

Applying the above to Australian Destroyers:—

T.B.D's.	Date of Completion.	Estimated Life.	*Year due for replacement by Auxiliary Patrol Vessels (vide paragraph 3 below).
Yarra ... ..	1911	15 years	1926
Parramatta ... ..	1911	15 "	1926
Warrego ... ..	1912	15 "	1927
Huon ... ..	1915	15 "	1930
Swan ... ..	1915	15 "	1930
Torrens ... ..	1915	15 "	1930
Anzac ... ..	...	...	...
Stalwart ... ..	...	...	...
Tasmania ... ..	...	...	...
Swordsman ... ..	...	...	...
Success ... ..	...	...	...
Tattoo ... ..	...	...	...
	1918/1919	15 "	1933/1934

(2.) Types of Ships recommended for the R.A.N.

Light Cruisers.

Displacement ...	Limited by the Washington Agreement to 10,000 tons.
Speed ...	Sufficiently high to avoid action with enemy Battle Cruisers and not less than 33 knots.
Endurance ...	6,500 miles if possible.
Fuel ...	Oil burning.
Armament ...	7.5-inch or preferably 8-inch, which is the maximum permissible by the Washington Agreement. Anti-Aircraft Guns. Torpedo Tubes if obtainable without a reduction in speed or endurance.
Armour ...	Protected Deck.
Cost ...	Approximately £2,000,000.

The above are the sketch outlines for the design of Foreign Service Light Cruisers now being got out in the Admiralty.

Submarines.

The type of Submarine best suited for the Australian Navy is the Overseas Patrol type, of which the following are the main particulars:—

Endurance ... ..	10,000 miles.
Armament ... ..	21-inch torpedoes.
	Fitted with a powerful W/T set, and suitable for work in the tropics.
Cost ... ..	About £300,000.

The first Submarine of this type for the Royal Navy will be completed in 1925.

Auxiliary Patrol Craft, Minesweepers and Anti-S/M Craft.

The question of a design of vessel or vessels most suitable for the above purpose is under consideration.

(3.) Suggested Building Programme for the R.A.N.

Light Cruisers.

It is recommended that Light Cruisers be laid down so as to replace the existing ships in the years in which they are considered due for replacement, or as near those dates as may be practicable.

Submarines.

It is recommended that the Commonwealth Government obtain six Submarines of the overseas patrol type. H.M.A.S. "Platypus" would be a suitable depot ship. A shore base would be required for the flotilla.

A.P. Craft.

It is recommended that the R.A.N. Destroyers be retained until a satisfactory design of special craft has been evolved.

Summary of Cost of Proposed Building Programme.

	Approximate Year laid down.	Approximate Cost.
		£
1 Light Cruiser replace "Melbourne"	1924	2,000,000
1 Light Cruiser replace "Sydney"	1924	2,000,000
1 Light Cruiser replace "Brisbane"	1927	2,000,000
1 Light Cruiser replace "Adelaide"	1933	2,000,000
2 S/M's ... ..	1924	600,000
1 S/M ... ..	1926	300,000
3 S/M's ... ..	1928	900,000
Auxiliary Patrol Vessels ... ..	...	200,000
		10,000,000

The above programme, if spread over approximately thirteen to fourteen years, making an average cost of, say, £750,000 a year.

The proposed dates for laying down Submarines are based upon the following considerations:—

The building of a Submarine presents many difficulties not experienced with other classes of ship, notably the fitting in of the various components, which calls for considerable experience and very careful overseeing. If the Commonwealth Government decided to build Submarines, the best procedure might be that adopted in the case of the Australian Torpedo Boat Destroyers, the first two of which were completed in England, the third was sent out in sections for erection in Australia, and the remaining three built in Australia.

III.—Repair Ports and Fuelling Ports.

- (1.) Outside Australia.  
(2.) In Australia.

(1.) Outside Australia.

The necessity for a base at Singapore to enable the Main Fleet to operate in the Pacific has been explained above. The completion of this base is considered to be an urgent requirement for the defence of Australia, and it is upon this assumption that the Commonwealth Government is invited to take part in the construction of the Dockyard.

The Commonwealth share may be assessed by estimating the cost of a graving dock suitable for Light Cruisers, together with the necessary workshops and facilities, and this is estimated to be £1,600,000, to be spread over eight years.

This sum could conveniently be employed in the supply of raw and manufactured material from Australia.

(2.) In Australia.

(a.) Repair Ports.

In view of the changed situation that will be brought about by the creation of a large Naval Dockyard at Singapore, the Admiralty recommend that all idea of developing repair ports at Port Stephens and Cockburn Sound should be definitely abandoned.

As regards Sydney, it is recommended that the existing Dockyard should be kept up to date so as to be able to cope with the refits and docking of modern Light Cruisers and Submarines, but that no money should be spent on establishing, either at Sydney or elsewhere in Australia, docking and repair facilities for Capital Ships.

The Naval and Commercial repair facilities in Australia should keep pace with the growth of a Dominion Navy.

The construction of Singapore will remove any necessity for providing a repair port in Australia for the Capital Ships of the Main Fleet, though if large commercial docks are contemplated, it is desirable that they should be capable of taking the largest Man-of-War.