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**Vol. 12**  
**MARCH, 1949**  
**No. 3**

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THE NAVY FOR NEXT MONTH

We hope to deal with a variety of topics in our forthcoming issue of "The Navy," and material for April is already in the hands of the printers. It includes a short story and, among the articles, one on:

SHIPS’ LAND HIGHWAYS

Our contributor “Reuben Ranzo” says that he is not unaware of the fact that railway trains are carried as a matter of regular traffic by ships, as, for example, that of the train ferry service from Harwich, England, to the Continent. But the plan to transport large ocean liners by goods train from the Atlantic to the Pacific Ocean and vice versa, which it is reported, is being worked out by engineers in Mexico, is something new. According to this plan, trucks will carry ships of up to 35,000 tons on a one-hundred-and-fifty-mile railway track across the neck of Mexico, the Isthmus of Tehuantepec. Working scale models have already been produced, and blue prints will be ready by the middle of the year. Anyhow, the report has suggested to “Reuben Ranzo” that an article on the more orthodox of ships’ land highways—the Canals—might be of interest, and he has acted accordingly.

PRIZE MONEY

Prize money is in the air, and something is to be done about distribution of that earned in the recent war, in the near future. With this distribution, the matter of Prize Money will become a thing of the past, for the Act governing the distribution in this case puts “Finis” to Prize Money in the future. We thought, therefore, that something on Prize Money in the past might make a readable article, and one has been prepared for our April issue.

GENERAL

All the usual features of "The Navy," What the Navy is doing ashore and afloat, News of the World’s Navies, Maritime News, Nautical Quiz, Fiction and general articles, and the latest news of the Ex-Naval Men’s Association and the Navy League. Order your April issue of "The Navy" now.
LETTERS TO THE EDITORS

SHIP'S NAMES

Sir,
I have been an interested reader of your fine magazine for several months now, and have enjoyed it thoroughly. Congratulations on a fine publication. I am a keen student of the Navy and its history, and particularly of the ships themselves. Unfortunately, there is not a very big scope here for my information hunting, so perhaps you can help me by suggesting possible sources I could investigate. My main "want" in information is on the type and main details, also dates of addition to and deletion from the Navy (all Empire Navies) of each ship of each name. Quite a tall order, isn't it? Nevertheless, I have acquired quite a lot of information already, but seem up against a brick wall now. Modern ships are comparatively easy to trace, but the old timers of the 18th Century and earlier are very difficult to dig out. The main libraries here do not seem to have a great deal on the subject at all. If you could suggest any way in which I could further my studies in this direction, I would be very grateful indeed. Thanking you in anticipation, and wishing you all the very best.

Yours, etc.,
D. K. Robertson,
Storey Road,
Preston, N.19,
Vic.

Thank you for your letter, for your congratulations on our efforts, and for your good wishes. As you say, the information you are seeking constitutes quite a tall order. I doubt if you will be able to get it locally. You will probably have to go to overseas sources to get what you are after. You are probably aware of the list of ships with lengthy-history names which appears in "Janes Fighting Ships"—page 8. It runs into many hundreds, and gives the dates of the first ship of the name, and the number of ships carrying the name in the Navy's history. But, of course, you want far more than that. In the current issue of "The Navy Year Book and Diary, 1949," published in London by Hutchinson and Co. Ltd., Mr. Francis McMurtrie gives the particulars you require for a limited number of ships, these being: "Amphion," "Arc routus," "Diadem," "Dido," "Euryalus," "Formidable," "Jisa," "Kent," "London," "Penelope," "Revenge," and "Royal Sovereign"—the first of the seven of this last name having been built in 1487. Mr. McMurtrie gives brief details of the careers of all the ships bearing the twelve names mentioned above, which might be of some help to you. But that, of course, is only scratching the surface of your desire. Probably the best thing for you to do would be to write to Mr. Francis McMurtrie—who is Editor of "Jane's Fighting Ships," and who could possibly advise you of your most likely source for the information you desire.


SHIP PARTICULARS

Sir,
Would it be possible for you to supply me with some information concerning a list of ships which I have enclosed. I have prepared a chart for your convenience and if you would be so kind as to fill it in, I shall be indeed grateful. I suppose some of this information I require may be unobtainable for security reasons, then in such cases an estimate or approximate figure will suffice. You may think it odd that I require this information for so large a number of ships, but the fact

Continued on page 7
LETTERS TO THE EDITORS

is that I am a model builder and am also keen to collect the technical data for the models I build. I must apologise for troubling you by sending such a large list but I considered that it was better this way than a few at a time. Please find enclosed stamped addressed envelope to facilitate reply. Trusting you will be able to help me and wishing your excellent and informative magazine all the best.

Yours, etc.,
L. J. P.,
Mount Gambier,
South Australia.

Thank you for your letter and for your good wishes. There does not appear to be any security objections to the supply of the information for which you ask, since it is all published in such publications as "Brassey's" and "Janes", and Lloyd's Register. The chart you forwarded is being completed and posted to you as you request.


BOAT—SHIP

Sir,

When does a boat become a ship? This is not an idle question. A group of us were talking the other day, and mention was made of the hostile reception given by a seaman to the reference to his vessel—"the boat"—if she is of any size—as "a boat." None of us could say what is the essential difference between a "boat" and a "ship." We presume that size has something to do with it. And so we ask, "When does a boat become a ship?"

Yours, etc.,

Interested,
Little Bourke St.,
Melbourne.

Thank you for your letter. Actually it would seem that a ship is always a boat, but that only the larger types—those built for the purpose and capable of undertaking regular ocean and sea voyages and propelled by sail or mechanical means—are entitled to be called ships. The office dictionary says: "Boat: Old English 'bat', 'ship, boat'. Old Norwegian 'beitt', not found in other languages except as a loan from English..." The word is a generic term for watercraft of every description, large or small, whether used on the sea, on rivers or lakes, and no matter how propelled, whether by oars, a single paddle, a pole, steam or internal combustion engine, or electricity..." "Ship: Old English 'scip', Middle English 'ship', Old High German 'scip', Old Norwegian and Gothic, 'skip'. Any large vessel used for navigating the sea, propelled by sails, steam, or other mechanical means." Specifically, of course, a ship is a three-masted—or more than three-masted—vessel with a bowsprit, square-rigged on each mast.

Ed., "The Navy."
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Vol. 12 MARCH, 1949 No. 3

SEACON TRAVEL ESSENTIAL

In a statement he made on the 8th of last month—published in full elsewhere in this issue—the Minister for the Navy (Mr. Riordan), discussing the Royal Australian Navy's new advanced base at Manus, in the Admiralty Islands, said: "Apart from the strategical advantages it presents geographically, it enjoys as well, despite its location, the advantage of being a comparatively easy place to defend against raids, principally because its main harbour, Seeadler Harbour, is almost enclosed by sheltering islands and reefs and also because the nature of the country has made possible the construction of airstrips for bombers and fighting aircraft possible."

In this column of "The Navy" in our issue of July last, it was suggested that the role of Manus in its new role lies in our ability to hold it should circumstances demand. And, at the risk of tedious repetition, it is suggested that our ability to hold it would, in a war, depend essentially not only on the scale of defence it might be possible to mount in the Admiralty Islands themselves in relation to the scale of attack, but upon our ability to deprive the enemy of sea communications, and to secure those communications for ourselves.

EXAMPLES OF THE PAST

Whilst it might be considered temerity to harp on this, apparently obvious, aspect, one is fortified in so doing by examples of the past. For many years Singapore was a hostage to British fortunes in the Far East, its strength dependent entirely on Britain's ability to maintain sea communications with the fortress. To again quote Admiral Sir Herbert Richmond in his remarks on Singapore in his "Statesmen and Sea Power": "Unless aid could have come in a shape in which it could deprive the enemy and secure for the British, the sea communications of the invading and defending forces respectively, the fall of Singapore, sooner or later, was inevitable; as the fall of every isolated fortress on land or at sea has been inevitable throughout the whole history of war."

In the event, despite the best intentions, that aid was not forthcoming. Yet, according to the U.S. Naval Historian, Captain S. E. Morison, in his third volume of the "History of United States Naval Operations in World War II," "Marshall Wavell told Admiral Hart as late as 31 January, 1942"—when it was clear that such aid could not come—"that the island of Singapore could hold out indefinitely, although he admitted that it could no longer serve as a fleet base, and the order had already been given to evacuate ground forces from the peninsula." The island of Singapore capitulated to the Japanese a fortnight later.

Other examples are not wanting. In the same volume of his History, in dealing with the Philippines campaign, Captain Morison says: "It would be presumptuous in this, a naval history, to follow the operations of the Japanese troops ashore, when they came to grips with the 11th and 21st Infantry Divisions of General Wainwright's North Luzon Force. We can only remind the reader that the Philippines Campaign of 1941-42 was primarily an Army show, and that the full story of it must be told by Army historians. We must candidly admit that the pitifully few ships and planes of the sadly inadequate Asiatic Fleet were unable to prevent the enemy from landing wherever he chose, or even to delay his efficient timetable of conquest."

It is in this last sentence that lies the whole story of the Pacific War of 1941-1945. It was throughout the story of the over-running and capture of advanced bases, made possible by command of the sea, and operating in the flow and counter flow of two great waves of Naval-Air power, in the first place Japanese, in the second Allied. As the instruments of the "sadly inadequate Asiatic Fleet were unable to prevent the enemy from landing wherever he chose, or to delay his efficient timetable of conquest."

It could happen again.

SEA CONTROL ESSENTIAL

Sea control is essential to our defence of the new advanced base at Manus Island, should circumstances in the future make that defence necessary. Sea control is essential, also, to our defence of Australia generally. We are not only seafarers and therefore, as an island, dependent upon sea communications for our security against an overseas aggressor; our whole internal economy is dependent upon our coastal sea communications. As has been said, the Indian Ocean does not end for us on the coasts of Western Australia. It ends on our South East coast, where the Pacific begins. A large section of our lines of communication with India, South Africa, and the Middle East to the westward, lies in Australian coastal waters. The iron ore of Whyalla; the limestone of Tasmania; essentials in our economy no less than in war, must be seaborne to the steelworks of New South Wales, as must the products of those works, and the coal of the New South Wales coast, seaborne to their distribution centres in other States.

No peoples in the world are more dependent upon sea communications than are those of this island continent, and our future lies in our ability to maintain the integrity of those communications.

IT COULD HAPPEN AGAIN

It might be argued that today there is no question of the integrity of those communications being maintained. The Naval-Air powers of the world are the United States of America and the countries of the British Commonwealth. That is so. But the same conditions obtained in the years immediately following the First World War. At the conclusion of hostilities in 1918, Great Britain occupied a position of naval supremacy as great as she had ever enjoyed. The United States of America was strong also. European navies had practically ceased to count in the naval scheme. Japan, next in strength, was an ally. The picture had never looked more secure.

Yet in a comparatively few years, and to an extent none would have believed possible, the balance had changed completely. Shortly after the outbreak of war in 1939, the British Commonwealth was fighting for its life with inadequate naval resources strained to the uttermost. And when Japan entered the war in December, 1941, she could muster in the Pacific greater naval strength than the United States and the British Commonwealth combined. Events have a habit of moving quickly.

We have made, here in Australia, a good post-war start in building up an effective Navy combining surface and air power. The development of Manus as a Naval Base imposes upon us not only no reduction of that power, but an increase commensurate with our liabilities.

The Navy is your guide to Naval Affairs

March, 1949
Raymond Cappy is one of the bright pupils at the Royal Hospital School; with a sense of fun and boyish high spirits.

A DAY IN THE LIFE OF RAYMOND CAPPY
THE ROYAL HOSPITAL SCHOOL AT HOLBROOK, SUFFOLK, ENGLAND, EDUCATES THE SONS OF OFFICERS AND RATINGS OF THE ROYAL NAVY AND ROYAL MARINES.

Not far from the important Royal Naval station of Harwich, and overlooking the broad reaches of the River Stour where it empties into the North Sea and forms the boundary between Essex and Suffolk, stands a fine school for boys. It is the Royal Hospital School, at Holbrook in Suffolk, where the sons of officers and ratings who are serving or who have served in the Royal Navy or the Royal Marines receive an excellent education with a sea background.

Established in 1715, the Royal Hospital School was originally situated at Greenwich, but was transferred to its present site, about six miles from Harwich and approximately the same distance from Ipswich, the market town and county town of Suffolk, in 1933.

It has antipodean associations, for the land on which the school now stands was given by Mr. G. S. Reade, of Auckland, New Zealand, a native of Holbrook, and one who had a great admiration for the Royal Navy. Mr. Reade died in 1929, and left practically the whole of his considerable estate in trust for Greenwich Hospital, in recognition of the work done by the Royal Navy in the First World War.

The Royal Hospital School, which is a boarding school, charges no fees. Admission is restricted to the sons of officers and ratings, and priority is given to those whose fathers have served as ratings, or who were killed or died on service.

The boys are taken in to the school between the ages of 11 and 12 years, and remain there until they are 15 or 16. They do not necessarily go into the Navy, although a large proportion of them do, unnaturally, follow the profession of their fathers. The School is run on Naval lines, but education is given by civilian masters, with Naval men to give nautical training.

In the accompanying series of photographs some indication is given of a day at the Royal Hospital School in the life of Raymond Cappy, an 11-year-old student.

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Top: After P.T. we find him with the rest of the boys enjoying the daily shower.
Centre: In the School Chapel, Raymond-centre front-sings in the School Choir.
Lower: Here, at the last Speech Day, Admiral Burrough, Commander-in-Chief. The Hove, inspects the Speech Day Parade. Raymond, top of his form, received his prize from Admiral Burrough on Speech Night.
All British Official Photographs by courtesy of the Central Office of Information, London.
MAINLY ABOUT ANCHORS

A ONE-TIME COLOMBO PILOT TELLS OF EXPERIENCES WITH THE EMBLEM OF HOPE IN THAT—AND OTHER—PORTS, AND SEEKS FOR ADVICE ON THE UBEL AGAINST THE DUTCHMAN AS A SEAMAN.

By Captain H. V. Warner

It was recently reported that attempts would be made to recover an anchor and cable lost by a steamer in the Spencer's Gulf. In such a search there is a large element of luck, but luck alone does not carry the anchor on to the sea bottom. It is the natural equivalent of searching for a needle in a haystack, only more so.

The salvors not only need to have a very accurate knowledge of the position of the anchor, but also of the bottom of the sea where it was lost must be fairly hard. If the ground is as soft at all the anchor and cable will settle in slowly with surprising rapidity. I can recall many instances of anchors being lost during the war at Colombo Harbour and I can vouch for the fact that many are lost, but few recovered, though sometimes the "Angel that sits up aloft" does her stuff and they are found.

A large liner was berthing in Colombo one day when a pin fell out of a shackle while she was anchoring and her four-ton anchor, with 90 feet of heavy cable chain, was lost. Within half an hour a powerful steamer, launching a heavy grapnel, started to drag for it. The position was known to within 50 feet, yet it was three weeks before the anchor was recovered.

Divers went down with steel probes thrusting into the sand. Then they called for high pressure water hoses to wash away the sand while one of them dug out the anchor with the probes. They found that the search had been abandoned—the ship sailed.

For three weeks one ship after another used the berth each for a day or two. Then came a ship with a full cargo for Colombo and she stayed in the berth for several days. Her anchor sank deeper and deeper as the days passed until it probably reached hard ground. When the ship was sailing and her anchor was being hove up, the liner's anchor came up, too, one being hooked to the other.

Strangely enough, while this anchor was missing, one of His Majesty's ships held a dance on board. While stepping from a boat on to the gangway, a lady missed her footing, and, in grasping a man-rope to save herself, a valuable ring slipped from her finger, falling into the sea. There was little hope of recovering it, but as a sympathetic gesture the Navy dredged a river over next day to make a search. He went down into three feet of the gangway and long before he touched bottom was in total darkness due to soft mud.

Slowly he descended through the last few feet of thick mud until at last he touched hard ground. He put out his hands to steady himself and one of them closed over the ring. He at once made the report, which was interpreted by those in his boat to mean that he was in trouble, so making their surprise when he broke the surface with the ring in his hand.

One of the best stories, almost incredible to a seaman, is that of a ship which came into Colombo in 1920. She had old-fashioned anchors which dropped from a hooked rail by merely knocking out a pin with a heavy hammer. A carpenter's mate was stationed getting the order. The pilot shouted, "Port anchor. Let go." Out went the pin and down went the stern anchor. A carpenter's mate was stationed on the forecastle to save herself, but before she had time to do anything he reported that she had been discovered by his mate. When the masons went to repair the wall, they were stopped by a British officer if he read the agreement which stipulated that they had to build to the specifications and standards supplied to them by the purchaser as the price of the ship. The engineer produced an agreement in duplicate typescript. The engineer asked the purchaser to pay any charges that might have been incurred, so permission was asked to demolish it.

When the masons were ready to start, they moved up the wall, they were stopped by the British officers. They had bought some live pigs, they had been allowed to sell them, but not to live in the engine-room no harm would have been done, but they had been refused to live in the engine-room, so all were impressed by the impression of the officer, a man arrived he was asked if he was a Muslim merchant who had quite willing to sell it at a price, he at once made the payment. That was agreed upon.

In such a search there is a large element of luck, but luck alone does not carry the anchor on to the sea bottom. It is the natural equivalent of searching for a needle in a haystack, only more so.

When the engineer arrived he was asked by the pilot if he had read the agreement.

The Mate walked forward, let go the anchor with a suitable scope of chain, walked aft and again, and addressing his brother, said, 'We've found an anchor near the bottom end of the ship is on anchor. You can do what you like with yours.'

While anchors are intended for the purpose of mooring a ship and holding her in place, they sometimes have to be used in emergency to prevent a break in the chain, so much depends on the skill and judgment of the officer in charge of the operation.

I well remember the case of a big liner coming up to Colombo with too much speed. If all had gone well in the engine-room no harm would have been done, but they had been refused to live in the engine-room, so all were impressed by the impression of the officer, a man arrived he was asked if he was a Muslim merchant who had quite willing to sell it at a price, he at once made the payment. That was agreed upon.

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I have a funny experience once on a foreign ship in which all the officers and engineers were part owners. They had bought her cheaply during the slump and they all seemed to take full advantage of their position as owners. I had to take her from dry-dock, which had not been dry from the liquor point of view. Nearly all the ship’s company were well illuminated.

It was important to get her clear of the dock before dark, as another ship urgently required to enter. I could get no tug, but as she was not very big I felt that the Captain was entertaining someone in his cabin, so I went to the bridge and rang “Stand by Engines.”

There was no reply, so I informed the Captain, who assured me that the engines were ready. Therefore I gave an order to the helmsman and rang “Slow Ahead” on the engine telegraph to straighten up the ship. I got no reply from the ship’s officers, with out waiting for orders, cast off the warps, leaving the ship to be handled by the helm and engines.

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On the same day, Petty Officers working hard to link the various Companies in the State into a body that will be ready for posting to the depot and future home of sea training was mapped out, and it was found necessary to lower the whole of the Island by about nine feet six inches, to gain a flat surface on which to construct the necessary buildings. It was found that approximately 1,000 tons of rock would have to be removed by blasting. It was also realised that the area of the island was too small; it decided to enlarge it by reclamation. A wall was built from the rock, with a total length of 279 feet, eight feet high, and five feet thick. The rock blasted from the wall was utilised to form the four sides of the area, and the island of the area was increased by one third. All this work was done by the little unit headed by the officers and, with only very small means and without financial assistance, between July, 1931, and January, 1932.

As a result, this redesigned island, within a few months there had been built—in spare time, on days when no one was actually needed—"a model depot, on perfect Naval lines, to be officially opened on the 26th. November, 1931," according to the half of the Minister for Defence.

That is one instance of what can be done by the Sea Cadets have done, and are doing, in Australia. And they are extending their operations. Queens-land has a programme underway, and the formation of Navy Sea Cadet units is being pushed ahead there also.

In the meantime, encouragement and assistance are being given to the Sea Cadets by the Naval Board to approved Companies, and the Sea Cadets in Australia show promise of developing into an organisation as efficient and as useful to the country as that at present in being in the United Kingdom.

In the Navy League, as in the Royal Navy, the growth of the Sea Cadet movement can be measured in practical ways. In the United Kingdom, the Sea Cadets in this country have not hitherto had the advantage of official recognition. This situation must be remedied, and in preparation for the day when the Commonwealth Parliament will become the law, the Corps throughout the South Wales and Victoria is undergoing extensive re-organisation.
CAPTAIN H. L. HOWDEN, C.B.E., R.A.N.

Captain Harry Leslie Howden, C.B.E., R.A.N., Naval Officer-in-Charge, Fremantle, Western Australia, was born in Wellington, New Zealand, on July 4th, 1896, the son of Patrick G. Howden, of Edinburgh, Scotland, and New Zealand.

Educated at Wellington College, Captain Howden went to sea as a boy, and was appointed Midshipman, R.A.N., in October, 1916, being promoted Acting Sub-Lieutenant in July of the following year. During the 1914-18 War he served overseas in H.M.S. "Benbow" and H.M.A.S. "Sydney."

He was promoted Lieutenant on the 5th May, 1919, and Lieutenant-Commander in May, 1927. The following year, having passed the preliminary examination in Japanese in June, 1927, he was appointed as an attaché to the British Embassy, at Tokyo. Following a period there, Captain Howden had various sea appointments, and while Commanding Officer of H.M.S. "Mantis" on the Yangtze-Kiang River, China Station, he was promoted Commander in December, 1931.

During his naval career, Captain Howden has served several terms of exchange duty in the Royal Navy, including a term at Admiralty in the Naval Intelligence Division. From 1932 to 1933 he was appointed to H.M.A.S. "Albatross," and in 1933, when the "V" and "W" Class destroyers came out to Australia from England, he was Second-in-Command of the Flotilla, in command of H.M.A.S. "Vampire" for the voyage out, being appointed to H.M.A.S. "Canberra" on arrival in Australia.


Shortly before the outbreak of war in 1939, he was appointed Commanding Officer of the cruiser H.M.A.S. "Hobart," and in October, 1939, left Sydney in that ship for Singapore en route to the Middle East. "Hobart" being the first ship of the R.A.N. to operate in that area during the 1939-45 War. The months up to the entry of Italy into the war in June, 1940, were spent in the Indian Ocean and Red Sea, "Hobart" being at Aden when she received the signal to commence hostilities against Italy, her first shots being fired two days later against Italian aircraft raiding Aden on the 12th June.

During August, 1940, "Hobart" carried out valuable work during the British evacuation of Berbera, British Somaliland. She was Headquarters Ship throughout the operation, and her Ship's Company performed excellent service, manning her own boats and harbour tugs, carrying out demolitions ashore, and evacuating troops and other personnel. At 0745 on the morning of Monday, 19th August, 1940, "Hobart" commenced bombarding Berbera, and, letting the work of the demolition parties, and an hour later, on the successful conclusion of a difficult operation, sailed for Aden.

For his services on this occasion, Captain Howden was made a Commander of the Order of the British Empire.

"Hobart's" operations in the Middle East included a period of service in the Mediterranean from July to December, 1941, in which last-named month she passed through the Suez Canal on route for Australia and the Far Eastern War.

"Hobart" operated in Malayan and Indonesian waters during January and February, 1942, and took part in the final operations leading up to the Battle of the Java Sea. Captain Howden being Mentioned in Despatches for his services during this period "For bravery and endurance when H.M.A.S. 'Hobart' was taking convors across the China and Java Seas in the face of sustained enemy attacks."

After some three years in H.M.A.S. "Hobart," Captain Howden relinquished command of the cruiser in June, 1942, and has since held Command appointments in various of H.M.A. Shore Establishments, including that of Captain Superintendent of Training, Flinders Naval Depot; and Commanding Officer, H.M.A.S. "Penguin," Sydney—during which period he was for a time acting as Naval Officer-in-Charge, Sydney—previous to his assuming his present appointment as Naval Officer-in-Charge, Fremantle.

Captain Howden married, in May, 1931, at Hankow, Vanda, daughter of Mr. W. Saunders Fiske, of Kensington, London.
OURS ARE VULNERABILITY TO IT IS A REMINDER THAT THE NUMBER AND STRENGTH OF SUITABLE ae ESCORTS NEEDED DEPENDS UPON THE INTERESTS WHICH THEY HAVE TO DEFEND.

COMMERCe destroying—the "guerre de course," as the French call it—has for long been a recognised form of sea warfare. It is not, as we have learned from hard experience in our own lifetimes today, of inflicting severe losses upon the maritime nation against which it is practised. But even today, when the submarine and the aeroplane have given the practice such advantages not formerly possessed by them, it is not on its own decisive.

Circumstances have changed since Mahan wrote in "The Influence of Sea Power Upon History." "Such a war, however, cannot stand alone; it must be supported by the means of the land phrase; unsubstantial and evanescent in itself, it cannot reach far from its base. That base must he either home ports, or else some solid outpost of the national power, on the shore or the sea; a distant dependency or a powerful fleet. Failing such support, the cruiser can only dash out hurriedly from the home, and its blows, though painful, cannot be fatal."

In the two world wars of this century this, fundamentally, remained true. It certainly holds that surface raiders were concerned. In both wars they did considerable damage; but in neither war did their activities continue undiminished throughout both. The improved communications, and the greater mobility of the forces hunting them down, reduced their capabilities in comparison with what they were able to do in earlier maritime wars.

Mahar quotes the French historian, Bon Louis Henri Martin, as telling how the French, reduced by long neglect of the navy to a cruising warfare, "from June, 1756, to June, 1760, captured from the English more than twenty-five hundred merchantmen through the activities of privateers. "In 1761, though France had not, so to speak, a single ship-of-the-line at sea, and though the English had taken two hundred and forty of our privateers, their commanders still took eight hundred and twelve vessels."

The big factor in the two recent wars has been the submarine, less dependent in its cruising on home ports or solid escarpment of the post of the national power; able to strike swiftly and devastatingly from concealment; and, having struck, more difficult to track down and destroy. In the recent war, the aircraft developed as an additional factor, both as an aid to the submarine and as a menace in itself.

Yet, even so, and in spite of the very heavy losses inflicted, the enemy was not able to make a war on commerce decisive.

In its counter measures, the British Navy followed the pattern of the past—the convoy, and the escort vessel. The need for such vessels to protect her trade has always been paramount with Britain in her wars, and has compelled her approach to problems of international naval disarmament. Lord Barham—at the time Sir Charles Middleton and Senior Sea Lord—expressed this need in 1793, when he told Pitt in a letter of his conviction that "the French were to direct their efforts at sea primarily against Britain's trade, and that it was a matter of urgency that the naval building programme should be directed towards countering this form of warfare."

"He advised," recalls Sir Herbert Russell in "Sea Shepherds," "that only a sufficient number of ships-of-the-line should be built to 'overawe those of the enemy,' but that the shipyards should concentrate on the rapid construction of very large numbers of frigates, corvettes, sloops, brigs and cutters for the protection of the merchantmen against the raiding tactics of the 'guerre de course."

"This letter is of historic importance, for as Commander (now Rear-Admiral) K. G. W. Dewar pointed out in a paper on 'Oversea Commerce and War' which was awarded the 1912 gold medal of the Royal United Service Institution, Sir Charles Middleton really expounded the principle 'that the number of battleships required is mainly governed by the strength of the enemy's battle fleet, but that the number of cruisers and small craft depends upon the merchantmen which they have to defend.'"

"It was not until Napoleon developed his grandiose schemes for the blockade of England that the full fruits of this policy became apparent. In 1804 this country—Britain—possessed 73 ships-of-the-line and 376 cruisers, of all types; in 1809 the corresponding figures reached the peak point of the French Wars at 113 and 684 respectively.

The adoption of convoys in the 1914-18 War was brought about only after long controversy. There were objections to the institution of convoys both among Naval Officers and those
of the Merchant Service. Naval objections rested in the main on the number of escort vessels that would be needed, on the fact that convoys presented too big a target for U-Boats, and that, "they would never be able to keep merchant ships sufficiently together to enable a few destroyers to screen them. It was different with warships which they could keep in a 'lock-up' formation.

(Admiral Jellicoe, at a meeting of the War Committee, on November 2nd, 1916.)

Admiral Bacon records that at a meeting of Merchant Service officers called at the Admiralty, the more important objections raised by those officers were "that it would be impossible for the ships of the convoy to keep even reasonable station at night if the ships extinguished their lights. They had none of the station-keeping instruments fitted in men-of-war, no manoeuvring valves in their steam supply; nor, since their best officers were serving in the Navy, had they anyone competent to use them if they were fitted at all. The passage was made, he said, that sea-training and practical experience, it would be folly to put ships of the type they wished to convoy."

On the other hand, Naval Officers who had to deal with the movements of shipping, while generally agreeing that the views of the Merchant Service were sound, pointed out that experience had shown that the Merchant Service Officers had carried out every task imposed on them by the Admiralty. The reason for this was that experience had shown that Officers were sound, "pointed out while generally agreeing that the best officers were serving in the Navy, had they anyone since their best officers were serving in the Navy, had they anyone competent to use them if they were fitted at all. The passage was made, he said, that sea-training and practical experience, it would be folly to put ships of the type they wished to convoy."

In any case, by 1917, the sinkings of British Merchant Ships by U-Boats had reached such a point that they had set off the time of their parting against the names of such as we knew, but they chiefly parted in the night; I hope, Lordships will be pleased to consider that it was totally impossible for the officers of a man-of-war to tell the names of all the merchant ships, particularly as there were not above eight or ten out of a hundred sail that kept their stations or behaviour tolerably well. During the time the 'Maidsone' was in company I wrote to Captain Gardner to beg that he would order one of the eight or ten sail in the rear to pay attention to my signals; notwithstanding which, when we were below Cape Antonio, between twenty and thirty sail brought-to to buy turtle, the 'Maidsone' being at that time in charge of the vessel that came up of the masters of the merchant ships acquired, Captain Gardner that their passengers were on shore purchasing turtle, and they could not make sail. This Captain Gardner informed me of before we parted during the night, and that many of them gave him impertinent answers when he hailed them, and that it was impossible for him to make them pay attention to their duty."

For their part, "many of the masters of the merchant ships acquainted the officers of the Pallas that they thought it entirely owing to our steering so much to the eastward that we met with the calms which occasioned the long passage. The existing plenty of work, he said, had induced a feeling of prosperity and security—with increased demands and consequent rising costs. Mr. Barrie said that the incentive of serious competition was for the first time inoperable, and an all-round slackening of effort was the result; and he commented that it seemed a pity to have to wait for difficult times to provide the effective incentive to increased output when realisation now of the urgent need for it might change present conditions into those of real and lasting prosperity.

AUSTRALIA'S FOOD EXPORTS

With the exception of dairy products and some meats, the Commonwealth's food exports in the first six months of 1948-49 showed a healthy increase, according to a statement by the Minister for Commerce and Agriculture (Mr. Pollard). Butter and processed milk exports declined slightly, but total dairy production increased and more was being held in store. Export of wheat to the United Kingdom was held back to the level of prewar trade, and sugar exports showed the industry recovering from the effects of the sugar rehabilitation plan, a 600,000 dollar subsidy provided for the construction of some 260,000 tons of new ships has been approved by the Italian Council of Ministers, says a report in the "New York Herald Tribune." The subsidy will be over all with a beam of 75 feet, and will cruise at 19 knots. One hundred and twenty-eight first-class passengers will be carried, and cargo space amounts to 222,000 cubic feet. The vessel will have a "yacht-like, stackless contour, and what little smoke or vapour arises from the ultra-modern engine room will be expelled through vents, or dorsal-like fins, from the vessel's sides. The new liners have incorporated in their design the latest in naval auxiliary craft or troopships which should be put into service for the protection of Australia's food exports.

ITALIAN MERCHAND MARINE

As part of Italy's merchant marine rehabilitation plan, a 60,000,000 dollar subsidy program for the construction of some 260,000 tons of new ships has been approved by the Italian Council of Ministers, says a report in the "New York Herald Tribune." The subsidy will be

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in the form of State-advanced credit up to 40% of the cost of construction or on order of passenger ships and special ships including oil tankers. Ships built under the programme will be exempt from requisitioning and from carrying compulsory cargoes during the first five years, and profits earned from them will be exempt from income tax.

**TYPE OF SHIPS VISUALISED**

Four large Italian liners are in operation today, including the "Conte Grande," "Conte Biancamano," "Santurio," and "Vulcano," of approximately 10,000 gross tons each, and all built under various Italian subsidy programmes. No such large liners are anticipated under the present plan. The most likely type of ship to be built, it is understood, is combination cargo ships of approximately 10,000 tons.

**CUNARD "CARONIA" AROUSES INTEREST**

During her stay in the port of New York on her maiden voyage across the Atlantic, the new Cunard liner "Caronia," was visited by nearly 7,000 persons eager to see over her. On the one day on which she was thrown open to the public, 5,000 visitors, in a joint effort to spur the new Cunard liner "Caronia," has been delivered to the Russians. after successful trials, has been in the scope of the Bill—in respect of those entitled to receive prize money—has been extended to include: Members of the Naval and Marine forces as Commodores of Convoys, for or on their behalf; Pilots in merchant aircraft carriers; Gun crews in defensively equipped merchant ships known as "Demas," Members of the Royal Artillery who rendered similar service. The total amount of Prize money it is proposed to distribute is approximately £125,000.

**SHIPPING IN CANADA**

The Dominion government is taking steps to speed the construction of modern passengers passing through the country. The new base is located south of the O'Higgins Base, which was established in February of last year.

**PRIZE MONEY**

In the February issue of "The Navy," a reference was made in this column to the Prize Bill introduced to the House of Commons in Great Britain. Since the scope of the Bill—in respect of those entitled to receive prize money—has been extended to include: Members of the Naval and Marine forces as Commodores of Convoys, for or on their behalf; Pilots in merchant aircraft carriers; Gun crews in defensively equipped merchant ships known as "Demas," Members of the Royal Artillery who rendered similar service. The total amount of Prize money it is proposed to distribute is approximately £125,000.

**PATRONESS OF ARTILLERYMEN**

The Californian town of Santa Barbara was presented by H.M.S. "Excellent," the Argentine shipping company, and the Association of Shipbuilders, to the School of Naval Gunnery at Whistle Island, with a model of the ship. The "Excellent," in a joint effort to spur the new Cunard liner "Caronia," has been delivered to the Russians. after successful trials, has been in the scope of the Bill—in respect of those entitled to receive prize money—has been extended to include: Members of the Naval and Marine forces as Commodores of Convoys, for or on their behalf; Pilots in merchant aircraft carriers; Gun crews in defensively equipped merchant ships known as "Demas," Members of the Royal Artillery who rendered similar service. The total amount of Prize money it is proposed to distribute is approximately £125,000.

**NEW YORK SHIPPING**

With the exception of ships on U.S. Registry, Great Britain had more ships than any other nation entering New York in December of last year. Of the 635 ships which entered the port, 298 were American and 341 foreign. Of the British ships, 52 Norwegian, 34 Danish, 31 Panamanian, 26 Swedish, 24 Dutch, 10 Greek and 10 Italian, 2,000 tons, were listed as cargoes. The new base is located south of the O'Higgins Base, which was established in February of last year.

**SOUTHAMPTON CARGO SHIPS**

In the February issue of "The Navy," a reference was made in this column to the Prize Bill introduced to the House of Commons in Great Britain. Since the scope of the Bill—in respect of those entitled to receive prize money—has been extended to include: Members of the Naval and Marine forces as Commodores of Convoys, for or on their behalf; Pilots in merchant aircraft carriers; Gun crews in defensively equipped merchant ships known as "Demas," Members of the Royal Artillery who rendered similar service. The total amount of Prize money it is proposed to distribute is approximately £125,000.

**SUBMARINE FOR PORTUGAL**

The British Government recently transferred the submarine "Spy" from the Royal Navy to the Portuguese Navy, the ceremony of transfer taking place at Spithead. The submarine had been overhauled by the Royal Navy's Own Exhibition stand in London. At the Royal Naval Exhibition stand provided a schoolboy's dream of heaven in the shape of a complete Engine Room, and a replica of the starting platform of a destructor, it was equipped with all the normal accessories, including the control room, steering gear arms, radio and telegraph relay, controls, and controls. Boys who were able to produce conditions which would obtain in a destructor under running conditions; and were also able to work a Fire Control Box which would operate model guns at a distance of 10 feet.

**U.S. NAVY FORECASTS SUNSPOT DECLINE**

Capt. W. O. Smith, Superintendent of the U.S. Naval Observatory, predicts a decline in the number and frequency of sunspots for several years, according to a report in the "New York Times." The Observatory points out that while the effect of sunspots was a matter of controversy, the spots themselves are very real, ranging in size from small ones only a few hundred miles wide, to "huge areas, many times the earth's diameter." The spots are defined as "turbulent regions in the sun's atmosphere which are many degrees cooler than their surroundings." The spots are believed to affect both weather variation and radio. In 1947 they reached the peak of cycles timed by the U.S. Naval Observatory as lasting eleven years.

**SHIPS OF APPROXIMATELY 10,000 GROSS TONS**

On the 1st. January of this year, ships under construction or order for the British merchant line aggregating 1,173,430 gross tons, and two dredges. The merchant vessels include two passenger liners for the American Export Lines; 64 oil tankers; two ferry boats; three combination passenger-cargo ships for the American Export Lines; and one bulk carrier.
was not regarded as closed. had been made good, but the case that the damage was slight, and doing so. "The Civil Lord said otage if they had a motive for sab­ to the machinery would have all appropriate security precau­ which had been installed by the yard control, and machinery that had been installed by the main machinery contractors had not been finally accepted. Despite all appropriate security precau­ations, a number of persons who must necessarily have had access to the machinery would have been in a position to commit sabotage if they had a motive for doing so." The Civil Lord said that the damage was slight, and had been made good, but the case was not regarded as closed.

ROYAL NAVAL LEAVE INCREASED

Leave periods which have been in force in the Royal Navy since the end of the war have become broadly the basis of a permanent scale, but further concessions are granted to officers and men, accord­ing to the Admiralty News Summary. Those serving in home establishments and ships in home waters are now entitled to an addi­tional four long weekends a year, bringing their leave up to thirty days and twelve long weekends. Officers and men serv­ing in North Western Europe will, in addition to their previous 42 days annual leave, now receive 21 days disembarkation leave on returning to Great Britain, if they have had their families with them during their foreign service. The annual leave period for those serving in sea­going ships of the Home Fleet remains at 42 days.

U.S.N.'S NEW ATTACK PLANE

Described as carrying the heaviest concentration of torpedoes, rockets and machine guns ever built into a single-engined carrier­based aircraft, the new U.S.S. attack plane, the Martin AM-1 Mauler, has been undergoing tests from the carrier USS "Kearsarge," off the Atlantic Ocean. Weighing 22,000 lb. gross, the Mauler has a wing span of fifty feet one inch, is forty-

one feet six inches long, and stands sixteen feet eleven inches in height. It is powered by a Pratt and Whitney R-4360-4 en­ gine. The new aircraft has a crew of one, and a range of more than 3,000 miles, with a speed of over 300 miles an hour. Except for guns in the leading edges of the wings, all armament is carried in a central gun compartment under the wings and fuselage.

Wrens Special Entry Officers

The Royal Navy has invited applications from suitable women for special entry to officer rank in the Women's Royal Naval Service. Candidates must be between the ages of 20 and 29, of good general education, and desirous of making the Service a career. Special consideration is being given to those applicants who can offer good qualifications in secretarial work, accountancy or domestic science, and administrative work of any kind. A few posts for Personnel Selection,
WHY THE NAVY IS DOING

The main development in the Royal Australian Navy since these notes were last written is that a start has been made on the establishment of the advanced Naval Base at Manus, in the Admiralty Islands group north of New Guinea. As the centre of the Navy's operations in the New Guinea area, it will replace the present Royal Australian Navies of the 10th Destroyer Flotilla. A senior survey of Western Australia with Her Majesty's Australian Fleet. She has been carrying out trials and exercises in United Kingdom waters. Early last month the Departure from Plymouth to Brest, whence she will shortly leave for Australia.

The Aircraft Carrier:
HMAS Sydney (Captain R. R. Dowling, D.S.O., R.A.N.) has been carrying out trials and exercises in United Kingdom waters. Early last month the Departure from Plymouth to Brest, whence she will shortly leave for Australia.

The Cruiser:
HMAS Australia (Captain H. M. Barrell, R.A.N.) wearing the flag of Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer commanding Her Majesty's Australian Fleet, is in Tasmanian waters, where she has been carrying out exercises with other units of the fleet. She is due to depart from Hobart on the 21st of this month for Westernport, arriving there on the 23rd, Melbourne on the 26th, and departing Melbourne on the 4th April for Sydney. Her subsequent programme is: Arrive Sydney on the 6th April, and depart on the 12th of that month for Jervis Bay, sailing from Jervis Bay on the 4th May for Fremantle, where it is probable that she will meet HMAS Sydney. She should return to Sydney, via Adelaide, by the 10th June, and shortly after will commence 50 days' availability for leave and 45 days for refit.

The Frigate:
HMAS Pukapuka (Lieutenant-Commander R. R. Brown, R.A.N.) is in Sydney, where she will commence refit about the beginning of next month.

The Destroyer Flotilla:
HMAS Warramunga (Captain D. 10, Captain W. H. Harrington, D.S.O., R.A.N.) is in Sydney, after having been relieved of her duties in the British Commonwealth Occupation Forces in Japan, by HMAS Shoalhaven. Warramunga has been granted 50 days' availability for leave and urgent defects, and is due to depart on the 20th April with the Flagship for Jervis Bay and Western Australia. Her Western Australian programme is: Babina from the 10th to the 13th May, Fremantle from the 13th to the 23rd of the month, and return to Sydney via Adelaide —in which port she should remain from the 28th May to 6th June. Warramunga should arrive in Sydney on the 10th June, and is expected to sail from that port on a cruise later in the month.

HMAS Arunta (Commander F. N. Cook, D.S.C., R.N.) is in company with HMAS Australia on the Tasmanian cruise, and will later accompany the Flagship to Western Australia. She will remain with Australia until the 4th May, and subsequently will be in company with HMAS Sydney, but she will leave Sydney on a cruise early in August.

HMAS Condamine (Lieutenant-Commander J. H. Dowson, R.A.N.) is with the Fleet in Tasmanian waters, and remains in the company of the Flag until she returns to Williamstown on the 6th May. She will commence 50 days' availability for leave and refit at Williamstown on the 9th May, previous to her departure for New Zealand waters about the middle of July.

HMAS Shoalhaven (Lieutenant-Commander Keith Tapp, R.A.N.) is in Japanese waters, having departed from Sydney on the 26th January to relieve HMAS Warramunga for duty with the British Commonwealth Occupation Forces. Her programme for the passage to Japan is: Depart Sydney 4th May; Cairns, 8th May; Darwin 13th May; and depart on the 14th; Tarakan on the 18th May; Hong Kong on the 23rd; and Saipan on the 30th of the month.

HMAS Shoalhaven will call at Hong Kong on her passage south, and should arrive at Williamstown Naval Dockyard early in July, where she will be granted 50 days' availability for leave and 45 days for refit.

WHAT THE NAVY IS DOING

The Aircraft Carrier:
HMAS Sydney (Captain R. R. Dowling, D.S.O., R.A.N.) has been carrying out trials and exercises in United Kingdom waters. Early last month the Departure from Plymouth to Brest, whence she will shortly leave for Australia.

The Cruiser:
HMAS Australia (Captain H. M. Barrell, R.A.N.) wearing the flag of Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer commanding Her Majesty's Australian Fleet, is in Tasmanian waters, where she has been carrying out exercises with other units of the fleet. She is due to depart from Hobart on the 21st of this month for Westernport, arriving there on the 23rd, Melbourne on the 26th, and departing Melbourne on the 4th April for Sydney. Her subsequent programme is: Arrive Sydney on the 6th April, and depart on the 12th of that month for Jervis Bay, sailing from Jervis Bay on the 4th May for Fremantle, where it is probable that she will meet HMAS Sydney. She should return to Sydney, via Adelaide, by the 10th June, and shortly after will commence 50 days' availability for leave and 45 days for refit. She should depart Sydney on a cruise early in August.

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Australia. Representatives of the Director of Naval Mapping have been assisting in this important triangulation.

HMAS Barcoo (Lieutenant-Commander D.A. T. Gale, D.S.C., R.A.N.) has been carrying out a triangulation survey of Investigator Strait and Spencer and St. Vincent Gulf, and surveys of the approaches to the Outer Harbour, Port Adelaide, and the ports of Whyalla and Port Pirie. The last of these charts of the approaches were made from surveys carried out over 70 years ago.

HMAS Jupitru, is engaged on survey work, as tender to HMAS Wilunga.

**GENERAL**

"Warriunga" In Sea Rescue

During her recent period with the British Commonwealth Occupation Forces in Japan, HMAS "Warriunga" figured in a sea rescue following a collision between two vessels off Bonhom Light, on the China coast in the vicinity of Shanghai. The ships involved in the collision were the Steamships "Tai-Ping" and "Kang-Yen." More than 1,500 passengers were in one ship, and a large number of goods, and reports from survivors indicate that one of the vessels sank within five minutes of the collision, and the other sank later. On receipt of the call for help, "Warriunga" proceeded at full speed to the scene of the disaster. No bodies were recovered by her, but she took 36 survivors from the water, and carried them to Woosung.

**SCHOOLBOYS IN THE NAVY**

During their routine training cruise from the 24th January to the 3rd February, with recruits on board, the 30 Victorian Navy League Sea Cadets enjoyed an interesting and instructive afternoon on Saturday, the 5th February, when they were embarked in transport at Port Melbourne and taken around to Williams town for a conducted tour of the HMAS "Condamne," and of the William town Naval Dockyard. The boys derived considerable benefit from this first-hand contact with the Navy, and were able to see for themselves the progress that has been made in completing the Battle Class destroyer, HMAS "Anzac," which has been fitting out at Williams town Naval Dockyard since her launch there in August last.

**NEWS FROM HMAS "SYDNEY"**

Ratings of the Royal Navy are interested in the facilities provided for the ship's company of HMAS "Sydney," if the reaction of a couple of them who visited the ship after she had been taken over by the R.A.N., are any criterion. A few days after she was commissioned as H.M.S. "Sydney," they were invited to HMAS "Anzac," a Sydney class battleship, for a "Sydney" rating, long after visiting hours, requested permission to show two Royal Navy mates over the ship. The Officer of the Watch approved, and the two visitors were taken for a conducted tour. Their reaction, on leaving half-an-hour later, was: "She's a bloomin' floating palace."

**SEEING ENGLAND**

The men of the "Sydney" are generally impressed and inspired to see the old "Old Dart." Twelve years ago a young school-girl of Toowoomba, Queensland, started out to be a friend in Australia, and the friendship thus established spread to the two families concerned. That girl was the sister of Yeoman of Signals Ken Nutley of HMAS "Sydney," and he spent his Christmas leave with the Scottish pen-friend, in Dunoon, on the Clyde. Some of the Sydney's people have got around with a vengeance. Petty Officer Telegraphist, and his wife, of Walkerville, South Australia, has taken a big bite at England in his first visit there. Through our kindred, he spent the first day of his leave as the guest of the Austin Works at Birmingham, lunched with the Board of Directors of the firm, and was conducted on a tour of the factory. The next few days he spent in Manchester, with friends in Walkerville and motorised round Windermere in the Lake District, and went sight-seeing in North Wales. Thence to Scotland, where he spent three days sight-seeing, and for three days toured the Highlands, covering some 500 miles and attending the famous Braemar Gathering. Off to Peterborough next, where he stayed with the owner of the Embassies Theatre, to whom he was introduced by friends in Melbourne. More sight-seeing, but this time from the Auster aeroplane owned by his host. Backstage at the Embassies he met Australian Tallullah, who has achieved fame on stage and radio; together with Kay Kendall, and Laura Lu­pioleino of "Lambeth Walk" fame. There followed a visit to the Perkins diesel works, where he met the founder of that well-known firm, and he was lunched by the Rotary Club before returning to London for a five days sightseeing. At the conclusion of his leave he returned to HMAS "Sydney" at Devonport, impressed with the beauty of the country and the hospitality of its people, but also with the poorness of the food and the general living conditions.

**PERSONAL**

Captain David H. Harries, R.A.N., has been appointed Commanding Officer of HMAS "Penguin" at the Naval Base Headquarters, Sydney. He succeeds Captain Ernest C. Rhodes.

Captain Harries entered the Royal Australian Navy in 1917. At the outbreak of war in 1939, he was on exchange duty overseas with the Royal Navy, and was commanding various of H.M. Ships, and being appointed for a period of duty at Admiralty. From 1941 to 1943, he was in command of H.M.A.S. "Shropshire," returning to Australia in that ship as Executive Officer, an appointment he held until his command in 1944 as Executive Chief of the Naval Staff at Navy Office. In "Shropshire," he was present at the landing operations and assault bombardments at Cape Gloucester, Socadair Har­bour, Humboldt Bay and Biak areas. Captain Harries was ap­pointed Commanding August last, HMAS "Australia" in November, 1945, and of HMAS "Hobart" in August, 1946. Previous to his present appointment, he had been in the United Kingdom, where he attended the course at the Imperial Defence College.

Commander Alan W. R. Nicoll, G.M., R.A.N., has been appointed Director of Plans and Operations at Navy Office; he was formerly Deputy Director of Plans and Operations at Navy Office. Commander McNeill was awarded the George Medal for coolness and courage in removing the aircaft tunnel from eight torpedoes of the captured Italian submarine "Galileo Galilei" in 1940. The torpedo was the tubel for the warship, and the war heads were badly correded. While the work was in progress, a warning was received that the piston might be of magnetic type. This did not deter Commander McNeill, who continued his work until the torpedoes were tendered later. He is the son of the late Brigadier General Sir Walter McNeill, K.B.E., C.M.G., D.S.O., a former Administrator of New Guinea.

The new Deputy Director of Plans and Operations at Navy Office is Commander Jack S. Mesley, D.S.C., R.A.N., formerly Commanding Officer of HMAS "Kurhata," at Sydney. During 1941-1942, Commander Mesley served in HMAS Ships "Hobart" and "Sunderland," and later was Naval Officer-in-Charge, Port Moresby. From December, 1943, to September, 1944, he commanded the destructor HMAS "Vendetta." He was awarded the Distinguished Service Cross in November, 1944, "for courage, skill and in­itiative, while serving in operations in the Far East."
Manus Advanced Base

Full Text Of The Statement Made By The Minister
For The Navy.

SPEAKING of the Royal Australian Navy’s new advanced base at Manus, in the Admiralty Islands, the Minister for the Navy (Mr. Rorrian) said in a statement he made on the 8th of February last: "Situated, as it is, two thousand miles to the south-east of Australia and 240 miles directly north of the eastern portion of New Guinea, Manus serves as a screen base for New Guinea and adjacent islands and for the mainland itself. It could serve again, not only as a warning station for the approach of enemy ships and aircraft, but as a fueling base for vessels of the Royal Australian Navy and allied ships.

"Apart from the strategic advantage it affords, geographically, it enjoys as well, despite its location, the advantage of being in a comparatively easy place to defend, principally because its main harbour, Seeadler Harbour, is almost enclosed by sheltering islands and reefs and also because the nature of the country has made the construction of airstrips for bombers and lighter aircraft possible. The site of the base is at Lombrum Point, on Los Negros Island, which is separated from Manus Island proper by a narrow channel known as Lombrum Passage. It lies in a typical island setting and nestles under the slopes of a palm-covered hill which, before the war, was used for a rich revenue from copra for its owners. Many other parts of Los Negros and Manus have been cultivated and planted with oil palms, but large areas of hill country and flats are still in a state of primitive jungle which encroaches and eradicates what little exists.

"Both Los Negros and Manus Islands face out to the wide deep waters of Seeadler Harbour, the north-eastern side of which is flanked by a long narrow promontory known as Moave Point, which the Americans use as an air strip. Lombrum Point is on the western side of the entrance to an enclosed bay about a mile in width, at the Eastern entrance which Sabukaleo Point stands guard. It was because of this shelter that small ships could berth almost beside the shores of the bay that the U.S. Navy built a T-shaped jetty on the south-east side of Lombrum Point and constructed a large seaplane base at the point itself.

"Light aircraft carriers and cruisers could secure at the jetty for repairs and refitting, and merchant ships could berth at the jetty level from water on to a large concrete apron to receive attention from engineers and other skilled artisans. Six seaplane workshops were close to the jetty and the big apron, which spread out in front of them.

"Representatives of Australia’s three fighting services and of several civil Government departments, including the Federal Treasury, have inspected the site at Los Negros to determine what portions of buildings and other installations left there by the United States Navy shall be used, what portions shall be reconditioned, and what portions, if any, shall be dismantled.

"Of the installations, including all the machinery which was erected, there have already been sold by the United States Government. Large quantities of the machinery were bought by the Chinese Republic. It is probable that only a small percentage—buildings used by the Americans—will be required by the Royal Australian Navy, and those which are not needed will be dismantled and the material from them sold.

"The transfer from Dreger to Manus will be made in two stages, the first stage will be accomplished by the small party of RAN officers and men who have already been landed at Lombrum Point to carry out preliminary tasks and prepare for the arrival of the remainder of the personnel.

"All the machinery, cranes, and other equipment, including a small floating dock, will be transferred to Manus. Transport for personnel, stores, machinery, and equipment, will be provided by H.M.A.S. 'Taranaki,' and a frigate stationed in New Guinea waters.

"When the base has been established, Australia will possess an extremely valuable asset for this purpose. over the years, an asset which could be rapidly developed again, if ever it were needed, in time of war.

BOOK REVIEWS


(Reviewed by "Tenor")

The Third Volume of this series—the two earlier Volumes were published in 1941—covers the period of preparation for war, the years of rising tension, including the Sino-Japan War, the serious Japanese moves in the East Indies and the Philippines, the production of warships in the United States, the rise of the United States Navy, and the training of 3 million men for the service in the Navy and the Marine Corps. The book is written with a great deal of detail and accuracy, but it is not the kind of reading that is easy to find time for. It is essentially a technical book, written for the use of students and for the men who will be called upon to make it possible to win the war. It is not an easy book to read, but it is a book that is worth reading.
A Catalina flew in from Pearl Harbour on the 20th December, bringing news of the relief expedition which had left Pearl Harbour three days earlier. This brought to eight the total of the relief expedition never arrived, and Wake Island surrendered on the 23rd of the month after a gallant defence had been made by isolated military and naval forces. The "Lexington" group—of ships—"held anti-aircraft practice, but the ammunition on board was woefully inadequate. Moreover, as the Japanese air force was superior in command; but Admiral Hart, appreciating the ambiguous nature of Helfrich's duties, was also not the only naval commander, but Minister of Marine of the Netherlands East India, which in the end turned out to be a good thing. It was a period when young men, only a few months from the training camps and homes, might be expected to be often lacking in military discipline. The attempt was made to combine the demands of the home front with the needs of the war effort, but only a few of the ships were immediately available. The Dutch cruisers and destroyers had been sent home. On the 15th January, 1942, Tarsukan and Baktapapan were lost with little or no interference from the Allies. One of the greatest difficulties for the Americans was the language barrier, which in the last analysis are imponderable. Admiral King is reported to have characterised the whole South-West Pacific campaign as "a magnificent display of very bad strategy."


It is interesting to see that more of the British Shipping Companies are themselves arranging for their shipping's to be available to authors, for the publication of narrative histories of the ships themselves, rather than of individuals in the war. That of the ships of Messrs. Shaw, Savill and Albion—"The Flug of the Southern Cross, 1939-1945"—was reviewed in "The Navy" issue of April, 1948. The latest one to come is the story of the ships of the Clan Line and their activities in the months from Singapore to the Malay Barrier, which in the capable hands of Mr. Gordon Holman, it makes stirring reading. It is to be hoped that more of the Shipping Companies place the war work of their ships on permanent record, for the story of the Merchant Service in the 1939-45 war—as in the previous war—is as valuable as the records of the platforms of a man's life, and our seamen in particular must be proud of it. And, in the capable hands of Mr. Gordon Holman, it makes stirring reading. It is to be hoped that more of the Shipping Companies place the war work of their ships on permanent record, for the story of the Merchant Service in the 1939-45 war—as in the previous war—is as valuable as the records of the platforms of a man's life, and our seamen in particular must be proud of it. And, in the capable hands of Mr. Gordon Holman, it makes stirring reading. It is to be hoped that more of the Shipping Companies place the war work of their ships on permanent record, for the story of the Merchant Service in the 1939-45 war—as in the previous war—is as valuable as the records of the platforms of a man's life, and our seamen in particular must be proud of it. And, in the capable hands of Mr. Gordon Holman, it makes stirring reading. It is to be hoped that more of the Shipping Companies place the war work of their ships on permanent record, for the story of the Merchant Service in the 1939-45 war—as in the previous war—is as valuable as the records of the platforms of a man's life, and our seamen in particular must be proud of it. And, in the capable hands of Mr. Gordon Holman, it makes stirring reading.
23 Clan ships were lost by enemy action, together with six of the seven Hauratans, and three of the five Scottish ships were sunk or severely damaged. The Clan Line, which is the subject of this book, was one of the most severe blows on the company, with the loss of three ships: the "Clan Fraser" and the "Clan Forbes", and the "Clan Cumming". The "Clan Fraser" was lost to a U-boat in the Mediterranean, and the "Clan Cumming" was sunk by a mine in the English Channel. The "Clan Forbes" was also sunk by a U-boat in the Mediterranean, and the "Clan Line" was lost to a mine in the English Channel. The "Clan Line" was the largest ship of the Clan Line, and she was lost to a mine in the English Channel in 1939.

The book is a detailed account of the adventures of the Clan Line during the war, and it is written by a member of the company's seagoing personnel. The author tells the story of the war in the Mediterranean, and he describes the experiences of the men who served on the ships of the Clan Line. The book is a valuable source of information for anyone interested in the history of the Clan Line and the war in the Mediterranean.

The book is also a testament to the bravery and determination of the men who served on the ships of the Clan Line. Despite the dangers and difficulties they faced, they remained loyal to their ships and their country, and they did their best to perform their duties. The book is a reminder of the sacrifices made by so many others during the war, and it is a tribute to their memory.

"Chinese White" is a novel by J. A. Jerome, who was a professional writer and journalist. The book was published in 1887, and it is set in the Victorian era. The novel is about a young man who goes to China to seek his fortune. The book is a detailed and vivid account of life in China during the Victorian era, and it is a testament to the author's knowledge of Asian culture. The book is a valuable source of information for anyone interested in the history of China and the Victorian era.
Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH

APPOINTMENTS.

His Excellency the Governor-General in Council has approved the following changes being made:

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

APPOINTMENTS.


Harold Leonard Kent, Commissioned Aircraft Officer, is appointed on loan to the Royal Navy, with seniority in rank of 1st October, 1946. Dated 30th August, 1948. (Amending Executive Minute No. 70 of 21st October, 1948.)

Walter George Carnie, Commissioned Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1948. Dated 30th August, 1948. (Amending Executive Minute No. 70 of 21st October, 1948.)

Termination of Appointment.

The appointment of Arthur Murden Elvin, as Temporary Engineer Lieutenant is terminated. Dated 2nd November, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.


Adrian Schrader is appointed Sub-Lieutenant, with seniority in rank of 12th December, 1944. Dated 24th May, 1945.


Termination of Appointment.

The appointment of John Frederick Pumfrey as Temporary Engineer Lieutenant is terminated, dated 26th November, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Resignation.—The resignation of Walter Haddon Burke of his appointment as Lieutenant is accepted, dated 24th November, 1948.
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BOXING EVERY THURSDAY NIGHT
LEICHHARDT STADIUM
WRESTLING EVERY SATURDAY NIGHT

For, as the late Lord Lloyd, when President of the Navy League of the United Kingdom, said of the Sea Cadet Corps shortly before his death in 1941: "I believe that in its system of training, its discipline, its physical exercise, its eager recreation and practical self-control, lies the secret of perfect youth training. This great organisation has proved itself in peace: it has more than justified itself in war. But its value lies in the future, too, when victory has been achieved and we find ourselves faced with the immense task of reconstruction. Then we shall need, as perhaps never before, young men trained in habits of discipline and loyalty, and imbued with the ideals of self-sacrifice and service. In them, indeed, lies the whole future of our race. They will be found in the Sea Cadet Corps, not only in the Home Country, but in Canada, Australia, New Zealand, South Africa and Rhodesia: a great Imperial Family of which we may be proud."

THE GUERRA DE COURSE
Continued from page 24
was that of the "Winchelsea" in 1758, when the small 20-gun frigate was the sole escort of a large convoy bound for Carolina. The frigate was attacked and captured, as were 34 ships of the convoy. The fastest ships escaped, and it is only natural that Merchant Mariners in such case should conclude that speed was a better protection for them than that of an ill-protected convoy.

But that brings us back to the fundamental factor conditioning circumstances in the case of a nation—or collection of nations—such as the British, with their large trade in time of war. To the fact that, in designing its Navy, such a nation or combination must bear always in mind that whereas the number of main fighting units required is mainly governed by the strength of the enemy or potential enemy in that direction, the number of cruising craft depends upon the interests which they have to defend.

The provision of such craft in times of peace as an insurance against times of war is a simple matter. Many of the types needed have little or no peacetime value, and during the piping days they must eat their heads off. But a reserve in cold storage can be of inestimable value, as witness the 50 "four-stacker" destroyers of the 1914-18 War United States Navy, which were a Godsend to Britain when made available by the United States Government in 1940.

Other Naval Commanders than Nelson, with their main battle fleets locked up keeping watch over the opposing battle fleets of the enemy, must have had the word "frigates" written on their hearts. Lord Jellicoe had its equivalent in the 1914-18 War. The Admiralty had its equivalent in this latest war, when convoys were instituted at the outbreak of hostilities, and ship yards had to be diverted from other important work to turn out the necessary escort vessels to protect those convoys.

In each of the wars of this century we have suffered during the opening years of hostilities through the inability—owing to lack of suitable escort vessels—adequately to protect trade. Seaborne trade is our most vulnerable point, and will always be a point of attack by any enemy. It will be a happier day for us when we can feel that we do not have to undergo a period of wartime losses in Merchant Ships—and Merchant Seamen—who catch up in wartime building of escorts, whatever form those escorts may take, and of the training of personnel to man them.

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The Navy
(1) A sponson is a curved projection from the side of a vessel; specifically the outward curve of planing before and aft of each wheel of a paddle steamer, or the projection on the side of a warship to enable a gun to be swung around to different angles. Protecting projections above the propellers of destroyers have also been known as sponsons. The word is possibly a modification of "expansion.

(2) The "N" Class destroyers which served with the Royal Australian Navy were "Napier," "Nizam," "Nestor," "Norman," "Nespol." "Nestor" was lost in the Mediterranean in 1942 during an enemy air attack. The other four were, after the war, returned to the Royal Navy. The R.A.N. does not now possess any "N" Class destroyers.

(3) The biggest battleships ever to be built were the Japanese "Yamato" and "Muskau." "Muskau" of the State of William IV., the last of the Lord High Admirals. In naming Melbourne of the opinion that William's Town would replace England's Prime Minister, Governor Bourke was of the opinion that William's Town, which was originally William's Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safaga and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outpost of the Empire, for Safaga is just desert and barren rock with not a strip of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour").

(4) Williamstown — originally William's Town, which was named after King William IV., the last Lord High Admiral. In naming Melbourne after England's Prime Minister, Governor Bourke was of the opinion that William's Town, which was originally named William's Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safaga and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outposts of the Empire, for Safaga is just desert and barren rock with not a strip of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour").

(5) From the Old English "steorbord," "stem" meaning rudder and "bord" side, the steering oar originally being on the starboard quarter. The word "stem" derives from the same root.

(6) It was Admiral Creasy, Chief of Staff to Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief for the Invasion of Normandy in June, 1944, who used these words shortly before "D" Day. The reference was to a seaborne invasion across the Channel.

(7) Safaga is an Egyptian port on the Red Sea some 270 miles south of Suez. Captain Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safaga and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outposts of the Empire, for Safaga is just desert and barren rock with not a strip of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour").

(8) The previous Commonwealth Government Line was established during the 1914-18 War by Mr. W. M. Hughes when he was Prime Minister, and was originally formed of captured German vessels. The purchased steamers of the "Strath" Line being later added to by the "D" and "E" cargo steamers were sold to Messrs. Shaw Savill and Albion. "Ferndale" was a marine casualty in the Mediterranean before the war. "Jervis Bay" was acquired in action when the Armed Merchant Cruiser in the war. Those remaining on the U.K./Australia/New Zealand run are "Esperance Bay," "Moreton Bay," "Largs Bay," "Arawa," and "Fordsdale.

(9) The North Polar region consists of a polar sea surrounded by continental land masses, whereas the South Polar region is a great polar continent surrounded by ocean.

(10) (1) Samoa; (2) Tonga Islands, (3) the Marianas.

**Answers to Nautical Quiz**

1. A sponson is a curved projection from the side of a vessel; specifically the outward curve of planing before and aft of each wheel of a paddle steamer, or the projection on the side of a warship to enable a gun to be swung around to different angles. Protecting projections above the propellers of destroyers have also been known as sponsons. The word is possibly a modification of "expansion.

2. The "N" Class destroyers which served with the Royal Australian Navy were "Napier," "Nizam," "Nestor," "Norman," "Nespol." "Nestor" was lost in the Mediterranean in 1942 during an enemy air attack. The other four were, after the war, returned to the Royal Navy. The R.A.N. does not now possess any "N" Class destroyers.

3. The biggest battleships ever to be built were the Japanese "Yamato" and "Muskau," "Muskau" of the State of William IV., the last Lord High Admiral. In naming Melbourne of the opinion that William's Town, which was originally named William's Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safaga and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outposts of the Empire, for Safaga is just desert and barren rock with not a strip of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour").

4. Williamstown — originally William's Town, which was named after King William IV., the last Lord High Admiral. In naming Melbourne after England's Prime Minister, Governor Bourke was of the opinion that William's Town would replace England's Prime Minister. Governor Bourke was of the opinion that William's Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safaga and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outposts of the Empire, for Safaga is just desert and barren rock with not a strip of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour").

5. From the Old English "steorbord," "stem" meaning rudder and "bord" side, the steering oar originally being on the starboard quarter. The word "stem" derives from the same root.

6. It was Admiral Creasy, Chief of Staff to Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief for the Invasion of Normandy in June, 1944, who used these words shortly before "D" Day. The reference was to a seaborne invasion across the Channel.

7. Safaga is an Egyptian port on the Red Sea some 270 miles south of Suez. Captain Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safaga and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outposts of the Empire, for Safaga is just desert and barren rock with not a strip of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour").

8. The previous Commonwealth Government Line was established during the 1914-18 War by Mr. W. M. Hughes when he was Prime Minister, and was originally formed of captured German vessels, and the purchased steamers of the "Strath" Line being later added to by the "D" and "E" cargo steamers were sold to Messrs. Shaw Savill and Albion. "Ferndale" was a marine casualty in the Mediterranean before the war. "Jervis Bay" was acquired in action when the Armed Merchant Cruiser in the war. Those remaining on the U.K./Australia/New Zealand run are "Esperance Bay," "Moreton Bay," "Largs Bay," "Arawa," and "Fordsdale.

9. The North Polar region consists of a polar sea surrounded by continental land masses, whereas the South Polar region is a great polar continent surrounded by ocean.

10. (1) Samoa; (2) Tonga Islands, (3) the Marianas.

**Book Reviews**

Continued from page 38

1. be the Chinatown of any large sea port, it will appeal especially to those who have the sea and the life of the sea's fringes in the great ports, at heart.

2. Ah Soong, the Chinese restaurant owner, and his family, are the central characters, whom Mr. Jerome draws with a faithful and convincing pen. His people ring true, his dialogue is fresh and apt, and there is a virility about his writing which makes him a joy to read.

3. Mr. Jerome knows his scene and has the feel of the sea, something that will appeal especially to those who have the sea and the life of the sea's fringes in the great ports, at heart.
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