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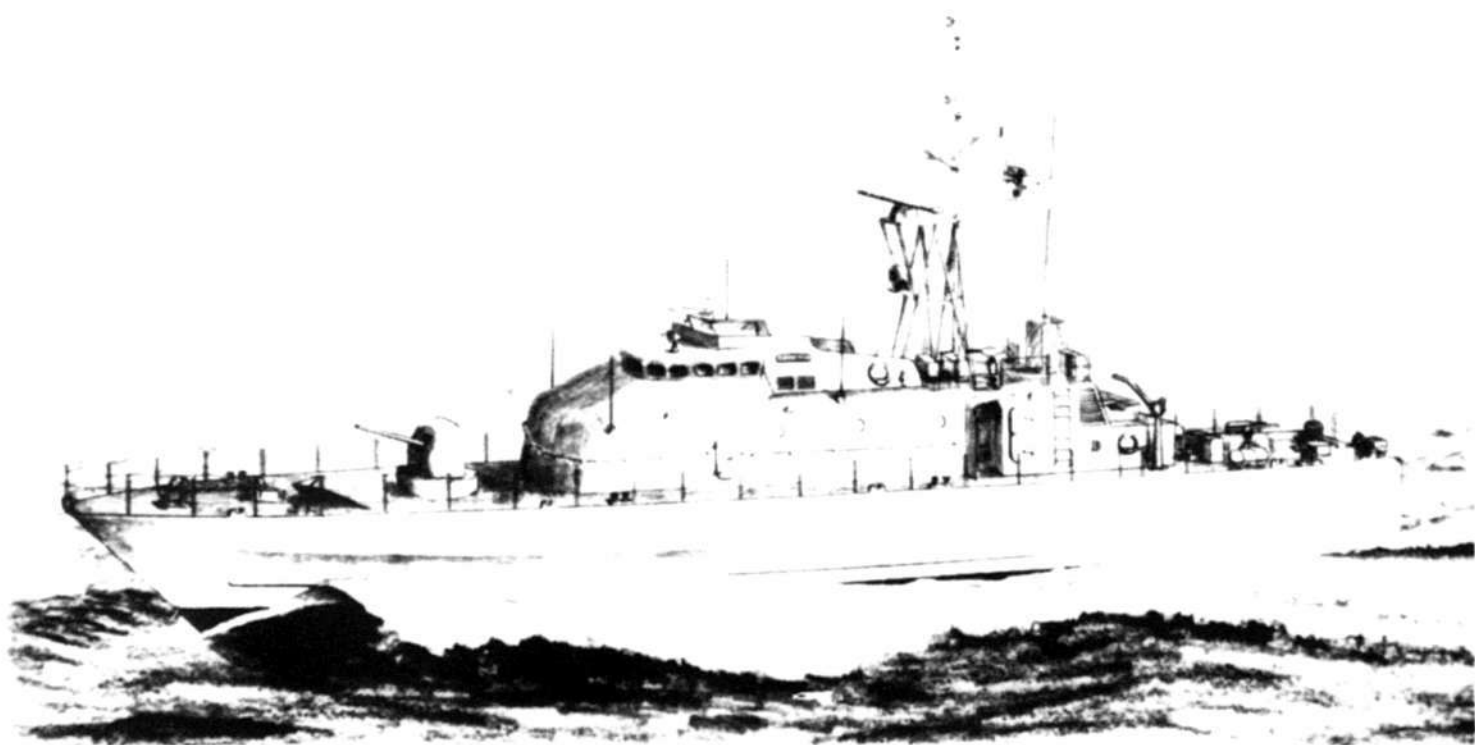
AUGUST-SEPTEMBER-OCTOBER, 1978

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THE Navy

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A Special Edition Featuring Navy Week in Australia

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THE NAVY

The magazine of the Navy League of Australia

Registered for posting as a publication — Category A

Vol 40 AUGUST-SEPTEMBER-OCTOBER, 1978 No 3

CONTENTS

	Page		Page
Message from The Minister for Defence	3	HMAS NIRIMBA — Open Day Programme	19
A Message from The Chief of Naval Staff	5	HMAS NIRIMBA — What Is It?	20
Annual Message from The President of the Navy League of Australia	7	The Navy League of Australia — News from Divisions	22
Strategic Foresight and Maritime War	9	Maid of All Work	25
Letters to The Editor	12	Approaching Clutter-Free Marine Radar	26
The Federal President Goes to Sea	14	Vosper Singapore — Another Kuwait Order	27
Australia's New Patrol Boats	15	Nautical News from Near and Far	28
Programme of Events Arranged for Navy Week	16	Naval Reserve Cadet News	31

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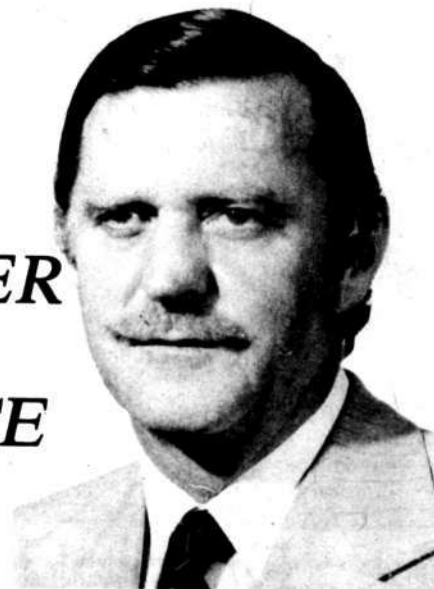
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Message from

THE MINISTER FOR DEFENCE



The Honourable D. J. KILLEN, MP

We are a maritime nation. The seas that surround this island Continent are at once our moat and the highway which joins us to the rest of the world. Whether to trade or to fight, other countries must come to us across the water.

The Royal Australian Navy is charged with a heavy responsibility in the defence of our maritime approaches and the protection of our trade routes, a responsibility it has always discharged with the honour befitting a professional, efficient and gallant service.

Australia is fortunate in the calibre of its Navy, but this is no matter for complacency. The Australian people must ever be kept mindful of the need for effective naval power and of the perils of failing to sustain it. In this educative process the Navy League plays an important part, and I welcome these special Navy Week editions of "The Navy" as evidence of the League's continuing commitment to developing public interest in Australia's naval affairs.

Greetings to the RAN

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A Message from the

Chief of Naval Staff

Vice-Admiral

A. M. SYNNOT
AO, CBE



I believe it is important for us all to think about and endeavour to understand the Navy's relevance and importance to our country over the next decade or two, particularly in these times of financial stringency.

As indicated in the Defence White Paper of 1976, there is no discernible major threat to Australia at present. Accordingly our Defence Force should embrace a range of capabilities which can support national independence and self-reliance.

The most significant factor in our international and defence posture is that we are an island nation and that the seas around us can act both to our advantage and disadvantage.

It has been said that the mission of the Australian Navy is to control those seas that the nation requires for its purposes. Given our increasing offshore resources and our dependence on sea trade, I am sure we are all of the one opinion, namely that the Navy has a very significant role to play in our future.

The year 1978 will be notable for the commissioning of HMAS STIRLING, our new operating base at Cockburn Sound, the launching of our first two FFGs in the United States, and a start on construction of the first of our new patrol boats in Britain and the landing ship, HMAS TOBRUK, in Australia.

I was fortunate to travel to Europe, Britain and North America this year. Wherever, I went it was most obvious to me that cordial relations exist between the Royal Australian Navy and the Navies of each of the countries I visited. I was most heartened by the high professional esteem held for the RAN.

I recognise the valuable work the Navy League is doing to support the Navy and to further its purposes in the defence of our country. You have my confidence and whole-hearted support in your endeavours.

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Annual Message from . . .

The Federal President of the Navy League of Australia

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

Probably the best thing that could be said about the 1978/79 Defence Estimates is the government has retained it's credibility as an advocate of adequate national security forces — but only just retained it.

For the second year in succession defence expenditure in real terms is expected to rise by one per cent against the five per cent or more annual increase predicted in the November, 1976, Defence White Paper. With defence spending measured in thousands of millions of dollars, the difference between one and five per cent represents a very large sum of money — nearly 100 million dollars using 1977/78 figures — and the White Paper, not yet two years old, begins to look rather unreal so far as defence programmes are concerned.

At the time of writing details of 1978/79 spending have not been spelled out by the Defence Minister, so one cannot say in what way programmes will be affected. It is fairly obvious however that the government's intention to maintain "a substantial force-in-being" and one capable of expansion in time should the need arise, will be hard to fulfil in the planned time-frame.

Despite financial problems one requirement remains unchanged and vital — the need for effective naval and maritime air forces; without these Australia cannot expect to be taken seriously as a nation willing to defend itself.

We in the Navy League cannot repeat this too often.

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Strategic Foresight and Maritime War

By A. W. GRAZIEBROOK

1920 TO 1940 — 1970 TO 1990?

"A war with Japan! But why should there be a war with Japan? I do not believe there is the slightest chance of it in our lifetime. Japan is at the other end of the world. She cannot menace our security in any way ... The only war it would be worth our while to fight with Japan would be to prevent an invasion of Australia, and that I am certain will never happen in any period, even the most remote, which we or our children need foresee."⁽¹⁾

Thus wrote The Right Honourable Winston L. S. Churchill (then Chancellor of the Exchequer) to Prime Minister Baldwin on 13 December, 1924.

Churchill was arguing against Admiral of the Fleet Lord Beatty's Admiralty plans to build up the Fleet, reserves of stores and ammunition, develop reserves of guns for merchant ships, accelerate the construction of the naval base at Singapore, and develop a major submarine base at Hong Kong.

With an intent depressingly familiar to Australians of the 1970s, Churchill sought to cut defence appropriations to allow him to take one shilling off British income tax and increase funds allocated to social insurance.

This story of Churchill between the two World Wars is an example of both lack of strategic foresight and political pragmatism. The results of the two combined were nothing short of disastrous for the human race.

Churchill and Beatty were worthy antagonists; the former very much the able politician and not yet the statesman he later became; the latter a master of the profession of maritime defence. The debate waxed eloquent and long.

Whilst the Japanese used the negotiations for the Washington Naval Treaty to gain British and US agreement to build up the Imperial Japanese Navy to a level of two-thirds of the British and US Navies, Churchill argued that Britain could build better ships by waiting for the

scientific advances that each year brought.

Churchill saw war with Japan as a Fleet Action between the two Imperial Fleets. He failed to recognise Japan's most vulnerable point — her trade. Like Britain in 1914-18, Japan depended on maritime trade for both her economic well-being and her ability to defend herself.

The Admiralty saw this point, as is evidenced by their request for funds to develop Hong Kong as a submarine base and their later stationing of the cream of the British submarine force in Chinese waters.

Although the Admiralty saw the threat in principle they underestimated it. In the words of the official British Naval Historian, "Where British naval authorities went unavoidably wrong was, as we now know, in their under-estimate of Japanese skill and prowess and their ability to produce armaments at least as good, and in some cases markedly better than, those of the Western nations."⁽²⁾

It was not until the mid-thirties that Churchill (who, in spite of his manifest failure to recognise the Japanese threat in its early stages, was still the first Western European statesman to recognise the danger) came to see the growth of Japanese maritime power as the threat it was.

Even in 1933, we find Churchill sympathising with Japan for her twin problems — on the one hand the menace of the USSR and on the other the chaos in China.

Although in 1935-36, he did see the Japanese threat, he and Eden agreed that "renewed Japanese aggression in China must not deflect Britain from her European concerns." Elsewhere, we find Churchill asking, "What did the UK really have to lose in the Far East?"

And yet, re-examining published works of that time, the historian cannot avoid the conclusion that the growing danger was there for all to see.

Growing Danger Visible To All Those Who Would See

A glance at the pages of JAMES FIGHTING SHIPS showed a steady growth of expenditure on Japanese maritime forces. For example, the 1928 and 1937 editions show Japanese naval estimates as:

1928/27 — 239 million yen
1927/26 — 255 million yen
1928/29 — 262 million yen
1936/37 — 551 million yen
1937/38 — 683 million yen

Personnel figures for the Imperial Japanese Navy showed a steady growth over a longer period:

1905 — 35,000 officers and sailors
1914 — 48,000
1919 — over 63,000
1928 — 75,000
1937 — 107,000

These facts were there for all to see in published reference works. No access to special intelligence reports was needed. No cloak and dagger activity was required. The steady growth of Japanese maritime power was there to be seen by all who were prepared to take their heads out of the sand and look.

Of course, these broad indicators were not the only information available publicly. Much general information on Japanese naval building programmes was available.

In the period 1919-28, Japan laid down 25 cruiser keels, the US laid 16 and Britain 13. It was well-known in the west that in the same period Japan steadily increased both her destroyer and submarine forces.

Much information was available regarding numbers of Japanese ships and submarines in service and under construction. It may not have been the whole story, but the information freely available in the west depicted the minimum available Japanese maritime power. There may in fact have been even more, but the minimum was in itself quite enough to demonstrate that Japan's maritime strength was growing steadily.

In spite of this, the danger was not recognised. Perhaps as a result of this failure to recognise the import of the growth of Japanese material maritime strength, little thought appears to have been given to possible strategic reasons for this growth.

Possible Reasons For Growing Japanese Maritime Strength

In the Far East of the 1920s, Japan was the dominant maritime force. The Russians had not started rebuilding their Navy after the losses of the Civil and World Wars. The Chinese Navy was little more than a collection of relics. The United States maintained only a small Asiatic Fleet. Britain kept only a squadron of cruisers, some destroyers and submarines in Far Eastern waters. The great body of British battle strength was deployed in the Mediterranean and Atlantic. The United States' Battle Fleet was based not in Hawaii but on the West Coast.

No nation had the logistic support capability, coupled with freedom from obligations elsewhere, to mount a serious threat to Japan. Why, then, was Japan developing steadily her maritime power? Why were the cruisers she built clearly designed for long range work? Why was she building aircraft carriers? Why was she building destroyers larger than those in service with the United States Fleet?

The answers must have been obvious. She was preparing for a move towards maritime domination of the region. She had expansionary plans.

How does all this apply to the 1970s, 1980s and 1990s? Is there any power in our region today that is developing greater maritime strength than that for which there is a maritime defensive strategic need?

The Seventies Eighties and Nineties

If our forebears in the 1920s had asked themselves three questions, answered those questions objectively, faced up to the answers and taken the defensive measures those answers required, the chances are there would have been no Pacific War against Japan.

The questions were:

- Which powers, if any, are steadily increasing their maritime strength in the form of ships, submarines and/or aircraft?
- Which powers, if any, are steadily increasing the number of men in their maritime forces?
- Which powers, if any, are taking either or both of these steps without the strategic justification of self defence?

To avoid repeating the errors of the 1920s and 1930s, we should ask ourselves these questions about the maritime powers in our own region, be they regional powers or super powers.

Super Powers in Our Region

The 1970s have brought growing recognition of the growth of Russian maritime power. In the words of Mr Malcom Booker, we have "a very powerful Soviet Union behaving not as a communist power but as a classical expansionist imperialist power."

Few would dispute modern Imperial Russia's ability to project substantial offensive maritime power into our region. However, whilst Russia has both the surface and submarine forces to cause

severe disruption to regional maritime activity — both merchant and war — she does not have the amphibious forces to land significant invasion forces.

Whilst China is a Super Power in the full sense, she does not yet have the maritime forces to justify the term Maritime Super Bowl.

Seen from the personnel aspect, China has increased her maritime forces substantially in the last 25 years. Whilst personnel have been more than trebled, a study of the equipment shows an emphasis — not an exclusive emphasis — on coastal defence forces.

Nevertheless, a substantial oceangoing submarine force has been developed and a number of oceangoing destroyer and frigate sized ships have been built. Both the submarine and escort building programmes continue.

In strategic terms, there is apparent justification for Chinese concern at maritime threats. It is probable that Russian maritime power could cause the Chinese some concern. Whilst Japanese maritime power is essentially defensive (with one exception), in any conflict with Japan, China would find her oceangoing submarine force a potent weapon.

Regional Maritime Powers

As Table A shows Indian naval personnel have been more than quadrupled over the past 25 years.

Furthermore, a study of her ships, aircraft and submarine strengths over the 25 year period shows both a substantial increase in numbers of ships, aircraft and submarines and a graduation from coastal to oceangoing forces.

There is much evidence that India intends to continue expanding her maritime forces. The decision to acquire SEA HARRIER carrier borne VSTOL aircraft not only provides the existing carrier VIKRANT with up to

date aircraft but also provides the initial complement for any successor to VIKRANT.

The acquisition of surface to air missile armed destroyers will provide the Indian Fleet with modern destroyers. Negotiations now under way with France, Sweden, the Netherlands and West Germany for technological aid in the construction of submarines in India is evidence that India intends to continue building up her submarine force.

The strategic justification for this Indian naval expansion is not clear. No other regional maritime power is capable of presenting any sort of threat against even the existing Indian maritime forces. India's merchant marine has been growing rapidly, but she is not as dependent upon maritime trade as say Japan or Australia.

Whilst in percentage terms her naval personnel have increased many fold, Iran's naval expansion is still in its early stages. The number of personnel has grown, but the new oceangoing warships will not join the Fleet for another two or three years. The first of the second-hand submarines joins later this year. The six initial Type 209 new construction submarines have only just been ordered.

With the Iranian economy dependent upon exported oil, the strategic justification for forces to defend these exports is manifest.

Whilst the number of Indonesian naval personnel has increased substantially over the past 25 years, only recently has Indonesia taken positive steps to re-equip her forces with modern surface warships and submarines. These are still relatively few in number.

With the possible exception of the submarines, the strategic justification for an island nation to acquire surface craft (of the type envisaged by Indonesia) is manifest. Furthermore, even with the new craft, the strength of the Indonesian maritime forces will be small related to the task that may be required of them.

Whilst the number of personnel in the Japanese Maritime Self-Defence Force grew rapidly in the 20 years to 1971, the growth has levelled off in the 1970s. The number, and particularly quality, of ships and aircraft continues to grow.

The strategic justification for what is clearly primarily a maritime force for the defence of trade is manifest. The exception to this could be the 15 strong and growing submarine force.

Cause For Concern

Turning back to the three basic questions posed earlier, only two powers are steadily increasing their maritime forces both in personnel, ships, submarines and aircraft without a manifest strategic justification.

That the first of these two powers is Russia, will surprise few, at least at this stage. That the second such power is India may well come as a surprise to most. Nevertheless, the objective strategist would disregard his surprise and consider the established fact that India is increasing substantially her maritime power without a manifest defensive strategic justification.

Whilst other powers are increasing their maritime forces with a manifest strategic justification,

wise strategists might well bear in mind the inherent flexibility of maritime power.

That the intended purpose of constructing maritime forces may be wholly defensive is no bar to the use of those forces in a strategic offensive role should the need or opportunity arise — provided, of course, the forces are suitable for that purpose.

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2. NAVAL POLICY BETWEEN THE WARS, Vol 2, p188, S. W. Roskill.
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TABLE A

NAVAL PERSONNEL: REGIONAL MARITIME POWERS

(Taken from successive editions of JANES FIGHTING SHIPS)

Edition	China	India	Indonesia	Japan	Australia	Iran
1951/52	50,000	11,000	not known	10,000	11,279	1,650
1961/62	48,000	14,400	15,586	32,097	10,519	not known
1971/72	150,000	20,000	25,000	43,065	17,090	7,000
1977/78	172,000	46,000	39,000	42,199	16,000	22,000

Letters To The Editor



"DRUMBEGG"

Highleigh Road, Gordonvale
Queensland, 4865
Monday, 15 May, 1978

The Honorary Editor
THE NAVY MAGAZINE
Sydney
Sir,

There are two major considerations which A. W. GRAZEBROOK does not take into account in his article "The Strategic Need for a New Carrier" (The Navy, Vol 40, No 1). These are satellite surveillance and the long-range silent-running torpedo with positive guidance.

We must assume that any future enemy will have access to information supplied by multi-sensor satellites which would give that enemy a continuous accurate plot of all surface vessels deployed in any given theatre of action or interest. As current generation satellites can give optical definition down to reading the blurb on a football, we must assume that a future enemy will know as much about our surface forces as we do ourselves.

The other factor, the positively guided torpedo will arm any future enemy submarines with a weapon that will allow them to attack from well beyond the defensive perimeter of any surface ships. As these torpedoes are silent running, they do not betray their presence until they strike their objective. Even then the surface defenders would have no idea of where to start looking for the attacking submarine which is well out of harm's way.

We face the problem that any worthwhile concentration of surface vessels would invite a tactical missile attack and any dispersal of surface vessels would invite piecemeal destruction by the new generation of torpedoes.

Our situation is similar to that of the 1930's: Should we put more anti-aircraft guns on our battleships (ie, continue talking about a carrier replacement) or should we build more aircraft carriers (ie, face the facts of current technology and go for the vessel which stands the greatest chance of survival in a future conflict—the submarine)?

In the same edition of "The Navy", the review of "Warships of Australia" failed to mention the only major defect in an otherwise excellent and much-needed reference book; which is the author's failure to record pennant numbers where applicable and give some history of the change of pennant number prefixes. Apart from the photograph of HOBART at Malta (?) on p146 and some misprints, I have naught but praise for the volume.

Yours

C. H. S. Thomason

The Secretary
Navy League of Australia
Sydney, NSW
Dear Sir,

HMAS BALLARAT Association, has, since the Second World War, continued to keep in constant contact with the City of Ballarat, and the Ballarat RSL, for these people adopted us and looked after us during those dark war days.

As the 39th anniversary of Commissioning falls due in 1980, they and ourselves would like to hold a National Re-Union on the Anzac weekend of that year, being the first Anzac long weekend break.

Our purpose in writing to you, is that we have been unable to obtain from the Royal Australian Navy, the list of our ship's company over its lifetime. Our present membership only covers a small portion of the crew, so we were wondering if through your large organisation, you would be able to contact any member who had served on HMAS BALLARAT during its service life, or they may know of someone who they could tell.

As the organising of such an undertaking requires quite a deal of work, and time, we would like to contact them by 6 October, 1978.

The re-union would be held on Thursday, 24 April, 1980, on board HMAS CASTLEMAINE, at Gem Pier, Williamstown, after which we will go to Ballarat and march in their Anzac Day march. The next two days the city of Ballarat and Ballarat RSL will entertain us.

Hoping you and your members are able to aid us in this request, and thanking you for your assistance.

Yours sincerely
H. Ray W. Crowther
Honorary Secretary
HMAS Ballarat Association

Alex Gamkrelidze
19 Darley St
North Sydney, NSW, 2060

The Honorary Editor
"The Navy" Magazine
Sydney

Dear Sir,

The AOE, AOR-BUT WHEN article in the May-June-July, 1978 Edition, page three, was excellent and brought to light this sad affair in our defence procurement.

Originally the AOE was envisaged prior to 1969 and was based on the STALWART HULL design (515ft x 67ft beam). An artist's impression of this ship was published in the NAVY, August-October, 1969.

The AOE PROTECTOR was announced in 1969 at which time the design was in the process of being enlarged to 593ft x 73ft and tonnage of 20,000.

The design escalated in cost from the original \$45 million to \$98 million at tender stage in 1971 when the LCP Treasurer, Bill Snedden, insisted on the deferment of the project. The PROTECTOR was finally cancelled in 1973 by Defence Minister Barnard.

With the recent invitation for VICKERS COCKATOO to tender on the building of the new DURANCE design and the announcement that the tender process might take some time, might one suggest that the decision to proceed will be delayed for maximum political effect, that is, at the time of the next election in 1980.

The present budget restrictions give every indication that defence expenditure will be further cut in real terms and an appraisal of the

adequacy of the DURANCE design, timely.

The DURANCE design of 17,800 tonnes, 515ft length x 69ft beam is limited as a multi-purpose ship, in that it has facilities for one utility helicopter only, no heavy lift ability and scant flag command facilities.

The scenario of the carrier MELBOURNE not being replaced due to budget considerations in the mid 1980's, would therefore require the AOR to function not only as a supply ship but as a FLAG/COMMAND ship and have capability of operating a squadron of heavy helicopters (SEA KINGS) for both anti-submarine work and vertical replenishment.

To meet this possibility the original PROTECTOR which had multi-role facilities (two-three SEA KINGS) might be a more logical choice.

Other options might be the CANADIAN PROTECTOR multi-purpose supply ship or the DUTCH ZUIDERKRUIS.

Yours faithfully
Alex Gamkrelidze

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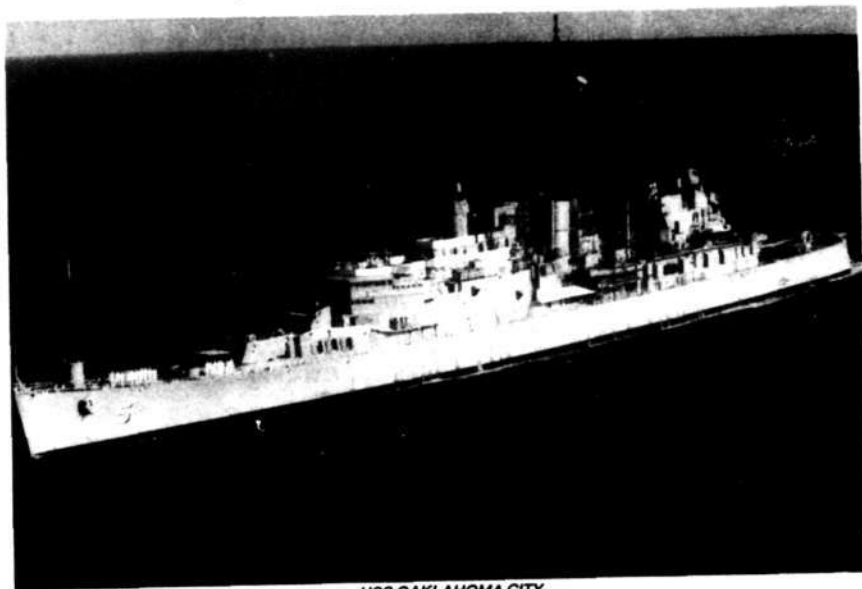
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USS OAKLAHOMA CITY

The Federal President Goes To Sea

As part of the 1978 Coral Sea commemoration events, the American guided missile cruiser OAKLAHOMA CITY wearing the flag of Vice Admiral Robert Baldwin USN, Commander US 7th Fleet, visited Sydney, Melbourne and Fremantle. Included in the ship's company as "honorary" member of the 7th Fleet Staff when the flag ship sailed for the West were Regional Secretary, Department of Defence, James Dingwall, and our Federal President, Commander Geoffrey Evans: Here is the President's account of his mini-voyage.

OAKLAHOMA CITY (CG-5, Captain Thomas R Colligan USN) sailed from Melbourne in rather bleak weather conditions which became even bleaker after we passed through Port Phillip Heads and moved into Bass Strait. Strong headwinds and seas to start with, and eventually on the beam as we altered course to the west, provided the passengers with early experience of OAKLAHOMA CITY's liveliness at sea: Lacking cruiser experience it seemed to me the ship rolled and pitched and did all the uncomfortable things a destroyer can do, but did them in a more dignified manner.

Fairly boisterous conditions prevailed for most of the four-day passage, but as soon as we turned the corner and headed up the west coast, the wind dropped, the seas subsided, and we approached Fremantle in brilliant sunshine. Western Australians will not be surprised.

The Knox-class destroyer-escort

REASONER, which had been visiting Hobart, joined the flagship in Bass Strait and remained in company until detached for a visit to Bunbury some hours before we reached our own destination. The two ships exercised together throughout passage.

OAKLAHOMA CITY, originally classified as a light cruiser, was laid down in 1942, and launched and commissioned in 1944 — a rather different time-scale to that which

prevails at present: She is therefore one of the few World War II cruisers still on active service, but despite her age is in remarkably good condition. CG-5 is a credit to her builders and to the thousands of sailors who have served in the ship over the years.

The cruiser underwent an extensive refit in 1960: No 2 and aft 6 inch turrets were removed, the latter being replaced by a twin Talos surface-to-air missile launcher and other modifications were made to provide staff and communications facilities so that the ship could be used as a fleet flagship, a role in which OAKLAHOMA CITY has been very successful.

During our stay Jim Dingwall and I were accommodated in the flag-mess, a rather unusual gesture, especially to "foreigners", but one which says a good deal for relations between the United States and Australian navies. The flag-mess is comprised of the Admiral and the principal members of the Fleet Staff, and has no exact counterpart in the RAN.

Most of OAKLAHOMA CITY between decks is air-conditioned but officers and sailors live in fairly crowded conditions, hardly to be compared with the living spaces provided in the current generation of naval vessels. Even in the most modern warship however there is never enough space to provide for what most of us take for granted — personal privacy. We all like to get away on our own occasionally, but this one can never do in a naval vessel whether it be a patrol boat or an aircraft carrier. One needs to go to sea to be reminded of the disadvantages a sailor accepts as a part of his life.

During the passage we were briefed on the 7th Fleet and other subjects of interest, visited the major departments in the ship and witnessed a number of exercises; these included streaming a target for REASONER to shoot at, heli-

copter operations involving the aircraft from both ships, tactical manoeuvres and seamanship evolutions. The flagship also indulged in some 6 inch and 5 inch firing in the course of which the writer, who happened to have a camera pointed in the general direction of a 6 inch muzzle, received such a fright when the gun fired that he instinctively pressed the shutter release, thereby obtaining a fine action photograph which all but shows the shell leaving the gun.

The fleet flagship is of course a hive of activity at all times but relaxation came in the form of films, some of which I fear would not be suitable for juniors. I recall one film so intense that a particularly violent roll which dislodged most of the contents of the Mess pantry and sent knives and forks and bread rolls cascading about us, failed to disturb our concentration.

By way of contrast, the Church services on Sunday were quiet occasions, impressive in their simplicity. It was interesting to observe the Roman Catholic chaplain in REASONER and the Protestant chaplain in the cruiser commuting by helicopter to conduct their respective services in the two ships.

To sum up, four days at sea in OAKLAHOMA CITY was an interesting experience and one not to be soon forgotten. Comparing life in an American warship with that in an Australian ship, I came to the conclusion that there is not a great deal of difference; such differences as do exist are more in terminology than practice or custom. It was pleasing to hear references to the "professionalism" of the Australian Navy, and one hopes that more and more opportunities will be provided for the two navies to exercise and work together.

Alas, it was sad to discover that a 4-day compulsory abstinence does not have a lasting effect!

Australia's New Patrol Boats

The 15 new patrol boats to be built for the Royal Australian Navy to supplement and in due course replace the 12 Attack class patrol boats now in service will be known as Fremantle class boats (refer photograph on front cover).

The lead boat, now under construction at Brooke Marine, Lowestoft, England, will be named HMAS FREMANTLE to honour that port's close association with the Navy in two World Wars.

The following 14 patrol boats would be built in Australia at the North Queensland Engineers and Agents Yard at Cairns — HMA ships BENDIGO, BUNBURY, CESSNOCK, DUBBO, GAWLER, GEELONG, GERALDTON, GLADSTONE, IPSWICH, LAUNCESTON, TOWNSVILLE, WARMAMBOOL, WHYALLA and WOLLONGONG.

A large number of names had been considered, and those selected were drawn from a class of Ocean Minesweepers built in Australia during World War II.

HMAS FREMANTLE is expected to enter service with the RAN about the middle of next year, and the remaining 14 will be progressively phased in from mid 1980 through to 1985.

The new generation patrol craft will be employed on similar duties to the Attack class, but they will be considerably more versatile in that they will offer substantial improvements in speed, range, seakeeping and living conditions for the ship's company of 22.

OUR COVER

An artist's impression of Australia's 15 new patrol boats of the Fremantle Class. The first vessel, HMAS FREMANTLE is expected to enter service during mid-1979 with the remainder following from mid-1980 to 1985.

Programme of Events Arranged for Navy Week 1978 OCTOBER, 1978

NEW SOUTH WALES

Saturday, 30 September

12 noon-5 pm

HMAS TINGIRA Old Boys' Annual Re-Union Dinner at Rose Bay RSL Club. Snapper Island Maritime Museum open to public — boats will depart Drummoyne Wharf at regular intervals.

Sunday, 1 October

10.30 am

Ecumenical Church Service, Dockyard Chapel, Garden Island — car parking available in dockyard — open to the public.

11 am

Opening ceremony — Navy Expo 78 at No 2 Wharf Woolloomooloo. Mrs J. Davidson, wife of the Flag Officer Commanding East Australia Area, will officiate.

5 pm

Navy Expo 78 closed to public.

12 noon-5 pm

Snapper Island Maritime Museum open to public — boats depart Drummoyne Wharf at regular intervals.

Monday, 2 October (Public Holiday)

11 am-5 pm

Open day at HMAS Nirimba — the Navy's apprentices training establishment located at Quakers Road, Quakers Hill (refer separate article and programme of events, in this magazine).

10 am-8 pm

Navy Expo 78 at No 2 Wharf, Woolloomooloo. Inspect a destroyer escort, and submarine: displays of items from the naval museum and others provided by the Naval Historical Society, World Ship Society, Military Historical Society and Vickers Cockatoo Limited.
Diving display.

Tuesday, 3 October

10 am-8 pm

Navy Expo 78 at No 2 Wharf, Woolloomooloo — refer programme entry for 2 October, 1978, above.

Wednesday, 4 October

10 am-8 pm

Navy Expo 78 at No 2 Wharf, Woolloomooloo — refer programme entry for 2 October, 1978, above.

Thursday, 5 October

10 am-8 pm

Navy Expo 78 at No 2 Wharf, Woolloomooloo — refer programme entry for 2 October, 1978, above.

Friday, 6 October

10 am-8 pm

Navy Expo 78 at No 2 Wharf, Woolloomooloo — refer programme entry for 2 October, 1978, above.

Saturday, 7 October

10 am-5 pm

Navy Expo 78 at No 2 Wharf, Woolloomooloo — refer programme entry for 2 October, 1978, above.
The following Naval Reserve Cadet establishments will be open to the public. Visitors will have opportunity to witness demonstrations, displays and question these boys aged 13-18 years.

2 pm-5 pm

Training ship Albatross, Harbour Street, Wollongong.

1 pm-4 pm

Training ship Vendetta, 22 Glenreagh Street, Coffs Harbour.

2 pm-5 pm

Training ship Hawkesbury, off Collard Road, Point Clare, near Gosford.
Activities: sailing, gunnery exercises, films; cooking, firefighting, engineering and seamanship demonstrations.

2 pm-5 pm

Training ship Condamine, Adiscombe Road, Manly Vale.

2 pm-5 pm

Training ship Canberra, ACT.

2 pm-5 pm

Training ship Campbelltown — activities will be centred at the Ingleburn RSL Oval and include first aid, ropework, gymnastics, films and firefighting demonstration.

At 5 pm the unit will beat the retreat with music provided by the Liverpool City Pipe Band.

VICTORIA

Saturday, 30 September

pm

Trotting meeting at Moonee Valley.

Sunday, 1 October

9.30 am

Church Service at St Augustines.

11 am

Church Service at St Lukes.

Monday, 2 October

Golf day at Waverly Golf Club.

Wednesday, 4 October

Bowls day at Hampton Bowling Club.

Thursday, 5 October

Greyhound meeting at Sandown.

Friday, 6 October

8 pm

Navy Week Ball at HMAS Lonsdale.

Saturday, 7 October

10 am-4 pm

Open day — Williamstown Naval Dockyard, Williamstown.

All Day

Open day — Museum Ship Castlemaine.

Afternoon

VRC Race Meeting at Flemington.

Sunday, 8 October

10.30 am

Seafarers Service at St Pauls.

2.30 pm

Commemoration Service at Shrine.

TASMANIA

LAUNCESTON

Sunday, 1 October

Ex-Navalmen's march through city to the Cenotaph — Naval Reserve Cadets from TS Tamar will participate.

6 pm

Navy League cocktail party at TS Tamar.

Saturday, 7 October

8.30 pm

Navy League cabaret at Anzac House.

HOBART

Sunday, 1 October

Ex-Navalmen's march through city streets to the Cenotaph.

Open Day — Navy Club.

Saturday, 7 October

pm

Naval Reserve Ball at HMAS Huon.

7.30 pm

Ex-Navalmen's Dinner at Navy Club.

Sunday, 8 October

Navy Week Church Service at St Georges, Battery Point.

DEVONPORT, ULVERSTONE AND BURNIE

Sunday, 1 October

Ex-Navalmen's march at Circular Head.

NAVAL RESERVE CADETS

Saturday, 7 October

All unit establishments open for public inspection.

SOUTH AUSTRALIA

Wednesday, 27 September

7.45 pm

Navy League will sponsor a film evening at HMAS Encounter.

Thursday, 28 September

pm

The Naval Officers' Club Dinner.

Friday, 29 September

12 noon

Commemoration Service and Wreath Laying Ceremony in memory of our fallen at State War Memorial.

pm

RAN/RANR Reception at HMAS Encounter (by invitation).

Saturday, 30 September

Afternoon

The South Australian Jockey Club and South Australian Trotting Club racing calendars will honour Navy Week.

Sunday, 1 October

7 pm

Non-denominational Church Service in Christ Church, North Adelaide.

Naval Cadet units to hold similar services at Port Lincoln, Port Augusta, Whyalla and Mount Gambier.

Monday, 2 October

Navy Week Golf Tournament — Riverside Club.

Wednesday, 4 October

A joint RAN and Institute of Electrical Engineers presentation of the 1977 Faraday Lecture Film "The Electron Rules the Waves".

A window display will be mounted in the ANZ Bank, 75 King William Street, Adelaide, during Navy Week in conjunction with a Navy display team which will be touring suburban shopping malls.

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HMAS NIRIMBA — OPEN DAY PROGRAMME

Monday, 2 October, 1978 — 11 am-5 pm

11 am

NIRIMBA open to the public.
The following areas of the establishment will be
open for inspection:

1. MEDB
2. Electrical School
3. At School
4. Craft Area

In addition the following static displays:

1. Diving — PENGUIN
2. Submariners — PLATYPUS
3. Display team and recruiting contributions.

The following children's entertainment will be
provided:

1. Foden Steam Truck
2. Miniature Steam Train
3. Merry-Go-Round
4. Pony Rides

11 am-12.30 pm

Period for the public to have lunch, utilising
barbecue facilities and snack food bars which will be
situated on the grassed area behind the parade ground
grandstand.

11.30 am-12.30 pm

Jazz band performance.

12 noon-12.30 pm

Wessex Helicopter — static display.

12.30 pm-1 pm

Wessex — medivac demonstration.

1 pm-1.20 pm

Gymnastics display.

1.20 pm-1.40 pm

Sepak Takraw demonstration.

1.40 pm-2 pm

Tae Kwon Do demonstration.

2 pm-2.30 pm

Skyhawks and Macchis — flypast and simulated
ground attacks.

2.30 pm-2.45 pm

Fire and movement demonstration. The Wessex will
take part as a ground support personnel carrier.

2.45 pm-3 pm

Fire fighting display.

3 pm-3.15 pm

Motor bike demonstration.

3.15 pm-3.30 pm

Go-carts demonstration.

3.30 pm-3.45 pm

Gymnastics display.

3.45 pm-4 pm

Tug-of-War — with audience participation after the
planned contest.

4 pm-4.30 pm

Beat retreat ceremony.

5 pm

HMAS NIRIMBA closed to the public.

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HMAS Nirimba — What Is It?

HMAS NIRIMBA is the Royal Australian Navy's largest technical training establishment and is responsible for the technical training of apprentices and adult entry personnel. This training is vital to the needs of our 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 flights. Part of the original airfield outside NIRIMBA's present boundary is still being used by light aircraft. At the end of the war, the RAAF once again assumed control and for

a time NIRIMBA was the base for the No 22 City of Sydney Squadron. In 1951, the Royal Australian Navy took over the field as an Aircraft Repair Yard for the Fleet Air Arm. It was commissioned as HMAS NIRIMBA in April, 1953. It was not until 1956 that HMAS NIRIMBA was established as the training centre for the Navy apprentices. Under the early scheme the apprentices spent 3½

years under training at NIRIMBA before joining the fleet to complete their five year apprenticeship. Following a major review of sailors' rank structures and career training patterns, a new system was brought into effect in June, 1972.

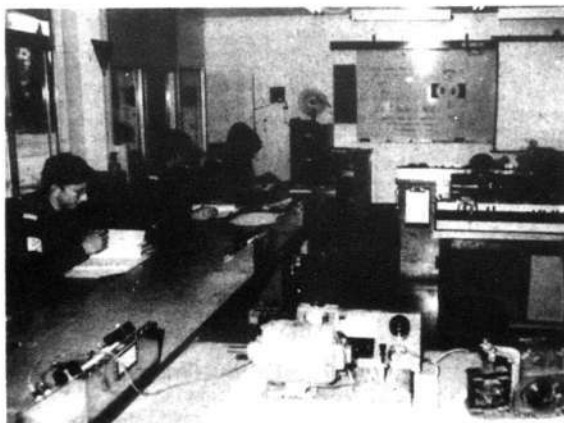
Apprentices now spend only 2-2½ years in NIRIMBA before joining ships of the fleet, aircraft squadrons or shore maintenance bases to complete their training in a four year apprenticeship.

HMAS NIRIMBA has provided for many years now trade training for adult entry sailors including sailors from the Royal Malaysian Navy. The second and subsequent phases of this sandwich style course are undertaken at HMAS NIRIMBA and the sailors concerned form a big part of the student body here.

The course lengths range from nine months to 15 months for phase two sailors and from four months to eight months for phase three sailors.

The largest groups under this scheme have been the marine engineering and aircraft engineering mechanics who spend over two years at NIRIMBA, learning the fitter/machinists trade as mechanics. The second group, small in number, is comprised of direct entry tradesmen (DET): sailors who learnt their trades as civilians and who require bridging courses only to prepare them for naval technical employment. These bridging courses are conducted at NIRIMBA.

The mechanics training



At HMAS NIRIMBA — Navy apprentices in the classroom.

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scheme will eventually disappear with the steady development of the new scheme, post June, 1972, already referred to. This new

scheme is marked by the establishment of a formal adult apprenticeship for the "General Entry" of sailors into the RAN.

The general entry sailors are taught the same trades as the RAN "Apprentice Entry" personnel but in a series of sandwich courses, interspersed with practical employment at sea or in the air squadrons over a large period of time.

HMAS NIRIMBA also conducts an expanding range of post trade and other specialist technical courses, including high reliability soldering, outboard motor maintenance and other courses. The Services General Certificate of Education Course (SGCE) has been moved to HMAS NIRIMBA.

It can be said that NIRIMBA has much to offer: adult sailors and apprentices of all technical categories are being trained and given considerable opportunity to use their abilities to advance themselves.

If and when the technical sailor decides to leave the service, after serving his time, he will find that as a highly trained technician he will be much sought after in private and indeed Government industry.



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News from the Divisions

Federal Council VISITORS FOR THE GOVERNOR-GENERAL

The Federal President (Commander Geoff Evans) and the President of the ACT Division (Commander Doug Blake) called on the Governor-General, Sir Zelman Cowen, in Canberra on 3 August, 1978.

Sir Zelman, who is patron-in-chief of the League, and Commander Evans were at Scotch College, Melbourne, at the same time, and all three served in the Royal Australian Navy during the Second World War.

Western Australia

The President of the Western Australia Division of the League, Lieutenant Commander J. J. Johnson, arranged a busy programme for the Federal President who travelled to the West in the USS OAKLAHOMA CITY. Soon after the cruiser arrived former State President Captain Len Vickridge was host at an informal dinner at the "Tum Tum Tree" in Fremantle, attended by "Johnno" Johnson, Vice-President Richard Twiss, State Secretary Phillipa Paramor and Treasurer Jeremy Seward.

Dinner was followed by a visit to TS PERTH for a meeting with Navy League and unit committee members, and TS PERTH Commanding Officer Lieutenant Steve Hawkes and his Executive Officer, Adrian Greathead.

Most of the following day was spent at the new Naval Base, HMAS STIRLING, where Commander Bill Ritchie conducted a comprehensive tour of this extremely well-planned establishment.

In the evening the Federal President attended a dinner given by NCCWA, Commodore Neil Boase, and Mrs Boase, for the

Commander US Seventh Fleet. Commodore Boase and Commander Geoffrey Evans, together with former Federal President John Howse, were members of the cadet rationalisation committee, the report of which led to the formation of the Naval Reserve Cadets.

Before returning to Melbourne the next day the Federal President said he had always greatly respected the work done by the League for cadets in Western Australia, and that TS PERTH in particular was an excellent example of what can be achieved by sound planning and a lot of hard work by a team of volunteers.

South Australia

Navy League of Australia, South Australia Division, entered its new year in something of a depressed state, the local committee felt it needed guidance as it appeared we were falling a long way short of the League's aims.

After a certain amount of enquiry and soul searching by our executive it became evident that the direction we had sort would not be forthcoming, and it would be up to us.

The Committee decided to send a representative to the Federal Conference in Canberra with the instructions to look, listen and learn.

The first lesson learnt was that the South Australian Division was part of the Navy League of Australia and it was as much up to us to contribute as any other division to get guidance and direction as we had been seeking.

The second lesson was that we had to set our own goals, and pursue our own causes so that we can contribute to Navy League of Australia and OUR aims.

So it was to work we had to go, for, nothing contributed is nothing gained.

Each naval reserve cadet unit in South Australia has its own support group in the form of a Parents and Friends' Association, who's aims are similar to those of our own, we have initiated a programme to get each P & FA interested and eventually involved with Navy League. Due to the long distances between units we will be able to offer a dissemination of information, co-operation and assistance to units.

The Senior Officer, Naval Reserve Cadets, South Australia, Commander Darwent, has been able to assist in this area and in turn inform our Division of the unit's needs.

The South Australian Division is now involved in a vigorous fund raising programme with the aim of purchasing two safety boats. One for TS WHYALLA and the other for TS AUGUSTA, both of which encounter problems when engaging in boat work due to inadequate safety measures in open waters.

We are currently looking for ways to assist Commander Darwent to get new staff and instructions from the various units to a suitable area for a comprehensive training course. The lack of staff with a full range of instructional skills is a problem plaguing most South Australian units.

A tentative itinerary has been drawn up and an invitation issued to the National President for a Cadet or two from the USA or Canada to visit South Australia in 1979. We are proposing that by 1980 we will be in a position to send a Cadet to the US on a reciprocal visit.

One of the most significant items on the South Australian agenda is the hosting of the next Annual Conference which is to be held in Adelaide commencing on the evening of Friday, 27 October, until Sunday afternoon the 29 October, 1978.

Due to the amount of business usually attempted, we are making provisions for a two hour business session on the Friday evening followed by four sessions taking up the Saturday, Saturday evening and Sunday have been set aside for the more lighter side for the gathering which will include a luncheon at one of our numerous local wineries.

As the ladies accompanying the delegates are not usually part of the conference, we are making arrangements for their accommodation and entertainment during the Saturday business sessions. We are however anxious to get an idea who will be attending so that accommodation can be arranged in Adelaide's excellent hotels and motels. So those interested in attending the Annual Conference are urged to notify their intentions early, now is not too early.

We extend to our retiring President Peter Shearer and his wife, Pam, our thanks for having given us the inspiration to commence achieving, and wish them all the very best in their new posting in London.

Victoria

Commodore Dacre Smyth, Victorian NOIC, relinquished his command on August 1, 1978. On the evening of 26 July, the Navy League held an "at home" in Dacre's honour, at the residence of Executive member, Glenice Abbott. Addresses by the Federal and State Presidents gave some indication of the affectionate regard in which Dacre is held by the Victorian Division.



Vice-Admiral Baldwin addressing a gathering convened by the Navy League's Victorian Division.



Scenes from the farewell "at home" hosted by the Victorian Division to honour Commodore and Mrs Dacre Smith.

On Wednesday, 10 May, the Victorian Division entertained to luncheon, Vice-Admiral Baldwin, Commander of the US Seventh Fleet. Amongst other guests were the American Ambassador, US Consul General, Military Attache and other Consular staff.

After lunch the Admiral addressed members and guests on the role of his fleet in the Pacific area.

The function was most enjoyable and particularly successful in encouraging members to get together, and indeed the total gathering numbered about 55.



"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 seafaring boys, who do not intend to follow a sea career, but who given

this knowledge will form a valuable reserve for the Naval Service.

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

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

DIVISIONS

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Street, Launceston, 7250.
South Australia — Box 1529M,
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MAID OF ALL WORK

By Ross Collett

If any one Australian navy ship can rightly claim the distinction of the fleet's Maid Of All Work, this honour must surely be conferred upon HMAS PLATYPUS. In a career spanning over forty years, PLATYPUS operated in eight different roles.

She was constructed at Clydebank, Scotland, by John Brown & Co Ltd, and laid down on 14 October, 1914. The ship was launched by Mrs Andrew Fisher, wife of the Prime Minister, on 28 October, 1916, and completed in March, 1917. PLATYPUS was built to the order of the Australian Government, originally as a Submarine Depot Ship for the AE1 and AE2. She was to provide the submarines with fuel and provisions, supply them fresh parts and mend minor breakages in machinery.

PLATYPUS was rated at 3,476 tons and was driven by two sets of triple expansion reciprocating steam engines, providing a top speed of 15½ knots. Her principal dimensions were 325 feet overall length, 44 feet beam and 15 feet 8 inches maximum draft. The initial armament mounted was a single 4.7 inch gun. PLATYPUS was fitted with a small workshop equipped with lathes and other machinery capable of effecting repairs whilst at sea.

After completion PLATYPUS passed to Admiralty control. On 13 March, 1919, she was commissioned into the Royal Australian Navy under Commander E. Boyle, as depot ship for the six J class submarines, both AE1 and AE2 having been lost in World War 1.

Departing Portsmouth on 8 April,

1919, PLATYPUS, J1-J5 and J7 sailed for Australia via the Mediterranean and Suez Canal. The flotilla (excepting J5) arrived at Sydney on 15 July. PLATYPUS passed through the heads at 10.15 am, followed at regular intervals by five submarines. In the months prior to their arrival a submarine depot had been established at Geelong in Victoria and during February, 1920, PLATYPUS left for her new base.

Decision was reached in May, 1922, to discontinue the Submarine service and the J boats were progressively decommissioned. PLATYPUS returned to Sydney in July and on the 12th paid off as the fleet's Submarine Depot Ship. However, the next day she was recommissioned as the RAN Destroyer Depot and Fleet Repair Ship. PLATYPUS continued to serve in this role until the arrival in February, 1929, of OXLEY and OTWAY, two British built submarines. She was decommissioned on 31 March, 1929, only to revert to her initial role as a submarine tender the next morning.

The early thirties and the great depression forced a second abandonment of the RAN submarine service and OXLEY and OTWAY were accordingly transferred to the Royal Navy on 10 April, 1931. PLATYPUS was retained at Garden Island as a Depot Ship,

but was now known as HMAS PENGUIN, having been renamed on 15 August, 1929. On 26 February, 1941, she reverted to her former name and proceeded to act as a sea-going training ship. In May she left for Darwin and was in harbour on 19 February, 1942, when Japanese aircraft attacked the city. PLATYPUS remained at Darwin, serving as base ship until 1 January, 1943. She then sailed for Cairns, to operate in a similar role until May, 1944.

The ship began a long refit and overhaul at the Williamstown Naval Dockyard from 12 June, 1944. The work involved conversion of two of her boilers to oil burning and was completed by December. After trials PLATYPUS made for Sydney, thence to New Guinea on 5 January, 1945. Here the ship operated as a Repair and Maintenance Vessel until late November.

To complete her story, PLATYPUS returned to Melbourne in December and on 12 February, 1946, sailed to Sydney for the final time. Upon arrival PLATYPUS was made ready for decommissioning. On 13 May she paid off to reserve. The ship remained laid up in harbour at various locations, still performing useful service as headquarters vessel for ships in reserve, until her sale to Mitsubishi Shoji Kaisha Ltd, Tokyo, on 20 February, 1958, for £33,550.

In company with the corvette DUBBO, PLATYPUS was towed from Sydney in June, 1958 — destination, the scrapyard.

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APPROACHING CLUTTER-FREE MARINE RADAR

by Oliver Tapper

Marine radar has brought a great extension to the limits of safety and ease of navigation at sea, but because of the major benefits it confers, its few shortcomings tend to have added significance.

Perhaps the most serious of marine radar's limitations is the "clutter effect" — caused by rough seas or rain — which at best can cause confusion or at worst can obliterate the normal target echoes.

Thus, the Clearscan Radar, recently introduced by Decca Radar, can by any standards be claimed as a significant advance in the technology. In summary it achieves, automatically: a significant reduction of sea clutter; a significant reduction of rain clutter; the suppression of own-receiver noise; suppression of other ship's radar interference; brightening of weak echoes; and provision of larger echoes on the longer ranges.

The sea-clutter effect, which is caused by echoes from wave tops, is normally confined to an area within four to five kilometres of the ship. It shows up as a very large number of small echoes which vary in position from one revolution of the scanning aerial to the next.

The strength of the echoes varies with the size of the waves but there will nearly always be some sea clutter except in calm conditions. Worst of all is a choppy sea which produces closely spaced returns, giving the effect of a solid echo and obscuring all other target echoes.

Because the vertical face of an advancing wave provides a stronger echo than the more sloping rear face, it follows that there will be more clutter to windward than leeward. There will also be more over shallow water patches, which tend to raise a choppy sea.

Though mainly a nuisance, sea clutter can at times provide useful information for an experienced operator: it can show up tide rips and demarcation lines between currents and in some circumstances disclose sand banks under shallow water.

Rain clutter, and the similar echoes which come from certain kinds of cloud, can also have uses. For the meteorologist they are a useful aid in observing and forecasting weather, and for an aircraft pilot they can give warning of dangerous cumulo-nimbus clouds ahead.

This is, however, of small consolation to the sailor who, in a busy shipping channel, finds his radar picture suddenly blotted out by a rain storm.

Rain clutter usually manifests itself as an area of soft or speckled edges which is easily distinguished from sea clutter echoes.

The intensity of rain clutter varies with the strength of the precipitation — that is, with the size of the rain-drops and the spacing between them. Curiously for a given amount of precipitation in terms of water content, hail and snow tend to produce a weaker echo than rain.

THREE CONTROLS

Technical development has gone some way to mitigate the effect of rain and sea clutter by a system of manual control which is now a normal part of most modern marine radars. It consists of three controls — one for rain clutter, one for sea clutter and another for gain control by means of which echoes can be strengthened or eliminated as required.

The sea clutter controls need very careful and continuous adjustment as the sea conditions vary, the danger being that over-application may obliterate wanted echoes as well as clutter.

As already noted, the distance to which clutter extends, and its strength, varies with direction, but the manual control acts indiscriminately over the entire 360 degrees of the display, leading to

unnecessary degradation of echo quality on that part of the display unaffected by clutter.

The problem of suppressing rain clutter by manual control is even more complicated in that it often involves the manipulation of all three controls: much time and concentration are required to obtain satisfactory results without swamping other, wanted echoes. Manual rain clutter control, too, has the disadvantage of applying over the entire video display.

The elements which go to make up the Clearscan are two video processors, VP1 and VP2, the first being the sea and rain clutter reducing unit, and the second — an optional extra that cannot be used without VP1 — serving further to improve the quality of the Display.

By the operation of a single switch, VP1 provides optimum setting which are automatically adjusted from trace to trace, so that the best results are obtained on every bearing, while all areas of sea and rain clutter are immediately reduced, very high sensitivity being retained in all other areas.

When VP2 is fitted, interference from the ship's own receiver and from any other ship's radar is suppressed and all echoes are brightened with distant ones being enlarged for easier recognition. With Clearscan, the usual manual controls for clutter are also retained as they may be useful when working in enclosed waters and are essential for identifying racons (radar beacons).

BASIS OF OPERATION

VP1 automatically removes both rain and sea clutter by reducing the level of gain, that is, by reducing the strength of signals supplied to the video amplifier. This alteration in gain level is brought about by the imposition on it of an adaptive signal which is designed to react almost instantaneously according to the nature of the returns received.

The result is a reduction in gain

for echoes from a target that is extended in range — in other words, one that has a recognisable depth — as opposed to an echo from a ship or a buoy with only a shallow perspective.

This automatic selective/adjustment process is carried out on every bearing so that the optimum settings are obtained continuously. In addition, areas without clutter are not adversely affected, as they would be under manual control operating impartially throughout the 360 degrees.

Action of the VP2 element takes place in the following sequence. Receiver noise, which shows up as a light speckle, is suppressed by a threshold circuit which filters out this relatively weak signal without bringing significant losses; thus a dark background is provided for wanted echoes, which are themselves amplified to a uniformly full brightness so that the weaker echoes become as bright as the strong ones. Interference from other radars is then removed by advance correlation circuits which

compare one echo pulse with the next, retaining only those that recur on the same spot.

Finally, in order to make small echoes at the longer ranges more easily discernible, they are enlarged by having an artificial pulse added

to the real one. The radar picture achieved, with all interference removed and with large, bright echoes showing up on a dense, black, clutter-free background, represents a startling improvement on current equipment.

Vosper Singapore — Another Kuwait Order

Vosper Private Limited, Singapore, have signed a \$510m contract with the Kuwait Coast Guard for five vessels, three by 17 metre fast patrol boats and two by 32 metre supply craft.

The twin-screw fast patrol boats are designed for coastal duties as well as for ferrying personnel. They will have a maximum speed of 30 knots and a range of approximately 400 nautical miles at a cruising speed of 18 knots.

The 32 metre supply vessels,

powered by two Rolls Royce marine diesel engines, are for shallow draft coastal service under tropical conditions.

They are designed to carry vehicles and cargo on deck with underdeck capacity for oil, fuel and fresh water. A stern ramp will be provided for off-loading vehicles and the structure of the stern will incorporate a robust skag to provide protection during beaching operations. A derrick is mounted at the break of fore-castle for cargo handling duties.

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Nautical News from Near and Far

World's Arms Bill: Up 7.5 pc

Military spending world wide rose by nearly 7.5 per cent from 1975 to 1976 to total about \$US400,000 million (\$A348,000 million) the US Arms Control and Disarmament Agency reported during July, 1978.

In 1976, the last year for which figures were available, industrialised countries spent \$US308,300 million and developing countries \$US90,700 million.

The Soviet Union headed the list with expenditures totalling \$US127,000 million, followed by the United States (\$US91,000 million), China (\$US34,400 million), West Germany (\$US16,000 million) and France (\$US14,200 million).

Jindalee Improvements Approved

The Federal Cabinet has approved further development of the

Australian Defence Science and Technology project — Jindalee.

Jindalee — and experimental over-the-horizon radar — is being developed for the future surveillance of the Australian coast and surrounding oceans.

The latest approval is for an improved radar with greater transmitting power and a larger receiving antenna.

The present experimental, narrow-beam Jindalee radar, located near Alice Springs, is using commercial airliners for test purposes as they leave and approach Australia's north coast.

The new radar, which will also be tested for its performance over northern waters, will sweep in a much wider arch than the existing system.

Construction of the new radar — at a cost of \$24 million — will begin at Alice Springs in the near future.

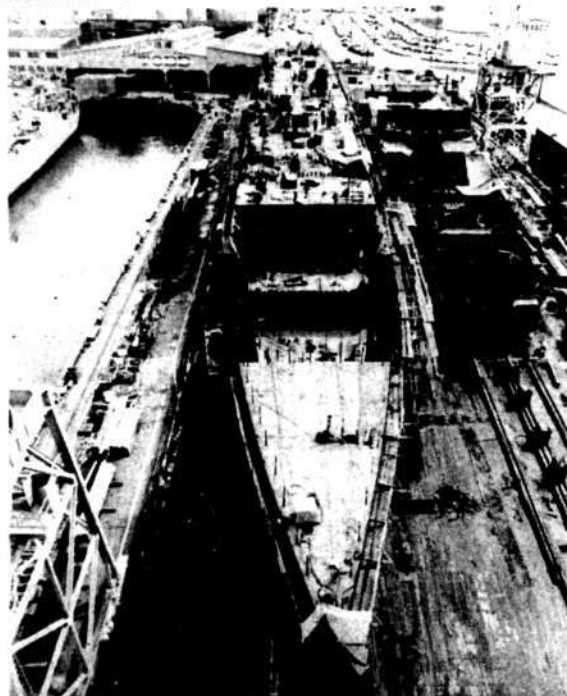
RAN's First Guided Missile Frigate Launched

The first guided missile frigate for the Royal Australian Navy, the 3500 tonne HMAS ADELAIDE, was launched at Todd Pacific Shipyards, Seattle, USA, on Wednesday, 21 June, 1978, by Mrs A. M. Synnot, wife of Australia's Chief of Naval Staff, Vice Admiral A.M. Synnot.

HMAS ADELAIDE, the first of three guided missile frigates (FFGs) ordered by Australia, will be the first ship in the RAN to be powered by gas turbine engines. These engines, developed from the jet engines used to power DC-10 airliners, will enable ADELAIDE and her sister ships to produce a total power output of 40,000 shaft horsepower giving a speed in excess of 28 knots.

Her range at a cruising speed of 20 knots will be about 4500 miles, making her well suited for long range patrolling around the Australian coast.

Another first to be chalked up by the FFGs will be that they will



HMAS ADELAIDE under construction at the Todd Pacific Shipyards, Seattle, USA. HMAS ADELAIDE, the first of three guided missile frigates being built for the RAN in the USA, was launched on 21 June, by the wife of the Chief of Naval Staff, Vice-Admiral A. M. Synnot, AO, CBE.

HMAS ADELAIDE'S sister ship, HMAS CANBERRA, is seen under construction on the right of the picture.

become the first RAN escorts capable of carrying helicopters — two per ship in time of war.

The main weapons of HMAS ADELAIDE will be standard surface-to-air missiles, Harpoon surface-to-surface missiles, torpedoes, and a 76mm gun with a rate of fire in excess of 80 rounds per minute.

HMAS ADELAIDE, whose keel was laid in July, 1977, is expected to be commissioned into the RAN in July, 1980.

Her sister ship, HMAS CANBERRA, now being built at the Todd Shipyards, is expected to be launched in December, 1978, and will be commissioned in 1981.

The third FFG, yet to be named, will be launched late in 1980 and commissioned in 1982.

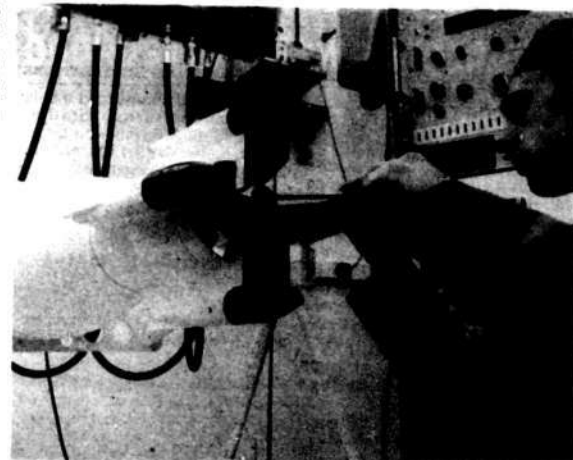
Actuation System Controls Britain's Air Launched Torpedo

Britain's new air launched, light-weight torpedo, Sting Ray, will depend for its steering on a Sperry control system which includes the manufacture of the hydrodynamic surface and electro-hydraulic actuation systems.

The contract for the design, development and production of the control system was awarded to Sperry Gyroscope by the weapon's prime contractor, Marconi Space and Defence Systems. The system which controls the elevators and rudders of the Sting Ray is now in the pre-production stage. It is envisaged that the torpedo, when it comes into service in the early 80's, will be produced in large numbers.

The torpedo, which has been known for many years as Project 7511, is designed to be air launched from helicopters, fixed wing aircraft and from surface ships. The design of the actuation system therefore calls for precise engineering techniques combined with ruggedness to enable it to withstand the extremes of temperature, pressure and shock caused by air and ship launching, and to provide high reliability and a long shelf-life.

The actuation system which is of the closed circuit type, incorporating Sperry servo-valves, is built into four pods, at the stern of the



The Sperry Gyroscope designed and developed hydrodynamic control system for the Sting Ray torpedo is of the closed circuit type and is built into the four pods seen above at the stern of the torpedo.

torpedo. The torpedo control surfaces extend inwards from the pods, immediately astern of the propeller.

Sperry Gyroscope have been involved in the design and development of precision control systems for weapons since the early 50's. Weapon control systems include those for Sea Slug 1 and 2, Sea Dart and experimental vehicles using thrust vector control. This expertise has now been applied to torpedo control systems.

Sparrow Not Too Chirpy

USAF and USN fighters must have a more advanced medium-range missile than the current Sparrow, the US Armed Services Committee has been told. This Amraam (air-to-air missile) must be operational in 1985 to cope with expected Russian fighters, must be all-weather and all-aspect, unharmed by counter-measures. The fighters could then cope with several targets at a time — Sparrow can fight only one. Sparrow is now flying with 10 nations, which should guarantee exports.

Northrop to make more targets

Northrop has signed a \$US4 million contract to produce 10 BQM-74C serial targets for the US Navy, for operational test and evaluation.

Navy plans to use the BQM-74C for various missions including a cruise-missile simulator and for training fleet pilots in air-to-air combat. It can be launched from ground or air.

It is a new version of the Chukar 11 MQM-74C now operating with the USN and 11 other nations.

Hydrofoils

GE wins contract: The five US Navy hydrofoil patrol craft Boeing is building, will be powered by one General Electric LM2500 gas turbine engine in each ship.

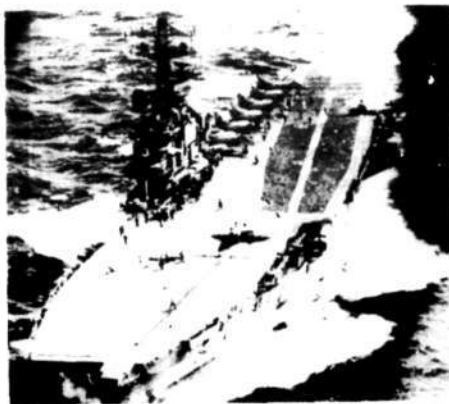
These "Patrol Hydrofoil Missile-ships," which will start delivery early 1981, will have Harpoon missiles, a 76 mm rapid fire Oto Melara gun, and a MK-92 fire-control system.

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### CONTENTS

|                                                                   |    |
|-------------------------------------------------------------------|----|
| HMAS WOOMERA by Ross Gillett .....                                | 3  |
| The Air-Sea Rescue Boats by Harry Adlam .....                     | 5  |
| Naval Reserve Cadet News A Report from Tasmania .....             | 9  |
| Fact File No. 1 by Ross Gillett .....                             | 12 |
| Naval Roundup Compiled by "Gayundah" .....                        | 15 |
| The Japanese Maritime Self Defence Force A Pictorial Review ..... | 19 |

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# HMAS WOOMERA

## Her Loss And Her Life

On 11th October, 1960, 23 miles off the Sydney coast, the Royal Australian Navies Armament Stores Carrier, HMAS WOOMERA was sunk by fire caused by an internal explosion. Two crew members lost their lives when the ship went to the ocean bottom.

by ROSS GILFILL

At the time of the disaster WOOMERA was under the command of Lieutenant Commander D. A. Marshall R.A.N. The ship was dumping 140 tons of obsolete ammunition when shaken by the explosion. Survivors from the sunken ship grasped any wreckage still afloat, before being rescued by the frigate HMAS QUICKMATCH and the visiting destroyer HMS CAVENTISH. Court martials were convened but Lieutenant Commander Marshall and his officers were freed from blame.

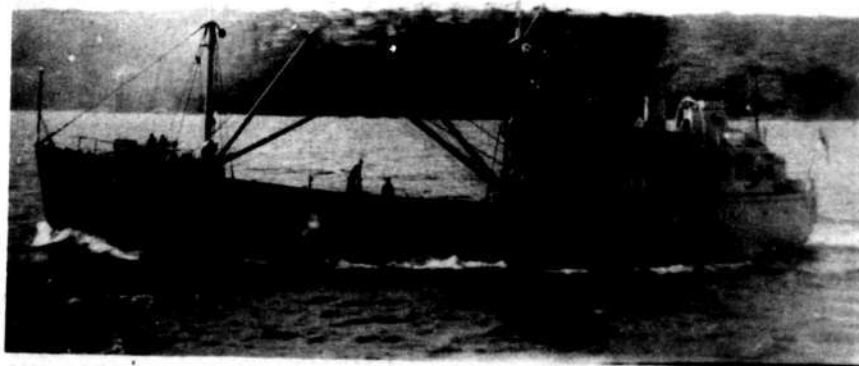
At the time of her loss, the 603 gross ton WOOMERA had spent 14

draught 12 feet. At 7½ knots WOOMERA could steam 1000 miles. She was unarmed.

years as a commissioned ship in the Royal Australian NAVY. Constructed as a wooden store carrier for the Australian Shipping Board, WOOMERA was completed in November 1945. She was not a large vessel, her bridge and accommodation were sited aft and she was driven by Ruston Hornsby diesels providing a top speed of only 8½ knots. The ship was manned by 3 officers and 17 sailors. Her principle dimensions were length 125 feet beam 24 feet and

WOOMERA commenced her career with the Australian Military Forces as the ASHBURTON (AV 1356). On 23rd January, 1946, she was taken over by the navy and officially commissioned on 20th February. During her time in the R.A.N. WOOMERA was employed dumping ammunition and transporting stores around the Australian coast. In addition she also visited New Guinea.

At the time of her loss WOOMERA had steamed over 140,000 miles.



HMAS WOOMERA, became the only known R.A.N. vessel to be destroyed by an internal explosion when she sank on 11th October, 1960.

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# The Air-Sea Rescue Boats

by HARRY ADI AM.

*During WW2 the Royal Australian Navy took delivery of a small flotilla of fast rescue craft specially designed for picking up airmen who were unlucky enough to have been forced down at sea. They were not large craft, indeed they were only 63 feet long, but they had a fair turn of speed.*

The twenty boats commissioned by the R.A.N. were all given names beginning with the word "Air", and such names as "Air Clan" and "Air Watch" etc., became well known both during the war and in the years of peace that followed. The design was produced by the Miami Shipbuilding Corporation, of Miami, Florida. Hundreds of these craft were built, and they served in all operational areas. The Royal Air Force took delivery of a great number, and used the designation of HSL, short for High Speed Launch. The RAF normally referred to them as "Miami HSL", but in Australia they were simply called

"ASR's". There were two basic types, the only difference being in the location of the sick bay. In the early type the sick bay was sited directly abaft the bridge but later boats had the sick bay placed further aft. The later type were supplied to the R.A.N.

The technical details of the ASR's allowed for a hard chined hull 63 feet long with a beam of 14 feet. Maximum draught was 4 feet 3 inches. Power was supplied by twin screws driven by a pair of Hall-Scott Defender petrol engines. Each engine was rated at 850 HP, and with well tuned engines an ASR could make 33 to 34 knots at full speed.

This high speed was not used for long periods as the fuel consumption was very heavy. Normally the boats would cruise at about 20 knots. If full power was required it was normal practice to hold full speed for one hour and then drop back to 27 or 28 knots.

To control an ASR in open water was quite a simple matter, but it took some skill to bring one alongside a wharf or another ship. The slowest speed was 7 knots, so the cox'n had to judge his timing well. The throttles for the engines were on the bridge, speed could be adjusted by the cox'n as required. The reversing gear was in the engine room, hydraulic clutches being fitted. Engine room telegraphs took the form of coloured electric lamps, as the



A former A.S.R. lies at anchor in Neutral Bay, January, 1977. The entrance to the former sick bay and engine room is clearly visible aft. The vessel is one of many A.S.R.s still in use with private operators.



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HMAS AIR SPRITE, a locally-built derivative of the earlier boats, first entered service in 1960. In this photograph she is under the charge of a work boat moving her from Garden Island to HMAS WATERHEN.

engines were far too noisy for a human being to hear a gong.

The boats were normally conned from the bridge, but in very heavy weather there was an enclosed wheel house before the bridge. This wheel house was quite water-tight, but visibility was not as good as from the open bridge. The wireless office was situated in the wheel house, and the ship aerial sticking out at an acute angle became one of the recognition points for the ASR's. The whip was normally placed on the starboard side.

Armament was purely close range anti-aircraft machine guns, the boats being rescue craft not fighting ships. The MG's were not mounted in peace time.

All the crew had bunks which were quite comfortable, the boats being much too lively to even consider slinging hammocks.

The main purpose of these craft was to rescue downed airmen, and

as it was quite on the cards that some of those rescued would be wounded, a roomy sick bay was situated aft. The entrance to the engine room was through the sick bay.

The peace time colour scheme of the boats was very attractive indeed. The hull was black, the deck was yellow as was all superstructure. Below the chine the bottom was painted yellow and the boats pendant number was painted in yellow across the stern and on either side of the hull. The mast was of tripod construction, but towards the end of their service lives some of the ASR's received a lattice mast which greatly detracted from their sleek appearance.

When the war ended the ASR's were gradually paid off, as there was not a great deal of use for them. With the forming of the RAN's own Fleet Air Arm some of the boats got

a second lease of life. A Marine Section was established at Jervis Bay, as part of the RANAS, Nowra. Three ASR's were kept in Jervis Bay, and were provided with full crews. At one time the skippers of the three boats were quite a mixture. One was commanded by a Lieutenant, RN, the second was skippered by a chief aircraft handler, while the third was skippered by a leading seaman. This was not an odd occurrence, as the Marine Section was a very small unit working on the assumption that, under normal circumstances, only one boat would be required for use at a time, and that if the three were used they could operate as a group under the one officer.

The original "Miami's" have all gone from Naval Service but a couple are still in the use by the Royal Australian Air Force. One boat was built locally to the original design, and this boat still remains in the Navy List. As regards pendant numbers, the ASR's were given numbers in the 900 series (the same number as issued to the very slow moving General Purpose Vessels). The names, numbers and commissioning dates are given below.

"Air Bird" 915, 28-3-45, "Air Clan" 922, 11-12-44, "Air Chief" 918, 12-8-44, "Air Cloud" 924, 20-10-44, "Air Faith" 909, 8-2-45, "Air Foam" 912, 20-9-44, "Air Guide" 913, 20-10-44, "Air Hope" 908, 13-2-45, "Air Master" 919, 31-8-44, "Air Mercy" 925, 28-2-45, "Air Mist" 917, 20-9-44, "Air Rest" 921, 20-9-44, "Air Sailor" 926, 8-11-44, "Air Save" 920, 20-9-44, "Air Sense" 914, 1-3-45, "Air Speed" 910, 28-2-45, "Air Spray" 911, 13-2-45, "Air Trail" 916, 8-2-45, "Air Watch" 927, 27-11-44, "Air View" 923, 20-11-44.

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## Naval Reserve Cadet News

### Around the Tasmanian Division

*The Tasmanian Division was saddened to hear of the death of the Naval Officer in Charge Tasmania, Commander Faulkner on Aug. 1st. and extend their sympathy to his wife and family.*

During the first weeks in August the northern units, TAMAR, YORK, MERSEY, LEVEN and EMU were inspected by the Senior Officer Tas LCDR CADETS D. Heath, accompanied by the Deputy Senior Officer, The Divisional Training Officer and the Staff Officer Cadets. On the 11/12th, August, T. S. DERWENT was inspected by the Director of Naval Reserves and Cadets Capt Lancaster, assisted by Capt McPherson for the award for the Best Unit of Australia Award.

The Director expressed his satisfaction at the turnout of the cadets.

During July the West Coast unit T. S. MacQuarie was closed down. This unfortunately became necessary because enough staff could not be recruited to maintain a suitable standard. This unfortunate unit never recovered from the loss of its founding C.O. just prior to recognition and the economic malaise in the mining industry.

T.S. DERWENT have obtained a 14ft. Aluminium dinghy and 9 H.P. outboard motor for use as a safety boat.

Tenders have been called for further completion of DERWENT'S HQ. after fund raising efforts of the parents and friends committee. Builders are now preparing to pour the concrete roof to the new HQ for T.S. EMU. Stage I of the complex is expected to be occupied before the end of the year.

TAMAR'S Ladies committee and the L'ton Branch of Navy League have purchased a commercial stove

which will be used by the Ladies to provide lunches for the cadets on parade days and for weekend camps.

During August MERSEY held a promotions board and one cadet passed for Petty Officer and three for Leading Seamen. Also during the first week in September MERSEY held a week long training camp at it's HQ. Nineteen cadets attended. At DERWENT P/O McKay and Lieut Chaffey have resigned but SBLT Dowsett has been appointed. DERWENT have had

forty recruits this year and six cadets have joined the RAN.

LEVEN have to consider the use of the Ulverstone Army drill hall in preference to undertaking the building of a new HQ.

Lieut Mike Stores, Staff Officer Cadets, leaves shortly to take up another posting and will be replaced by Lieut Buss. All members of the Tas Division wish Mike well.

During Navy Week DERWENT cadets, lead by their band, will march from the Royal Hobart Hospital to the Cenotaph for a service and wreath laying ceremony. Northern units will participate in marches in their own cities and towns. TAMAR will dress ship and Ship's Company will man ships and guide visitors and unit boats will participate. TAMAR will hold a cocktail party on Tues. 3rd. And L'ton Navy League are having a cabaret at ANZAC HOUSE on Saturday 7th Oct.



T.S. MERSEY, Cadets sitting for Leading Seaman Board, August, 1978.  
Left to right: Front Row — A/B's Fisher, Lucas, Dick, Peters and Benbow;  
Back Row — Lieut. Andrews, Commanding Officer of T.S. MERSEY, LCDR Strudwick, Deputy Senior Officer, Tasmania, LCDR Ashton, Divisional Training Officer.

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

# FACT FILE No. 1

Boats — ACHERON and AVERNUS (New South Wales Torpedo Corps)  
 Type — Outrigger Torpedo Boats  
 Construction — Steel  
 Tonnage — 16 tons  
 Dimensions — Length 80 feet, Beam 10 feet 3 inches  
 Armament — Two 14 inch torpedoes (Schwarzkopf and Whitehead)  
 Horsepower — 300/350  
 Speed — 16 knots, 18 knots (maximum)  
 Complement — 9/10  
 Cost — £4000 per boat

## CAREERS —

On 17th December 1877 tenders were invited, closing on 17th January 1878 for the construction of "two outrigger torpedo boats" to be built after Thornycrofts plans. Previous to this a sum of £8784 had been voted for the two boats. The Atlas Works of Sydney were selected to build ACHERON and AVERNUS with construction beginning shortly after the close of tenders. They were designed by Norman Selfe, the first boat ACHERON running trials upon Sydney Harbour on 1st March 1878. Contemporary newspapers

reported the trial trip "most successful". "The start was made shortly before noon from the Pyrmont Bridge and for the next four hours the ACHERON remained out, making trips between South Head and Pyrmont Bridge and showing excellent qualities. A speed of 16 miles was several times attained and 18 miles would undoubtedly have been attained had the bottom been cleaned, a work which has not been done since the boat was launched".

ACHERON and AVERNUS operated from Dawes Point and Berrys Bay, there being cradles at the latter in which both boats were

by ROSS GILFILL

kept out of the water when not in use. In addition to their main role ACHERON and AVERNUS were able to be employed for other military purposes such as drill and practice as well as despatch purposes. Details of the activities of the two boats are very rare but the following highlights have been uncovered;

April 1885 — Both torpedo boats in state of disrepair. On 24th they were placed in the Fitzroy dock at Cockatoo Island for repairs and fitting of spar torpedoes.



AVERNUS at speed on Sydney Harbour, 1902. Top speed of these boats was 18 knots.

May 1885 - Both in Morts dock. Tests were subsequently carried out with the first boat's spar torpedoes on 9th.

1886 — Neither ACHERON nor AVERNUS used in manoeuvres.

1887 — AVERNUS with Lieutenant G. Bosanquet Royal Navy in command exercised on the harbour. On this occasion she was fitted to fire two Schwarzkopf torpedoes.

1888 — AVERNUS used during manoeuvres.

January 1889 — Both boats worked in conjunction with the Naval Artillery Volunteers.

1890/1891 — Both in use.

1895 — ACHERON completely overhauled during the early part of the year. On 23rd February she exercised in Rose Bay. AVERNUS joined her sister for manoeuvres on 20th April, the exercise being called "Fortress and Coast Defence Scheme No 20". The two boats "attacked" the enemy, following orders from the Commandant to begin operations after the line of observation mines had failed to inflict any damage. The Major-General in charge was pleased that boats were prompt in response to their orders to follow up in attack. August 1898 — Both boats active on 27th.

1901 — Integrated into Commonwealth Naval Forces but were mainly laid up.

November 1902 that ACHERON and AVERNUS were to be sold by the Federal Government with the State receiving re-imbursement for their value. The next month ACHERON was sold for £425 while AVERNUS obtained £502. After leaving naval service one of the boats was later said to have been renamed JENNER and operated as either the harbour

master's boat or customs boat. The second craft is claimed to have been hulked in Sydney Harbour on the shores of Double Bay during the twenties or thirties. However their exact careers after 1902 are mainly unknown. Enquiries to the Maritime Services Board and Customs Department have realised no new information.

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\* Persons within Australia commencing subscriptions to "The Navy" magazine during the quarter commencing APRIL (ie, sub for 1½ years) should remit \$6.00; JULY (sub for 1½ years), \$5.50; and OCTOBER (sub for 1½ years), \$4.40.



An extremely rare photograph of the New South Wales Torpedo Boats AVERNUS and ACHERON (rear). Note the torpedoes in position for launching. Both craft fly the flag of the Colony.

## Disposal

It was announced in the New South Wales Parliament on 6th



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# NAVAL ROUNDUP...

Compiled by "GAYUNDAH"

Mediterranean Sea for exercises with other NATO navies. ARK ROYAL is scheduled to pay off on 4th December.

## Nuclear Submarine Scandal

The USS TREPANG (SSN674), an attack submarine of the Sturgeon class, became the centre of a conspiracy during last October to steal a nuclear submarine from the United States Navy. The plot evolved around a special twelve-man crew which were to steal the submarine from her homeport at New London, Connecticut, and take it to a destination in the Atlantic Ocean, where it would be turned over to a mystery purchaser.

The amazing conspiracy was uncovered by FBI special agent Roy Klager. He explained, "they intended to use plastic explosives to sink the vessel in the New London harbour, create confusion and block other ships. They would then board the TREPANG, kill the crew members and sail out of harbour". Once out of harbour the submarine was to fire an



The BH7, as converted to the M.C.M. role.

## Minesweeper Hovercraft

Designed and built by the British Hovercraft Corporation at Cowes, the BH 7 has been modified to the Mine Counter Measure role. Seven of these 55 ton craft are now in service with the Royal Navy and Imperial Iranian Navy performing such duties as Logistic Support, Coastguard, Fishery Protection and Mine Laying.

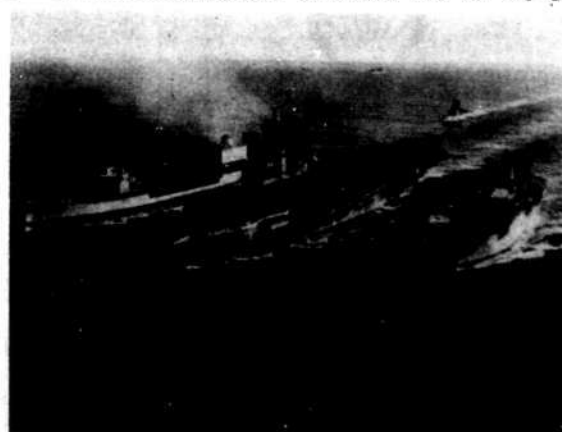
is a severe blow to the Royal Navy, but it should be remembered that she originally was to have been laid up in 1972.

The vessel has just returned from her final operational cruise, a journey which took the carrier to the

## Farewell To The "ARK"

As this edition of "The Navy" is released HMS ARK ROYAL, the largest ship in the Royal Navy and the fleet's last true aircraft carrier is to decommission and lay up in reserve. Her embarked squadrons of Phantoms and Buccaneers are earmarked for transfer to the Royal Air Force while the Gannets AEWs will be broken up.

ARK ROYAL will remain in reserve until the commissioning of HMS INVINCIBLE planned for the early eighties. As a stopgap measure the smaller and older helicopter carrier HMS BULWARK will again be brought forth into the active fleet. The loss of ARK ROYAL



HMS ARK ROYAL, flanked by two Royal Fleet Auxiliaries, makes her way across the Atlantic. Shortly to be laid up, ARK ROYAL will be replaced in the active fleet by the less effective helicopter carrier HMS BULWARK

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underwater to surface missile at New York to create a diversion and allow them free passage.

Fortunately for the USN this true but "fantastic" plan never really got launched. The two men charged with the plan were placed on \$50,000 bail each.

### A Yellow Minesweeper

Observers of naval vessels in Sydney Harbour have been surprised to see the transformation taking place to the former minesweeper HMAS GULL. The craft is being converted to a Sydney Harbour repair ship, including a bright yellow colour scheme covering all visible parts of the boat. The bridge and interiors have been remodelled and all original wiring has been replaced. It is not known when GULL will make the debut in her new role, but one thing is certain — no one will miss her.



The former minesweeper HMAS GULL as she now appears. Her pennant number was subsequently painted over.

### RAN Deployment to South-East Asia

Three RAN ships sailed from Sydney early September for a 10 week deployment to South-East Asia.

The Minister for Defence, Mr D. J. Killen, said the ships, the destroyer tender HMAS STALWART, the fleet oiler HMAS SUPPLY and destroyer escort HMAS TORRENS, would link up with the Daring class destroyer HMAS VENDETTA, which is already on a six month deployment in the area.

Mr Killen said that during the deployment the four RAN ships would take part in a maritime exercise with two Indonesian Navy destroyers, the KRI MONGINSIDI and KRI MARTADINATA, and an Indonesian submarine, the KRI PASOPATI.

He said the exercise, called New Horizon II, would be the fifth in a continuing series which started in 1972.

### HMAS Creswell Makes History

Naval history was made at HMAS CRESWELL, Jervis Bay, NSW, on Monday, 4th September, when a small party of female officer trainees joined their male counterparts for officer training. Previously, trainee officers of the Women's Royal Australian Naval Service (WRANS) did their officer training of about four months at HMAS CERBERUS, near Melbourne.

Eight WRANS Officer Cadets joined 17 midshipmen at HMAS CRESWELL for the initial stage of their training which will last until mid 1979. The students, whose ages range from 17 to 26, will study subjects ranging from Service writing to navigation, seamanship and communications.

Stage two of the WRANS Officer Cadet's training will be devoted to professional courses in communications and supply, the

latter being a new employment for female officers.

For the third and final stage of the two year course, they will consolidate the professional training received during the initial stages of their course.

Five of the female officer cadets come from the ranks of the WRANS. The other three are former civilians.

### Washington Defence Appointment

The Minister for Defence, Mr D. J. Killen announced in September that Rear Admiral John Davidson, Flag Officer Commanding East Australia area, would become the next head of the Australian Defence Staff in Washington.

Rear Admiral Davidson, aged 53, will succeed Major General Peter Falkland who is returning to Australia to take up another appointment.

## OUR COVER

The Japanese Maritime Self Defence Force Guided Missile Destroyer TACHIKAZE heels slightly as she increased to maximum revolutions. Built between June, 1973, and March, 1976, TACHIKAZE is to be joined by her first sister ship in early 1979. She is fitted to fire Standard S.A.M.s from a single MK13 launcher, Asroc anti-submarine missiles, two single 5 inch, 54 calibre guns, and two triple torpedo tubes. Her top speed is 33 knots and she is manned by 280 officers and men.

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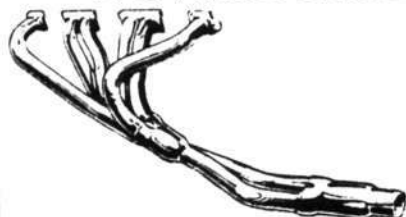
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# THE JAPANESE MARITIME SELF DEFENCE FORCE

## A Pictorial Review

Formed in July, 1954, the Japanese Maritime Self Defence Force, now exceeds 170 vessels of varying size and type.

Of this number, some 134 vessels could be described as warships, with the remainder being support craft, fulfilling the multitude of roles needed to keep the force at combat readiness. The submarine arm now includes 15 boats, comprising three separate classes, while the destroyer force has attained 31 units. Backing up these ships are 15 frigates and 16 corvettes, as well as 5 torpedo boats, 10 coastal patrol craft and 6 tank landing ships. The major armament of the surface units is the American 5 inch, 54 calibre, single gun mount, (also carried by the RAN Perth class), and the 3 inch, 76mm, 50 calibre, twin mount. Few ships carry any anti-aircraft missile system, with only the AMATSUKAZE, (built 1965), and TACHIKAZE, (built 1976), being fitted with a single launcher for standard medium range missiles. Anti-submarine protection is provided by embarked helicopters, (nine ships), Asroc missile systems, (twenty-four ships), as well as onboard torpedo tubes and anti-submarine rocket launchers.

The force's principal training ship KATORI, is fitted with a helicopter deck and hangar and to the casual observer is a true warship in her own right.

The six classes of warship illustrated within this article are:—

1. KIKUZUKI — one of four ships of the Improved Moon of Takatsuki class, she was built by Mitsubishi Jyuko Co, Nagasaki, between 1966 and 1968. She is armed with single 5 inch, 54 calibre guns, 2 embarked helicopters, 1 Asroc missile launcher, 1 four-barrelled rocket launcher, 2 triple MK32 torpedo tubes and is able to reach over 32 knots. Her complement includes 270 officers and men. KIKUZUKI was originally fitted to carry three Dash helicopters, but in 1977 they were replaced by the present aircraft.
2. AOKUMO — a destroyer built in the early seventies AOKUMO was constructed as a unit of the six ship Yagumo class. Her armament comprises four, 3 inch, 50 calibre guns (2 twin), an Asroc Launcher, one four-barrelled rocket launcher, and 2 triple tubes firing MK32 A/S torpedoes. Endurance is 7,000 miles at 20 knots.
3. NATSUGUMO — A sister ship of the AOKUMO, NATSUGUMO can be distinguished by the absence of Asroc amidship and the siting of a helicopter deck and hangar aft to operate Dash, the Drone anti-submarine helicopter. She was built at Uraga and commissioned for service on 25th April, 1969.



Destroyer KIKUZUKI.

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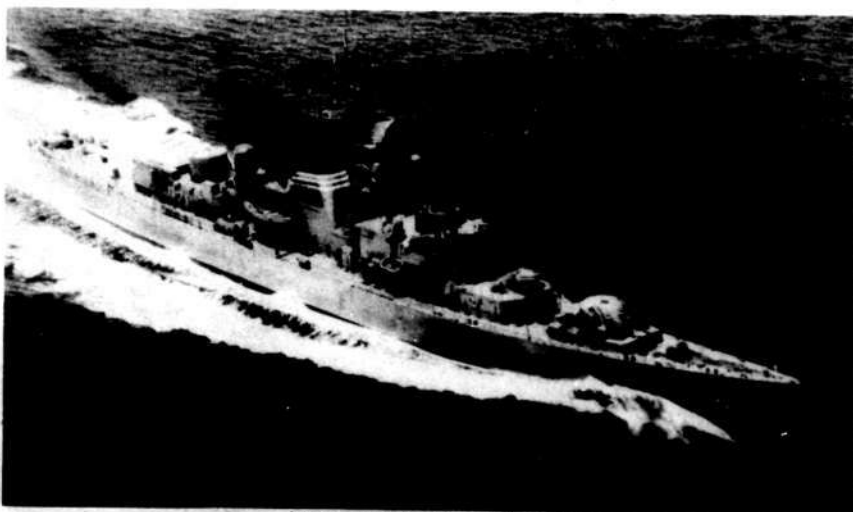
AOKUMO, one of six improved Yamagumo class equipped with Asroc in lieu of Dash.

4. YOSHINO — Displaying the pennant No DE223, YOSHINO is actually referred to as a frigate by the Japanese. She was launched at the yards of Mitsui Zosen, Tamano, on 22nd August, 1974, and completed in February, 1975. She carries two twin 3 inch and one twin 40mm gun mounts, an Asroc launcher and MK32 torpedo tubes. Top speed is in the vicinity of 25knots. YOSHINO is manned by 165 men and is one of eleven ships of the class.
5. KATORI — The Japanese Training Ship, KATORI, was commissioned in Tokyo on 10th September, 1969. She is fitted with a helicopter landing deck aft and an auditorium amidships for trainees. She is armed with two twin 3 inch guns, a four barrelled rocket launcher and the usual

two triple torpedo tubes. Her maximum speed is 25 knots with a radius of action of 7,000 miles at 18 knots. The crew numbers 295, with another 165 trainees embarked.

6. UZUSHIO — A "tear drop" hull submarine, and name ship of the class, UZUSHIO is armed with 21 inch torpedoes, fired from six torpedo tubes mounted amidships. The complement is 80 officers and men. UZUSHIO displaces 1,850 tons standard and is fitted with a bow sonar. Her speeds are 12 knots surfaced, and 20 knots dived. There are 6 units of the class and a further two of an enlarged version have been launched.

Note: The cover illustration of this edition depicts the guided missile destroyer TACHIKAZE

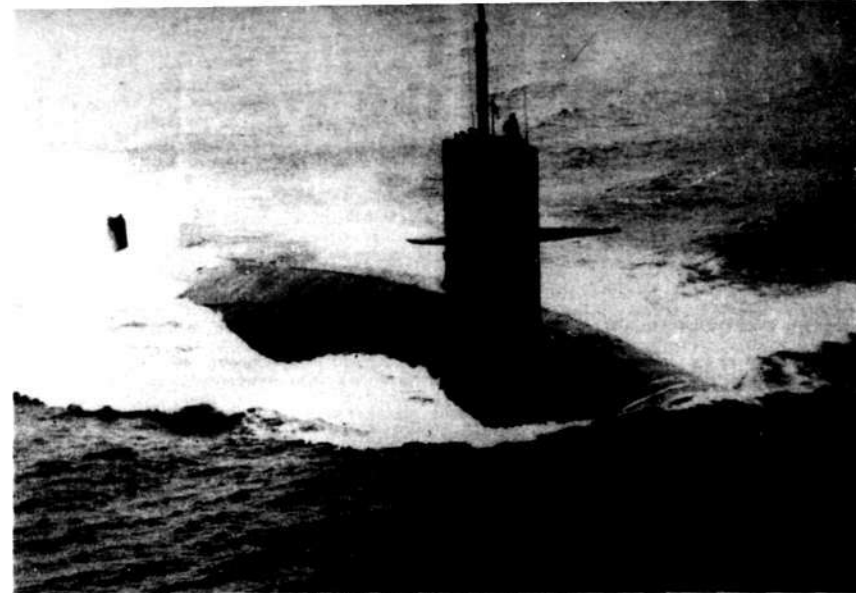


NATSUGUMO is equipped with Dash.





*The frigate YOSHINO.*



*UZUSHIO, a tear drop hull submarine.*



*Training Ship KATORI.*

*Seasonal Greetings to the Royal Australian Navy*



*HMAS HOBART, one of three American built guided missile destroyers of the Perth Class*

*Building Contractors to the Royal Australian Navy*

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## "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 seamaned 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 — 780 Gympie Road, Chermide, 4032.  
Tasmania — 24 Clementina Street, Launceston, 7250.  
South Australia — Box 1529M, GPO, Adelaide, 5001.  
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.

(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

### NOTICE TO ADVERTISERS

The Trade Practices Act, 1974 came into force on October 1, 1974. There are important new provisions in that Act which contain strict regulations on advertising and all advertisers and advertising agents are advised to study those provisions very carefully. It can be an offence for anyone to engage, in trade or commerce, in conduct "misleading or deceptive" in particular Section 53 contains prohibitions from doing any of the following in connection with the supply of goods or services or in connection with the promotion, by any means, of the supply or use of goods or services:

- Falsely represent that goods or services are of a particular standard, quality or grade, or that goods are of a particular style or model.
- Falsely represent that goods are new.
- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
- Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
- Make false or misleading statements concerning the existence of, or amounts of, price reductions.
- Make false or misleading statements concerning the need for any goods, services, replacements or repairs.
- Make false or misleading statements concerning the existence or effect of any warranty or guarantee.

#### PENALTY:

For an individual — \$10,000 or 6 months imprisonment.  
For a corporation — \$50,000.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication.

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## Frigates For Brazil

CONSTITUICAO, third of four Vosper Thornycroft Mark 10 frigates building at Woolston, Southampton, for the Brazilian Navy under a £150 million contract, seen on sea trials. She is the first of the general-purpose version of this 3500-ton frigate design, the earlier ships NITEROI and DEFENSORA being anti-submarine frigates. Main differences between the versions are in the armament, the general-purpose ships having Exccet anti-ship missile launchers amidships and a second Vickers Mk 84.5-in gun aft.

## India to Buy Sea Harrier

It is understood that India will order 10 Sea Harriers to replace Sea Hawks in the carrier force and that the Air Force choice between Jaguar F1 and Viggen will be made in mid-year.

## THE NAVY LEAGUE OF AUSTRALIA

(Victorian Division)

*NOTICE is hereby given that the Annual General Meeting of the Victorian Division of the Navy League of Australia, will be held at The English Speaking Union, 146 Toorak Road (West), South Yarra, on Wednesday, 11 October, 1978, at 7.30 pm.*

### BUSINESS

1. To receive the report of the Executive Committee of the Victorian Division for the year ended 30 June, 1978.
2. To receive the accounts of the Victorian Division for the year ended 30 June, 1978.
3. To elect the Executive Committee for 1978/79.
4. To appoint an auditor.
5. General business.

By order of the  
Executive Committee  
**O. V. DIMMITT**

PO Box 227  
Hawthorn, Victoria, 3122  
Secretary  
22 September, 1978

## THE NAVY LEAGUE OF AUSTRALIA

*NOTICE is hereby given that the Annual General Meeting of the Navy League of Australia will be held in the Conference Room at the Festival Centre, King William Street, Adelaide, South Australia, at 8 pm, on Friday, 27 October, 1978.*

### BUSINESS

1. To receive the Report of the Federal Council and to consider matters arising therefrom.
2. To receive the Financial Statements for the year ended 30 June, 1978.
3. To elect office bearers for 1978/79 as follows:
  - (a) Federal President
  - (b) Federal Vice-Presidents (2)
  - (c) Federal Council Members
  - (d) Auditor
4. General business.

By order of the Council  
**O. V. DIMMITT**  
(Federal Secretary)

PO Box 227  
Hawthorn, Victoria, 3122  
30 September, 1978

# Naval Reserve Cadet News

## CANADA

For years sea cadets from Bermuda have been training at CFB Cornwallis, NS, each summer as guests of the Navy League and the Canadian Forces.

This year, for the first time, Canada sent two selected cadets to Bermuda for seamanship and sail training from July 27, to August 11.

Selection was made from applications across Canada based on the cadets being senior non-commissioned officers, trained in a trade and their performance record.

While in Bermuda they were the guests of the Bermuda Sea Cadet Corps.

and Epauettes for the Best Guard paraded at an inspection will be presented to T.S. Latrobe and T.S. Barwon respectively in October 1978.

The assessment forms used for judging the Units disclosed a very close competition.

The three successful Units deserve warm congratulations for their fine performances and words of encouragement and a "well done" are certainly warranted for all Units comprising the Victorian Division.

The overall keenness displayed throughout the year, which all contributes to the final selection for the awards, has resulted in a marked and significant improvement in all seven Units.

## VICTORIA

"Following the inspection of all seven Units in Victoria earlier this year by the then Commanding Officer of HMAS Lonsdale — Commander K. H. McGowan RAN, the awards for 1978 were as follows. These were approved recently by the then Naval Officer-in-Charge Victoria, Commodore D. H. D. Smyth, AO, RAN.

- Most Efficient Unit — T. S. Voyager (Williamstown);
  - Most Improved Unit — T.S. Latrobe (Yallourn); and
  - Best Guard Paraded at Inspection — T.S. Barwon (Geelong)
- The Navy League Colour for the Most Efficient Unit will be transferred from last year's winner, T.S. Bendigo, later this year. The Lonsdale Trophy for the Most Improved Unit and the Cocked Hat

## International Small Bore Rifle Competition 1978

This match, conducted annually since 1955 by the Navy League of Canada, is open to teams of eight cadets aged 13 to 18 years from units in Britain, Canada, New Zealand, Sweden and Australia. This year it has attracted twenty teams from Australia, units stretching from Albany to Cairns.

The Challenge Trophy for the competition has been provided by The Navy League of Canada and by Royal Consent is known as The Duke of Edinburgh Ship's Bell. Trophies for second and third place winners have been presented by The Navy Leagues of Great Britain and Australia respectively.



Naval Reserve Cadets from South Australia on the Practice Range.

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- (f) Make false or misleading statements concerning the need for any goods, services, replacements or repairs.
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# 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.

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