\$33) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division a life membership fee of One Hundred Dollars (\$100), and

(c) Ten cents (10c) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division an annual

subscription of six dollars (\$6) or less, and
(d) Ten dollars (\$10) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Division a life membership fee of One hundred dollars (\$100).

provided, however, that the minimum contribution to be made by each Division under paragraphs (c) and (d) of this Article shall be Fifty dollars (\$50) per annum, and provided further that the Federal Council may from time to time increase or reduce the annual contribution to be paid pursuant to this article by each Division.

3. By deleting Article 169 and inserting in lieu thereof the following new Article:

169 Each Territorial Branch shall pay to the Secretary of the Executive Committee of its Division within three months after March 31 in each succeeding year a contribution made up as follows:

(a) Two dollars (\$2) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch an annual subscription of six dollars (\$6), and

(b) Thirty-three dollars (\$33) for "The Navy" in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One hundred dollars (\$100), and

(c) Ten cents (10c) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch an annual subscription of six dollars (\$6) or less, and

(d) Ten dollars (\$10) in respect of each member who has during the period of twelve months immediately preceding such date paid to the Territorial Branch a life membership fee of One hundred dollars (\$100).

provided however that the Federal Council may from time to time increase or reduce the annual contribution to be paid pursuant to this Article by each Territorial Branch.
Dated the 12th day of August, 1976.
By Order of the Federal Council.

O. V. DIMMITT,
Secretary.

PO Box 227,
Hawthorn, Vic, 3122.

(Proxies should be in the hands of the Secretary not later than 22 October, 1976)

THE NAVY LEAGUE OF AUSTRALIA

(Victorian Division)

Notice is hereby given that the Annual General Meeting of the Victorian Division will be held at the Royal Melbourne Yacht Squadron, The Esplanade, St Kilda, on Monday, 25 October, 1978, at 8 pm.

BUSINESS

1. To receive the report of the Executive Committee of the Victorian Division for the year ended 30 June, 1976.
2. To receive the Accounts of the Victorian Division for the year ended 30 June, 1976.
3. To elect the Executive Committee for 1976-77.
4. To appoint an Auditor.
5. General Business.

By Order of the Executive Committee.
O. V. DIMMITT,
Secretary.

PO Box 227,
Hawthorn, Victoria, 3122.

THE NAVY LEAGUE OF AUSTRALIA

Notice is hereby given the Annual General Meeting of the League will be held in HMAS Penguin-Balmoral, NSW, at 4 pm, on Saturday, 27 November, 1978.

BUSINESS

1. To receive the report of the Federal Council and to consider matters arising therefrom.
2. To receive the financial statement for the year ended 30 June, 1976.
3. To elect office bearers for 1976-77:
(a) Federal President.
(b) Federal Vice-Presidents (2).
(c) Federal Council.
(d) Auditor.
4. General business.

By Order of the Federal Council.
O. V. DIMMITT,
Secretary.

PO Box 227,
Hawthorn, Victoria, 3122.



Wherever you live you can depend on HIGH SPEED GAS

THE GO-ANYWHERE GAS

For cooking and hot water at work, in the home or outdoors ...
caravanning, camping and boating
For supplies, contact any Speed-E-Gas dealer or

GAS SUPPLY FRANCHISES
(QLD) PTY LTD

Branches at

Warwick, Gympie, Maryborough, Bundaberg, Gladstone,
Rockhampton, Mackay, Townsville, Mt Isa and Cairns

BORAL GAS (QLD) PTY LIMITED BRISBANE GAS CO LTD

Head Office

545 Queen Street
Brisbane, 4000
Phone: 229 1911, 31 2721

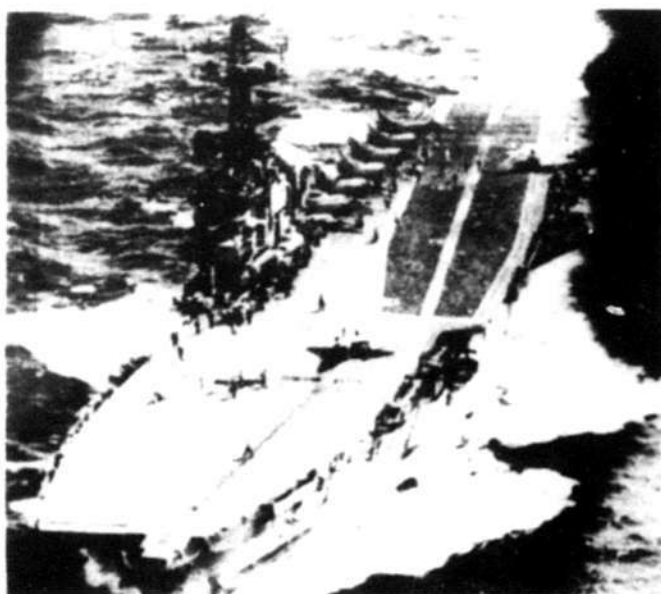
A MEMBER OF THE



GROUP

Greetings to the Royal Australian Navy from

DILLINGHAM SHIPYARDS (WA) PTY LTD



- SHIP BUILDERS
- SHIP REPAIRERS
- ENGINEERS

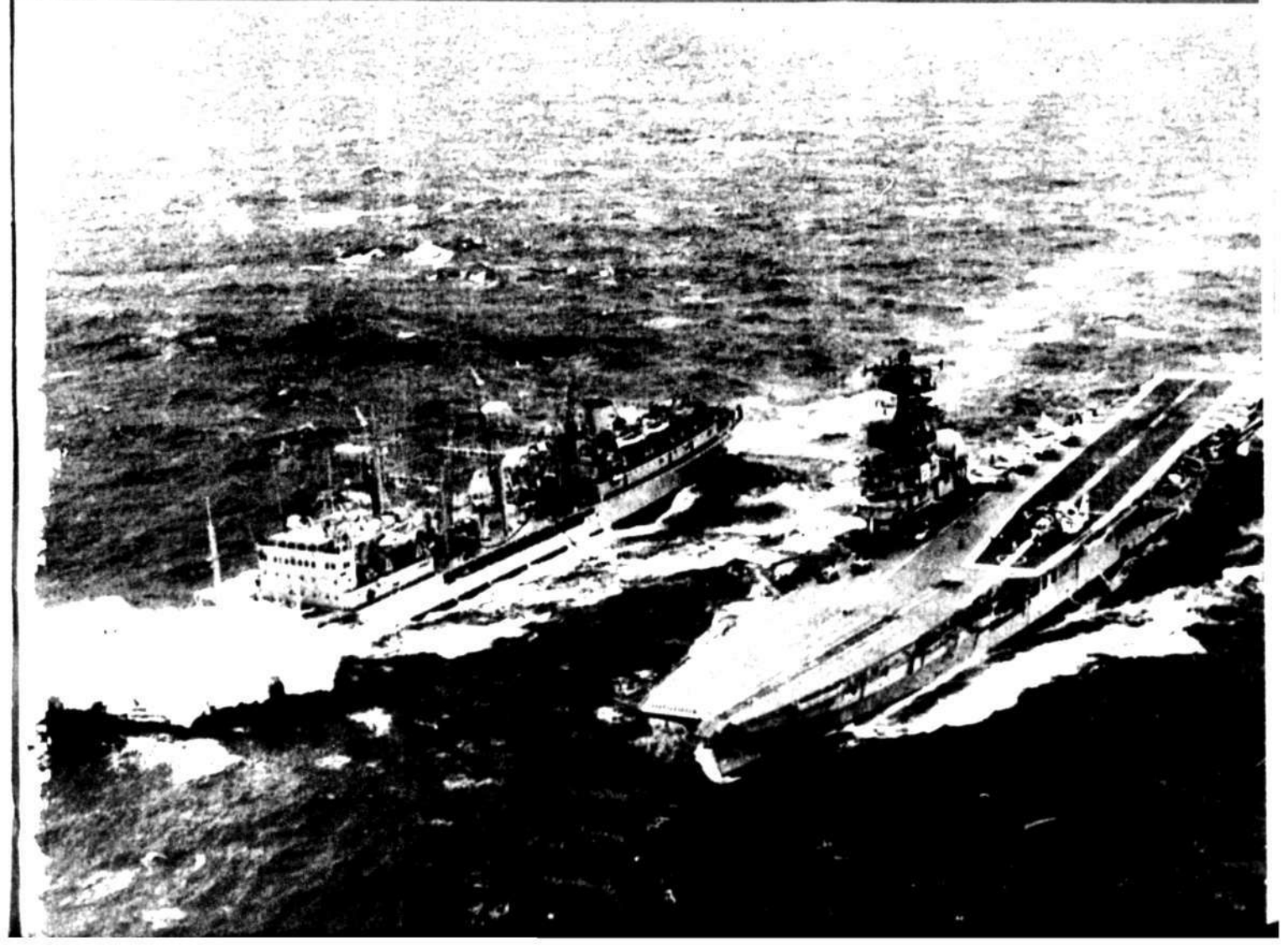
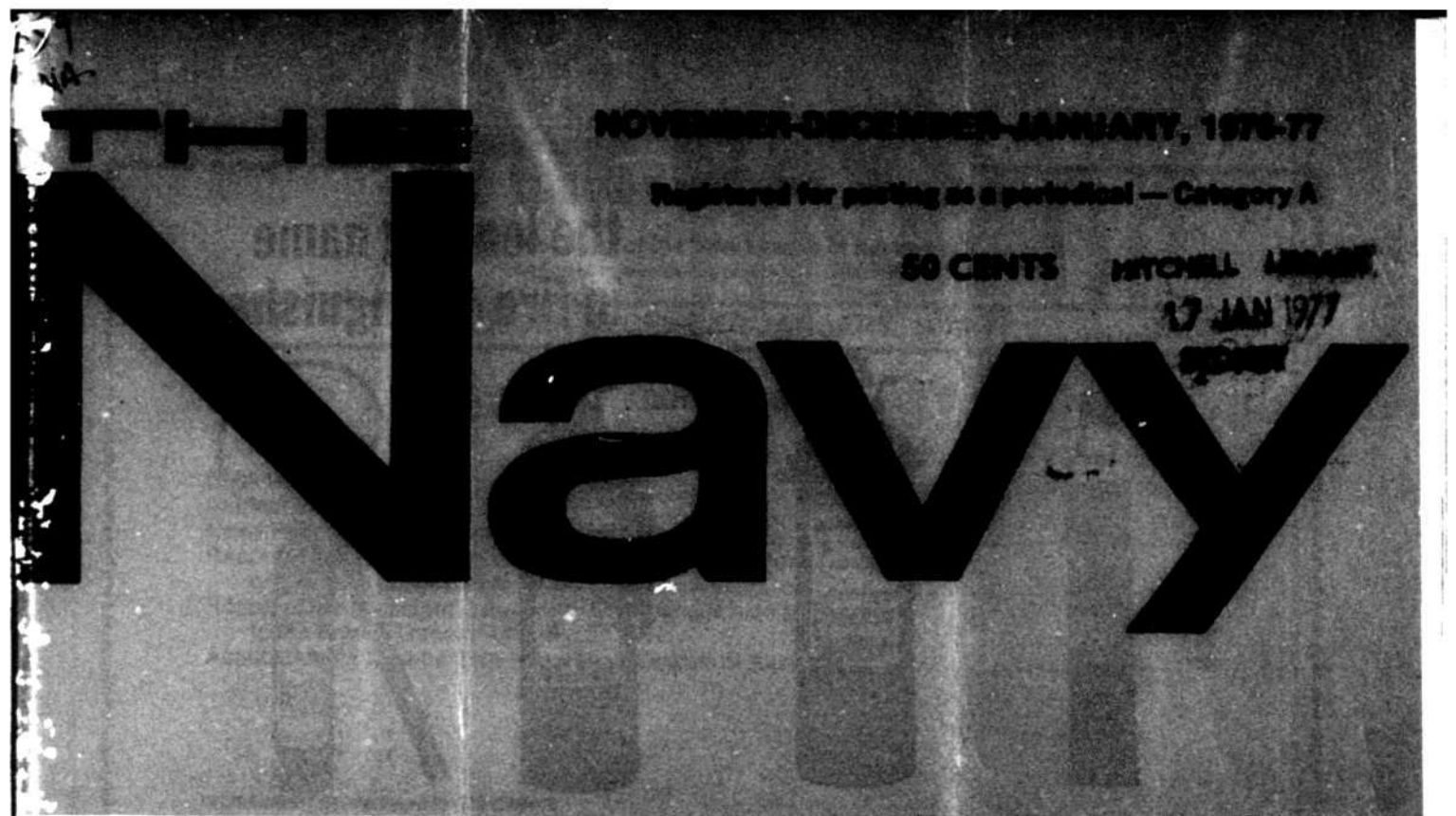
CURRENTLY REFITTING
"HMAS MORESBY"
in
Fremantle, WA

9 Corkhill Street, North Fremantle, WA
PO Box 50, North Fremantle, 6159

Telegraphic Address: "South Slips", Perth
Telephone: 35 4622 — Telex 92 6655

DILLINGHAM

The Shipyard on the Western Coast



nu-swift the leading name in fire extinguishers.



3lb Auto Model 5000.
All types but primarily
live electrical equipment
Ideal for motor vehicles



10 litre Universal
Model 1351.
For wood, paper, straw,
furnishings, etc



10 litre Air Foam
Model 1450.
For inflammable liquids



10lb Carbon Dioxide
Model 1510.
For inflammable liquids
and electrical equipment.
Also 5lb size.



30lb Dry Powder
Model 1830.
For inflammable liquids
and gases, live
electrical equipment
Also 15 and 5.5lb sizes



7lb Dry Powder Model 1807.
For multi-purpose use



4.4lb Dry Powder Model
1604 Plus.
Ideal for motor vehicles
and motor boats

For technical
information,
sales and service
phone our
consultant
on 81 3733.



Whatever the cause,
be ready for the
Fire Fiend
with Nu-Swift!

State Distributors:

**SM SANDMAC
ENGINEERING**

(A Division of Sandover McLeans Ltd)

Hay Street, Subiaco, 6008. Phone 81 3733.

CE046

THE NAVY

The magazine of the Navy League of Australia

Registered for posting as a periodical — Category A

Vol 38

NOVEMBER-DECEMBER-JANUARY, 1976-77

No 4

CONTENTS

	Page
Book Review	3
Australian Defence	7
Naval Reserve Cadet News	23
Report of the Federal President presented to the Federal Council of the Navy League of Australia	27
Report of the President (Lieutenant Commander Alan H. Burrows) to the Annual General Meeting	30
Application for Membership to the Navy League of Australia	32

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.

Photographs appearing in this magazine are obtained from official sources and copies cannot be secured from the Navy League of Australia or Percival Publishing Co Pty Ltd.

All correspondence should be directed to the Honorary Editor
26 Wesson Road, West Pennant Hills, NSW, 2120, Australia
Telephone Enquiries — 84 7198 (evenings only)

Published by the Navy League of Australia, Box 1719, GPO, Sydney, NSW, 2001.
15th Floor, Patrick House, Cnr Spring and Gresham Streets, Sydney, NSW, 2000.

ADVERTISING AND PUBLICATION: PERCIVAL PUBLISHING CO PTY LTD

SYDNEY	MELBOURNE	ADELAIDE	BRISBANE	PERTH	HOBART
862 Elizabeth St Waterloo NSW, 2017 Phone: 699 2600	Greenan Publications Pty Ltd 388 Bourke Street Phone: 67 1334	17 Currie St Adelaide, 5000 Phone: 51 6225	72 Eagle St Brisbane, 4000 Phone: 31 2531	194 St George's Tce Perth, 6000 Phone: 22 4072	123 Murray St Hobart, 7000 Phone: 34 4098

ADVERTISING RATES: \$155 PER PAGE — \$105 PER HALF PAGE

THE NAVY LEAGUE OF AUSTRALIA

PATRON: His Excellency the Governor-General.

FEDERAL COUNCIL

President: Commander F. G. Evans, MBE, VRD, RANR.

Vice-President: Captain L. F. Vickridge, OBE, VRD, RANR.

Vice-President: Lieut Cmdr A. W. Grazebrook, RD, RANR.

Secretary: Lieut Cmdr O. V. Dimmitt, VRD, RANR.

Box 227, PO Hawthorn, Victoria, 3122

New South Wales Division

Patron: His Excellency, the Governor of New South Wales.

President: Lieut Cmdr E. Bryden-Brown, VRD, RANR.

Honorary Secretary: D. P. Trickett, Esq, Box 1719, GPO Sydney, NSW, 2001.

Victorian Division

Patron: His Excellency, the Governor of Victoria.

President: B. J. Bird, Esq

Secretary: Lieut Cmdr O. V. Dimmitt, VRD, RANR.

Box 227, Post Office, Hawthorn, Victoria, 3122.

Queensland Division

Patron: His Excellency, the Governor of Queensland.

President: Surgeon Commander A. H. Robertson, RANR.

Hon Secretary: Colonel P. V. O. Fleming, ED, 39 Pinecroft Street, Camp Hill, Queensland, 4152.

Australian Capital Territory Division

President: Commander D. M. Blake, VRD, RANR.

Hon Secretary: Lieutenant F. Whetton, 86 Bradfield Street, Downer, ACT, 2602.

South Australian Division

Patron: His Excellency, the Governor of South Australia.

President: Bruce Grey, Esq.

Hon Secretary: Miss A. Fitzgerald, Box 15298, GPO Adelaide, SA, 5001.

Tasmanian Division

Patron: Vice-Admiral Sir Guy Wyatt, KBE, CB.

President: Commander J. G. B. Campbell, DFC, RANR.

Hon Secretary: Lieut D. J. Heath, 3 Winmarleigh Street, Taroona, 7006.

West Australian Division

Patron: His Excellency, the Governor of Western Australia.

President: Captain L. S. W. Vickridge, OBE, VRD, RANR.

Hon Secretary: Mr D. Seward, Box 735, PO Fremantle, 6160.

TUNA LODGE MOTEL

127-129 ESPLANADE, CAIRNS

Phone: 51 4388

*Licensed Restaurant *Patio and Pool Area *Grill Bar *A La Carte Meals
50 Luxury units including executive suites and 2 bedroom family units

* Air-Conditioning * Colour TV * Refrigerator * Room Service * Fans
* Radio and Tape Music * Tea Making Facilities * Phone (24 hours) * Large
Swimming Pool * Wading Pool * Room Service * Motel Lounge * Off-Street
Parking * Car Wash * Laundry * Landscaped Grounds
Tours and outings organised or hire cars available
Conference facilities arranged

Advanced bookings accepted — Write PO Box 804, Cairns

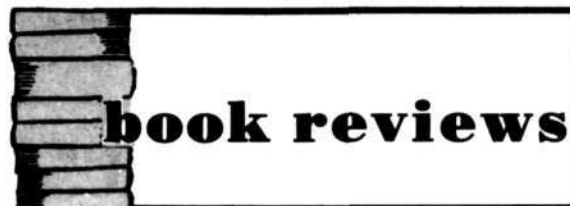
Phone: 51 4388 or any Travel Agent

Eric Pratt Pty Ltd, Wholesale Distributors of Ampol Products, supply
the following resellers in the Shoalhaven district

Berry: (Burt's Service Stn), Queen Street	64 1041
Bomaderry: (Highway Service Stn), Princes Highway	2 3933
Cudmirrah: Post Office Store	41 2101
Huskisson: (Currumbene Service Stn), Tomerong Road	41 5079
Milton: (Bartlett & Walker Motors Pty Ltd), Princess Highway	55 1260
Nowra: (Cooles Tyre Service), Kinghorn Street	2 3198
Nowra: (Fleet Service Station), Kinghorn Street	2 2863
Nowra South: (South Nowra Bakery), Princes Highway	2 3332
Sussex Inlet: (Totem Pole Service Stn), Jacobs Drive	41 2207
Tomerong: (Parnell's Service Stn), Princes Highway	43 4326
Ulladulla: (Blue Fin Service Stn), Princes Highway	55 1437

CAMBEWARRA ROAD, BOMADERY

Telephone: (044) 2 3016



JANES FIGHTING SHIPS: 1976/77

Edited by Captain John E. Moore,
RN, FRGS
Macdonald and Janes
£25.00

Reviewed by: Lt Cmdr A. W.
Grazebrook, RD, RANR

Once again, this handy annual has fully justified the eager expectation with which its publication is awaited each year by the Defence Community.

Perhaps the first aspect that will be noted by the regular reader is the new format. This, we are told in the foreword, has been made possible by new methods of printing.

A greatly improved form of layout has been incorporated for the smaller craft. Thus each small craft is listed in columns with her pennant number, builder, and commissioning date — a great improvement on the somewhat jumbled mass of data that was used previously in describing the smaller craft. If one slightly critical note may be permitted, it would refer to the confusion surrounding some of the smaller ships built for our Navy and later transferred to another. In these cases, both the original date of completion and the date of commissioning in their second Navy are of interest. The book would benefit from the inclusion of both.

The improvement in the standard of silhouette provided with the larger national sections has continued at an accelerated rate. The larger scale (1:1200) is a great improvement. These silhouettes are essential to the serious reader wishing to distinguish the finer points of difference between the various escorts and larger ships of individual names — particularly

when points of difference are confined to sensor systems, aerials, etc.

The very useful separate sections on maritime aircraft and naval missiles continue to provide an excellent international comparison between each nation's achievements and armaments in these areas. A very substantial supplement to the usefulness of the book has been achieved by the inclusion this year of sections on naval radar, torpedoes and sonar equipment.

These improvements have resulted in a larger book — 831 pages, compared with 670 some three years ago. The extra pages have been used to improve the book substantially. Whether the economics of the new printing methods have enabled the publisher to improve the book without an increase in cost (as distinct from price) we do not know. In any case, the better book is worth the increase in price.

Turning to the content of the book, the Editor has chosen USS NIMITZ (CVAN) as the subject of his frontispiece. This may be because the photographs of the new Russian Seaborne Air Platform KIEV available at the time of printing were simply too poor for a frontispiece. Whilst NIMITZ is undoubtedly a major technological achievement of the 1976 commissioning of KIEV heralds far more in the broader sense of development in maritime warfare. KIEV is the first of a new generation of SAPs for fixed wing aircraft (ie VSTOL aircraft). The significance of this is shown by the number of maritime powers moving towards the acquisition of this type of craft.

Whilst on the subject of KIEV, some photographs appear to show her to have a wooden flight deck — a point which may well surprise those readers of naval history who

compare the 1945 fate of the 724 men killed in the damage to the wooden flight deck USS FRANKLIN (CV13) with the fate of the 8 men killed in similar circumstances in the armoured flight deck HMS FORMIDABLE in the same year.

Other items in this year's Russian Section include details of their new oceangoing LSTs of the RAPOCHKA type — larger ships that some other published sources have indicated — and new of the building of further ships of the KARA Class GW cruisers and the 220 ton SSGW armed hydrofoils.

The Editor has been assisted this year in the compilation of the Australian Section by Sydney's Graeme Andrews. The Section shows the advantage of local involvement. However, preparation of the book runs alphabetically, beginning with 'A'. Inevitably, this tends to make our section a little stale — we must await the 1977/78 edition for the inclusion of details of the Australian version of the FFGs, HMAS TOBRUK, modernisation of PARRAMATTA, STUART and DERWENT, and so on.

In the regional sections, the South Korean Navy is moving to replace her ex U.S. World War II vintage escort ships — with CODOG propelled SSGW armed, Korean built frigates.

The Indians are proceeding with their Leander programme, four of the intended six now being in commission. Interestingly, they have abandoned their plan to build locally, the French designed A69 class escort frigate in favour of the acquisition of Russian Nanuchka class SSGW armed corvettes — a change in choice of type involving a switch from defensive to tactically offensive warships. Another point of interest in the Indian section is the replacement of a Type 12 frigates 4.5 inch turret by Russian made Styx SSGW launchers. We must await the next edition to see on what equipment the Indians are spending their doubled naval budget.

The Singaporean Navy grows steadily — some would say spectacularly. The tactical role of the



North Queensland has many motels, only one is a resort —

THE NEW "Tam O'Shanter"

Why not spend a week or a weekend with us and enjoy

* Luxurious living in a tropic setting * The best outlook in the north over sea and islands * Superb cuisine * Horse riding thru jungle trails * Water skiing
Just relax at the poolside or in our air-conditioned cocktail bar

Location

SOUTH MISSION BEACH

It's only a short drive from Cairns or Townsville but you'll enjoy a holiday a world away

POST THIS COUPON TODAY

Please send me your brochure and tariffs

Name _____
Address _____
Postcode _____

PHONE: (070) 68 8154

PO BOX 400, TULLY, 4854

ROBERT JOHNSTONE MOTEL



Fitzgerald Esplanade, Innisfail

In the heart of town
On the beautiful Johnstone River
Your hosts: Cec and Heather Adams

Phone: 61 2444

Colour TV in all units

PRESTIGE ACCOMMODATION

* Single * Twin * Double * Family Suites with private master bedroom

AIR-CONDITIONED — CEILING FANS

BOOK REVIEW CONTINUED

growing number of Fast Attack craft is clear — an obvious choice for the confined waters and major shipping channels of the area. The role of the nine LSTs, however, may puzzle (if not worry) some of Singapore's immediate neighbours.

Many of the larger units of the erstwhile South Vietnamese Navy have joined the Philippines Navy to provide that nation with a numerous (if somewhat obsolescent) naval force.

The Indonesians are listed as 'possibly' acquiring a total of six Attack class patrol boats. Happily, only two have been transferred — the remainder are not the R.A.N.'s much needed Attack class, but smaller craft being built in New South Wales especially for the Indonesians.

Older Australians will note with sorrow the final demise of Turkey's Bathurst class A.M.S.s, the last two (formerly H.M.A. Ships BROOME and GERALDTON) having been deleted this year.

The evolution of the Turkish Navy as a whole is an interesting illustra-

tion of the influence of new weapon and ship types on the choice of replacement of WWII vintage U.S. built destroyers and submarines. Right in the front line of NATO, with passage through the Bosphorous a probable USSR strategic objective in the event of hostilities, the Turks are choosing frigates for ASW work — SSGW armed fast attack craft (grown almost to corvette size) and submarines — with local construction of all types.

The U.S. section is again of great interest, as befits what is still the world's largest maritime force. The USS Ohio, the first of a new generation of SSBNs has been laid down. The SSN programme (nuclear powered attack submarines) is go-

ing ahead, and afloat support continues to attract a sizeable share of funds.

Details are included of two proposed types of SAPs — VSTOL support ships (VSSOL). It appears easy for the U.S. Navy to make proposals but Congressional approval is infinitely more difficult and less likely.

All in all, this year's *Janes* is above the high standard of presentation achieved in previous years. If there is a little less new development information this year, that is because there have been relatively few developments. The editor is to be commended for not sinking to the level of some sections of the general media fabricating or inflating news when there is no real news.

DAIRY QUEEN

Provides light meals and take-away snacks
Open Monday-Friday 9 am-5 pm, Saturday 9 am-1 pm

BRYANT STREET, TULLY, QLD

ICE COLD DRINKS

BIG APPLE MILK BAR

Open 9 am-9.30 pm Monday to Saturday, Sunday 3 pm-9.30 pm.
Full range of ice cold drinks, ice-creams, all flavours
Largest selection of fresh boxed chocolates

For fast, friendly service, call in

**CNR ABBOTT AND
SHIELDS STREETS, CAIRNS, QLD**

MOONGLOW MOTEL RESTAURANT

Seaview Street, Mission Beach, Qld

Phone: Mission Beach 68 7100

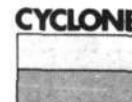
Licensed Restaurant

With cocktail bar and a-la-carte menu of reef fish and other tropical delicacies
Friendly, relaxed atmosphere. Open daily 12-2 pm and 6-8 pm

Cyclone VERSATILITY IN STEEL

Manufacturers of Security Fencing,
Steel Buildings, Welded Mesh, Re-inforcing Bar,
Industrial Pallets, Pallettower (Pallet Stacking
System), Racking, Partitioning
• Steel Fabricators

**Security Fencing
Contractors for
Garden Island
Naval Base, W.A.**



Cyclone K-M Products Pty. Limited
Division of Boral Cyclone Limited
310 Selby Street, Osborne Park, W.A. 6017. Tel. 46 4277

Seasonal Greetings to the RAN

Cylinder Head Engineering Services



*Complete cylinder head service *Complete engine overhauls, petrol and diesel * Reboring, crank grinding, aluminium welding

EXCHANGE HEADS
MOTOR AND CRANKS

Cnr Stack and Wood Streets
Fremantle, 6160

Phone: 35 5151 or 36 6903

Currently working on the reconditioning of the HMAS Moresby

Thomas Borthwick (Australasia) Ltd

Meat packers, meat work proprietors, exporters and wholesalers
of meats, hides, skins, tallow and casings

60 MARKET STREET, MELBOURNE

Telephone: 62 2921

AUSTRALIAN DEFENCE

Presented to Parliament by the Minister for Defence,
the Honourable D. J. Killen, MP
November 1976

Extracts relating primarily to the Royal Australian Navy

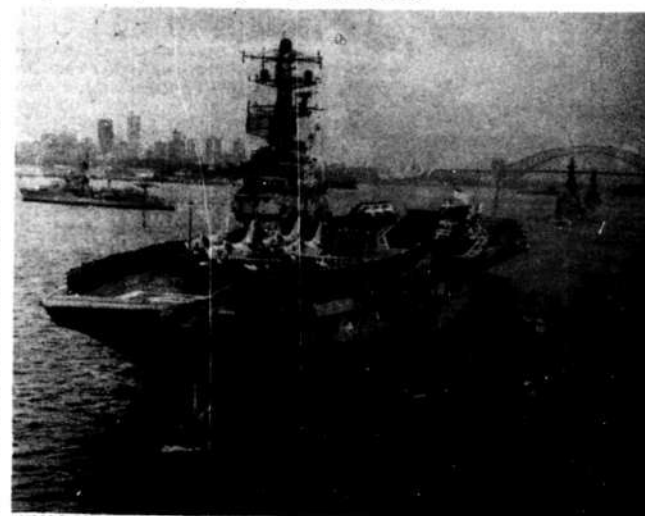
INTRODUCTION

The first responsibility of government is to provide the nation with security from armed attack and from the constraints on independent national decisions imposed by the threat of such attack. This White Paper sets out the Government's position in this respect. It states the Government's estimates of the circumstances that uphold or that could jeopardise Australia's security. It gives the Government's views about future prospects. It describes the Government's policies for supporting those circumstances favourable to Australia, and the practical defence measures planned to provide the nation with insurance against any unfavourable change. It describes the Five Year Defence Program, within which projects will continue to be developed for later final financial decision in accordance with the normal processes of Government consideration.

CURRENT REQUIREMENTS FOR DEFENCE CAPABILITY

The guidance derived from our present assessments and from our consideration of the likely requirement and scope for practical military measures may be summarised as follows:

- the force-in-being should be capable of performing current and foreseeable tasks and dealing with selected shorter-term contingencies — for example, maintenance and expansion of the training base; sea control in areas of Australia's maritime jurisdiction; quick detection of and response to any maritime or coastal harassment; aid to the civil power in counter-terrorist operations, as requested and appropriately authorised; exercising with allies and regional defence associates; maritime surveillance and display in areas of



HMAS MELBOURNE, Flagship of the Royal Australian Navy — to be retired about 1985.

Australian interest; support for defence co-operation programs; and contributing to UN peace-keeping.

- the force should be of a size and versatility and possess or have under development or acquisition the structure, equipments and professional skills adequate for timely expansion against a range of contingencies of various types and timings, as indicated by the strategic guidance from time to time and having regard to the long lead times of certain equipments and skills;

- the force-in-being and planned should have a substantial capability for independent operations;

- the force should at all times demonstrate Australia's serious attitude to defence matters, military competence and capacity to absorb

and operate high-technology equipments;

- the capacity to operate effectively with the US should be maintained to the extent relevant to likely commitments.

Our assessments of the international situation have not revealed any present likelihood of our being called upon to provide any direct military assistance to our allies or other defence associates. Were this sort of situation to arise in future, in certain circumstances we would be able usefully to support local forces by making available equipments or skills in which they were deficient. Subject to our own national priorities we should expect that such contributions could be provided from our force-in-being at the time.



Paul Enright

Cars are his life, not just his living

Paul Enright is a man you can trust in the car business. For 15 years he has been working towards giving you a better car and a better deal all around. With Enright Ford, Paul Enright's personal reputation stands behind every car he sells. Every Enright Ford used car has passed the toughest mechanical and safety check in the car business. Each one of them carries the most advanced consumer protection warranty ever offered.

On a new Ford the deal is just as good. An Enright Ford is a better Ford because it has been through the most thorough pre-delivery examination and preparation of them all.

Come on down to Enright Ford — you'll find a better car because Paul Enright knows cars better!

ENRIGHT FORD

Hampton Road, South Fremantle, WA
Phone: 35 4411



Best Wishes to all RAN personnel from

Corlett Bros Pty Ltd

Bread or rolls — you name it, we'll bake it
Ring us for quote — for orders ex-factory

Phone your orders any hour
Seven days a week on 65 4771

223 GREAT EASTERN HIGHWAY
BELMONT, WA

In addition to our strategic prospects, Australia's physical environment provides further important guidance regarding the specific characteristics that we need in the Defence Force.

ENVIRONMENTAL FACTORS

Factors such as geography, population size and distribution, infrastructure, industrial capacity and resources distribution combine to create enduring features in our physical environment.

Our country is an island continent, with an extensive maritime resource area. We have no land frontiers. Except in the Torres Strait area, any approach to our continent would involve a transit of the open ocean, by sea or air. Any confrontation or conflict would be, initially at least, maritime in character. The population is relatively small and is largely urban, coastal and concentrated in the south-east. Defence infrastructure or relevant civilian infrastructure are still limited in the north and west.

The physical environment of Australia suggests that the characteristic of our force structure should include:

- a good capability for external intelligence;



HMAS VAMPIRE, one of two Daring class destroyers refitted during the early 70s are to be withdrawn from service in the early 80s.

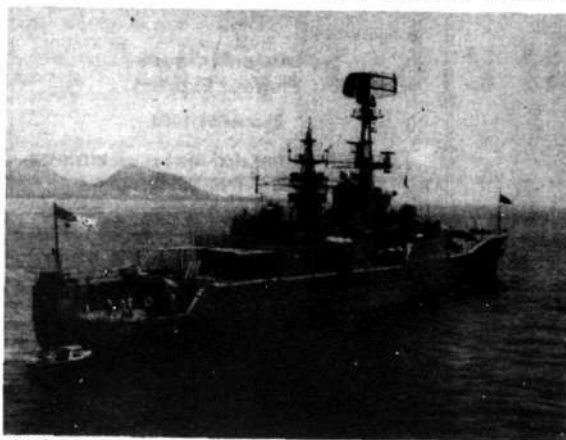
- capacity for the regular surveillance and patrol of our ocean approaches and maritime resources zone;
- naval and air strike components to deter potential adversaries;
- readily transportable and mobile land forces, with adequate capability for reconnaissance, to meet hostile incursions at remote localities;
- mobile air defence elements;
- elements for the protection of shipping from attack or other interference in Australia's focal areas and port approaches;
- a capability for sustained operations at long ranges from bases and in areas remote from sources of logistic support.

MILITARY CAPABILITIES PLANNED FOR THE FUTURE

In determining the resources to be allocated to defence, account has been taken, as already described, of our strategic circumstances, physical environment, military technology and the basic concepts pertaining to the development of the Force. Within this context, the Government has examined broad policy choices available for the kind and size of forces that should be provided. To compose a program, it has examined different levels of total expenditure and different rates of annual growth in expenditure. Through this process, the Government has approved a financial planning ceiling of some \$12,000m (in January 1976 prices) for the five-year period 1976-77 to 1980-81.

The Five Year Defence Program (FYDP) represents the best present assessment of the ways in which the capabilities of our forces should be varied or enhanced. That assessment has to be looked at again each year, or earlier if there is a significant change in strategic outlook. The FYDP is a planning and programming framework.

The Program must not be looked



HMAS DERWENT, a River class destroyer escort was commissioned during April, 1974. Of her five sisters, Yarra, Parramatta and Stewart are currently being refitted and modernised whilst work on Torrens and Swan will be undertaken in 1981.

Geralee Florist Bridal & Gift Centre

30 Rankin Street, Innisfail, Qld

Phone: 61 1605

After Hours: 63 4282

Flowers for any occasion — anywhere!



Jackaroo Motel

340 Byrnes Street
Mareeba, Qld

Phone: 070 92 2677

Modern, spacious motel units

• Pool • Fans • Fridge • TV • Radio
• Telephones

Proprietors: Tito and Anna Sciani



The Book Centre and Travel Agency



Gerald and Claire Cooper

A full range of tourist souvenirs, decals, flags, post cards, slides, folders
Kodak — all sizes on hand

Information on local tours

Agents for:

Ansett Airlines —
Pioneer Express

Phone: 61 1088

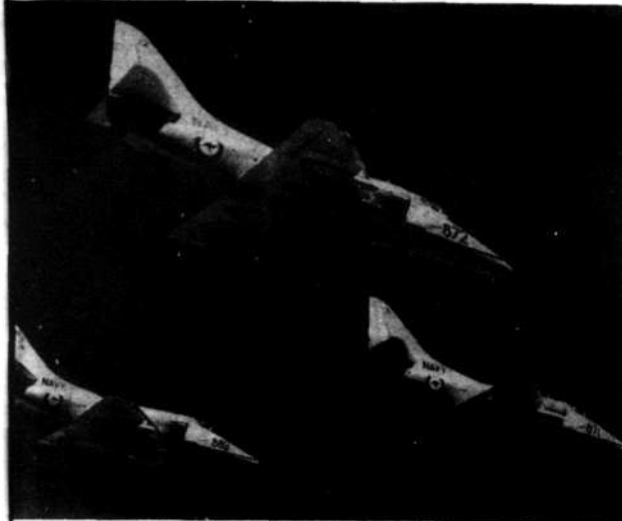
ANSETT — Innisfail-Brisbane; PIONEER
EXPRESS — Innisfail-Brisbane

STARR BOARDING KENNELS

Captain Cook Highway
Clifton Beach, 4871

Phone: 55 6120

For the best of care and attention to your pet. Strict hygiene — quality food — tick bath every seven days — vitamins — shampooed and brushed before leaving — dog crate hire service



A flight of Skyhawk single-seat attack bombers.

upon as static and unchangeable. The year of acquisition, the number of equipments, and the manning and training of the Force must be capable of variation as changes occur — be it in our strategic situation, in technology, or in the operational concepts and doctrines that may evolve. Other program changes may be imposed by such influences as production realities, cost changes, the availability of needed manpower, or the general level of Australia's economic and industrial activity.

It follows that only annually (at the time of the Budget) are firm Government decisions made and commitments entered into, covering all the different acquisitions which are to be put to decision in later years through the normal processes of Government consideration achieve a progressive firming of detail (e.g. quantity, weapon fit, source) as they approach their planned year of decision.

This Chapter outlines existing and planned operational and support capabilities of the three Services in terms of maritime warfare, land warfare, air warfare and their components. Attention is primarily given to major weapons and equipments. Paragraph 108 below sets out the

decisions that have been included in the 1976-77 Budget.

The weapons and equipment form but a part of the defence capability. The Defence Force depends also for its effectiveness on manpower, on

logistic support, on its facilities and supporting infrastructure, and on its scientific, technological, industrial and other forms of civilian support.

INTELLIGENCE

The strategic assessment made by the Government affirms the need for a highly effective intelligence system. Defence policy depends critically on a high level of performance of intelligence monitoring and assessment of international events so as to discern changes in adequate time. As well as the need for basic assessment of the existing and potential military capabilities, deployments and strategic motivation of other countries, intelligence has the responsibility for monitoring developments which could produce pressures or threats against Australia's interests to which a defence response may be needed.

Our capabilities and arrangements for meeting these requirements are good. Beyond our immediate environment, we draw considerable benefit from arrangements developed over many years with co-operating countries.

Intelligence assessment in sup-



HMAS HOBART (pictured) and the other two guided missile destroyers, PERTH and BRISBANE are to be updated under the five-year rolling programme. They will be fitted with STANDARD surface-to-air missiles, a new computer based command and control system and the five inch guns will be updated.

Best wishes from the

KALIMNA HOTEL

Modern motel type accommodation, excellent counter lunches and teas,
cold beer, wines, ales and spirits — Friendly service

Telephone: Kalimna 55 1202



Coral Trout Flats

Fully self-contained beach front
holiday flats
Opposite Dunk Island
Fully equipped for boating and fishing
Own mooring
South Mission
Beach

Phone: 070 68 8137

"Beltana" Motel

380 Mulgrave Road
Cairns, Qld

* Colour TV * Fridge * Air-conditioning * Tea
and coffee facilities * Carpet * Laundry
* Swimming Pool * Ironing Facilities

Single	\$13
Double	\$19
Three	\$25
Four	\$29

Breakfast Extra

Phone
Cairns (070) 54 1377

You will love your stay

PETROL — OIL — OUTBOARD FUEL

Motor vehicle servicing and spares, engine and car washing facilities, tyres and tubes, batteries,
kerosene, crushed ice, fishing tackle, bait, port-a-gas refills and accessories, welding facilities

All mechanical repairs — Open seven days a week

COWES SERVICE STATION

Les and Ann Milkins, Proprietors

THOMPSON AVENUE, COWES, VIC

Telephone: 52 2024

port of defence planning and policy is based on the work of professionally qualified staff, both civil and military, with competence in strategic, military, political, economic, scientific and technological fields. This competent national intelligence capability is an accepted and recognised component of the structure of modern government.

The program allows for the continuing investment of resources to keep pace technologically with modern defence intelligence-gathering methods; and to develop skilled and experienced staff. Attention is also being directed to a greater coordination of the various components of the Australian intelligence effort. Whether any changes are needed in intelligence practice and organisation for defence purposes in respect of external intelligence is a matter that the Government will consider when it has received the reports of the Royal Commission on Intelligence and Security.

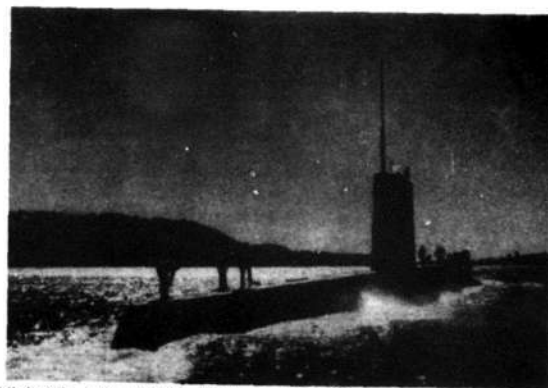
MARITIME SURVEILLANCE, RECONNAISSANCE, AND OFFSHORE PATROL

The physical environment of Australia emphasises the importance of maritime surveillance, reconnaissance and offshore patrol, including affirmation of our sovereignty in Australian waters and maritime resources zone. The increasing demand for civil surveillance and patrol, especially following the probable large increase in the resources zone area, is likely to continue.

The Defence Force has a variety of elements able to carry out these roles. Some will be strengthened and their capacity will be enhanced during the program period. The forces involved will continue to be trained in defence roles, but will provide an increasing contribution for civil purposes.

Largely because of Australia's geographic environment, Long Range Maritime Patrol (LRMP) aircraft will be required at an early stage of the perception of any potential threat, to undertake increased surveillance and intelligence gathering.

The present LRMP force consists of ten P3B Orion aircraft based at



Edinburgh and twelve Neptune aircraft based at Townsville. The Neptune aircraft will be phased out by 1978 when deliveries of the new P3C Orion commence.

The Government has decided to increase the current order for eight P3C Orion aircraft to ten. Edinburgh will become the home base for the total LRMP force, and some improvements will be made there to the technical support and airfield facilities. Some aircraft will be deployed on a rotational or, with quick response-time, on a short-term basis to various RAAF bases, notably those at Pearce, Learmouth, Darwin and Townsville.

The new aircraft will have greater speed, range and endurance, and better sensor capability than the Neptune aircraft. An Orion aircraft has a radius of action of over 2000 miles. It can, in one sortie, sweep an ocean area of 300,000 square miles and in so doing detect all surface targets of about 2000 tonnes or greater. For a task 500 miles from its deployment airfield, it can be on station within two hours and remain on task for about eight hours.

For detection and localisation of quiet submarines, the new aircraft are planned to be fitted with the Australian-designed and developed Barra directional sonobuoys, and with processing equipment developed in Britain.

Patrol craft provide a capability for patrol, apprehension, intelligence, coast-watching, sovereignty visits, survey, and support of law enforcement by civil authorities (such as Customs, Fish-

One of four submarines operated by the Royal Australian Navy of the OBERON class. Two more of these conventional diesel-electric submarines are under construction scheduled to become operational in 1978. In 1979 all RAN submarines are to be based at Cockburn Sound.

eries and Health). They are also used for search and rescue, fleet support, hydrography and Naval Reserve training. At present seven of the twelve patrol boats are based on Cairns and Darwin for defence and civil surveillance and patrol.

The Government has decided to acquire some fifteen new patrol craft with speed, range and seakeeping qualities superior to those of the Attack Class now in service. These new craft will enter service in the period 1979 to 1984. The first one or two will be built overseas and the remainder in Australia. The Attack Class is expected to retire from service from about 1982.

Patrol craft can best be used in conjunction with aircraft. Having regard to the probable substantial increases in the resources zone and consequent protective responsibilities, the Government has directed that consideration be given to acquiring short to medium range patrol aircraft, optimised for those various defence and national tasks not requiring the comprehensive and expensive capabilities of RAAF Orions or Navy Tracker aircraft.

These and current measures to obtain effective use of our existing patrol craft, augmented by co-

BLUE BIRD CAFE

For fast service and the best food call in
Steak, reef fish and fresh salad. Hot take-aways
Open Monday-Friday 9 am-11 pm, Saturday 5 pm-midnight, Sunday 5 pm-midnight

38-40 Rankin Street, Innisfail, Qld

Phone: 61 1391

CHEMIST

Health is happiness. We help you find it

Moynahans

(Props Max Crittenden and Sam Pappalardo)

82 LAKE STREET
CAIRNS, QLD

Cosmetics, photographic supplies, ladies and men's toilet requisites and dispensing chemist

Phone: 51 2491

CARDWELL BY THE SEA

Paula Motel

BRUCE HIGHWAY
CARDWELL, QLD

Modern, spacious motel units

* Pool * Dining room * Fans * TV * Fridge
* Barbecue area

Recreation area

Phone: 66 8695

Tell me, tell me, where are you sailing?
Wherever it is — our best wishes go with you

BEENLEIGH REAL ESTATE AGENCY

(Alan Ward, Principal)

101a George Street, Beenleigh, Qld, 4207

"When we make a sale — we make a friend"

operating aircraft and other ships, should provide a sufficient capability for surveillance and patrol of selected areas. Increasing use will be made of other sources of information — particularly from the Australian fishing fleet — in improving the efficiency of locating illegal military and civil incursions into our waters.

The Program allows for continuing research on over-the-horizon radar, discussed in a later chapter. An operational system could not be acquired until beyond the program period. Knowledge of new techniques applicable to conventional radar is being maintained. Technologies of sensors and systems operating at visual and infra-red wavelengths are being examined.

Many other vehicles and systems contribute substantially to surveillance. They include ships, aircraft, submarines, direction finding and sonar detection systems. In addition, through co-operative arrangements with allies, Australia has access to the skills, technology and product of advanced methods for surveillance and information gathering.

STRIKE, RECONNAISSANCE AND DETERRENCE

Australia's strategic and geographic circumstances call for strike forces that can deter attack. The Australian environment also calls for emphasis on strike against maritime targets at sea.

The land-based strategic strike capability resides principally in twenty-four F111C aircraft. These provide a core whose effectiveness can be markedly enhanced by improvements to weapons and sensor systems as the technology becomes available.

The Government has decided to fit by 1980 sensors to four of the F111C aircraft, to provide an all-weather, long-range reconnaissance capability.

Various precision-guided munitions now under development are being considered. These include electro-optical guided missiles and bombs, missiles that can be air-launched at long ranges from the target, and other weapons that would markedly increase aircraft ef-

fectiveness and improve their chances of survival.

Weapons effectiveness can also be enhanced by aircraft systems for identifying targets in poor weather conditions, and for providing homing signals to guide weapons accurately to their target. Aircraft survivability can also depend on the use of electronic countermeasures systems.

The Government has decided on the progressive acquisition of such capabilities for the F111C force. Experience in the use of these advanced technological systems can begin to be gained by the early 1980s.

The Program plans the acquisition of a training capability in air-to-air refuelling. Air-to-air refuelling would give the strike aircraft, and also the planned new tactical fighter aircraft, additional range, and would permit increased weapon loads, greater flexibility in the use of airfields, and improved recoverability in bad weather conditions.

The potential for strengthening maritime strike has been greatly increased by overseas developments in anti-shiping missiles, which are a cost effective means of deterrence. Such missiles include the French Exocet, the Italian Otomat and US Harpoon.

Harpoon is part of the weapon fit of the two new guided-missile frigates (FFGs) ordered earlier this year. This sea-skimming missile has an over-the-horizon capability and delays radar detection by approaching its target at very low altitude.

A further limited acquisition of anti-shiping missiles for destroyers, submarines and P3C aircraft is being considered. Timing of the acquisition will be dependent on satisfactory progress into production overseas.

The current sea-based strike capability rests primarily with the aircraft carrier HMAS Melbourne. Its Skyhawk aircraft can operate either from the carrier or from airfields.

Additional strike capability is provided by submarines and destroyers. As well, the Army Special Air Service Regiment and commando units can be moved by either air, sea or submarine to carry out strike and reconnaissance tasks.

NAVAL GENERAL PURPOSE WARFARE

The naval general purpose forces undertake peacetime and operational tasks ranging from sovereignty control to maritime defence, throughout the neighbourhood and the region.

The main naval general purpose warfare element consists of eleven destroyers — two Daring Class destroyers (DD), six River Class destroyer escorts (DE) and three Charles F. Adams Class guided-missile destroyers (DDG).

The two Daring Class destroyers are planned to retire in 1982-83, by which time the two new guided-missile frigates (FFGs) will be in service. Each of the FFGs will carry two helicopters, which will add a new dimension to the operations of the destroyer force. The helicopter provides reconnaissance and attack capability, and should permit the ship to make full use of its own weapon systems.

The operational lives and effectiveness of the four older River Class destroyers are being extended by a modernisation program for three, and a half-life refit of the fourth. The work on these ships should be complete before 1981. It is then planned to modernise the two newer River Class destroyer escorts in the period 1981 to 1983.

An extensive refit program is being undertaken for the three guided missile destroyers. Improvement and modernisation of guns and electronic equipment, and the fitting of a new surface-to-air missile system 'Standard', are underway. New data-handling systems are also being installed which can rapidly evaluate and display a threat and compute effective firing conditions. These three guided-missile destroyers are expected to remain operational until the 1990s.

Looking to the early 1980s, provision has been made for the destroyer force to be increased from eleven to twelve. The possibility of acquiring a third FFG is being considered. With a force of twelve destroyers, allowing for peacetime scheduling of refits, some eight to nine destroyers would be available at any one time.

To maintain the strength of the destroyer force from 1987 onwards, when the first of the destroyer

escorts is due to retire, the Government has commenced investigations into the concepts, characteristics and cost of follow-on destroyers, preferably for construction in Australia.

These investigations will be in conjunction with those of missile-armed patrol boats. The number of destroyers to be acquired will also depend on the decision whether to replace the aircraft carrier HMAS *Melbourne* in the longer term.

For training junior naval officers at sea, it is planned to purchase or construct a new training ship to enter service in the early 1980s. The ship would be much simpler and more effective in the training role than the present training ship, HMAS *Duchess*.

NAVAL AIR WARFARE

The carrier HMAS *Melbourne* and its selected mix of fleet aircraft provide a naval strike capability against maritime forces or land targets. HMAS *Melbourne* and her aircraft also provide air defence at sea, reconnaissance and surveillance, anti-submarine warfare and facilities for command and control of the Fleet.

The Fleet Air Arm is equipped with sixteen A4G and TA4G Skyhawk aircraft for strike, air defence and ground attack; thirteen S2E Tracker aircraft for maritime reconnaissance and anti-submarine warfare (reduced to one, following a fire at HMAS Albatros on 4 December, 1976 — Editor's note), and nine Sea King anti-submarine helicopters. An additional six S2E used Tracker aircraft are to be purchased. Other naval aircraft, including Macchi trainers, Wessex helicopters and HS748 aircraft, are also used in general support.

Investigations have shown that the life of HMAS *Melbourne* can be extended to 1986, and that it can provide a cost-effective contribution to a variety of our capabilities into the 1980s. The life-of-type of the carrier's aircraft extends beyond 1985.

The contribution and the form of capability appropriate in the future once HMAS *Melbourne* retires are force structure questions having major operational financial and manpower implications. These are, and have been, the subject of intensive examination in the Defence organisation. It is not a matter re-

quiring decision at this time. A series of operational and analytical studies of naval air power, of the defence of sea lines and communication, and of other kinds of naval warfare, is continuing. Alternative capabilities are being investigated which involve ships and aircraft. The aircraft might be either sea-based or land-based although a combination of both may prove desirable. In choosing among the various options, account must be taken of the availability and vulnerability of major force units, and the opportunities for exploiting technology which has implications for naval warfare in the future.

The ultimate decision will have far-reaching implications for the shape and size of the Navy. The Government proposes to institute funded project development at an appropriate time.

SUBMARINE AND ANTI-SUBMARINE WARFARE

Submarine Warfare

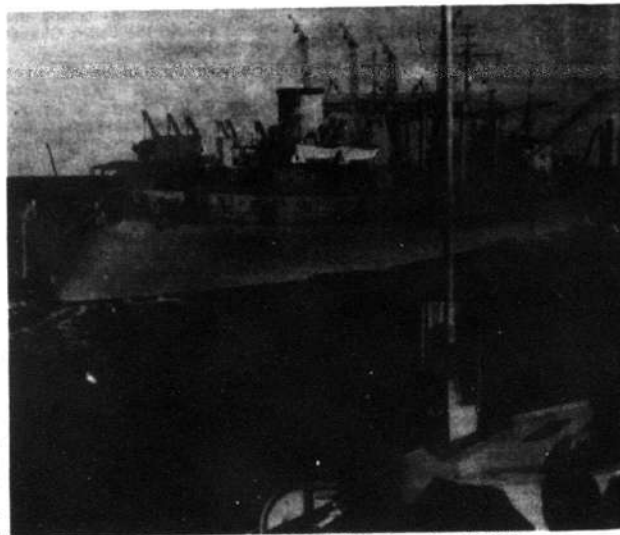
Submarines are a potent deterrent with important functions in anti-

shipping and anti-submarine warfare, covert reconnaissance/surveillance and patrol, clandestine operations, and mine warfare. They provide the only means of sustained interdiction in areas where local air superiority cannot be established.

The force has four conventional quiet diesel-electric attack submarines of the Oberon Class, and a further two submarines under construction should become operational by 1978.

The submarines' capabilities are being improved. New fire-control and combat data-processing systems will be fitted from 1977 onwards, and the Government has decided to fit an improved attack/intercept sonar, and anti-submarine torpedoes with longer range and higher capability. The possibility of acquiring an underwater launched long-range anti-ship cruise missile is being considered within the Program.

After 1978, two of the six Oberon Class submarines will be in dockyard hands at any one time undergoing scheduled refits. From 1979, submarines will be based at Cockburn Sound.



The RAN fleet oiler HMAS SUPPLY is to be retired in 1980.

Anti-Submarine Warfare

The effectiveness of submarines, and the complexities of the medium in which they operate pose very difficult problems for the defender and impose a disproportionately high strain on his resources. Emphasis has been given to indigenous development of a variety of new and more effective systems for anti-submarine warfare, and to the collection of data on the acoustic properties of the oceans surrounding Australia.

The principal element in our anti-submarine forces are the ten P3B Orion and twelve Neptune Long Range Maritime Patrol aircraft (to be replaced as described), the thirteen (reduced to one, following a fire at HMAS Albatros on 4 December, 1976 — Editor's note), S2E Trackers (to be increased as described), the nine Sea King helicopters, the eleven destroyers and the Oberon Class submarines.

Tracker aircraft and Sea King helicopters can be operated in either a sea- or land-based role. Studies are being undertaken into the possibility of increasing the capability of Sea King helicopters in the 1980s by the fitting of processing equipment for use with Barra and other sonobuoy systems.

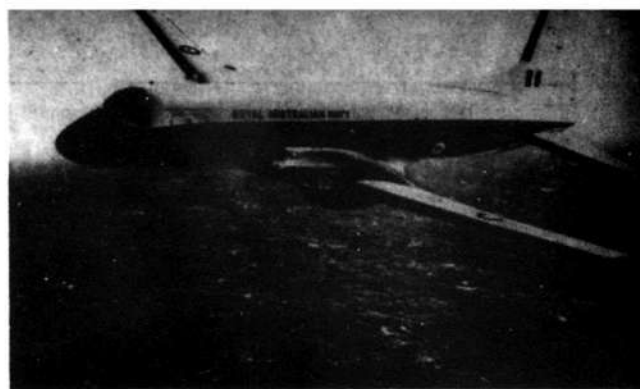
AFLOAT SUPPORT

A modern underway replenishment ship can supply fuel, ammunition and other stores at sea so that destroyers, for example, may be deployed on task for longer periods and at greater ranges.

The Program includes the acquisition of an underway replenishment ship to enter service by 1980, when the fleet oiler HMAS *Supply* is due to retire. Consideration is also being given to the later acquisition of a second ship to provide added capacity for deployment, and to permit operations in both the



An artist's impression of the amphibious heavy lift ship to be named TOBRUK.



A Hawker Siddeley 748 of the Royal Australian Navy. Two of these aircraft have been purchased and are being fitted with simulators for training personnel in combat situations.

eastern and western ocean areas. A second ship would ensure the availability of one at all times, including refit periods.

Repair and maintenance support to naval forces in remote areas can be provided, until the late 1980s, by the workshop facilities aboard the destroyer tender HMAS *Stalwart*.

MINE COUNTERMEASURES AND MINING

The mine countermeasures (MCM) force consists of two minehunters and one minesweeper, all of the Ton Class. Navy is examining a new concept in MCM vessels which should provide a more flexible and effective minehunting capability. This envisages an Australian-designed and developed glass-reinforced plastic craft fitted with

modern minehunting and mine disposal equipment.

The Government has decided to proceed with the initial prototype design and acquisition of long lead items for two prototype vessels. The objective is to have new operational minehunting craft entering service during the first half of the 1980s.

A small number of practice mines of several types are used for submarine mine-laying and countermeasures exercises. The potential for air-drop mining exists in the Long Range Maritime Patrol aircraft and in naval fixed wing aircraft. Investigations are proceeding of the merits of mines of various types and when they might be acquired.

STRATEGIC MOBILITY

The distances involved in our physical environment demand that long-range mobility by land, sea and air should be available to the force from the Defence inventory, complemented by civil aircraft, merchant shipping and other transportation facilities as may be available. Within Australia, restraints could be imposed on mobility by the locations and limitations of existing ports, airfields, roads and railways.

The recent decision to acquire an amphibious heavy lift ship (HMAS *Tobruk*) will provide, independently of established port facilities, a capability for the sea movement of heavy military cargoes such as vehicles, weapons and equipment of armour, engineer, terminal and airfield construction units, as well as up to about 500 troops. The ship

For fishing, boating and relaxation come to

Sheryl-Lee Flats

Mission Beach

Fully self-contained units with washing machine. Close to beach front. Motel accommodation available from April

Phone: 070 68 7212

Falkiner Chains Pty Ltd



(Approved Contractors to the Aust Govt)

All anchor and marine chains
Sizes: 1/8" to 4"
Mild steel or high tensile

Testing house registered with: • Lloyds of London
• American Bureau of Shipping • Det Norske
Veritas Norway • Bureau Veritas • National Assn
of Testing Authorities

MATERIALS HANDLING
Slings, Hooks, Rings, etc

Phone: 399 1122
THYNNE ROAD
COLMSLIE, QLD

PO Box 25
Morningside, Qld, 4170

Send the gift with a difference
A beautiful box of tropical orchids or an orchid
plant



When in Cairns call in at

RORAIMA ORCHIDS

342 Sheridan Street
Cairns
or

Write to:

PO Box 1281
Cairns, Qld, 4870

MOTEL CARDWELL and CARAVAN PARK



Beach Cottages and On-Site Vans
Set Amid Six Acres Tropical Gardens
Beach Frontage with Panoramic Views of
Off-Shore Islands

Beauty Spots to Visit
CARDWELL-BY-THE-SEA

Hosts: Mason Family

Telephone: 66 8636

will also have the ability to work with helicopters, including Sea King and Chinook. The six heavy landing craft in service will complement this heavy lift ship. Both types of vessel will provide a useful capability for civil emergency and disaster relief.

The Government decided earlier this year to proceed with the order for twelve C130H Hercules transport aircraft which will enter service by 1978 and which will replace the twelve C130A aircraft currently in use. These new aircraft, together with the twelve existing C130E Hercules, should meet peacetime requirements of all three Services. This capability may be supplemented in the longer term, subject to availability, by the airforce capability of the air-to-air refuelling aircraft already mentioned.

OCEANOGRAPHY, HYDROGRAPHY AND LAND SURVEY

Oceanography and trials

Extensive oceanographic data is required to permit effective submarine and anti-submarine operations. Oceanographic research is also an important requirement for national development.

A new oceanographic ship (HMAS Cook) is being constructed to replace the limited capability of HMAS Diamantina which is of World War II vintage. A new trials and research ship to replace HMAS Kimbla and to enter service by the early 1980s is also contemplated.

Hydrography

HMA Ships Moresby and Flinders have the capacity to carry out only the minimum surveys essential to national development. Work has concentrated on the opening up of new ports, particularly in the north of Australia, and the charting of safe passageways for ships of increasing draught. Much work remains to be done.

In view of this, the program provides for the construction of a further two ships and six large survey launches to perform additional hydrographic tasks in the 1980s. The first of these ships would be locally constructed and would probably be of a design similar to that of HMAS Flinders.

NEW EQUIPMENT ACQUISITION DECISIONS 1976-77

Estimated Total
Project Cost
(January 1976 Prices)

	\$
15 Patrol Craft	115m
2 Orion P3C Aircraft (LRMP)	25m
All-Weather Radars—Rapiet	20m
4 F111C Reconnaissance Pallets	19m
Submarine Attack/Intercept Sonars	14m
14 Leopard Tanks	13m
Minehunters (Long Lead Items)	13m
Anti-submarine torpedoes	9m
4 Water/Fuel Lighters	7m
Barra Sonobuoys	6m
Jindivik Target Aircraft	4m
C130H Simulator	4m
6 S2E Tracker Aircraft	1m

The Government has also decided to proceed with project development (planned for later acquisition) of the following items:

New Tactical Fighter (TFF)
Tactical Transport
Jet Trainer
Follow-On Destroyers

PERSONNEL STRENGTHS OF THE DEFENCE FORCE 1966-1976 (As at June each year)

Year	Navy	Army volunteer	Army National Service	Army total	Air Force	Total
1966	14 633	24 583	8 119	32 702	19 358	66 693
1967	15 764	25 721	15 671	41 392	20 130	77 286
1968	16 294	27 152	15 688	42 840	21 564	80 698
1969	16 758	28 044	15 871	43 915	22 712	83 385
1970	17 089	28 305	16 208	44 513	22 642	84 244
1971	16 997	28 107	15 662	43 769	22 539	83 305
1972	16 890	29 326	11 947	41 273	22 720	80 883
1973	17 215	31 151	2 839	33 990	22 712	73 917
1974	16 141	30 197	38	30 235	21 119	67 496
1975	16 094	31 514	..	31 514	21 546	69 154
1976	15 993	31 430	..	31 430	21 351	68 774

DEFENCE RESERVE STRENGTHS—JUNE 1976

Service	With Training Obligations	Without Training Obligations	Total
Navy	1 020	4 100	5 120
Army	21 180	7 980	29 160
Air	460	5 940	6 400
Total	22 660	18 020	40 680

The possibility of introducing laser and photographic techniques for shallow water survey is being examined. It could, if proven, considerably enhance the capability for data collection at a small increase in cost.

ELECTRONIC WARFARE

There have been rapid technological developments overseas in all aspects of electronic warfare. This form of warfare takes advantage of the fact that communications

This space sponsored by

J. & W. Bateman Ltd

47 HENRY STREET, FREMANTLE, WA

Phone: 35 4444

West Australian Distributors of Ainslies Scotch Whisky

A warm welcome and a cold beer for all Naval members at

ASCOT HOTEL

181 Musgrave Street
North Rockhampton, Qld

XXXX on tap, all wines and spirits available
Counter lunches 12-2 daily

NORTH ROCKHAMPTON
Phone: 2 3639

GATES HYGIENIC LAUNDRY AND DRY CLEANERS

Household and personal laundry
Commercial laundry service
Towel and linen hire
Garment rental — Dust control

281 HARCOURT STREET
TENERIFFE, QLD
Phone: 358 1122

Let our phone line be your clothes line

Double M Snack Bar

51 Butler Street
TULLY, NORTH QUEENSLAND

Grilled reef fish, barbecued chicken, fish and chips, burgers
Full range of hot and cold drinks
Large selection of fresh sandwiches

CAIRNS

Beach front units and cabins fully-equipped
TV, Pool and Barbecue
Central position for touring
Beautiful tropical surroundings

TRINITY WATERS BEACH RESORT

Trinity Beach, Queensland

Cairns — 55 6181
Sydney — 630 6284
Melbourne — 762 4881

Best Wishes to all RAN personnel from

SARA & COOK PTY LIMITED

COMPLETE FOOD CATERING SERVICES

482 Murray Street, Perth, WA

Telephone: 21 5121

— WE ALSO SERVE —

CIVILIAN MANPOWER STRENGTHS—ORGANISATIONAL DISTRIBUTION—30 JUNE 1976

In direct support (in Australia and overseas) and under the control of the Chiefs of Staff

Chief of Naval Staff	4 850
Chief of General Staff	6 350
Chief of Air Staff	4 450

Dockyards

Defence Central Divisions and Specialised and Servicing Organisations to the Defence Force

Administrative, Financial, Personnel and other Support for the Defence Force in the States

Defence Science and Technology

15 650

5 300

3 300

1 900

5 650

31 800

DEFENCE PROGRAM, 1976-1981 Broad Planning Allocations

(January 1976 Prices)

Expenditure	76-77	77-78	78-79	79-80	80-81	Total
	\$m	\$m	\$m	\$m	\$m	\$m
Ships, Aircraft, Armour and Other Equipment and Plant	300	380	450	540	650	2 320
Works, Housing and Acquisition of Sites and Buildings	130	130	150	170	190	770
Pay and Allowances of Service and civilian men and women and payments for Service retirement and death benefits	1 170	1 180	1 210	1 230	1 250	6 040
Defence co-operation and assistance to other countries	20	20	30	30	40	140
Service activities, operating and support costs (including administration)	500	530	560	590	610	2 790
Maintenance of Government Factories and Defence Industry	70	60	70	70	70	340
Total expenditure	2 190	2 300	2 470	2 630	2 810	12 400
Less: receipts from rent, charges made for rations and quarters, disposal sales and recoveries from other administrations	-70	-70	-80	-80	-80	-380
Total outlay on defence function	2 120	2 230	2 390	2 550	2 730	12 020

systems, radars and various weapon systems rely on radiated energy for their effective operation. This energy is often susceptible to deliberate interference by an adversary, unless suitable electronic countermeasures are developed.

The modernisation of electronic warfare equipment in all three Services is planned. For training in electronic warfare, the two Navy HS748 aircraft are being fitted with equipment to simulate some of the electronic environment which can be expected in combat situations. The setting up of a ground-based facility for air electronic warfare training is being investigated.

In the Australian scientific field attention is being given to devising counters to electronic warfare threats, especially in naval warfare, air defence, tactical air support, strike and reconnaissance.

SUMMARY OF MAJOR EQUIPMENT DECISIONS

The Government has decided in the 1976-77 Budget to acquire the following major equipment items. The estimated total project costs provide for the purchase of prime equipment, associated support items including training, and for the cost of capital works, contract administration and Australian industry participation, where these are applicable. Final equipment selections will be based on achieving the best overall result in terms of operational performance, delivery timetables, cost, product support and Australian industry participation. Also all acquisitions are subject to reaching satisfactory financial and contractual terms and conditions with the supplier.

WADLEY'S PHARMACY & PHOTO CENTRE

Full photographic supplies. For Cyclops and Yardley's cosmetics, ladies and men's toilet requisites and veterinary supplies.

Call at

49 MAIN STREET, ATHERTON, QLD
Phone: 91 1021

For friendly personalised service

CAIRNS RENT-A-CAR

Booking Office
147c LAKE STREET, CAIRNS
Phone: 2830

Your local low-cost car rental agency



LICENSED RESTAURANT CATERERS FOR WEDDINGS, PARTIES, CONVENTIONS
AND OFFERS FIRST CLASS CUISINE
MODERN UNITS, CABINS AND ROOM SERVICE

Phone: 54 1433
PO Box 1382

THE HOUSE ON THE HILL

CAIRNS' FAMOUS HISTORIC HOLIDAY RESORT AND LICENSED RESTAURANT

Cairns' Top Nite Spot
We offer a comprehensive menu featuring Great Barrier Reef sea foods
A large dance floor
Top entertainment
Dine a-la-carte in privacy or swing in the Cabaret Room

For reservations please
Telephone: 54 1433

AUSTRALIAN BIRD PARK

OPEN EVERY DAY



PALM COVE
CAIRNS, NORTH QUEENSLAND

Phone: 55 6269

Sam's Pies

Beautiful pies
cakes and drinks

Open Monday-Friday
7 am-5 pm
7 am-2 pm

99 Ernest Street
Innisfail, Qld
North Queensland

CORINDA ESTATE AGENCY (Opposite Fire Station)



*Houses *Shops *Units *Flats *Land
Renting of: *Houses *Units *Flats a specialty

657 Oxley Road, Corinda, Queensland

Phone: 379 6066

Naval Reserve Cadet News

TASMANIA

Lion's Club Presentation to TS Latrobe

In appreciation of the assistance rendered the Lion's Club of Moe, particularly when that Club has conducted camps and excursions for underprivileged and retarded

children, it was a signal honour for the Commanding Officer, Lieutenant E. Clegg, officers and cadets of TS Latrobe, when a Certificate of Appreciation was presented to the Unit by the Lion's Club, particularly when that Certificate was the second given to any organisation since 1966.



The photograph shows Mr Tony Paul (left) Chairman of the Unit Committee receiving the Certificate of Appreciation from Lion's Club President, Mr Norman Johnston.

SUBSCRIPTION FORM

To "The Navy",
26 Wesson Road, West Pennant Hills,
NSW, 2120, Australia.
I enclose \$3.00 being "subscription to "The Navy" magazine within Australia for 1 year (refer notes below).

Name

Street

Suburb

State Postcode

Date

(Please Print Clearly)

Please make cheques, postal orders or money orders payable to "The Navy League".

Subscriptions commence in January of each year and a subscription reminder notice is forwarded to current subscribers — Annual Subscription (Australian Dollars) within Australia \$3.00 — Beyond Australia \$6.00 (sea mail) — \$9.00 (air mail).

* Persons within Australia commencing subscriptions to "The Navy" magazine during the quarter commencing APRIL (ie. sub for 1 1/4 years) should remit \$5.25. JULY (sub for 1 1/2 years) \$4.50; and OCTOBER (sub for 1 3/4 years) \$3.75.

THE NAVY'S BIG TWO AT SEA

OUR COVER

The Royal Australian Navy's largest ship, the 26,500 tonne fleet oiler, HMAS SUPPLY, punches into a big wave while refuelling the aircraft carrier, HMAS MELBOURNE, at sea off the NSW coast.

MITCHELLS ARMY AND NAVY STORE (AUST)

134 RUSSELL STREET
MELBOURNE, 3000

Government disposal goods, industrial clothing and footwear
Stockists of all camping equipment, saddlery and general riding gear

Established 1909

Australia's original disposals

Phone: 63 5785 or 63 4526

Best Wishes to all personnel from

David Travis Motors

For quality used cars and trucks
LMCT 912

341 Whitehorse Road
Nunawading, Vic

Phone: 677 1160

CHANDELIER CEILINGS BY ARMSTRONG

Patterns for every mood — Do-it-yourself — Acoustical —
Decorative — Non-Combustible

Available from: Sydney, 648 1669; Melbourne, 64 3011; Adelaide
276 6041; Perth, 81 5533; and Brisbane, 221 5838

2ST



*Serving the South Coast and
Southern Highlands of NSW*



2ST, 1000 on the centre dial of your
radio — music and news from 5 am to
midnight seven days a week

This Space Kindly Sponsored by

VEREKERS FROZEN FOODS

Ex-Maytime Distributors
HOME FREEZER SPECIALISTS
Smallgoods — Seafoods
Vegetables and Poultry

**17 Nowra Lane
Nowra, NSW**

Phone: Nowra 2 2321

Sydney Radio Taxis

131 NEW SOUTH HEAD ROAD, EDGECLIFF, NSW

Phone: 232 3255

24-hour service, seven days per week
Metropolitan wide

Courtesy and service at all times

We look forward to your call

Compliments of *Sydney Radio Taxis*

Join the NAVAL RESERVE CADETS

If you are between the ages of 13 and 18 years:

The Naval Reserve Cadets are administered by the Australian Naval Board.

The Naval Reserve Cadets provide for the spiritual, social and educational welfare of boys and to develop in them character, a sense of patriotism, self-reliance, citizenship and discipline.

Uniforms are supplied free of charge.

Cadets are 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 afternoon and certain Units hold an additional parade one night a week.

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

general sporting activities and other varied subjects.

Instructional camps are arranged for Cadets 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 Senior Officer in your State, using the form provided below.

SENIOR OFFICERS, NAVAL RESERVE CADETS:
NEW SOUTH WALES: Staff Office Cadets, HMAS Watson, Watsons Bay, NSW, 2030.

QUEENSLAND: Staff Office Cadets, HMAS Morton, Box 1416T, GPO Brisbane, 4001.

WESTERN AUSTRALIA: Staff Office Cadets, HMAS Leeuwin, PO Box 58, Fremantle, 6160.

SOUTH AUSTRALIA: Staff Office Cadets, HMAS Encounter, PO Box 117, Port Adelaide, 5015.

VICTORIA: Staff Office Cadets, HMAS Lonsdale, Rouse Street, Port Melbourne, 3207.

TASMANIA: Staff Office Cadets, HMAS Huon, Hobart, 7000.

AUSTRALIAN CAPITAL TERRITORY: Staff Office Cadets, HMAS Watson, Watsons Bay, NSW, 2030.

TO: The Senior Officer,
Naval Reserve Cadets,

I am interested in joining the Naval Reserve Cadets and would be pleased to receive further information.

NAME

STREET SUBURB

STATE OR TERRITORY POSTCODE

PHONE No. AGE AND DATE OF BIRTH

(Please Print Clearly)

Please address your envelope to the Senior Officer, Naval Reserve Cadets, in your State or Territory — see list of addresses above.

MAREEBA

Hair Artist

Robin Gareth

Mareeba 92 1254

Capitol Arcade
166 Byrnes Street
Mareeba



**JET SET
HAIR STUDIO**

Mareeba

UNISEX SALON

Mareeba 92 2719
85 Byrnes Street, Mareeba



**Dan
Sullivan**

CHEMIST

Helena Rubinstein cosmetics, 24-hour
photographic service, dispensing
chemist, ladies and gent's toilet
requisites

**45 BRYANT STREET
TULLY, QLD**

Phone: 68 1057

B P Roadhouse

First class roadhouse
Grills and salads
Full range of take-aways

Including

Burgers, barbecue chicken, fish and chips, and
pies

Open Monday-Saturday, 8 am-12 pm

**385 SHERIDAN STREET
NORTH CAIRNS, QLD**

Phone: 53 1284

EDGE HILL PHARMACY

Visitors to Cairns are always welcome. Dispensing, photographic suppliers, developing and
printing

For all toilet requisites and cosmetics

139 COLLINS AVENUE, CAIRNS, QLD

Phone: 53 1726

Report of the Federal President

presented to the

Federal Council of the Navy League of Australia
on 27 November, 1976

*I submit the following report for consideration by the
Federal Council and Members of the League.*

THE SEA CADET MOVEMENT

The affairs of the Naval Reserve Cadets have occupied an unexpected amount of time during the past twelve months. It is unnecessary in this report to relate the details of the previous Government's decision to abandon cadet training, and the series of events which led to the introduction of a revised cadet scheme by the present Government.

It is however appropriate to say that the Federal administration of the League had commenced a study of the cadet situation some months before the abolition decision was made. The object of this study was to ascertain how and where non-regular cadets fitted in to a centralised defence system, a move at that time underway in the Australian Defence Department.

Although our enquiries conducted mainly through overseas Navy Leagues, were by no means complete when cadet problems came to a head, we had sufficient information to submit a Paper on cadets to Defence Minister Killen in the early part of 1976.

Before this however the Naval Administration and League had managed to obtain a twelve-months

reprieve from Defence Minister Morrison for the NRC. Mr Morrison must be given credit for honouring a Naval Board/Navy League agreement made some years ago which provided for the kind of event which actually happened.

Following discussions between members of the Naval Staff and the League, a number of proposals for continued League participation in NRC affairs, and designed to strengthen that organisation, have recently been sent to the Divisions for consideration. It is hoped that after our Federal meeting we will all have a much clearer idea of where we are going in this important area of activity.

MARITIME AFFAIRS

It would be hard to detail in this report without making it tiresome, our involvement in many of the events which have occurred in the maritime world during the past twelve months or so — from changes in defence organisation through visits by nuclear-powered warships to vexatious and serious problems on the waterfront generally. One can say however that the League's "open" membership has enabled your office-bearers to draw upon a wealth of experience and to

make, where we can, constructive suggestions.

Regrettably almost everything that happens in Australia today is accompanied by dissension, often carried to unreasonable lengths. I feel that one of the problems is a tendency for many community leaders to open their hearts too readily to naturally inquisitive media reporters; "instant" decisions are made and attitudes adopted in front of large audiences and the authors often get stuck in ill-considered positions. This makes it very difficult to obtain a commonsense solution to even the simplest problems.

I have offered this small philosophical comment as your spokesman and authors have consciously sought to avoid "confrontation" situations with those whose policies or views we do not share. I believe it has been possible to achieve more by reasoned argument and discussion than by the admittedly more spectacular activities of numerous other groups and organisations.

"THE NAVY" MAGAZINE

It is pleasing to report that a number of articles written by Navy League members and published in our magazine, have been re-printed

Compliments from

**Astoria
Taxi Service**

Chauffeur driven limousines covering the city and all suburbs

**630 Swanston Street
Carlton, Vic**

Telephone: 347 5511

Best wishes to all personnel from

**ABC
Body Repairs**

**10 HAWKER STREET
AIRPORT WEST, VIC**

Phone: 338 2914

Specialising in insurance work — all types of smash repairs

Emmotts Limited General Department Store AND FOOD HALL

Specialising in All Floorcoverings — Free measure and quote
All carpets made and laid by expert tradesmen

26-30 BERRY STREET
NOWRA, NSW

Naval Inquiries

Telephone: Nowra 2 0204

WABCO

Manufacturers and distributors of equipment for the mining and construction industries

Products include:

WABCO

Off-Highway Trucks and Scrapers

KOMATSU

Bulldozers and Dozer Shovels

ATLAS

Hydraulic Excavators

Address:

WABCO Australia
Pty Limited
10 South Street
Rydalmere

Phone: 638 0331

A Company of the
Vickers Group

VICKERS COCKATOO DOCKYARD Pty Limited

Builders and Maintainers
of many of the
Navy's finest
fighting ships

COCKATOO ISLAND
SYDNEY, NSW

Telegraphic Address:

CODOCK

Telephone: 82 0661
Telex: AA 21833

or quoted in the daily Press. This could not happen unless the editors concerned saw some merit and public interest in the subjects raised and it is something of a challenge to us to continue this standard of writing.

Frankly, in addition to the technical and semi-technical articles which appear in THE NAVY, one would like to see an increased "local" content — accounts and photographs of the many social and other events which take place around the country.

At the present time the publishers of THE NAVY print a limited number of copies for each edition — the quantity we are reasonably certain of selling; we simply cannot afford to print spare copies. If we could be sure of an increased circulation more copies could be printed at a price and this in turn would make the magazine more attractive to advertisers, the magazine could be improved so that it was more attractive to readers — and so back to advertisers, etc., etc.

It is really up to the Divisions to add the "personal touch" which I believe we would all like to see.

Under this same heading I would like to acknowledge the interest shown in the League's activities by a number of leading newspapers, notably "The Canberra Times", the Melbourne "Herald" and "Age", and "The Sydney Morning Herald" and by the ABC and Melbourne Channel 7. There may well be others of which the Federal Council does not possess a record.

IN CONCLUSION

It is not hard to foresee difficult times ahead for Australia, due to both internal and external pressures. A good deal will depend upon the stability of organisations such as the Navy League and others

prepared to take an active interest and to play a part in our national affairs. So far as the League is concerned, the work will have to be done not only in Canberra and the Capital Cities, but wherever there are Navy League members. Each one of us has something to contribute to what is, essentially, a very fortunate country.

Finally, I wish to express gratitude to my immediate colleagues, the Vice Presidents, perambulating Captain Len Vickridge and author Tony Grangebrook, and to Secretary Vic Dimmitt, for their hard work on behalf of the League and advice to me.

F. G. EVANS

SALLY'S SNACK BAR

Burgers a specialty. Take-away sandwiches and hot chicken

Drinks — hot and cold

10 am-11 pm, Monday to Thursday

10 am-12 midnight, Friday to Sat

**CNR LAKE AND
SHIELDS STREETS
CAIRNS, QUEENSLAND**

HIDES HOTEL-MOTEL

Cnr Lake and Shields
Streets, Cairns, 4870

Phone: 51 1266 Telex: 70801

Air-conditioned • Pool • Licensed Restaurant • Room Service
• Tv • Phones

LUXURY ACCOMMODATION TO SUIT EVERY POCKET

24-HOUR BUNKERING SERVICE

Riverside Oil Bunkering are proud to be associated in servicing the Royal Australian Navy Ships when in the Port of Brisbane
Bunkering Services available round the clock
We work in conjunction with all major oil companies



**RIVERSIDE OIL
BUNKERING CO. Pty. Ltd.**

MACQUARIE STREET, NEW FARM
BRISBANE, QUEENSLAND, AUSTRALIA

Phone: Brisbane 288 2122



NOBEL
Explosives and Accessories "Nitropil", "Amex" and "Molanite"

TECHNICAL SERVICE
For information call

ICI AUSTRALIA LIMITED

51 RULE STREET, NORTH FREMANTLE, WA

Phone: 35 4044

Port Hedland — Port Hedland 72 1497
Kalgoorlie — Palace Chambers, Kal 21 4036
Southern Cross — W. A. Mincham & Co. Southern Cross 66
Midland — Midland Surplus Stores Pty Ltd. 74 1300
Northam — Holtfreters, Northam 22 1577

THE NAVY LEAGUE OF AUSTRALIA VICTORIAN DIVISION
Report of the President (Lieutenant Commander Alan H. Burrows)
of the Executive Committee
to the

ANNUAL GENERAL MEETING

on Monday, 25 October, 1976

Since my last Annual Report, a year ago almost to the day, a couple of matters that concerned us then have been resolved and one, of finance, has not changed significantly for the better.

The important subject that then claimed our attention was the proposed disbandment of cadet forces and this was averted through a change in Federal Government. You will know that all three service cadet organisations will continue, albeit in a form where there will be a greater community involvement and in some cases reduced financial assistance from Government sources. You may recall that last year, when we were discussing the then future of the Naval Reserve Cadets (NRC) and contemplating how the Navy League could assume full responsibility for funding such a costly organisation, we were looking at an annual amount of \$14m to do so.

You will be interested to learn that under the new scheme of the Government for the NRC, its number ceiling has been lifted by 1,500 to 4,000 and the estimated total annual cost is \$64m. It is con-

fidently believed that any future change in Federal Government would not see the demise of the cadet movement in any of the three services, particularly our own. We are, of course, fortunate that the NRC continues to enjoy a sympathetic and favourably disposed RAN administration from the highest levels and down. We see no reason why this should change.

We are all aware that the Navy League had great difficulty in financing the Cadets, then the Australian Sea Cadet Corps and Naval assistance and participation was planned and these increased to the point where it was obviously in the best interests of the Cadets that the Royal Australian Navy (RAN) assumed full control. This scheme is indeed working well since that change.

It was at this point of final transfer of ownership to the RAN that fund

raising within the League became even more difficult and we were only looking for very modest sums of money. It seems we had lost our "raison d'être". With the new scheme introduced recently and announced by Defence Minister, Jim Killen, particularly relating to community development, now is the time for the League to find ways and projects of which to work towards funding. At local unit level most have active committees comprising parents and other interested people working for their particular unit. However, the Navy League itself should look at the overall State Division of the NRC and in conjunction with them perhaps decide upon areas for assistance such as financing the exchange visits between cadets of different countries, and providing books and other equipment for NRC not available from the RAN. There are other ways in which the League can provide most useful services and we should seek these out. The League has no control of the NRC under the present arrangements, but it can offer useful support facilities.

Rothnie's Chemist

Prescriptions promptly dispensed, ladies and men's toilet requisites, Kodak photographic supplies and a large range of cosmetics

60 EDITH STREET
INNISFAIL, QLD

Phone: 61 1163

DENT'S LIFT & SHIFT

Cnr Beames and Costin Streets
Mareeba, Qld

Hire crane, truck hire, 4-ton truck hire
Delivers bricks and furniture, etc. to all areas

Phone: Mareeba 92 1053

The League's other roles could be directed towards, say, publicising certain merchant navy affairs; emphasising the appropriate needs as we see them for sea power for an island continent; advocating points of view within the ambit of its knowledge and capabilities on selected maritime matters, particularly if subject of current public debate and we can make a sound contribution.

It is further suggested at this point that perhaps we should examine the stated League's objectives of many years standing and see if they are an accurate definition of what we want to achieve; if they are indeed relevant and keeping pace with this fast changing world and its values within the maritime environment in which we chose to function.

You will see from the financial statement that we are not in a strong position. During the year, we sent out 50 letters to companies it was thought and indeed were closely associated with the maritime world of this country. We received just over \$200 from four companies with one company subscribing half of this amount.

The rents for Navy League properties used for NRC training have still not been received although this matter is followed up almost weekly. The hold up now lies in Canberra with the Department of Administrative Services. Although some States are receiving their rentals, it has depended on the interpretation of the regulations by individual State heads of the Department of Administrative Services.

Also included in our receipts is an amount of some \$520 which is a bequest from the late Mrs Enid Betty (Laver) Heath. This is a magnificent gesture and one gratefully accepted. The late Mrs Heath was one of the hard working members of the Women's Committee for many years, and for a period its President, and is fondly remembered by the many League members who were fortunate to know her.

Of course one of the better ways to improve our finances and, directly, the strength of the League is to increase our membership. At this time of writing, we have 112 financial Fellows and 6 financial As-

sociates and surely we should have a much greater membership than this in this State Division. Therefore, you are all urged to individually try to get new members to join. You will also understand that as most of our income is from the modest annual subscription from a small number of people and a large amount of this goes to the Federal body, as our Annual levy, we are left with little funds to pursue our State Divisional activities.

During this year under review the Executive Committee formed five

working Sub-Committees covering, Finance and Membership, Fund Raising, Functions and Activities, Legal and Property and Cadets. This seems to have worked well and has resulted in more of Committee being involved. It is suggested we continue this scheme and expand it to suit the circumstances as they may arise.

In closing, I wish to thank all the League members and those of the Committee for their support during the year and express formally my appreciation to them.

Seasonal Greetings from

**MCLEISH AND
MATTHEWS PTY LTD**

Building Contractors to the RAN

**93 MAY STREET
KEWDALE, WA**

Phone: 68 6299

NAVY LEAGUE NECK TIES

The Federal Council of the Navy League hold a stock of Navy League Ties for purchase by Fellows of the League — price \$6.70 each, including postage.

The pure silk ties are navy blue in colour and bear the badge of the League in gold thread.

To secure a tie(s) please forward your remittance made payable to THE NAVY LEAGUE OF AUSTRALIA, together with the form hereunder.

TO: The Federal Secretary,
The Navy League of Australia,
Box 227, PO,
HAWTHORN, Victoria, 3122.

NAVY LEAGUE NECK TIES

I enclose a cheque for \$..... payable to THE NAVY LEAGUE OF AUSTRALIA, to secure Navy League Neck Ties at \$6.70 each.

I hereby certify that I am a financial member of the Navy League of Australia (..... Division).

Please forward the tie(s) to:

NAME

POSTAL ADDRESS

SIGNATURE

PLEASE PRINT CLEARLY



"The Civilian Arm of the Navy"

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 supports the Naval Reserve Cadets who are administered by the Royal Australian Navy, which Service provides 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

New South Wales — Box 1719, GPO, Sydney, 2001.

Victoria — Box 227, Post Office, Hawthorn, 3122.

Queensland — 39 Pinecroft Street, Camp Hill, Queensland, 4152.

Tasmania — 3 Winmarleigh Street, Taroona, 7006.

South Australia — 9 Albert Place, Camden Park, 5038.

Western Australia — Box 735, PO, Fremantle, 6160.

Australian Capital Territory — 66 Bradfield Street, Downer, ACT, 2602.

THE NAVY LEAGUE OF AUSTRALIA Application for Membership

To: The Secretary,
The Navy League of Australia,
(..... Division).

Sir,
I am desirous of becoming a Member of the Navy League of Australia with whose objects I am in sympathy.

Name (Mr)
(Mrs)
(Miss)
(Rank)

Please Print Clearly.

Street Suburb

State Postcode

Signature Date

Enclosed is a remittance for \$6.00 being my first annual subscription.

AFTER COMPLETION, THIS FORM SHOULD BE DISPATCHED TO YOUR DIVISIONAL SECRETARY — NOTE LIST OF ADDRESSES ABOVE

This space generously sponsored by

L. Sumich & Sons (1974)

Wholesale fruit and vegetable merchants and growers
Exporters and packers for North-West and country

Mandagup Road
South Coogee, WA

Phone: 98 1177

WEST AUSTRALIAN

INDUSTRIAL RUBBER PTY LTD

General rubber manufacturers and distributors of Thyer Rubber Co products

* Pipe and Tank Linings, etc * Mouldings * Extrusions * Rubber covered rolls * Gaskets, Sheet Rubber and Neoprene * Special Manufactured Hose — Mining and Industrial

5 PADMINGTON STREET
BAYSWATER, WA

Phone: 79 2663 or 79 4806

Hamersley Iron offers you more than just a job

**TIRED OF CITY LIFE?
TASTE THE GOOD LIFE**

IF YOU ARE A SKILLED TRADESMAN

Join us in the North-West of Western Australia

LIVE IN A MODERN TOWN

Relaxing environment with friendly people and still have a good job, excellent money and a healthy life

If you are interesting in an employment interview, or would like more information on living and working with

HAMERSLEY IRON

Please write to:

The Senior Personnel Officer — Recruitment

HAMERSLEY IRON PTY LIMITED

Box A42, GPO, Perth, WA, 6001

Seasonal Greetings to all members of the RAN



Citra Constructions Limited

PERTH OFFICE:

CITRA
CONSTRUCTIONS
LIMITED
City Mutual Place,
Postal Address:
GPO Box W2059,
Perth, 6001

CIVIL ENGINEERS
MECHANICAL ENGINEERS
BUILDERS
CONTRACTORS

HEAD OFFICE:

CITRA HOUSE
127-131 Macquarie
Street, Sydney
NSW, 2000
Phone: 241 1721
Postal Address:
Box 4463, GPO
Sydney, 2001
Cables:
CITRAVAUX
Sydney



HMA Ships VENDETTA (left) and VAMPIRE (right).

Currently building the NOC WA Headquarters Administration and Training Buildings at Garden Island, WA.

PLEASE NOTE

**THIS MATERIAL
WAS FILMED AT A
REDUCTION
RATIO 16.5x**

**SOME PAGES MAY
CONTAIN FLAWS AND
OTHER DEFECTS WHICH
APPEAR ON THE FILM**