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The Navy is also a highly technical and scientific service.
THE NAVY FOR NEXT MONTH

K. MATERIAL in view and in hand for the forthcoming article issue of “The Navy” promises that the May number of the magazine will be up to standard, and that there will be in its pages much to interest a wide variety of tastes among our readers. Among the articles already on our list, we may mention the following:

SOME MEMORIES OF 1913

Today we are witnessing, here in Australia, an influx of new arrivals such as we have not known since that period of four years prior to the outbreak of war in 1914. Emigration then was at full flood, most of the newcomers arriving from the British Isles, and every week ships of the well-known British overseas lines arrived with their cargoes of enthusiasm and hope. In an article in our May issue, our contributor “I.B.”, reaches back again into the past, and brings us some stories of the immigrant ships of those days which we feel sure will be of interest.

THE R.A.N. COLLEGE

Arrangements have been made for your Editor to spend a day at the Navel College, Flinders Naval Depot, within the next week or so, and the fruits of his visit, in picture and story, will appear in “The Navy” next month, describing something of a day in the life of a Cadet Midshipman.

STROLLING FROM ENGLAND TO AUSTRALIA

In the course of his perambulations up and down a ship’s bridge, an officer of one of the overseas liners engaged in the England-Australia trade must, during the course of a few years of voyaging, stroll the distance separating the two countries. In our forthcoming issue, one who has—in the aggregate—done the journey on Shank’s Mare, tells something of the incidents of his perambulations.

GENERAL

All the usual features! What the Navy is Doing, Maritime News of the World, News of the World’s Navies, The latest from the Navy League and the Ex-Service Men’s Association, Fiction.

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FAMOUS MASTER MARINERS

In this column in the December, 1949, issue of "The Navy," we published a letter from Mr. R. Kellen, of 8 McKenzie Street, Leichhardt, N.S.W., in which he asked for information regarding a famous Merchant Service Master. He said he was the one time with the aid of one dish only. The convenience of one dish gone beyond the actual cooking of meals . . . . you cook in it, serve in it, store in it . . . . it's so easy to clean when washing-up time comes.

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LETTERS TO THE EDITORS

Sir, As an old merchant service sailor I presume I can claim two of your Nautical Quiz in your issue of December, 1949. "Goethe Lane" was the name applied to the contents of the tin of what we would now call "Bully Beef," and it was so named as it referred to a lady of that name who worked in the cooking factory by mistake fell into the cauldron of meat, and was in due course tinned with the rest of the contents.

Yours, etc.,
W. G. Crosse.
Ravenscourt Crescent, Mount Eliza, Vic.

Thank you for your letter, and
LETTERS TO THE EDITORS

for the correction. In this case our source was a recently-published book on Naval slang, in which the references are: "Fanny Adams. General nautical name for stew. The gruesome story behind the term is that about 1862 a certain Fanny Adams was foully murdered, cut up and boiled in a copper. Cf. Harriet Lane, a merchant navy version of Fanny Adams. The two reputedly suffered the same fate." Without doubt you are correct in saying that "Harriet Lane" is bully beef. It is noted that in "We Joined The Navy" (by Petty Officer Writer Robert Burgess and Leading Writer Roland Blackburn, R.N.) it is stated that: "Corned beef is 'Fanny Adams.'"

Ed., "The Navy."

HOSPITAL SHIP "ASTURIAS"

Sir,

I read with interest the remarks about the hospital ship "Asturias" (Nautical Questig Box, "The Navy", issue of February, 1910, page 29) and note you say the crew managed to beach her. I was signalman aboard H.M. (T) "Maristo," patrolling off Start Point, Devon, when the torpedo that hit "Asturias" crossed our bows. I signalled her until her lights went out, a while later. May I suggest that these are the facts gleaned from the signal from "Asturias," and from the survivors we picked up. She was hit right aft, on the port side, the port screw and the rudder being disabled. The dispensary was also hit, and fumes filled the engine room so that they were unable to stop the starboard engine. The ship turned in a circle and ran ashore, broadside to the cliff face, just west of Start Point. The main reason of the loss of life was that the Captain gave orders for the boats to be lowered to the rail, but some were slipped with unfortunate results. We picked up a number of survivors, and those left on board the "Asturias" walked ashore. An interesting point: We had our two boats out looking for survivors, and during the night I signalled to a passing ship to come to our help, but when our boats returned they said I had been signalling to the submarine, which had answered word for word. I wonder if J.W.G. (Port Germain) was on board the "Asturias" when she was hit.

Yours, etc.,
L.I.V. H.R. Currington,
R.N.V.R. (Rtd.),
125 Cabarita Road,
Concord, N.S.W.

Thank you for your letter, and for the amplifying information it contained. It will, we are sure, be of considerable interest to Captain Dunn, to J.W.G. (Port Germain), and to our readers generally. If J.W.G. (Port Germain) were in "Asturias," he might care to communicate with Lieutenant Currington.

S.S. "NONSUCH"

Sir,

In the January issue of "The Navy" appeared another of Mr. Reuben Ranzo's interesting articles, "An Essay in Streamlining." In the introduction he mentioned "that when an apprentice many years ago, yarns in the forecastle used to be current regarding a mythical ship called "Non- such." As to whether or no she ever existed he is still in the dark." I can assure him that the "Nonsuch" really did exist. At the time when I saw her I happened to be Third Engineer of the "Duneric." We arrived in Delagoa Bay and berthed astern of her. It was either 1909 or 1910. And, if I remember rightly she was a turret built vessel of approximately five to six thous
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and tons, and was owned by a member of the House of Commons. That is the story we were told. The crew's accommodation, etc., was stated in the article by Mr. Ranzo, and compared to modern standards. The only difference was that "Nonsuch" anticipated present-day standards by some forty years. The ship had been in service some time before I saw her, and the new advance in crew quarters was appreciated and respected on board. I saw no signs of damage, or lack of appreciation, such as names carved in bunk boards, etc. As a matter of fact it would appear to be a suitable excuse at all times, and a way out of making improvements, to say that they are not used to it, and it will take years before they arrive at the stage when they can appreciate better accommodation, and so forth. In conclusion, I would like to take the opportunity of expressing my appreciation of your very fine magazine, and may it long continue.

Yours, etc.,
R. M. Leonard,
14 Jackson Street,
Toorak, Vic.

Thank you for your letter, and for the most interesting information it contains. Thank you also for the kindly remarks regarding "The Navy," and your good wishes for its future.

Ed., "The Navy."

Old Timer

Sir,

Keep the good work going, especially with some of the old ships. I enjoyed "Wotcher! Old Timer," and it brought back memories. I noticed the photograph error with regard to "Powerful," as I was in her for a short period. I also saw another of my old ships mentioned in your last issue—the "Edgar." I came out to Sydney in her with the last relief crew for the Wollaboy Station in 1911. On that occasion we towed a submarine out to Singapore. Cheerio! And all the best to yourselves and any other "Old Timers".

Yours, etc.,
H. Ford,
Lightkeeper,
Lighthouse,
Cape Schanck, Vic.

Thank you for your letter and good wishes, which are hereby passed on to all "Old Timer" readers.

Ed., "The Navy."

Union Steamship Co.

Sir,

I must convey my thanks to "The Navy" for a splendid magazine, and for the information it contains. Many useful tributes of the sea I have learned from it. Now I would like, through the medium of your pages, to put forward the following enquiries: (1) I came across the information that the Union Steamship Company's ferry steamer "Moa" was stranded in 1907. If it occurred during her trials at Dumbarton, and I would be grateful if you could enlighten me upon this. (2) The Union Company's passenger ship "Moeraki" was transferred to French ownership in the early thirties. Could you tell me what was her ultimate fate? (3) What was the final history of the "Tofua," "Makura," and "Ulimaroa"? To whom were they sold, and are they still running? (4) Is the "Mahana" still able to be seen on the reef at Queensland? If anyone could let me have a photograph of her since she was grounded I would be grateful. Am I able to obtain from any source photographs of the "Mararoa", "Moa", and "Roto mahana"?

This probably is quite a request, and I hope it will not inconvenience you, but if you could help me obtain the information I would be grateful.

Yours, etc.,
J. Douglas Wilkinson,
421/3 Transit Camp,
Trentham,
Wellington,
New Zealand.

Thank you for your letter. You will find the replies to your questions in Captain Dunn's "Nautical Question Box," on page 28 of this issue of "The Navy." Captain Dunn suggests that you may be able to obtain the photographs you seek from Mr. A. C. Green, of Brunswick, Victoria, who has a large collection of ship photographs, and is a commercial photographer. If any other reader knows where Mr. Wilkinson could obtain the photographs, he might be kind enough to communicate with the Editor.

Ed., "The Navy."

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THE MERCHANTMAN AT WAR

In any maritime war, the carrying vessel is the main target. To ensure, or to prevent, its safe passage across the oceans and seas from port to port with its cargoes and passengers, is ultimately the sole object of the naval forces of the opposing powers. No wars have shown this more clearly, if only by reason of the magnitude of the scale of attack on the carrying ship, and the losses suffered by it, than the two great maritime wars of this century.

After the first of those wars, in a magazine article of 1923, Rear Admiral Fullam, U.S.N., foretold the passing of sea power with the inability to defend the carrying vessel. “The wings of Sea Power,” he wrote, “have been clipped. New naval weapons have vastly strengthened the defense and greatly weakened the offence in overseas warfare. Great armadas and armies cannot again cross the seas. Force cannot, as in the past, be carried over the oceans. Inter-continental warfare will be well-nigh impossible in future.”

The future proved him wrong. The carrying vessel, despite the enormous losses it suffered, remained the world’s most important and most effective vehicle, and the decisive factor in the war. And despite the newer and more destructive naval weapons which have come into commission since Admiral Fullam wrote in 1923, there is no more indication today that the carrying vessel has lost its importance, either in peace or in war.

A WAR LEGACY

One legacy of the war is the hastening of the improvement of conditions in merchant ships which has been brought about by the wholesale rebuilding of the merchant fleets necessitated by the wholesale destruction. Without doubt the improvement, it would have come in any case, but without all the new tonnage it is likely that they would have been delayed.

In a “Letter to the Editor” in this issue of “The Navy,” a correspondent writes of the “Nonsuch,” the legendary merchant ship which an enlightened shipowner built with crew accom-

CONSTRUCTION, AND DESTRUCTION

The news that the active Merchant Fleets of the world—with the exception of those of Greece and the three former Axis Powers—now exceed their pre-war sizes, is a tribute to the shipbuilding capacity of the world, and especially to that of Britain, which has been well in the lead among shipbuilding nations in the years since the end of the war.

At the same time, the news causes one to reflect—taking into account the out-turn of ships from the building yards during the post-war period, and the fact that it has taken over four years to rebuild the fleets—upon the enormous ravages of modern war in the seas. In few, if any, aspects of its capacity to waste and destroy, does modern war reflect so clearly and so devastatingly as on sea-borne trade; which is in itself an illustration of the extent to which the peoples of the world depend upon sea-borne trade.
THE last P. & O. Liner to resume, in the Australian service following on post-war reconstruction, "Strathnaver" arrived in Sydney on February 10th with a large number of passengers and more than 1,000 tons of cargo. Although delayed by rain and shortage of labour, the liner was able to sail again on February 17th with a full cargo. Passenger space was also fully occupied.

In common with her sister ship — "Strathaird" — the liner's appearance has been improved by the removal of two of her three funnels, and the increase in height of the remaining centre funnel. This change brings the profile of the ship into line with the other four first class liners of the fleet. The original white hull and buff funnel colours have been restored. "Strathnaver" is the oldest of the "Strath" ships, she was built in 1931 by Vickers Armstrong, who have built most of the company's ships. She and her sister ship were then the largest and fastest units of the P. & O. fleet.

The "Strathnaver" was last in Sydney in August 1948. On that occasion she was making her last troopship voyage before being refitted. Her passengers comprising Polish ex-servicemen and other European migrants.

The appearance of the ship on that occasion was in striking contrast to her present spick and span condition. She had the grim and bare interior of a typical troopship. Luxurious cabins had been enlarged to provide dormitories. The expensive paneling of public rooms was boarded up. And the ship in general showed every sign of her nine years war service.

When she left after a stay of a few days on that occasion, tug crews were on strike, and she was delayed for a few hours, as, due to high winds, it was considered too risky to take her out without tugs. Early the following morning Captain Murchison, Sydney Harbour Master, took the liner out of her berth stern first, and swung her with the aid of lines until her bows were pointing in the desired direction. He then took her to the Heads, thus making Port history.

The ship is now the handsomely appointed mail liner of pre-war years. During the refit a certain amount of passenger accommodation was transferred to the crew's quarters, permitting the latter to be enlarged and modernised at the expense of a slight reduction in passenger capacity. She now carries 587 first-class and 458 tourist class passengers, together with a crew of 529. The pro-lining in many of her public rooms has been bleached and repolished, giving the rooms a brighter and more capacious appearance. First-class public rooms are situated on "B" deck and comprise, Lounge, Smoking Room, Verandah Lounge, and Library/Writing Room.

The Main Lounge is a handsome apartment, decorated and furnished in the style of the late Georgian period. The deep ivory tone of the ceiling offsets the rich brown of the paneling. Carpets are deep piled Wilton-Royal, bearing the original Aubusson design and colouring. The fireplace is flanked by niches housing bronze standard lamps which throw their light upwards, illuminating in relief the carved rising sun design of the tops of the recesses. Window drapes are executed in richly coloured brocades. The whole atmosphere of the room is one of quiet comfort.

Aft of this room is the First Class Smoking Room. This apartment is essentially masculine in its furnishing and decoration, which are in the style of the late Stuart period. The ceiling is richly ornamented, and in order to emphasise its beauty the original central lighting fixtures have been discarded in favour of indirect lighting. The light sources are concealed in the top of the paneling and fitted with a soft golden glow. Paneling is of weathered oak. Furnishings consist mainly of Eastern style rugs, on which are arranged tapestry covered arm chairs and Charles II style decorated oak and cane-backed chairs. Deep settees and easy chairs are fitted with loose covers of linen, bearing a richly coloured Classical Italy design. Colour prints of Chiefs of Scottish Clans adorn the walls.

The Main Lounge is on the starboard side of the deck is the Library/Writing Room, panelled in washed pine. The four large writing tables are of figured walnut construction, chairs are Queen Anne style. Window drapes and loose covers are executed in colourful, patterned cretonne. Aft of these rooms is situated the glass-enclosed Dance Floor with its stand-bands. Aft again are the two corridor lounges giving access to the Verandah Lounge/Cafe. This apartment is executed in the gay and colourful style of a Spanish sun parlour, windows are fitted with wrought iron grilles and feature curtains of colourful Argonese design. The chairs are reproductions of those used by King Phillip of Spain at El Escorial. The lighting fixtures, of wrought iron and blown glass, combine the rugged craftsmanship of the old Andalucia metal workers, and the more delicate beauty of Venetian glassware.

A pleasant warm weather rendezvous is provided by the enclosed swimming pool at the after end of "C" deck, immediately beneath the children's playroom and nursery. The pool occupies a separate deck-house, the sides of which are enclosed by folding glass screens after the style of the dance floor on "B" deck. The pool is flanked on both sides by a tile terraced wall which is arranged wicker tables and chairs. Dressing and shower cubicles occupy the forward end of the house, which is panelled in limed oak, making a perfect foil for the light green tiles of pool and terrace and the cream painted ceiling. Lighting is by means of frosted glass panels in the ceiling, behind which are the light sources.

On the starboard side of "D" deck, immediately below the level of the poop, is the open air swimming pool for Tourist Class passengers.

The beautifully appointed Dining Saloons are on "F" deck, the First Class room forward and the Tourist Class aft of the Galley. The First Class Saloon is panelled in light coloured wainscot, which is contrasted by the natural mahogany of the blue leather-upholstered dining chairs. Tables and dumb waiters are of bleded mahogany.

The Tourist Class Saloon is simpler in decoration and furnishing, but nevertheless it is a handsome, dignified apartment. Right aft on the same deck is the Tourist Class Smoking Room, panelled in weathered oak, a splash of colour being provided by the brilliant red cushions of the two carved settees of oak. Settees and easy chairs are covered in linen with a printed floral design, these loose covers match the curtains. One deck above this is the Tourist Class Pool continued on page 44.
Captain (S) James Bernard Foley, C.B.E., R.A.N.

In the thirty-five years that he has been in the Royal Australian Navy, Captain (S) James Bernard Foley, C.B.E., R.A.N., the present Director of the Supply and Secretariat Branch and Administrative Assistant to the Second Naval Member, has seen considerable developments in the branch of the Service which he now directs.

Some indication of these developments is given in the (S) which now follows the rank of officers of that branch. It stands for "Supply and Secretariat," and replaces the prefix "Paymaster" which originally distinguished those commissioned to carry out the administrative side of ship organization: that prefix itself perhaps suggesting the narrower limits within which such administration fell when the branch was younger.

In later years, and especially since the conclusion of the war of 1914-18, the branch has spread and grown into a bough, carrying much more weight than originally it did. The responsibilities of its officers have increased accordingly, and today's training calls for a high degree of specialization: administrative, secretarial, legal, accounting, and diplomatic.

The branch provides the complete secretariat afloat and in naval establishments ashore, including the secretaries on the personal staffs of Flag Officers, and the Captains' secretaries. In many of the responsibilities of a Flag Officer, his secretary is his right hand, called upon to counsel from his knowledge and experience in various circumstances that arise. As The King's Regulations and Admiralty Instructions put it: "The Admiral's secretary, in addition to his duties as personal secretary to the Admiral, and as head of the Secretariat, is the adviser on legal, commercial, and diplomatic questions."

An (S) officer's training is therefore comprehensive and complete. Whether he goes through the Naval College, or enters later as a Special Entry, his early Naval schooling is similar to that of the junior executive officer, with the same basic foundation. As does the young executive officer, he proceeds overseas and joins the training cruiser "Devonshire": and it is not until he is promoted Acting Sub-Lieutenant that he, too, specialises—not in Navigation, Gunnery, or Engineering, but in the work of his chosen branch.

And today this specialization leads him on to the higher phases of the never-ending training of the Navy, selected members of the branch, as in the case of the Executive Branch, now taking the Imperial Defence College Course, and Staff and War Courses.

With the enlarged activities and responsibilities of the branch, greater opportunities—not only for boys who enter the Navy at the age of thirteen through the Naval College, but also for those youths who enter when they are older as Special Entrants—exist within it. As an example of this, the latest Naval Estimates allow for a Rear-Admiral (S) in the Australian Navy, which is a rank that has not hitherto existed here.

That the subject of this article has had considerable experience in the various activities of the branch and especially in its higher secretarial duties—his Naval record shows.

James Bernard Foley was born at Ballarat, Vic., on the 24th June, 1896: the son of the late M. J. Foley, of Limerick, Ireland. When the R.A.N. was established, he was over age for entry into the Naval College, but, applying for Special Entry, was accepted soon after the outbreak of the 1914-18 War, and entered the Navy as a Paymaster Midshipman at the old Naval Depot at Williamstown on the 1st March, 1918.

After a short spell at the Depot he was sent overseas and joined H.M.A.S. "Australia," then flagship of the 2nd Battle Cruiser Squadron with the Grand Fleet. He was for over two years in her before being appointed to the cruiser "Psyche" in the Bay of Bengal, remaining in her until the end of the war. Returning to Australia he there followed a period of close on three years on the Staff of the R.A.N. College, Jervis Bay, after which he was appointed to the ship "Marguerite," carrying out general utility services with the Squadron.

From the "Marguerite" he was appointed to the Admiral's office in the Flagship Rear-Admiral John Sarnauce Dumesque, C.B., C.V.O., was Flag Officer Commanding the Squadron there—and he remained there, except for a period on the staff of the Vice-Admiral Commanding the Special Service Squadron in "Hood," and on the staff of the Commander-in-Chief, Portsmouth, until his appointment as Secretary to Admiral Sir G. Francis Hyde, C.K.B., C.V.O., C.B.E., then Captain Hyde and Second Naval Member, and later, until his death in 1937, First Naval Member and Chief of the Naval Staff.

This appointment started Captain Foley on his thirteen years at Navy Office as Secretary to successive First Naval Members—Admiral Hyde, Admiral Sir Ragnar Colvin, K.B.E., C.B., and Admiral Sir Guy Royle, K.C.B., C.M.G.—throughout the pre-war decade and the war years until 1944. In that year he went to London as Naval Liaison Officer at Australia House, remaining there until 1948 when, after taking the Senior Officers' War Course at the Royal Naval College, Greenwich, he returned to Australia to his present appointment.

As Secretary to the First Naval Member, he accompanied Admiral Hyde to the Naval Treaty Conferences in London in 1930 and 1935, and the Singapore Conference in 1933; and he was one of Admiral Colvin's Staff at the Pacific Defence Conference in Wellington just prior to the outbreak of the recent war. He was awarded the O.B.E. in 1936, and the C.B.E. in 1941.

In 1921 Captain Foley married Jean, daughter of the late Charles Croaker, and is the father of one daughter who has herself now married into the Navy, being the wife of Lieutenant Anthony Frederick Sallman, R.A.N.
DIRTY BUT HAPPY DAYS

IF CONSCIENTIOUS WORK, WITHOUT SUPERVISION OR WAITING FOR ORDERS, COUNTS AS DISCIPLINE, THEN THERE IS GOOD DISCIPLINE IN BRITAIN'S COASTAL COLLIERIES, AS THE WRITER SHOWS IN THIS ARTICLE.

by Captain H. Y. Warner

Many years ago I was staying in the North Shields' Home waiting to sail in the Cape Horner 'Bardowie', when a row over a girl earned me a blow in the solar plexus sent me to bed, where I lay until she had sailed. It was probably a bit of good luck. Some of the old whales told me that I was well out of her as she was a man-killer. That proved true, as she got six weeks of Cape Stiff's worst weather, lost half a dozen men, and drifted across to Capetown disguised.

One of the old whales, known as Cockney Bill, promised to get me a job ashore where I should be better off than in the 'Bardowie'.

Walking down by the Bull Ring dock, we met a dignified man who greeted Bill and told him, "Please care to come back to us? I want an A.B. and an Ordinary Seaman, and I, too, got a parcel of kippers. It was probably a bit of good luck. Soon we had our board at the Home, and with our bags on our shoulders marched off to Howdon Dock. On the way I ascertained from Bill that the ship was the 'Free Lance', a tramping collier.

When I saw her I nearly had a fit. She was a rakish-looking old tub with rust and coal-dust everywhere. Bill hailed her, and soon a clumsy boat was sculled over to pick us up. The lad in the boat looked happy to see Bill, and favored me with a grin, saying, "You coming in her?"

"Yes", I replied. "How is she?"

"She's all right. Better than the 'Bardowie'. Yes, I'm it. Suppose you're the other? My name's Warner."

He shook off and proceeded to scull us off to the ship, saying, "This is the worst part of her. This boat's heavy, and we get plenty of exercise sculling her about; but it's good fun."

"The Free Lance' had no der-riks fitted. They were lashed to the bulwark stanchions. She was very bare looking. Not a bit of rope that was not essential. No hauling lines, wires only. There were not even signal halyards on the trucks. The bulwarks had been painted a dirty dark stone colour, but long ago. The masts and hatch coamings were the same, but grimey with coal dust.

We carried our gear to the fo'c'sle, where Bill was welcomed as an old friend. He introduced me, and then looked at the two empty bunks. Turning to me he said, "We're in luck mate. There's donkey's breakfasts in both of em."

"But they're filthy, Bill," I replied.

"New ones would be the same in a couple of weeks. In this hooker we 'andles 1,600 tons of black diamonds twice a week. We live in coal dust and we eats plenty, too, don't yer tell."

Having unpacked our gear we dressed in dungarees with our trousers tucked into the tops of our sea-boots. Then Bill took me to the engine room.

He was pleased to see Bill, and gave me a nod; then said, "You'll be loading watch, both of you, and Otto. Get the hatches off and keep an eye on the 'Lizzie Westoll'. When she hauls out we'll take her place. Show this youngster what to do. Otto and I will be in the boat and I'll be about."

Otto, a Russian, joined us in getting the hatches off. They made the hatches fly, so well did they work.

Then Bill took me to the fo'c'sle-head and explained how I was to send ropes away for warn- ing alongside. There was no steam on the fo'c'sle, so all had to be done from No. 2 winch. I suggested to Bill that the mate would tell me what to do.

Bill looked scornful. "An' spose a ain't 'ere? No kid. When you're loadin' watch, you're the mate and the cook and the captain bold. You know what to do an' you does it, mate or no mate. So just listen to what I'm a' tellin' yer."

Soon we saw the 'Lizzie Westoll' hauling out to the buoys ahead of...
us. Otto made for the boat and I for the fo’c’tle.

How I got through the next half-hour I don’t know. Otto wore, and with one on the winch to heave, I had another on the opposite barrel to slack away. Soon the ship was alongside and the Mate’s voice was heard for the first time.

“Vast heaving, Warner. Take a slack turn with that breast and have a hank ready. Ease away on your backspring.”

Another ten minutes and we were ready to load. I was in a sweat, as much from anxiety as from work, with发烧. I had handled four wire ropes simultaneously and without assistance, and no officer to supervise except two orders given casually from amidships. When Bill came forward he said, “You did all right kid. Now you’ve got the idea. Now, when we shift, give us a hank.” Then you won’t see the mate on deck at all; the boss trimmer will tell you what ‘e wants and tell yer when to shift the fast.”

“You seem to be a handy sort, lad. You and I worked together.”

For two hours I hove that lead and we got many fathoms before pulling on my sea-boots. I had shown me how to keep my feet warm. Over my socks I put my sea-boot stockings and then plunged them into a bucket of hot water to soak them off. Sometimes we got to wait a long time before pulling on my sea-boots. It was an old trick of the Arctic whalers, and certainly enabled us to work. I used it many times in later years.

I had wondered how the coal would be got out in Hamburg, but I soon saw. It is a good plan when the wind is right to spars which served as masts and derricks to get the coal out with reasonable ease. As much from anxiety as sweat, as much from anxiety as work, I pulled myself together.

On the way across I had made kipper my main dish. With seas sweeping across the deck every few seconds, carrying in view the great field of battle, I made it rather a statement.

“Use away on your backspring.”

Soon the ship was alongside and for the fo’c’stle. The great “Vast heaving, Warner. Take another ten minutes and we had cast off. Somehow we got to Heligoland. I was rather surprised to find that she had a leadline. Our captain left for deep water, sometimes to Havre, but we liked our run to Hamburg best. We could go to the assistance of the Almighty and our “Life of Francis Drake,” “the Spanish accounts underestimated his ‘Life of Francis Drake’, after having the ship’s poop sighted land, “sloping hills covered in part with trees and bushes, but interspersed with large tracts of sand”. Cook named the land “Point Hicks”—it has since been renamed Cape Everard, which is a very great pity—and that the first English name was put to a point of the hitherto unknown eastern coast of Australia. And on 29th April, the “Endeavour” entered Botany Bay.

Ten years later, on 17th April, 1780, Rodney fought his first battle against De Guichen at Martinique, in the West Indies. Rodney broke the French line, and the action was sharp but indecisive, the French, though suffering many casualties, getting away still mobile.

Martinique was again the scene of battle the following year, when Sir Samuel Hood fought a long-range action with De Grasse, but could not prevent the French from getting into Port Royal, their objective. Hood wrote to Rodney: “Never was more Powder and shot fired in one day.” But it was with Martinique De Grasse had the option of distance lay, and he preferred that of Long Shot.

Another year on the West Indies Station, and on 12th April, 1782, Rodney heavily defeated De Grasse at the Battle of the Saintes. Five prizes fell to the British, including the “Ville de Paris”, flagship of De Grasse, a ship mounting 110 guns and considered the finest warship in the world. But none of the five reached England, three of them foundering in one gale. On the same day and under the same flag, the East Indies, was fought one of the most fiercely contested actions between the British and the French. In this, the “harden armed merchantmen of the privateers” as Mahan called it, Suffren concentrated on the centre of the British line, the flagship and three of her leading ships, to shatter 25 per cent of the entire loss of the squadron of eleven ships. After this action, both squadrons anchored 24 hours, a week two miles apart, refitting.

On the 3rd April, 1800, occurred the famous “blind eye” episode at Copenhagen. The Danish fleet, with many ships unrigged but all ready for action, was moored in front of the Copenhagen batteries, and made a hard nut to crack. Nelson however, handled it severely, many Danish ships being forced to surrender by the superior British gunnery, and Nelson took the opportunity to address a letter to the Prince of Denmark proposing the article was confirmed, Denmark agreeing to take no further part in the actions of the Armed Neutrality.
The Navy's Protestant Memorial Chapel

The Foundation Stone Has Been Laid Of What Promises To Be A Graceful And Noble Building, Fitting Memorial And Handsome Addition To Flinders Naval Depot.

In the bright sunlight of a perfect early Autumn afternoon, amidst the colour flower gardens and cool green lawns of Flinders Naval Depot, the Governor-General, Mr. McKell, laid the foundation stone of the Protestant Memorial Chapel on Saturday, 4th March.

It was a day which has long been anticipated, and one which will be remembered for many years to come. For the ideal of such a Memorial, to commemorate officers and men of the Protestant denominations who lost their lives as members of the Royal Australian Navy in the First and Second World Wars, has animated the thoughts of the many, both within and outside the Service, who have worked for its realisation over a long period.

The date, for the laying of the foundation stone was well-chosen. The 4th of March is the anniversary of the elegant end of the H.M.A.S. "Tyrer" on the early morning of the 4th March, 1942. On that day, some miles south of Java, Tyrer, escorting a small convoy, encountered a powerful Japanese force of three heavy cruisers and two destroyers. The odds were hopeless, but Tyrer immediately placed herself between the enemy and her charges, and endeavoured to protect them by putting down a smoke screen and engaging the Japanese. Her efforts were of no avail—save to add to the noble traditions of the Service she represented— for she and the whole convoy were destroyed, and of her Ship's Company only thirteen ratings survived, rescued after great efforts from a raft by a Dutch submarine. Tyrer's captain—Lieutenant Commander R. W. Rankin, R.A.N.—and all her officers, went down with the ship.

Her gallant end, and that of those of her people who died with her, was symbolic of what this Memorial Chapel stands for in memory of the officers and men of the R.A.N. who went in similar circumstances.

The Chapel is being built from public donations, which include a bequest of £20,000 under the will of the late Mrs. Alice Maude Keir-Lucy Trevor in memory of her husband, the late Paymaster Captain Alfred Martin Trevor, R.A.N.

Of very handsome modern Gothic design, the Chapel is being constructed in accordance with plans prepared by Mr. Louis R. Williams, F.R.A.I.A., who has specialised in ecclesiastical architecture and is architect for the new Battersea Cathedral, New South Wales, and is also responsible for numerous lovely churches built in Perth, Adelaide, Brisbane, Townsville, and the Melbourne metropolitan area in recent years.

Quarry-faced stone—tinted grey—will be the principal material used, to consist of slabs of mellowed tiles. Dominating feature of the building will be its square tower, sixty-nine feet in height, to be surmounted by a flagpole whose truck will lift another twenty feet. Belfry louvres will let into the upper part of the tower. At its base, which will be formed in the two world wars.

The main doorway in the ecclesiastical West end of the Chapel will be dominated by an arch, in the deep recess of which a tracery window will be placed. The door way will lead into a spacious porch, on the right of which will be the area in which the Rock of Remembrance will stand. On the left will be the Bapistry. The walls on both sides of the porch will contain pierced grilles, through which the Rock of Remembrance and the Bapistry will be obtained.

The Chapel will accommodate four hundred and eighty worshippers who, entering the porch, will proceed to the nave, which will be sixty-six feet in length, with passages in the centre and along both sides. The floor will be constructed of

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Thomas Fletcher Waghorn—1800-1850

He Pioneered The "Overland Route" From England To The East, And Was The Conceiver Of The Idea Of The Present Suez Canal.

On January 7th, 1830, the hundredth anniversary of the death of Thomas Fletcher Waghorn, the pioneer of communication through the Red Sea, was observed at the meeting of the British Institute in London. The meeting was held in the presence of representatives of the British, Egyptian, and French governments.

The fact that, in a recent broadcast "Quiz" session here in Australia, none of those questioned was able to say who Waghorn was, or what he did, prompts "The Navy" to publish these few facts concerning his career and achievements.

Thomas Fletcher Waghorn was born at Rochester, Kent, on the 28th June, 1800. He entered the Royal Navy in 1812, and seven years later entered the Bengal Pilot Service, serving in the Burmah and Bengal fleets.

It is said that during the War of 1820, being then in command of the East India Company's Matchless and a division of gunboats, Waghorn was in action against the Danish squadron. He was hit by a shot in the neck and was badly wounded.

After the war he returned to the Bengal Pilot service, in which, when the steamer Enterprise arrived at Calcutta on the 7th December, 1825, he piloted that ship up the Hooghly. From her captain, Edward Johnson, he learned about the voyage of the Enterprise out to India round the Cape, and also of a previous journey to India made by Johnson overland across Egypt, and down the Red Sea. This fired the imagination of Waghorn, and he devoted himself to the study of marine navigation, and (b) the "Overland Route".

In 1839, learning that the East India Company had purchased a steamer service between Bombay and Suez, beginning with a trial voyage of the Enterprise, Waghorn obtained the Company's special permit to act as agent for the Company. Whether in London or in Bombay, he worked day and night, and finally, after a delay of six months, the steamer was ready to start, and Waghorn was appointed to proceed to Bombay to take charge of the first experimental run. He left London on 28th October, 1839, having been advised that the Enterprise was due to Suez on 30th December. He did not reach Bombay until 20th March, 1840, having taken four months and twenty-one days from England.

Much went wrong on his passage. From England to Egypt he travelled across Switzerland and down to Trieste, and across the Mediterranean to Alexandria by a Spanish steamer. He then continued by a native sailing craft to the Mahmoudieh Canal, which runs to Alexandria. Over this passage, which will also be used as an auxiliary choir room. Above the walls on both sides of the big room, an orchestral gallery will be constructed of carved wood, and surmounted by an open roof, the light entering through the masts of each sailing craft met on passage, the journey through the canal—forty-eight miles—the journey through the canal—forty-eight miles—too anything from twelve hours upwards.

In 1839 the British Government and the East India Company started mails of their own, and took from Waghorn the conveyance of their mails. He continued with his Overland Route for passengers, in which effort he came into opposition with the P. and O. Company, who, at the continued instance of their passengers, themselves instituted an Overland Route. Waghorn, worn out by worries and long-continued physical exertions, broke down and died in May, 1842.
WHAT THE NAVY IS DOING

SINCE last these notes were written, a number of changes in appointment among senior officers of the R.A.N. has been announced. These include a change in the command of the flagship—Captain D. H. Harries, R.A.N., succeeding Captain R. R. Dowling, D.S.O., R.A.N., to H.M.A.S. Sydney—and of H.M.A.S. Penguin, where Captain F. N. Cook, D.S.C., R.A.N., will succeed Captain Harries.

Captain J. M. Armstrong, D.S.O., R.A.N., who has vacated the position of Director of Ordnance and Underwater Weapons at Navy Office, Melbourne, is going to the United Kingdom as Inter-Service Technical Officer on the staff of the Australian Defence Representative in London, with the appointment of Commodore. The Navy Office post he vacated will be filled by Captain Dowling.

During the period since our last publication, a start has been made on the building of the Protestant Memorial Chapel at Flinders Naval Depot, the foundation stone having been laid on Saturday, 4th March, 1950, by His Excellency the Governor-General, Mr. McKell.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. R. Dowling, D.S.O., R.A.N.), wearing the Flag of Rear-Admiral J. A. S. Ecdes, C.B.E., Flag Officer Commanding His Majesty's Fleet, returns to Sydney this month after participating in the exercises with the Fleet and the New Zealand Squadron in New Zealand waters. During the month the Flag will be transferred to her from H.M.A.S. Sydney, and she will carry out a training programme in the Sydney-Melbourne area.

10th Destroyer Flotilla:

H.M.A.S. Warramunga (Captain D. H. Harries, R.A.N.), has been with the Fleet in New Zealand waters, and has now returned to Australia.

1st Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander W. B. Marks, R.A.N.), returned to Sydney in company with the flagship this month. From the 10th, April until 26th, May, Shoalhaven will be available for leave and urgent defects, and will sail from Sydney about 10th, June, to relieve H.M.A.S. Shoalhaven on duty with the Allied Naval Forces in Japanese waters.

2nd Frigate Flotilla:

H.M.A.S. Murchison (Lieutenant-Commander W. P. Cook, R.A.N.) is in Sydney, having been operating under the direction of the Naval Board.

H.M.A.S. Tasman (Lieutenant-Commander F. D. Shaw, R.A.N.), is in Sydney, having been operating under the direction of the Naval Board.

H.M.A.S. Lauban (Lieutenant-Commander F. D. Shaw, R.A.N.) is operating under the control of the Naval Board. H.M.A.S. Lauban, having been operating under the direction of the Naval Board, is in Sydney, having been operating under the direction of the Naval Board.

H.M.A.S. Gladstone (Lieutenant-Commander R. A. H. Miller, R.A.N.) is in Sydney, having been operating under the direction of the Naval Board.

H.M.A.S. Larrobe (Lieutenant R. J. Severnour, R.A.N.) is in Sydney.

H.M.A.S. Ships Warrego and Barcoo are in Sydney.

H.M.A.S. Leclerc (Lieutenant Commander W. Sharpey-Schafer, R.N.) is carrying out surveying duties in New Zealand waters.

GENERAL

Papua-New Guinea Division, R.A.N.

To comprise fifty ratings, and to serve as an encouragement to natives to take an active part in the defence of their country, as well as to ensure a constant supply of competent native seamen for service in island establishments and small craft attached to them, a Papua-New Guinea division, recruited from natives of the island territories, is being formed by the Royal Australian Navy. H.M.A.S. "Tarangau", the advanced naval base at Manus Island, will be headquarters for the division, which will be under the command of Lieut. D. Nicholls, R.A.N., assisted by Chief Petty Officer S. C. Bettens and Petty Officer E. L. Graham, all three of whom are undergoing a course at the Australian School of Pacific Administration in Sydney, to equip them with background knowledge of the seafaring tribes of Papua and New Guinea. As the Minister for the Navy, Mr. Francis, pointed out when announcing the establishment of this division, the indigenous peoples of Papua-New Guinea have a long-standing reputation as seafarers, which their knowledge and ability to negotiate hazardous coastal and river waters, as demonstrated during the Pacific War, has supported, amply justifying their inclusion in the new formation.

Three-Year Enrolment

Recruiting for the Papua-New Guinea Division will be conducted through the Department of District Services and Native Affairs, and recruits, who must not be less than eighteen years of age, will be enrolled for an initial period of three years, with the right to engage for periods of two or three years. On enrolment they will undergo probationary training for six months, at the end of which...
lovely lawns and gardens, were throughout Navy, and Memorial to Macquarie Island.

The Royal Australian Navy has decided to give a number of short service commissions of four years' duration to selected young men who have trained as pilots or observers. This training will last about two years, and will be taken as ratings. Those who are selected will be trained in all aspects of seamanship. Ratings will wear a special uniform which will include white or blue flannels, with square splices, and other aspects of the Royal Navy's tradition.

Conditions of Entry

There are several conditions for ratings already serving who wish to transfer to the new branch. These include the following:

- They must have completed at least one year of service in the ship of their branch.
- They must have passed a medical examination.
- They must be able to meet the physical and mental standards set by the Royal Navy.
- They must be able to pass the naval education tests.
- They must be able to pass the sea trials in the first two years of service.

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The ferry steamer "Maori" was of 3,399 tons gross, built in 1907, by W. Denny and Bros., Dumbarton, for the Union S.S. Co., of New Zealand. Her dimensions being 368.7 feet long by 47.2 feet beam by 24.7 feet deep, being propelled by twin screw direct drive turbines. Her service was between Lyttelton and Wellington. On 18th September, 1907, the steamer "Kintyre", which had been well known in the Clyde River tourist service for almost forty years, was making some special runs carrying sheep. The "Maori" was making her trial runs over the measured mile when the "Kintyre" rounded the point of Wemyss Bay. The sea was calm and the atmosphere quite clear, when through some misunderstanding, the "Maori" rammed the "Kintyre" abait the engine room, tearing a huge hole in her back. All efforts to refloat her failed. Her hulk can still be seen there. Her decks are all gone and her back is broken.

Mr. Wilkinson asks for photos of the "Mahemo" after her strand, also of the "Mararoa", "Maori", and "Rotomahana". Can any reader oblige him?

The ferry steamer "Maori" was in the Australia-New Zealand service for many years. She was laid up about August, 1931, when the depression had affected the passenger trade badly. In February, 1932, she was sold to Japanese shipbreakers and on her last passage to Japan, took a cargo of some 2,000 tons of flour. She was broken up about August, 1933. I can find no trace of her ever being owned by the French.

The "Tofua" was a twin screw steamer of 4,145 tons gross, also built by Denny for the same owners in 1908, dimensions being 350.3 feet long by 48.2 feet beam by 20.3 feet deep. After many years service, she was laid up about 1930, and on 9th February, 1934, she was reported sold to the Japanese for £4,200. She was broken up in June, 1934.

The "Makura", which was a twin screw steamer of 8,075 tons gross, built by Alexander Stephen and Sons Ltd., Glasgow, in 1908, for the trans-Pacific service of the Union S.S. Co., her dimensions being 450.0 feet long by 77.7 feet beam by 32.1 feet deep. She was used as a troopship by New Zealand in the 1914-18 War, and resumed her service across the Pacific. The difficult times of the early thirties led to her withdrawal from trans-Tasman service in which she was then running, and in February, 1937, she was sold to Chinese. She loaded a cargo of wheat from Geelong to Shanghai, and was finally broken up about July, 1937.

The "Ulimaroa" was a twin screw steamer of 5,777 tons gross, built in 1908 by Courlay Bros. Ltd., Dunedin, for Huddart, Parkes Ltd., Melbourne, her dimensions being 400.3 feet long by 92.2 feet beam by 23.2 feet deep.

Captain W. J. Wylie took command of her in 1908, and remained in her for almost thirty years, including her service as a New Zealand troopship. For many years, she was in the New Zealand-Australia trade, and about August, 1934, was sold to Japanese shipbreakers, being finally broken up in November, 1934.

The "Mahemo" was a triple screw direct drive turbine steamer of 5,323 tons gross, built in 1905 by W. Denny and Bros., Dumbarton, for the Union S.S. Co., dimensions being 400.4 feet long by 102.8 feet beam by 30.8 feet deep. In 1915, it was converted to twin screw geared turbines and served as a New Zealand hospital ship for the remainder of the War. She was sold to Japanese shipbreakers in May, 1935, and in Sydney in November of the same year, "Oohari", which had also been sold to shipbreakers. Breaking away from the "Oohari", she was wrecked on Great Sandy Island, Queensland, on 10th July, 1935. All efforts to refloat her failed. Her hulk can still be seen there, though ligging course, it is in a broken up. Her decks are all gone and her back is broken.

Mr. Wilkinson asks for photos of the "Mahemo" after her strand, also of the "Mararoa", "Maori", and "Rotomahana". Can any reader oblige him?

"The Navy" is your guide to naval affairs

April, 1939

From our correspondents in LONDON and NEW YORK

By AIR MAIL

U.S. NEEDS PASSENGER SHIPS

According to the chairman of the United States Maritime Commission, Major General Philip B. Fleming, in a statement he made recently, the United States at present has only forty-seven passenger-type vessels in operation, compared to 162 just before the war. Claiming that a potential weakness lay in the threat of "block obsolescence" which may overtake America's warbuilt fleet in the not too distant future, General Fleming said that the serious shortage of passenger-type vessels was the first weakness of the American Merchant Marine.

NEW YORK'S DREDGING BILL

Due to leave Copenhagen in September or October of this year, a Danish scientific expedition plans to spend two years dredging for specimens all over the world up to depths of 30,000 feet where such exist. The main trawling equipment will consist of a twenty-two ton steel wire rope, built to stand enormous strains, and fitted with trawls, grabs, and other instruments. When paid out to its full extent the wire will take some three days to wind in again. The expedition hopes to collect much new information regarding conditions in the great depths of the oceans, and to obtain data which may be useful to the science of chemistry, and to the world's fishing fleets.

AUSTRALIAN-ITALIAN TRADE

The first of three ships being built for the Italian-Australian trade by the Lloyd Triestino company is being launched this month. The ships will be of 14,000 tons, and will each carry 800 passengers. Italy, said the company's manager, Mr. G. Giamoli, who arrived in Australia in the "Ugolino Vivaldi" in March, is very interested in the tourist trade.

WORLD SHIPBUILDING

At the end of December last, the total world tonnage of shipping under construction was 4,394,768 tons, of which Britain was building forty-five per cent., compared to 162 just before the war. Claiming that a potential weakness lay in the threat of "block obsolescence" which may overtake America's warbuilt fleet in the not too distant future, General Fleming said that the serious shortage of passenger-type vessels was the first weakness of the American Merchant Marine.

LORD'S REGISTER OF SHIPPING RECORDS

When asked Congress to appropriate $123,000,000 for CANADIAN VESSELS FOR BRITAIN.

As part of a Canadian Government plan by which some of the Canadian deep-sea merchant fleet—beset by dwindling business—is to be kept in operation through transfer to British registry, the United Kingdom Government has agreed to let 123 Canadian-owned ships operate under its flag, with their profits going to Canada in dollars. Besides an original sixty-five vessels, Britain has also made a further transfer of registry under a plan for keeping Canada's merchant marine aloft, Britain has lately
agreed to take on an additional fifty-eight ships. These latest additions to the plan have been on loan to the United Kingdom since the war, and were to have been returned to Canada this year. The loan is under British registry, to be operated by agents in Britain for the Canadian companies.

AMERICAN SHIPYARDS. American shipyards established a centenary, in the United States in 1949, according to Mr. J. Lewis Luckenbach, chairman of the board of managers of the American insurance broker, using Lloyd's Register as the principal source. The centenary was less than those of the other two leading maritime nations—Great Britain and Norway—and the centenary anniversary affair would contrast to tonnage owned in each private. In fire losses, however, those of American ships were higher than those of British, Norwegian or the rest of the world in percentage to other causes of total loss. It was during the period of the survey that American safety at sea laws were changed to require use of fire resistance materials throughout a ship:

UNION TO SHAREHOLDERS. A novel attempt to secure a working agreement with a shipping company covering that company's existing unlicensed personnel was made recently in America by the Seafarers' International Union, A.F.L. The attempt came at the behest of the union's secretary, Mr. Paul Hall, described as "three years of bitter contest in the union's fight to organize the Citrus Service fleet, during which the company's oil company—ocean division had engaged in "legal slabs" in its endeavours to "deny seamen their vessels their legally guaranteed right to join a union of their choice for collective bargaining purposes.

NAVAL SOUVENIRS. An electric table lamp made from the oak of the "Implacable," sunk by a mine in the Channel depicting the exact spot where "Implacable" was sunk. The lamp was given by Admiral of the Fleet Sir Algeith G. W. Barrer, G.C.B., K.C.V.O., D.S.O., Commander-in-Chief, Portsmouth. It is made from a section of the chart of the channel depicting the exact spot where "Implacable" was sunk. The photograph, which shows the King standing by a gun in the old battleship "Thunderer," came into the possession of Captain H. D. Smith, R.N., of Weymouth, who has presented it to the Club.

SONIC PROPPELLER PLANE. A plane that can fly at the speed of sound is being developed by the arm of the U.S. Navy, according to a report in the "New York Times." Mr. Lewis Teller plane, the assistant chief of construction of a new pier at the Ten-year, 58,000,000 dollar project, which will cost between 5,000,000 and 6,000,000 dollars. Immediately, will cost between 5,000,000 and 6,000,000 dollars. Captain H. D. Smith, R.N., of Weymouth, has presented it to the Club.

ESCAPE CAPSULE. An electric table lamp made from the oak of the "Implacable," sunk by a mine in the Channel depicting the exact spot where "Implacable" was sunk. The lamp was given by Admiral of the Fleet Sir Algeith G. W. Barrer, G.C.B., K.C.V.O., D.S.O., Commander-in-Chief, Portsmouth. It is made from a section of the chart of the channel depicting the exact spot where "Implacable" was sunk. The photograph, which shows the King standing by a gun in the old battleship "Thunderer," came into the possession of Captain H. D. Smith, R.N., of Weymouth, who has presented it to the Club.

OTHER VICTUALLING PROJECTS. Other victualling projects under examination in the U.S. Navy are a radar stove, utilizing a magneto tube to cook meats and fish in an instant, and a pressure cooker to fit in the limited space available in submarines. In certain underwater operations, a "escape capsule," which is pressurized and heated, must depend on batteries for power. An ordinary range requires more electric energy than can be spared, but the pressure cooker, if it can be fitted into the available space, will make it possible for submarine crews to have hot meals even when submerged.

W.R.N.S. AIRCRAFT MECHANICS. An aircraft being worked on by the U.S. Navy's Bureau of Aeronautics is an "escape capsule." It is a streamlined unit, in which the pilot operates, and which is pressurized and heated. It is being built from the parent airframe in an emergency and descends by its own parachute. If the capsule should land on water it is capable of staying afloat for some time. It is equipped with a full survival kit.
and some Dutch submarines equipped with it escaped to Brit-
ain after the invasion of Holland, but the Dutch Gov-
emment took no interest in the invention. The Ger-
mans found blueprints of the schnorkel when they invaded
Holland on 5th May 1940, and fitted it to U Boats. Mr.
Wichers has been seeking recog-
nition of his invention for seven-
ceed years. Now a Dutch Royal
decree has granted him the rank
of Commander, and he may re-
ceive about £300 sterling.

ATTEMPT TO RECOVER "NIAGARA" GOLD.

It is probable that an attempt
will be made in August or Sep-
tember of this year to recover the
remaining £200,000 worth of gold
which still lies in the wreck of the
"Niagara" deep down in Hauraki
Gulf, off the north coast of
New Zealand. Mr. William
Bowley enjoyed the voyage. On
April 3rd., 1840, when
the ship was at last sighted.

"The Shortest Passage Ever Known"

From The Diary Of A Passenger From London To
Adelaide In The Barque "Fairlie", One Hundred And
Ten Years Ago.

By MARGARET BOYD.

S O, boastfully, does James Bow-
ley describe the barque "Fair-
lie"s" ninety-day voyage from Lon-
don to South Australia early in
the nineteenth century. In those
days of swift motor vessels and
flying-boats, a journey of ninety
days might seem like that of the
Flying Dutchman, but the rank
gold which still lies in the wreck
of the "Niagara" deep down in
Hauraki Gulf, off the north coast
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the ship was at last sighted.
BOOK REVIEWS

By S.H.G.


This in an excellent book; most valuable to the student, most interesting to the general reader; well-written and authentic. It is the work of seven writers, each a specialist in his or her subject. And what they have to tell is of importance to the Brit-isher, depending as he does on the "trade winds" of the oceans upon which he still relies for the safe passage of his barque of State, but of which he still knows too little.

As Admiral Sir William James says in the closing paragraph of his introduction to this book: "An elementary knowledge of the sea and its history would be far more profitable than much that is taught in our schools and universities. Nor is it so difficult to acquire. Whoever doubts it should turn over the pages of this book. He will find his attention arrested by much that will surprise him. Facts are there but the element of romance is never far away. Today, thanks to some of our recent authors, a knowledge of history is no longer very difficult to acquire. But unless it is richly flavoured with the salt from the sea and the pungent odour of tar and hemp it will be incomplete, the splendid story will be only half-told and so only half-understood."

The italics are those of this reviewer. That sentence holds the rub of Admiral James's message. No knowledge of history is of any much value to the Britisher unless it is so richly flavoured; for he, above all others, should learn con-tinually, and refresh himself regularly, at the margin of the oceans where his existence has depend- ed and will depend.

Until recent years, the Historian neglected the sea in its influence upon history, a fact which led Mahan to write his great work. As he himself says in his Preface to "The Influence of Sea Power upon History", "Historians, generally, have been unfamiliar with the conditions of the sea, having as it to neither special interest nor special knowledge; and the profound de-termining influence of maritime strengths upon great issues has consequently been overlooked."

Of late, however, there has been greater interest in the sea. There are more writers on the subject in its various aspects. And this book is a welcome addition to the works they are producing.

It is comprehensive in its scope in the period with which it deals, a fact which the chapter headings illustrate. Of the seven writers, C. Ernest Payle--recently lecturer at the College of Imperial Defence--deals with Shipping and Marine Insurance, and The Employment of British Shipping; The Seaports are the subject for three of the authors: C. Northcote Parkinson, late Fellow of Emmanuel College, Cambridge; tells of London, A. C. Waddle of Liverpool, and Prof-essor C. M. MacInnes, Professor of Imperial History, University of Bristol, talks of that West Country port. Lucile Lubbock writes of Ships of the Period and Developments in Rig, and of Seamanship. Health and Sickness is the subject: J. G. S. Bower, Professor of Medicine in the Uni-versity of Bristol; C. Northcote Parkinson writes of the East India Trade; and Lucky Frances Owens fall, Lecturer in History at the University of Glasgow, of the West Indian; the American Trade deals with by Professor H. Hea-ton, Professor of Economic His-tory, University of Minnesota, U. S. A.; while W. H. W. Wilberforce tells of the Newfoundland Trade and the Post Office Packets; and Prof-essor C. M. MacInnes of the Slav Trade.

The book is, you see, comprehensive; and the status and qua-lifications of its authors speak for itself. It makes engrossing reading, and one that this reviewer can heartily recommend to readers of "The Navy."
EX-NAVAL MEN’S ASSOCIATION of Australia

Federal Council
President’s Report.

You will read in the Federal Secretary’s Report a statement on the general affairs of the Association since the Perth Conference. At that Conference you honoured me with the high position of Federal Vice-President and I was happy to serve under the elected Federal President, the late Mr. A. J. Martin. Unfortunately Mr. Martin was a sick man at the Perth meeting, his illness culminating in his admission to hospital within a year, and ultimately his death on 16th March, 1949. I acted for Mr. Martin during his illness and took over his duties as Operating Trustee of the Charitable Purposes Fund, and on his death I was the Federal Council named me for the balance of his term.

The position of Vice-President was taken by our Hon. Assistant Federal Secretary, Mr. H. S. Peebles, Mr. Peebles’ position of Assistant Secretary was taken over by Mr. J. B. Warner and later, on his resigning, by Mr. J. T. Staffor. During my absence overseas from April to July, 1949, Mr. Peebles took over my duties and did so in a very capable manner.

The new idea of a Federal Council was inaugurated at the 1946-7 Conference at which the ex-Navalmen in Australia together. Four members of the Council have been appointed—two from each of the States of N.S.W. and Victoria, and one for the State of Western Australia. The Federal Council has been very active and has implemented all decisions which required certain actions to be taken. Where necessary, State Councils have had copies of important correspondence and all copies of Federal Council meeting Minutes promulgated to them. During the period since Conference assembled last, the Association expanded and reached the record number of 30 Sub-Sections, but owing to a lack of sufficient interest by some members in their particular districts, the above number has now been reduced to 23 Sub-Sections which includes the A.C.T. and Queensland Sections. The remaining States are functioning under the jurisdiction of their State Councils. Victoria has eight Sub-Sections, N.S.W.—five, South Australia three, Western Australia five. Federal Council anticipates the Early Inauguration of an additional Section at Port Moresby, Papua, N.Z. You will have observed by your Conference Agenda that ex-Naval personnel in the State of Tasmania, through the efforts of the organisation, desire to be affiliated to the present Section of 23 Sub-Sections which includes the A.C.T. and Queensland Sections. The early formation of a Section at Port Moresby, Papua, N.Z., will still increase with the influx of ex-Royal Naval personnel to Australia. The Federal and State Councils, together with the Sub-Sections do extend sincere and a warm welcome to our former shipmates, and to our kith and kin from overseas who have already reached our shores. There is a strong feeling for this Association for all ex-Navalmen of the British Empire.

Federal Officers have visited State Councils and Sub-Sections when the opportunity has arisen; these visits are usually made during business trips and on each occasion they have been warmly welcomed by the meetings and social evenings.

It is with regret that I have to announce the projected retirement of Mr. F. W. Birt from the office of Hon. Federal Treasurer. Mr. Birt has held this office at various times in N.S.W., and during the past eight years served on the Federal Council.

Before concluding, I would like to take this opportunity of thanking the State Secretaries who have so ably co-operated with me. It is now being sought for us to present a Federal Executive and Council I offer my support and loyalty. I would stress that the fullest co-operation must be shown by the State and Federal Secretaries should be firmly maintained.

G. W. Scott, Hon. Federal Secretary.

Federal Secretary’s Report.

This is the fourth opportunity that I have had the honour and privilege of submitting a report to the Triennial Federal Conference. On the first occasion it was the Federal Treasurer’s Report. This was the third occasion as your Honorary Federal Secretary.

After the Perth Conference, which was held in January, 1947, the new Federal Executive Officers and some of the Federal Councilors, elected by the various States, have met in meeting on no less than 15 occasions. At some of these meetings the Council has been honoured by the presence of interstate visitors, amongst whom were M. H. L. Ivey and J. Dean of A.C.T., J. P. Power of West Australia, W. H. Sullivan and C. Hall of Victoria and E. Johnson of South Australia. Other Officers and members of the Association throughout Australia have contacted Federal Officers whilst they have been visiting Sydney at periods when Council has not been in session.

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.
His Excellency the Governor-General in Council has approved of the following changes being made:

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


Fixing Rates of Pay.—Commissioned Gunners William Gladstone Macadam and William Henry South are paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Senior Commissioned Gunner, whilst acting in that rank, dated 1st July, 1949.

Temporary Commissioned Gunners whilst acting in that rank, dated 1st July, 1949.


CITIZEN NAVAL FORCES OF THE COMMONWEALTH.
ROYAL AUSTRALIAN NAVAL RESERVE.
Honorary Aide-de-Camp.—Lieutenant Commander Richard Llewellyn Stevenson is permitted to accept the appointment of Honorary Aide-de-Camp to His Excellency the Governor of Queensland for a period of three years, dated 4th January, 1940. (Ex. Min. No. 22—Approved 1st March, 1930.)

JOSEPH FRANCIS,
Minister for the Navy.

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


Promotions.—Commander Henry John Fullerton Lane, O.B.E., is promoted to the rank of Captain, dated 31st December, 1949. Lieutenant-Commander Paul Crown Whidfield, D.S.C., is promoted to the rank of Commander, dated 31st December, 1949. Lieutenants Christopher Sidney Goldsmith and Alexander Duncan Black are promoted to the rank of Lieutenant-Commander, dated 28th December, 1949, and 1st January, 1950, respectively. Instructor Lieutenant-Commander Henry George Tidy is promoted to the rank of Instructor Commander, dated 31st December, 1949. Senior Commissioned Gunner William Albert Perren and Commissioned Gunner Douglas Alfred Marshall are promoted to the rank of Acting Lieutenant, dated 4th January, 1950. Confirmation in Rank.—Acting Lieutenant-Commander (S) Arthur Russell Strang is confirmed in the rank of Lieutenant-Commander (S), with seniority of 4th May, 1947, dated 26th September, 1949.

Loan to Royal Navy for Service and Training.—Two officers are loaned to the Royal Navy for service and training:

HARDY'S INDIGESTION AND ULCERATED STOMACH REMEDY
2/9 per 8oz. Carton from all Chemists and Stores

HARDY'S INDIGESTION, ACID AND SOUR STOMACH AFTER-EATING DISCOMFORT
THAT "MORNING-AFTER" FEELING

MAKE A POINT OF CALLING IN TO THE FIRST & LAST HOTEL (LATE CUTTY SARK) GORDON QUAY
CONVENIENT, CENTRALLY SITUATED

April, 1949


Transfer to Emergency List.—Lieutenant Commander (Acting Commander) Neven Robinson Reid is transferred to the Emergency List and re-appointed for temporary service, dated 10th December, 1948. Commissioned Shipwright William Johnstone is transferred to the Emergency List and re-appointed for temporary service, dated 8th January, 1950.

Resignation.—The resignation of Allan Squires of his appointment as Instructor Lieutenant is accepted, dated 9th December, 1949.

EMERGENCY LIST.

Transfer to Retired List.—Chaplain, the Reverend Ivor Llewellyn Skelton is transferred to the Retired List, dated 12th January, 1950.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE.

Appointments.—The Reverend Charles Keir is appointed Chaplain, dated 16th December, 1949.

Transfer to Emergency List.—Lieutenant Commander (Acting Commander) Joseph Henry Patrick Dixon, Robert Alexander Anderson and Harold Macbeth Gashler are transferred to the Retired List, dated 22nd December, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Fixing Rates of Pay.—Lieutenant (Special Branch) Frederick Ashton Rhodes is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (Special Branch) whilst acting in that rank, dated 19th December, 1949—(Ex. Min. No. 14—Approved 15th February, 1910.) JOS. FRANCIS, Minister for the Navy.

Answers to- Nautical Quiz

(1) The three Australian coast-ers which were Armed Merchant Cruisers were "Kanimbla", "Westralia", and "Manoora".

(2) The two overseas liners which developed two funnels where one stood before were the Aberdeen Line sisters "Marlborough" and "Miltiadis". Originally built with one funnel they were, after running for some eight or nine years, each lengthened by fifty feet, and had a second (dummy) funnel added.

(3) The Anchor Liner "Athenia" torpedoed in the North Atlantic by a German submarine—U30, commanded by Lieutenant Lemp—at 9 p.m. on 3rd September, 1939.

(4) "Force 6" in the Beaufort Scale is a strong breeze, with a wind speed of 22-27 nautical miles an hour. Fishing smacks double reef mainsails. On land the large branches of trees are in motion; the wind whistles in telegraph wires; and it is difficult to handle an open umbrella.

(5) Wreck buoys in the British Buoyage System are conical in shape and green in colour. The light, if any, is green flashing, any number of times.

(6) The verse refers to the defeat of the Spanish Fleet under Montojo in Manila Bay by Admiral George Dewey on 1st May, 1898, during the Spanish-American War. The complete verse reads: "Oh, dewy was the morning. Upon the first of May, And Dewey was the admiral, Down in Manila Bay, And dewy were the Spaniards' eyes. Them orbs of black and blue, And dewy we feel discouraged! I deem not we thought it well!"

(7) George Charles Smith—1782-1861—founded the first Sailors' Home in London in 1829, inspired to do so by his youthful experiences at sea in the Merchant Service and as a press-man in the Royal Navy.

(8) Careening is the process of heaving a vessel over on her side, usually when beached, to clean the bottom of weeds and barnacles, and to effect underwater repairs.

(9) It was not until it was known that it is the vacuum on the upper surface of an aeroplane's wings, and not the wind's pressure underneath them, that lifts an aeroplane, that it was realised that the same argument applies to the sails of boats.

(10) The presence of mines in Australian waters was disclosed by her sinking through striking one—by the steamer "Niagara" in Hauraki Gulf, New Zealand, 19th. June, 1940.
en...
"STRATHNAVER" BACK ON THE RUN

Continued from page 13

Lounge, panelled in bleached mahogany. Most of the furnishings, which comprise Settees, easy chairs, open arm-chairs, and tub chairs, are executed in natural yacca-moore, harmonising with the soft green of loose covers and curtains. On "D" deck is the Tourist Verandah Lounge, this room being panelled in yacca-moore with contrasting bands of French walnut. A welcome amenity is the Bar, which forms portion of this room.

Also situated on "D" deck amidships are the First class Deluxe suites. These are panelled in light natural-toned veneers the outstanding woods being bird's-eye maple, figured avodire, and walnut. Furnishings are on contemporary lines and veneered in quilted maple and walnut. Floor coverings consist of hand-made carpets in golden tones. Curtains, quilts and bedspreads are of mushroom-pink satin. Silk damasks in neutral, putty coloured grounds are used for the upholstered furniture.

The ship is now equipped with the most modern communication and electronic navigation aids. This equipment, which was designed and built by the Marconi International Marine Communication Co. Ltd., consists of 'Worldspan' main transmitter, 'Reliance' emergency transmitter, with their respective 'Mercury' and 'Electra' receivers, together with a TGY2 radio-telephony transmitter with its associated 'Yeoman' receiver. Electroni- nal navigational aids include 'Lodestone' direction finder, 'Radiolocator' marine radar, and 'Visagraph' echometer. In addition, there is an "Oceanic" sound amplifying and reproducing set, which can be used for the distribution of radio programmes, recorded music, announcements or, in its emergency capacity, boat orders, to all parts of the ship.

In command of "Strathnaver" is Captain C. Mellonie, who formerly was in command of "Perin".

"Strathnaver" was in Sydney in January 1940. Her white hull and buff funnels were hidden beneath the mantle of drab grey she was to wear for the next nine years, but she was otherwise unaltered though her name was exchanged for the official title "His Majesty's Transport U3".

She was a member of the famous 300-ship convoy which sailed for North Africa in November 1942. In that convoy were most of the P. & O. and Orient Line passenger ships. She discharged her troops at Algiers, despite unceasing aerial attacks, and then went on to Bougie, which was the graveyard of many fine ships including "Strathallan", "Awatea", "Narkunda" and "Cathay". There the attacks made on the ship were even more savage than they were at Algiers, and her gunners remained constantly at their posts, firing more than 3,500 shells at the attackers.

The ship returned safely from this operation, and for the remainder of the war she was employed as a troopship, after the war ended being employed in post-war troop moving and odd jobs.

She went to Harland & Wolff at Belfast in November 1948 for reconditioning. During the nine years she was trooping, "Strathnaver" steamed 352,443 miles, and carried 128,792 service personnel.

Propelling machinery is twin screw turbo-electric developing 28,000 hp. service speed is 19 knots. Gross tonnage 22,283.

The line of defence for the family . . . . is undoubtedly a Life Assurance Policy, and the Policy contracts issued by The Colonial Mutual Life Assurance are designed to provide the strongest possible defence for the family . . . . They may be obtained by payment of instalments, weekly, monthly, quarterly, half-yearly, or yearly. Write for particulars to . . . .

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The Navy

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MARINE & GENERAL ENGINEERING REPAIRS
DIARY BUT HAPPY DAYS

Continued from page 18

The Free Lance and for the price
of a beer, 3d, have two hands
play alternately, dance with any
girl who caught our eyes, or watch
others. Then we sometimes went
to a grill, picked our pork chop
sat with a half litre of beer while
it cooked; and chop, sauer kraut,
potatoes, and beer, cost 10d the
lot. And beautifully cooked.

One of the sights of the "Free
Lance" was that being a tramp, she
was not always sure of a cargo.
Every time we were near the
mate would go round all of us
saying, "Usual twenty-four hours
notice." The meaning was that in
the event of no cargo being avail-
able on arrival, we should be put
off pay until the ship was charter-
ed. It seldom happened, but it did
after we had collided with a barge
in the Thames. There was a big
hole in each side of our bow. We
planked it up for the trip to the
Tyne, where the damage was re-
paired. The plates around the hole
had all to come out for replace-
ment as we took time. After a week
I was so hard up that I was glad
to take a job in another collier, the
'Countess'. I got five bob a week
more, too. In the 'Free Lance' I
had only a pound.

The 'Countess' was a smart,
modern, well-kept little ship. She
only carried 800 tons. There were
only four hands in the fo'c'stle. I
went back to the 'Free Lance',
which was a nice change, except
that it got foggy or rainy the ste-
aming, and we were all paid off.

The ships lost no time. When
they were loaded they had to be
ready for sea, likewise when they
were discharged. Drunks could not
be tolerated, and I saw only two
in six months and they were
promptly sacked. We were ef-

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Cemented Carbides. Watch for the word "Westchel", symbol of engineering development.

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This GREAT English navigator, who first proved our Continent to be an island, is the man who gave Australia its name. Before then, Australia was called New Holland. In 1803, by circumnavigating Australia, Flinders completed the great task of coast exploration. The story of Flinders is the story of amazing dangers and escapes and of great stamina. His honest, simple and heroic character, his skill, resourcefulness, thoroughness, and his indomitable courage make Flinders one of the greatest figures in the history of British seamanship.
The Navy

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May, 1950.
INDUSTRIAL expansion at Whyalla, S.A., is clearly illustrated in this aerial photograph showing the Broken Hill Proprietary's shipyard and blast furnace plant (on left). The photograph was taken prior to the launching of the s.s. "Iron Yampi" (seen in the centre foreground) on September 1, 1947. Four ships of this 12,500-ton ore-carrying type will be built. The yard has completed sixteen vessels to date. For ambitious and enterprising young Australians, splendid opportunities for remunerative employment exist at Whyalla.

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THE NAVY FOR NEXT MONTH

WITH next month's issue of "The Navy" the magazine completes its third year in its present form, and we hope to have an issue maintaining the standard we set out to achieve when we made our "face-lifted" appearance in 1947. Among the articles in preparation for the June issue are:

FOUL ANCHORS.

The anchor is the symbol of hope. "That," says Brewer, in his 'Dictionary of Phrase and Fable,' "was my last sheet anchor—i.e., my best hope, my last refuge. The sheet anchor is the largest anchor of a ship, which, in stress of weather, is the sailor's chief dependence. The word 'sheet' is a corruption of the word 'shote' (thrown out), meaning the anchor 'thrown out' in foul weather." Sometimes not only the weather is foul: the anchor may become so also. In an article in the June issue of "The Navy," Captain Brett Hilder, whose contributions have appeared before in our pages, tells of foul anchors, causes and consequences.

FINE MOTOR TRAMP.

Not only among the regular traders to Australia are fine modern vessels appearing. In the June issue of "The Navy" will be a description of "Carronpark," an outstanding example of an up-to-date tramp vessel now in these waters.

WORLD'S SEA-FOOD SUPPLY

The Scripps Institution of Oceanography—a branch of the University of California—is conducting a survey of 670,000 square miles of the Pacific Ocean off the coast of California, and in our June issue the story of the project is told in a series of special photographs.

"IN FOG, MIST, FALLING SNOW . . ." 

Today radar has largely dispelled the terror of fog and poor visibility for the seaman. In an article in our next month's issue Ruben Ranzo tells something of the days when fog was fog, with no magic radar eye to pierce it.

GENERAL


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LETTERS TO THE EDITORS

SIR,

Some of the first freezing depots in New Zealand in which carcasses of meat were chilled preparatory to being shipped to Great Britain were located in the hulks of two wooden sailing vessels, one the hulk of the ship "Jubilee" and the other the hulk of the ship "Edwin Fox." The "Jubilee" has disappeared these many years but the "Edwin Fox" is still at Picton where what remains of her hull does duty as a landing stage and also a coal bunker. I hardly think the hull still floats. "Edwin Fox" has been located at Picton for very many years in her capacity as store ship and coal bunker for the freezing works. Her stay has been so long that there is a desire on the part of some people interested in the history of the Port to obtain particulars of the old ship's history. Where was she built, for whom, where did she trade? In addition, a picture of the "Edwin Fox" in full sail is something that the association is most anxious to secure. As the information about old ships published from time to time in "The Navy" must be read by thousands with the same interest and pleasure as it gives the writer, I hope you will be prepared to give publicity to the request above made.

Yours, etc.,

"Edwin Fox,
Foxton,
New Zealand.

Thank you for your letter. We are, of course, glad to help in any way we can. In that very fine old sea magazine "The Blue Peter"—which is now incorporated in "The Trident"—there is a very fine article on the "Edwin Fox" written by R. L. Dearden, which was published in the issue of March, 1928, Vol. 7. No. 1., on page 621. The following extracts may be useful.

"The 'Edwin Fox' was built in Calcutta, about 1848, of teak wood, and to the order of John Company. Her first master must have looked with pride on his teak-built, copper-fastened ship, of eight hundred and thirty-six tons burthen... Her name, and 'Southampton,' her port of registry, are still to be made out, but only with difficulty... She made many voyages with passengers and cargo between England and India... About 1873 the 'Edwin Fox' changed owners and sailed for Lyttelton, New Zealand, with cargo and a hundred and forty emigrants... The following year she sailed from London with two hundred and sixty emigrants. She anchored in the Downs, and there encountered a heavy gale and lost a bows. She ran back to the Thames for another anchor, but on getting to sea again she collided with and sank a collier schooner and herself stranded at Deal. She was wrecked by one of those then despised 'steam kettles,' and returned to London for repairs. She sailed a month later, and finally reached Wellington in safety. The 'Edwin Fox,' by that time twenty-five years old and converted into a barque by the removal of her mizen yard, made her next voyage to Nelson with two hundred and fifty emigrants... So her career went on... It so happened that a quiet old age came to the 'Edwin Fox.' So staunch was her old hull that she was spared the indignity of the knacker's yard and was equipped with refrigerating machinery, to play her part in the birth and infancy of a now full-grown and flourishing industry. Thus she served for many years as a cold-store in many New Zealand ports..."
LETTERS TO THE EDITORS

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WERE DEVELOPED.

We will endeavour to meet your wishes with articles on the ships you mention in a forthcoming issue of "The Navy".

Ed., "The Navy."

MACQUARIE" AND "ILLAWARRA"

Sir,

Would it be possible through your magazine to find out the life history of two sailing ships belonging latterly to Messrs. Deakin and Moore, of London? They are the "Macquarie"—earlier the "Melbourne"; and the "Illawarra." I am interested, having served my time in these ships.

Yours, etc.,

H. G. C. Adams
(Late R.A.N. (S.))

Danedite, Weerite, Vic.

Thank you for your letter. The information you seek is in "Nautical Question Box," on page 30 of this issue.

Ed., "The Navy."

THE "JOSEPH CONRAD"

Sir,

I should like to take the opportunity to send in a query. Can you give me the history of the full-rigged ship "Joseph Conrad," built in 1882?

Yours, etc.,

(Miss) Shirley Roberts
156 Burnside Road,
Burnside,
South Australia.

Thank you for your letter. The information you seek is in "Nautical Question Box," on page 30 of this issue.

Sir,

"HISTORY OF MARINE ARCHITECTURE"

Some months ago you were good enough to help me with the old gunboat "Protector"? I would also like to see an article with photographs of the "Edina," one of the oldest steamships and now, I am told, a hulk at Melbourne.

Yours, etc.,

C. J. Batelier,
Albany,
Western Australia.

The information you seek is in "Nautical Question Box," on page 30 of this issue.

Ed., "The Navy."

PROTECTOR" AND "EDINA"

Sir,

Could you manage an article soon on some pioneer ships of the R.A.N., with photographs of the old gunboat "Protector"? I would also like to see an article with photographs of the "Edina," one of the oldest steamships and now, I am told, a hulk at Melbourne.

Yours, etc.,

C. J. Batelier
Albany,
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The information you seek is in "Nautical Question Box," on page 30 of this issue.

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LETTERS TO THE EDITORS

ECHO OF "WARATAH"
Sir,
In February, 1912, a raft was discovered at Coonganna, 112 miles west of Eucla. The raft had been ashore for some considerable time, but had been covered with beach sand. During an exceptionally heavy gale along the coast, which in places changed the contour of the coast line, the raft became uncovered. The dimensions of the raft were: length 30 feet; width 12 feet. A brass plate stated the raft was licensed to carry forty passengers. Another plate gave the builder's name—which I have forgotten—and stated it was built in Dumfart, Scotland. Both plates were screwed from the raft and handed by me to Captain Bert Douglas of the S.S. "Eucla." The raft lay on the beach for many months before being dismantled and the timber carted to a neighbouring station, Mundrabilla. Although there is nothing to define its connection with the "Waratah," I have always thought it had some connection with that ill-fated ship.

Yours, etc.,
F. G. Carter,
Perth, Western Australia.

Thank you for your letter, and for the information it contains, which will undoubtedly interest our readers.

Ed., "The Navy."

SIGNAL FLAGS
In this column of the March issue of "The Navy" we advised a correspondent (Mr. Eric Jehan, Minto, N.S.W.), that a numeral pendant flown by ships leaving Sydney Harbour indicated the channel the vessel was using. In this we were incorrect, having confused this signal with that of the "B" over a black ball, indicating proceeding down the East Channel. Mr. L. E. Forsythe, the Commanding Officer of "Sydney" Training Depot, Snapper Island, has directed our attention to this error, and has kindly supplied a list of the significations of the various numeral pendants, which are: Numeral 1: to sea or to an anchorage north-east of a line drawn from Bradley's Head lighthouse to Shark Island pile light thence to Steel Point. Numeral 2: to an anchorage south of a line drawn from Bradley's Head lighthouse to Shark Island pile light thence to Steel Point. Numeral 3: To an anchorage north of a line drawn from Bradley's Head lighthouse to Kirribilli Point beacon. Numeral 4: To an anchorage, wharf or south of a line drawn from the northern extremity of Garden Island to Bennelong Point. Numeral 5: To a wharf in Sydney Cove. Numeral 6: To a wharf in Walsh Bay. Numeral 7: To an anchorage or wharf west of lines drawn from Blues Point to the eastern extremity of Goat Island and from the south-western extremity of Goat Island to Simmons Point. Numeral 8: To a wharf in Darling Harbour from Miller's Point—including a wharf beyond Pyrmont Bridge. Numeral 9: To any of the wharves known as wharves Numbers 1 to 22 inclusive, Pyrmont. Numeral 0: To a wharf west and south of a line drawn from Peacocks Point to the northern extremity of wharf 22, Pyrmont. When any vessel to which sub-regulation (1) of this regulation applies is swinging or berthing in any wharf the vessel shall display from an inferior position the Answering Pendant, comprised in The 1931 International Code of Signals. Ed., "The Navy."
THE R.A.N. COLLEGE

NEXT month, applications close for 1951 entry to the Royal Australian Naval College. Since the war, the numbers of boys applying for entry each year have increased. At the closing date last June 500 applications had been received, the largest number since 1943, and of those applicants 27 boys entered the College in February of this year to start their careers as Naval Officers.

As these figures show, of the many called, few were chosen. Some failed to pass the qualifying examination. Others could not measure up to the medical tests. More again could not satisfy the members of the Interviewing Committee as to their suitability for the career they had in mind. Those who got through—and, incidentally, their parents also—were fortunate. For entry into the Royal Australian Naval College gives a unique opportunity to him who knows the "Open Boat." It gives him, free of all charge, as fine an education, both academic and technical, as he could desire. After four years—during which period he is boarded, clothed, and provided with all medical and spiritual care—it turns him out to be a Naval officer; and it gives him a character and bearing, born from the traditions of the Service of which he is a part, which few other schools can equal, and none excel.

The College has now been in existence for close on forty years. Its fully matured fruit is, therefore, existent, by which it may be judged. That it has, on that judgment, done a good job, none can deny: the calibre of its graduates, by whom the Royal Australian Navy is all but wholly officered today, is reflected in the Navy itself, and from the Navy shines back upon the College which is their Alma Mater.

Now is the time of year when the thoughtful thirteen-year-old, and the parent with his son's interest at heart, might easily do worse than give careful consideration to this opportunity which is true to the adage in that it comes but once in any boy's lifetime—and may make thirteen a lucky number.

THE TOBERMORY GALLEON

BY the time these lines see print in the pages of "The Navy," it will be only a short time that the legendary Tobermory Galleon—which, it is reported, has been discovered beneath the sand and mud of the seabed of Tobermory Bay—will have delivered up those pieces-of-eight, ducats, doubloons, gold and silver and precious stones, with which romantic hope fills eternal her bulging holds.

Yet whether or no she does is a matter of small moment. For has not her main treasure already been delivered? That combination of circumstance, the gifts of wind and wave, that made the Armada's fateful dash to Gravelines only to send it lumbering up the North Sea north-about in flight among the storms and savage water of Cape Wrath; the superior leadership and seamanship of the British, which started the work that the winds and storms finished; she delivered that treasure in Tobermory Bay best part of 400 years ago. She is part of the wreckage of a defeat which set the pattern for followers in that long era of the spices. So the time was right.

Writing of that time in his "Life of Francis Drake," A. E. W. Mason might have been writing of the Twentieth Century in his assessment of the issue for which Britain then fought. "It was," he wrote, "the establishment of a world of slaves that England was fighting. A few men of more conceit than competence, fanatical, austere, untroubled by doubts, were to rule and order the lives of men as they chose. Below these few, Philip and his Council, the Pope, the Director of the Inquisition, buzzed the swarm of administrators and Governors and their staffs and departments, some clever, some only cunning, some only inadequate, many corrupt, many cruel, and all arrogant: below them a few, merchants, scholars, and such like, were to enjoy a shadowy independence, but even for them the prison doors were barred and locked. That was to be the future of England, as it was the present of every dominion which fell into the Spaniards' hands. And the method of establishing this hierarchy were the same, mass-murder, savage tortures, years of imprisonment for little faults, the suppression of reason, a right to think, the reduction of man to beast.

That was the issue of the conflict of 1939-45; and it is an issue that could easily arise again. The treasure of the Tobermory Galleon lies in the knowledge which the existence of her wreck beneath the waters of Tobermory Bay makes clear: that the British people, while they remain true to themselves and their ideals, can in the future decide that issue as they decided it then and since, such decision ever again become necessary.

LAW AND ORDER

THERE are few members of a ship's company who do not—providing they are treated with justice—prefer a "taut hand" over them to slackness of control. A well disciplined ship—as opposed to one where discipline is harshly applied—is a happy ship, and consequently a more efficient ship in every way. And the same applies in all phases of human society, whether it be in a ship; in an individual family unit ashore; or in that aggregate of families that makes up a community State.

Few Australians, therefore, would quarrel with the endeavours of their elected leaders in Parliament to establish a better discipline in the community, to ensure adherence to that law and order which the people themselves have, at various times, brought into existence through the exercise of their franchise. The lack of community discipline which, in recent years, has become more noticeable because of its effects upon the people generally, has been the contempt for arbitration in industrial disputes shown by unions under Communist-inspired leadership. There has been no shortage of instances of this: in the Brisbane waterside trouble, and in the Melbourne Tramways dispute, we saw outstanding examples.

In each case considerable burden was laid upon the community as a whole, and much financial loss—both actual and potential—was incurred. All of this could have been avoided had those concerned concurred in the system of arbitration which has done so much for the Australian people. On the other hand, a continuation of the direct action employed would eventually land the country in complete industrial chaos—a situation desired by those leaders opposed to arbitration and the law and order it implies.

The business of walking out when things do not go entirely your way was practised assiduously by Germany, Italy, and Japan in the days of the League of Nations. But the only dividends it paid were those of sorrow and misery, of destruction and desolation. Let it not be remembered, in our own domestic sphere, that if law and order had prevailed in the international sphere the troubles of 1939-45—and since—could have been avoided.
SOME MEMORIES OF 1913

IN THIS ARTICLE THE AUTHOR, PROMPTED BY THE PRESENT IMMIGRANT INFUX INTO AUSTRALIA, RECALLS THE FULL TIDE OF IMMIGRATION IMMEDIATELY PRIOR TO THE FIRST WORLD WAR.

by J.R.

I t is doubtful if the longshoremen of this Great South Land recall the historical part played by the Royal Navy and the Merchant Venturers in the foundation of Australia. In 1788 the immigrant ships were carried on the backs of the first convicts—whom today we might call "compulsory immigrants." In 1810 Captain Mattheu Flinders, R.N., suggested the name "Australia." Throughout the yesteryears the Royal Navy and the Merchant Venturers of England not only carried out the main discoveries of Australia, but established settlements, governed explored, traded, and charted the vast coastline.

In view of the interest aroused today by the influx of Displaced Persons, we might turn back the pages to thirty-seven years ago, and recall some of the old-time British immigrants, and the ships in which they voyaged to the Land of their adoption, in those crowded four years immediately preceding the outbreak of the First World War. Considering that we Australians are of British stock, it is to be deplored that the odious word "Pommy" was ever coined. Are we not all sons of the British Empire beyond the seas, and did we not all rally to the call "Your King and Country need you"—for no true Britisher left that call unanswered in 1914?

The closing days of the year 1913—the Devil's Year with a vengeance—marked for us the end of a world of glorious memories of our shipping circles by steaming with a full cargo from Fremantle to Calais in thirty-one days. On New Year's Eve, 1913, the new "Indarra" arrived at Adelaide on her maiden voyage with 137 assisted immigrants, and with fifty cases of measles on board. In the wider scene, the news of the death in December, 1912, of the gallant band led by Captain R. F. Scott at the South Pole, came as a shock.

On Christmas Eve, 1912, the old Blue Anchor "Narrunga"—then P. and O., which Company had bought Lund's out in 1910—sailed from London River for Sydney. She ran into mountainous seas twenty miles north of Ushart, and wirelessed for assistance, adding "Have put back with foredeck soak." The steamer "Ni hda," and the French battleship "Conde," from Brest, went to her help but were not needed, "Narrunga" wirelessing "Am out of danger heading for the Thames." Arriving there, her passengers were transferred to the "Bal larat," sailing from London on the 23rd January, 1913. On his arrival in Australia in February, Captain R. Bidwell gave a most graphic account of the "Narrunga's" escape from destruction.

It was in 1913 that the "Clan Macnab" arrived at Adelaide on her maiden voyage with 137 assisted immigrants, and with fifty cases of measles on board. In the wider scene, the news of the death in December, 1912, of the gallant band led by Captain R. F. Scott at the South Pole, came as a shock.

In January, 1913, the tug "Cecil Rhodes" arrived at Cairns with the passengers from the "In naminka", which had run on the Alexandra Reef, a mile or so from Fort Douglas. Later the steamers "Carron," "Barrier," and "Cecil Rhodes" succeeded in rescuing her. The Japanese Training Squadron visited Australia in this month, the "Soya" ex-Russian protected cruiser—which built at Cramp's yard in 1901, had been sunk at Cherbourg in February 1904 and salvaged by the Japanese in August of the following year; the flagship "Azuma," flying the flag of Rear-Admiral Sojiro Tochig "Conde," on 8,066 tons, Captain von Senden; the Peninsular and Oriental mailboat "Malwa," 10,883 tons, Captain Thompson; the Clan Line's "Clan Robertson," 4,826 tons, Captain Peterfeld; the Adelaide Company's "Aldinga," 2,424 tons, Captain Crosley; the Swedish "Tasmania," 3,895 tons, Captain Rundberg; Mcllwraith McEachern's "Ashridge," 2,884 tons, Captain Kidd; and the German Norddeutscher Lloyd "Gneisenau," 8,081 tons, Captain Stollberg.

The Germans loved a blaring brass band playing as they entered or left port: "I love my Fritz who plays twiddly bits on his big trombone." Do you remember the German Bands in Puplar, Aldgate, the City and the West End; always with a crowd of kiddies dancing or tapping their toes to the old tunes? Do you recall the bandlemen's uniforms and collecting hats? The Germans loved a blaring brass band playing as they entered or left port: "I love my Fritz who plays twiddly bits on his big trombone." Do you remember the German Bands in Puplar, Aldgate, the City and the West End; always with a crowd of kiddies dancing or tapping their toes to the old tunes? Do you recall the bandlemen's uniforms and collecting hats? Ships and more ships! The Melbourne Company's "Kapunda" (4,200 tons), Captain Roy; the P. and O. "Malaya," 12,500 tons, Captain Weston; the Adelaide Company's "Yankalilla," 2,477 tons, Captain Leiper; the "Kuru par," 7,441 tons, Captain Jackson; and the old "Dimboola," 5,000 tons, Captain Miller. The P. and O. had the Royal "Med-

The after-deck of the "Ajana" prior to landing.

Zetten," 8,066 tons, Captain von Senden; the Peninsular and Oriental mailboat "Malwa," 10,883 tons, Captain Thompson; the Clan Line's "Clan Robertson," 4,826 tons, Captain Peterfeld; the Adelaide Company's "Aldinga," 2,424 tons, Captain Crosley; the Swedish "Tasmania," 3,895 tons, Captain Rundberg; Mcllwraith McEachern's "Ashridge," 2,884 tons, Captain Kidd; and the German Norddeutscher Lloyd "Gneisenau," 8,081 tons, Captain Stollberg.

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May, 1913.
The Adelaide Company's "Echunguga", 4,589 tons, Captain Butcher, was among those present: at the "Riverina", which, later lost off Gabo Island, was of 4,758 tons. Captain Lingham; and the West Australian Government ships "Pen-guin", 280 tons, Captain Airey; and "Coolunga", 4,598 tons. Captain Bever by catching fire whilst laid up off Garden Island.

She blew after her.

We outwardly envied, other young gentlemen in another dress, so dear to the East Ender, with a man's old tweed cap pinned with a black hatpin to her shawl, and with a man's old tweed cap pinned with a black hatpin to her shawl. And they took a couple of hands, concluding it with a low jab to the Belgar's middle, followed by a perfectly-timed upper cut which finished the soup brewer from Skipper Starr. There was no amount of other fun was arranged. The writer, being an Australian, was subjected to an inquisition when it was discovered that he hailed from "Down Under.

The passage down Channel and across the Bay was a nightmare of bad weather. Below decks was a groaning mass of seaskin humanity too ill to care what became of them, and even the cooks and stewards were victims of mal-de-mer. The sea struck its culminating blow off Ushant, when about seven bells in the Chief Officer's watch a heavy roller hit the "Ajana", and the crash of shattering crockery could be heard up on the bridge.

But gradually the weather improved, and by twos and threes the new settlers appeared on deck. Sports Committees and concert parties were formed; shipboard friendships were made; little cliques found special corners about the decks with the ship's blankets rolled up. The little water-girt world found its own life in the usual shipboard manner, with humour, hate, bickerings, laughter, and tender mercies among the passengers. To one not used to it, the variety of dialect among our passengers could be confusing, and ranged from the burr of the West Country, through the Midland and Northern speech to broad Scotch, and the anglicised, more familiar Cockney. The sea found its own life in the vessel's inner life, and with her holds stowed to cap- recover, she was in her own speed of thirteen knots.

This was the "Ajana". For the edification of the reader, the "Ajana" is a ship built in 1912, having a wooden main deck, with a variety of dress among the passengers. These assisted passengers comprised ten married couples, 22 children under 12 years, 40 single men and 15 single women. The rest of the passengers were nominated, and consisted of 45 married couples, with way out to join their husbands, 190 children, 65 single women, and 54 single men.

"Watcher Ducks!"... "Watcher, Old Cock!" Many a one had a drop of "Mother's Ruin" tucked over her shoulders, a tweed skirt and a shawl so dear to the East Ender, with a man's old tweed cap pinned with a black hatpin to her shawl.

Then there was the affair of the light between the huge Belgian Chief Cook and the Cockney fireman, in which the Chief Officer took a couple of hands, concluding it with a low jab to the Belgar's middle, followed by a perfectly-timed upper cut which finished the soup brewer from Skipper Starr. There was no amount of other fun was arranged. The writer, being an Australian, was subjected to an inquisition when it was discovered that he hailed from "Down Under.

He had to disguise what he knew of the whole history and geography of this not insignificant continent, besides tackling such problems as did he know Bob Smith of Sydney, what he was doing, and how he was getting along?

We had our moments, of course. The Jacket Potato question, for instance. It was a sore point, until finally a bevy of beauty waited on the Purser with the request for permission to peel the spuds. The Purser was thus between the Devil of domestic upheaval and the Blue Sea of ward-off power, skilfully drifting astern of the "Ajana"... but the ladies won the day, as usual.

Then there was the affair of the light between the huge Belgian Chief Cook and the Cockney fireman, in which the Chief Officer took a couple of hands, concluding it with a low jab to the Belgar's middle, followed by a perfectly-timed upper cut which finished the soup brewer from Skipper Starr. There was no amount of other fun was arranged. The writer, being an Australian, was subjected to an inquisition when it was discovered that he hailed from "Down Under.

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THE ROYAL AUSTRALIAN NAVAL COLLEGE

"ONE FEELS THAT, IF THE BOY HAS IT IN HIM, THE COLLEGE WILL DO THE REST; FOR THE BOY, THE NAVY, AND THE COUNTRY THEY BOTH SERVE."

SOME forty miles from Melbourne, at Hann's Inlet, on the eastern shore of the narrow peninsula which separates Westernport Bay from Port Phillip, is Flinders Naval Depot, the main training establishment of the Royal Australian Navy.

The establishment was opened in 1920 for the training of rating. Ten years later the Royal Australian Naval College found its third and present home at the Depot, having been previously at Geelong from 1913 to 1915, and at Jervis Bay from 1915 to 1930.

The road to the Naval College from Melbourne is a good one. On a fine Victorian autumn day—such as the one on which this writer of this article journeyed along it recently—it can be a very pleasant one. It fringes the bay from the city to the bayside suburb of Frankston, winding along the indentations and promontories of the Port Phillip coastline, and at Frankston it branches at right angles to strike across the Peninsula to Westernport, through cheerful domestic countryside along tree-shaded roads.

The Naval Depot itself can be a very pleasant spot on such a day when, after a season with plenty of rain, the walk is freshly green and, the flowerbeds bright with colour. And never has a blackbird fluttered more rapturously than did that fellow in the tall gum outside the Commodore Superintendent of Training's house in the still of the evening, taking one listener across the years and the miles to boyhood England in an ecstasy of liquid melody.

But the road to the Naval College does not start at Melbourne. Its origin lies far beyond the Victorian capital—in Western Australia, in Hobart, in Northern Queensland even beyond Torres Strait in New Guinea, for one of this year's entries hails from Port Moresby. Nor is it a direct and easily travelled route. It takes time, and there are obstacles to overcome.

The call of the road is being heard now by boys all over Australia. For the Naval Board has recently issued invitations to lads whose thirteenth birthday falls in this calendar year, to apply to the College. Just as someone once said, every private soldier carries the baton of a Field Marshal in his haversack, so, as the Minister for the Navy said when announcing this invitation, "Every boy who enters the Royal Australian Naval College as a cadet-middleship has an equal opportunity to promotion to the highest ranks of the R.A.N. The two classes of Cadets—First and Second—are both made up of Naval Midshipmen, the First Naval Member, Rear Admiral J. A. Collins, and the Head of the Australian Joint Services Staff in Washington, Rear Admiral H. B. Farncomb, are both graduates of the College, which joined them as cadet-middleship. They were chosen from boys from all parts of Australia."

That is a point. Such obstacles as lie in the path are only such as may be surmountable by the boys themselves. The system of entry into the College is entirely democratic. No boy with the necessary ability is debarred through lack of either social or financial standing by his parents. If he can make the grade, an applicant can secure for himself a first-class academic and technical education, free of all financial cost to himself or his parents, and fitting him to embark on a career as a naval officer.

To qualify for entry to the Naval College, young Tom Bowling must be the son of British subjects by birth or naturalisation, and be substantially of European descent. He must attain the age of thirteen in the calendar year during which the qualifying examination which he applies to take is held. He must be under the age of thirteen. In the first place, each has been a boy of thirteen himself; and each has considerable experience of the College—the two naval officers as themselves—one-time Cadet Midshipman, the Director of Studies as one of the College professional staff for many years. They see promise in young Tom, and they find himself one of the elect.

There are two more months as a "civilian"-for First-Year cadet midshipmen—one of which he will shortly begin the College for their first term three days before the start of the Summer Term, in February. There is a bustle of preparation, of measuring for uniforms, of a round of farewells, and then one day young Tom sets off from home, perhaps to travel a few miles, perhaps a few hundred, perhaps a thousand or more, to Melbourne, to arrive on the Tuesday before the College Summer Term opens.

In Melbourne he is met by Cadet Captains who have come back early from leave for his special benefit, and by officers of the College, and, to the company who also have been chosen, and who come from all the other States of the Commonwealth as well as himself, he is taken to be fitted for his uniforms at the Commonwealth Clothing Factory, and then, still in his "civilian" rig, and you can pick the Northerners by their shorts and long stockings, and the Southerners by their "baps"—he and they board a special bus and embark on that last 40 miles or so, down the bayside and across the Peninsula, to Flinders Naval Depot.

How large it all appears to him. And, if it is his first time away from home, how strange. But he is shown the ropes—the Cadet Captains are there to help him to find his feet—and the transition is made easy for him as may be. He is given a good meal after the journey. He is "kitted up" with the clothing and gear he will need. He is shown the ropes—becoming aware of some of the naval customs, finding that sleep-ins in a bunk in a six-berth cabin is not a very dreadful matter, learning to salute the "quarter-bell", and observing the customs of the College—the two naval officers as themselves one-time Cadet Midshipman, the Director of Studies, the Commodore Superintendent of Training, the Commander of the R.A.N. College, and the College Director of Studies. They are three men of knowledge and experience in assessing—in so far as it can be assessed—the character of a boy...
bounded, stretching beyond the horizon of the Depot and the adjacent Westernport Bay.

Actually, what he has done, is to start a period of four years as a boarder with parallel rulers and divided: a thorough technical grounding ped. Wander around the accommodation of any charge to himself and his horizons of the Depot and the adjacent Westernport Bay. He will be well fed and well clothed; guarded both mentally and physically, looked after medically with the finest supervision; taught to work and to play; provided with pocket money. And all at the expense of the State and free of any charge to himself and his parents.

The College is admirably equipped. Wander around the accommodation— the clean and airy cabins; the excellent bathing and toilet facilities; the all-electric galley; the dining room—"They have enormous appetites", says our guide—the large modern gymnasium, with equipment for the showing of films; the indoor swimming pool.

Continued on page 44
THE MINISTER FOR THE NAVY
THE HONOURABLE JOSIAH FRANCIS, M.H.R., RETURNS TO AN EARLIER LOVE WELL EQUIPPED BY EXPERIENCE AND CONVICTON TO CARRY OUT THE DUTIES OF HIS OFFICE.

WHEN, as Mr. Churchill tells us in the first volume of his "The Second World War," he was given the portfolio of First Lord of the Admiralty on the 3rd September, 1939, "the Board were kind enough to signal to the Fleet, 'Winston is back.'"

Some similar thoughts may have come to Navy Department officials when the appointment of the Honourable Josiah Francis as Minister for the Navy in the present Government was announced recently, for he is no newcomer to the inner workings and administration tasks of the Department, having begun his association with the Navy in 1932, when the three fighting Services were grouped together, and he was assistant Minister for Defence under the first and second regimes of the Right Honourable Joseph A. Lyons. He himself felt that it was a return, for on taking over his duties at Navy Office, he remarked "I feel as if I am coming aboard again."

For many years before the war of 1914-1918 he was actively interested in the volunteer military system, and during the war he served with the A.I.F. in France; and he thus is well equipped to carry the burden of the dual portfolios—those of Navy and Army—with which he is entrusted.

Mr. Francis was born at Ipswich, Queensland, in 1890. Incidentally, his youthful appearance and physical fitness belie the sixty years that have passed since that date. He was educated at the Christian Brothers College in his home town, and gained his early experience in public administration in the Queensland Public Service.

Holding a commission under the pre-1914 compulsory training scheme he was, when war broke out in that year, attached to the 15th Battalion, A.I.F. as Second Lieutenant. Promotion to the rank of Captain came to him in the field, when he assumed command of "B" Company of his unit. He was seriously wounded in 1918 during the great German push against Paris.

On his return to Australia after the war, Mr. Francis resumed his active association with military training in his district and held command of an Army unit until his election to the House of Representatives in 1922.

His election to Parliament as representative of the Moreton electorate followed his response to representations from the returned soldiers in his district, he having taken a leading part in the affairs of the League in Queensland. For several years he held the office of President of the Ipswich Sub-Branch: he was President of the Moreton Branch, the success of which owes much to his enthusiasm; he played an important part in the establishment of the highly acclaimed Soldiers' Memorial Hall in Ipswich; and his services to the Returned Soldiers were recognised when he was appointed a member of the Managing Council—the controlling body of the League in Queensland—of which he was one of the original members.

His long political career has been an extremely active one, bringing him a wide and varied experience in parliamentary administration. His parliamentary activities include membership of the Select Committee on the Navigation Act in 1923; of the Royal Commission on National Insurance, 1923-27; and of the Joint Committee of Public Accounts, 1929-31. He was temporary Chairman of Committees from July, 1930, to November, 1931, and attained Ministerial rank as Assistant Minister for Defence and Minister in Charge of War Service Homes from January, 1932, to October, 1934, in which year he was for a time Assistant Minister for Repatriation. He was Vice-Chairman of the Parliamentary Standing Committee on Broadcasting between 1934-36, and between 1937 and 1940 he was Chairman of the Joint Committee on Public Works.

On his re-election in 1940—he has held the Moreton seat since his initial election in 1922—Mr. Francis was appointed Secretary of the Joint Opposition Party and, by unanimous decision of both Houses of Parliament, became Chairman of the Joint Parliamentary Standing Committee on Rural Industries. At the personal request of the then Prime Minister, the Right Honourable John Curtin, he was appointed as one of the six returned soldier members of both Houses of Parliament to review War Pensions and proposals for the repatriation of members of the fighting services. In 1948 he accompanied the All-Party Parliamentary Delegation which visited the British Commonwealth Occupation Force in Japan.

Mr. Francis believes that naval defence is vital to Australia's security, and that the Royal Australian Navy must take its full share in the defence of the Pacific in close collaboration with the navies of New Zealand, other sister dominions, Great Britain, and the United States. He is a strong supporter of military training for the youth of the country, and has played a prominent part, in collaboration with other Service Ministers, in formulating the Government's proposal for the introduction of national service.

A hard worker—as his record indicates—he can throw off the cares of office when time permits, and on such occasions finds his relaxation in golf and tennis and, in less strenuous fields, fishing. And, like his erstwhile opposite number at the Admiralty, he is a connoisseur of cigars.

The Honorable Josiah Francis, M.H.R.
The Sports were conducted by the Sydney Command of the Royal Australian Navy and the members of the Eastern Area Royal Australian Air Force to the 1950 Inter-Service Sports, and trust that this meeting will help to maintain the mutual confidence of the Australian Services developed under more strenuous and exacting circumstances.

**OBITUARY**

Rear Admiral H. J. Feakes, C.B.E., R.A.N. (ret.), whose death occurred in Sydney on the 24th April, 1950, joined the R.A.N. in 1907. During the 1914-1918 War he served in H.M.A.S. Sydney. Promoted to Captain in 1921 Rear Admiral Feakes held the appointment of Captain Superintendent of Training, Flinders Naval Depot, from 1925 to 1927, and as Australian Naval Representative in London from 1927 to 1930. On his return to Australia he was for a period second member of the Naval Board and was then given command of the Seaplane Carrier H.M.A.S. Australia. On his retirement in 1933 he was awarded the C.B.E. for his service in the R.A.N.
Captain Wilfred Hastings Harrington, D.S.O., R.A.N.

Captain Wilfred Hastings Harrington was the subject of this article. Born in Queensland, he was the son of Mr. and Mrs. H. E. Harrington, of Strathfield, New South Wales. Captain Harrington had his early education at Wychbury Preparatory School, Sydney, and entered the Royal Australian Naval College at Jervis Bay in 1920. He was appointed to H.M.S. “Rodney” with the Home Fleet, before going to H.M.A.S. “Australia” on the occasion of her first commissioning in 1928, the year in which he was promoted Lieutenant. He returned to Australia in the new cruiser, and there followed successive appointments to H.M.A.S. “Swan”, then building at Australia at the conclusion of his exchange period, for three years on the China Station. Back in the Royal Navy, and was appointed as a Lieutenant in May of that year, he went to England the following September and was appointed to H.M.S. “Malaya”, with the Mediterranean Fleet. He went from the Mediterranean to the United Kingdom for his Courses, and in 1927 was one of the twelve Acting Sub-Lieutenants who obtained best marks in the War Course Essay, and received an expression of Their Lordships’ appreciation. He was for a while appointed to H.M.S. “Rodney” with the Home Fleet, before going to H.M.A.S. “Australia” as Executive Officer. He remained in her until mid 1944, when he was appointed to H.M.A.S. “Quiberon” in command, serving in that ship with the Eastern Fleet until her return to Australia with H.M.S. “Hulse” and the British Pacific Fleet. From “Quiberon,” he was appointed in March, 1945, to Balmoral Depot, Sydney, as Commander of the Depot, where he remained until the latter half of 1946, when he went to the Defence Department for some months. Promoted Captain in 1947; he was at the beginning of 1948 appointed Captain (D) in command of H.M.A.S. “Warramunga”, remaining there until his appointment at the beginning of this year to his present position as Director of Manning, Navy Office, Melbourne.

In addition to his award of the Distinguished Service Order “For distinguished service in operations in the Persian Gulf.” Captain Harrington had been succeeded in command of “Yarra” by Commander Rankin. He left her in Tandjong Pinoe, returning to Australia in the Blue Funnel “Troilus.”

His next appointment was to H.M.A.S. “Australia” as Executive Officer. He remained in her throughout her period with the Seventh Fleet until mid 1944, when he was appointed to H.M.A.S. “Quiberon” in command, serving in that ship with the Eastern Fleet until her return to Australia with H.M.S. “Hulse” and the British Pacific Fleet. From “Quiberon,” he was appointed in March, 1945, to Balmoral Depot, Sydney, as Commander of the Depot, where he remained until the latter half of 1946, when he went to the Defence Department for some months. Promoted Captain in 1947; he was at the beginning of 1948 appointed Captain (D) in command of H.M.A.S. “Warramunga”, remaining there until his appointment at the beginning of this year to his present position as Director of Manning, Navy Office, Melbourne.

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News of the World's Navies

CANADIAN NAVAL TRAINING

It has been reported from Ottawa that Canadian naval head- quarters state that a clear-cut division between operational and training ships is being made in the Royal Canadian Navy, with a view to increasing efficiency in individual training and in training team work in the operational group. Training ships will be used exclusively in supplementing earlier shore training and in providing sea experience for recruits, reserve men, and cadets. Operational ships and carrier-borne air craft are to form a specialised anti-submarine force, and will be developed to the highest possible fighting standard.

ADMIRALTIES RENEWS R.N.R. RECRUITMENT

Royal Naval Reserve recruitment, which ceased at the beginning of the war in 1939, was re-opened by the Admiralty on the 1st February. Vacancies exist for executive, engineer, and supply and secretariat officers, and for seamen and engineer ratings. The primary qualification for service in the Royal Naval Reserve has always been that the candidate should be following the sea as a profession. A scheme is being introduced to enable officers who held temporary commissions and who attained the rank of Lieutenant-Commander (E), Lieutenant or Commander (E), and below, to transfer to the permanent reserve. Similarly, ratings who previously held temporary commissions and who attained the rank of Lieutenant (E) and below, to transfer to the permanent reserve.

ALWAYS BEING THAT THE CANDIDATE

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EAST INDIES FLEET

During February, ships of the British East Indies Fleet and the Indian Navy carried out combined exercises while on passage from the vicinity of Cochin, on the west coast of India, to Trincomalee. The cruiser H.M.S. "Mauritius," the frigate H.M.S. "Loco Glendhu," the Indian cruiser "Devi," and the Indian depot ship "Tir," took part, together with the Indian Boys' Training Frigate "Tir" and an L.S.T.

Far East Exercises

Units of the British Far East Fleet, including the aircraft-carrier "Triumph" and the cruisers "Jamaica" and "Kenya," under the command of Rear-Admiral W. G. Andrews, C.B.E., C.B., C.B.E., D.S.O., took part recently in routine combined exercises off the coast of China and later in Ceylon during the war —advised girls to box the ears of their boy acquaintances if such were effeminate. Speaking of mixed youth clubs, he said: "These clubs have produced long-haired, hand-holding, sleepy young men who inhabit dance halls and cinemas and have no masculine instincts. If only girls would box the ears of any young man who is competing with them as to who can grow the longest hair, there would be an enormous change very quickly."

INDIAN NAVY EXERCISES

During March, ships of the Royal Navy, the Royal Canadian Navy, and the United States Navy, carried out combined exercises in the Philippine Sea, which included H.M. Canadian Ships "Magnificent," and "Mimic," and H.M. Ships "Snipe" and "Sparrow." The United States forces were under the command of Vice-Admiral D. B. Duncan, U.S.N., Commander of the Second Force, and included the United States carrier ships "Dixie" and " Philippine Sea,” “Leyte,” “ Wright,” and “Franklin D. Roosevelt,” and large cruisers, destroyer, and submarine forces.

CATHEDRAL GIFTS

A procession of cross made of wood taken from H.M.S. "Victory" and from the old "Implacable" —formerly the French ship "Duguay Trouin"—which has been carved in Portsmouth Dockyard, was on Easter Day presented by Portsmouth Cathedral to the cathedral of Halifax, Nova Scotia. The cross was given on a suggestion made by Admiral of the Fleet Sir Algernon Willis, G.C.B., K.B.E., D.S.O., Commander-in-Chief, Portsmouth, and the ceremony was attended by the Lord Mayor of Halifax and other dignitaries.

The operational force of the Royal Canadian Navy consists of the aircraft-carrier "Magnificent" and the destroyers "Micmac" and "Huron" on the east coast, and the destroyers "Cayuga" and "Sioux" on the west coast. Under arrangements already in effect, British and United States submarines are being made available to the Royal Canadian Navy for operational work. A group of the ships used in addition in advanced exercises with the operational force.

ATOMIC WARSHIPS

According to a recent report published in the West Berlin newspaper "Montags Echo," Russia is building six battleships, a cruiser, and a landing craft for atomic rockets. The ships are said to be 794 feet in length, and equipped with the latest anti-aircraft and anti-submarine weapons. The report stated that the first of the ships, to be named "Sovetskij Soluz," is nearing completion.

Radiation Transmission of Weather Maps

The wreck of the Spanish Armada ship "Duque de Florence," which was found in the South China Sea in 1958, and was then blown up and sunk, was found, buried under fifteen feet of mud and sand, by divers of the Royal Navy in March of this year. The discovery followed a search of nearly a month, under contract between the Admiralty and the Duke of Argyll, who holds the salvage rights for Tobermory Bay, and the Canadian Navy, and the new regulations served in the Royal Navy during the war.

A STEP FORWARD IN COMMUNICATIONS

Discussing this new development, Captain Ephraim P. Holmes, the Assistant Chief of Staff for Communications of the U.S. Atlantic Fleet, said the test of wireless facsimile "indicates that it has wonderful possibilities for providing many types of service to ships at sea. It represents a step forward in communications. The equipment proved to be particularly valuable in the Far East, Admiral Sir Patrick W. G. Andrews, C.B., K.C.B., C.B.E., D.S.O., Commander-in-Chief, Asia and West Indies Squadron, Commander-in-Chief, America and West Indies Squadron, Vice-Admiral R. V. Symonds-Taylor, C.B., D.S.C., flying his flag in H.M.S. "Glasgow," commanded the British and Canadian force, which included H.M. Canadian Ships "Magnificent," and "Mimic," and H.M. Ships "Snipe" and "Sparrow." The United States forces were under the command of Vice-Admiral D. B. Duncan, U.S.N., Commander of the Second Force, and included the United States carrier ships "Dixie" and " Philippine Sea,” “Leyte,” “ Wright,” and “Franklin D. Roosevelt,” and large cruisers, destroyer, and submarine forces.

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COMBINED EXERCISES IN THE CARIBBEAN

During March, ships of the Royal Navy, the Royal Canadian Navy, and the United States Navy, carried out combined exercises in the Caribbean, including the destroyers "Cayuga" and "Sioux" on the west coast. Under arrangements already in effect, British and United States submarines are being made available to the Royal Canadian Navy for operational work. A group of the ships used in addition in advanced exercises with the operational force.

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SLOW TURN ROUND

The number of ships lying in Hobson’s Bay awaiting berths at Melbourne wharves constituted a record last month. On the 3rd. April no less than 21 ships were in the anchorage, and altogether 137 vessels were in the port. Total labour shortage on the wharves for both day and night shifts was 129 gangs, more than 2,200 men. The main factors contributing to the congestion were, according to a report published in the Melbourne "Argus," shortage of labour on the waterfront: bad weather: and the forty-hour week.

BRITISH SHIPBUILDING

From a report published last month in London, it would appear that the fears previously expressed that British shipbuilding would be suffering a slump are, at present at any rate, unfounded. The report states that British shipbuilders have already signed contracts for more new gross tonnage than for the whole of 1949.

BRITISH LIFEBOATS

The Royal National Life-Boat Association estimates that, during its first year, from July, 1948, to July, 1949, the Liverpool Harbour Supervision Radar Station operated for a total of 3,782 hours, of which 1,283 hours were times of low visibility. Two hundred and thirteen vessels, of 1,334,328 tons gross, made use of radar assistance when entering or leaving port. An interesting fact recorded is that the longest continuous running time without a rest period was 41 hours 10 minutes.

TRAMP SHIPPING

A writer in the January issue of "The Tramp" sees a favorable trend in tramp shipping following a period when it was at its lowest ebb since the war, at the end of last year. December, December the first, with outward markets from the United Kingdom: and then, with the purchase of Plate grain by the British Ministry of Food, homemade rates hardened: with diverse enquires for Australian wheat, that market firming: while the Mediterranean was firm and tonnage in short supply in South Africa. And the writer thinks that "the worst is over—for the time being, at least. Tramp owners have weathered the storm unaided and by their own exertions. They can trade their vessels in the reasonable hope of covering depreciation and securing a modest return on their capital outlay."

NEW ATLANTIC TERMINAL

It is stated in a report from London that the new Atlantic passenger terminal at Southampton will be completed and opened next month, in time for this year's flow of transatlantic tourists to Britain. The "monsters" of the Atlantic trade—are Queen Mary and Queen Elizabeth—which will be able to lie alongside the terminal building, access to which from the ships will be by covered gangways—which fold against the side of the building when not in use—leading on to the building's first floor, which, nearly a quarter-mile in length, is divided into Customs, immigration, and waiting halls. Opening from the waiting hall will be post offices, bank and insurance offices, a branch bureau of the Chancellor of the Exchequer, money exchange and other services. All these facilities will be on a single floor at the same level as that of the passenger leaves the ship.

When the formalities are completed, the passenger goes down to the ground floor, either to the railway station or to the road station, by lift or escalator.

LARGE AND ELABORATE

Large passenger terminals exist at many world ports, notably at Cherbourg, but nowhere on the scale of the new Southampton terminal building, either in size or in the elaborateness of the facilities, has it yet been attempted anywhere. As an instance of the advance in this new terminal, it is pointed out that, to handle one of the "Queens" with its full passenger list, five boat trains are need. Now, instead of a single train in the up, passengers will end on either side of an island platform under cover two full-length trains simultaneously. Parallel with this, another island platform provides accommodation for the increasing number of passengers who leave Southampton by road. It is believed that as a result of these improvements, the handling of a full ship may be speeded, and with smaller passenger lists the speed-up will be even more considerable.

REVIVAL

Signs of the revival towards conditions pre-war in the British shipping industry are evident in Great Britain, where some shipping companies are now advertising passenger accommodation on their regular routes, such as the P. & O. Company and the Orient Line—are arranging a limited number of cruises to southern European ports during the next three months.

VESSEL TYPE

The proportion of types of ships in the British foreign-going trades has changed appreciably in contrast to pre-war days, accord to Professor M. G. Kendall, in a paper he read on "The United Kingdom Mercantile Marine and Its Contribution to the Balance of Payments" before the Royal Statistical Society. In 1949 about 58 per cent. of the fleet was liner tonnage, as compared with 59 per cent. in 1919; tramp tonnage was 21 per cent. in 1949 as compared with 23 per cent. ten years earlier: and tanker tonnage was 21 per cent. in 1949 as compared with 18 per cent. in 1939.

EDUCATIONAL SERVICES

At sea

In December, 1939, the Seafarers' Education Service was founded in Britain by a meeting of representatives of the Officers and Seamen's unions and various voluntary societies and shipping bodies, inspired by Dr. Albert Mansbridge, who was for 26 years Chairman of the Service. Since then the Seafarers' Education Service has gone strongly ahead, and now supplies libraries to 1,420 ships; each year 180,000 books are sent to sea from its London headquarters. In 1958 the College of the Sea was founded, as a department of the S.E.S., to provide help in general studies and hobbies for seafarers. Since then it has helped 13,585 men.

"NEW AUSTRALIAN'S" DECORATIONS

Australia House, London, has been displaying an exhibition of four landscapes by Australian artist John S. Loxton, and six decorative panels by Leonard Green, which have been specially painted for the All-Migrant ship "New Australia", formerly the "Monarch of Bermuda", which will shortly be entering the trade.

NAUTICAL QUIZ

(1) The German heavy cruisers "Scharnhorst" and "Gneisenau" were often in the news during the war of 1939-45. Were there any contemporaneous ships of the same name?

(2) There was an original distinction between some of the P. and O. "Straths": "Strathard", "Strathnaver", "the Queen Elizabeth" and "Strathallan". Do you know what it was?

(3) In 1927 Armstrong Whitworth built for the Swedish-America Line the 18,000-ton ship "Griposholm." How did her name become well-known during the recent war?

(4) What was the largest single ship-owning company in the world prior to the outbreak of war in 1939?

(5) What was the largest single ship-owning company in the world in 1939?

(6) How is the length of a vessel "between perpendiculars" measured?

(7) A carronade and carron oil have something in common. Do you know what?

(8) A threatened invasion of England produced "Martello Towers." Do you know what was the threatened invasion, what were "Martello Towers," and how they came by their name?

(9) Gatch is one of the great Royal Navy dockyards. Where is Gatcham?

(10) If an island is a piece of land entirely surrounded by water, is Sydney's Garden Island correctly named?
The "Macquarie" was built under the name of "Melbourne" for the London firm of R. and H. Green in their own shipbuilding yards, and was completed in June, 1875. She was an iron three masted full rigged ship of 37,1 feet beam by 23.7 feet depth, her registered tonnage being 1857, her poop being 69 feet long and her forecastle 42 feet long. Her first class passengers were carried under the poop, the ship having a stern cabin with large square windows. She left the East India Docks on 16th August, 1875, unloading at Liverpool, the ship having a good turn of speed, averaging passages out and home being about 90 days. She became a cadet ship under the Brassey scheme and under the command of Captain Maitland, carried premises cadets from 1899 to 1907.

Devitt and Moore contracted to take 100 "Warspite" boys and instructors on a world training cruise, but "Illawarra" was not big enough so she was sold to the Norwegians and the "Port Jackson" was bought to replace her.

While on a passage from Leith to Valparaiso, "Illawarra" was abandoned in the North Atlantic in March, 1912, her crew being picked up by the British steamer "Bangor Head."

Miss Shirley Roberts (156 Bunsane Road, Bunsane, South Australia) asks for information of the ship "Joseph Conrad."

The "Joseph Conrad" was built as the Georg Stage by Burslem and Wain, Copenhagen, in 1887, her tonnage being 165 net, dimensions 100.8 feet long by 25.2 feet beam by 13.2 feet depth. She was built for a Danish philanthropist named Georg Stage for use as a training ship for cadets, and was an iron full rigged ship. In later years she was fitted with an auxiliary oil propelling engine, electric light and radio, but eventually came too small and a new ship of the same name was built. In 1935 she was purchased by Alphonse Villiers for use as a training ship, was renamed "Joseph Conrad" and fitted with a figurehead depicting the writer of sea stories. She arrived in Sydney early in December, 1935, and Melbourne on 31st. She was later docked in the floating dock at Williamstown, which itself was once the wooden sailing ship "Habitan." In June, 1936, she caused much anxiety by being unreported for about three weeks, wreckage being reported washed up. However, she turned up safely in Tahiti. Early in November, 1936, "Joseph Conrad" was reported sold to Mr. Harington Hartford of the United States. Later, she was taken over by the U.S. Navy as a training ship for young seamen, and is still so used under the same name.

"interested," (Union Street, Clayfield, Brisbane), asks for details of the fates of several British capital ships.

The "Queen Elizabeth," "Valiant," "Malaya" and "Warspite" were the class that was nearest to be the most successful ever built. Their original tonnage was 27,500, armament was eighteen 15-inch guns, and sixteen 6-inch guns. Both guns, dimensions 600 feet long by 104 feet beam (over bulges, which were later fitted) by 30 feet draught. They were reconstructed several times after their completion in 1915-16, their tonnages becoming 31,000 or more, 36,000 tons deep load. They were oil fired, having the amazing speed (for those days) of 25 knots. All except "Q.E." served at Jutland, and is one of the many parts of the world in the 1939-45 War. Their careers came to an end early in 1948, with the exception of "Warspite." That ship was towing to Monmouth Ship Breaking Co.'s yard at Newport, where she broke away from her tugs on 22nd April, 1947, and went adrift in Mount's Bay, Cornwall, where she rests today, despite many efforts to refloat her. The others were all sold for breaking up. "Q.E." being towed to the Gareloch. I believe "Malaya" and "Valiant" went to the same yard. This was in April, 1948.

"Revenge," "Royal Sovereign" and "Ramillies" were completed in 1916-17, were originally 25,500 tons, later increased to 29,000 tons, (34,000 tons deep load), speed 23 knots coal fired, later converted to oil fuel. They, too, were valuable ships, but after the end of the 1939-45 War, were sold for breaking up, "Ramillies" in April, 1948, "Revenge" in August, 1948, and "Royal Sovereign" in February, 1949, to come to an end, except "Q.E." served at Jutland, and is one of the many parts of the world in the 1939-45 War. Their careers came to an end early in 1948, with the exception of "Warspite." That ship was towing to Monmouth Ship Breaking Co.'s yard at Newport, where she broke away from her tugs on 22nd April, 1947, and went adrift in Mount's Bay, Cornwall, where she rests today, despite many efforts to refloat her. The others were all sold for breaking up. "Q.E." being towed to the Gareloch.
WHAT THE NAVY IS DOING

SINCE last these notes were written, the Royal Australian Fleet has returned to Home waters on the completion of the joint exercises in New Zealand with ships of the New Zealand Fleet. The exercise, the 20th, Carrier Air Group, which is based in H.M.A.S. Sydney, made its 2,000th landing on the carrier's deck since the ship's arrival in the Australian waters. Announcing this fact on the 4th of last month, the Family Correspondent, that the 20th Carrier Air Group was to be congratulated upon this splendid feat, which had been accomplished almost without mishap. It said much for the skill and efficiency of the group, also for the excellence of the ship and the air ships. The Commander, Air Commodore Guy Willoughby, R.N. sent a signal to H.M.A.S. Sydney offering his congratulations. He said that the fact that the carrier air group had made 2,000 deck landings in such a short time was an achievement of which all concerned might well be proud. "I would particularly like to congratulate the maintenance personnel who made this possible," he added.

This is the season of the year when applications are invited for the entry of boys to the Royal Australian Naval College as Cadet Midshipmen; and such applications—from 13-year-old boys—are now invited by the Naval Board. Applications close on the 15th June, 1950, and are eligible to apply. An educational examination will be held in all States in the first week in September.

FLEET DISPOSITIONS

The Aircraft Carrier:
H.M.A.S. Sydney is in Sydney, and is at availability for leave and urgent defects until the 31st of this month. She arrived at Jervis Bay on the 3rd of last month, where she disembarked the 20th. Carrier Air Group for the Sydney, and, with H.M.A.S. Albatross, at Nowra, the aircraft being flown ashore. It is anticipated that H.M.A.S. Sydney, under the command of Commander D. H. Harries, R.A.N., will sail for the United Kingdom early next month, returning to Australia in November.

The Cruiser:
H.M.A.S. Australia (Captain G. C. Oldham, D.S.C., R.A.N.) wearing the flag of Rear-Admiral J. A. S. Eccles, C.B.E., Flag Officer Commanding, His Majesty's Australian Fleet, is engaged on training cruises in the Sydney. Melbourne area. Australia returned with the Fleet from the exercises in New Zealand waters, and arrived at Melbourne on the 4th of last month, remaining there over Easter until Tuesday the 11th. April, when she sailed for Sydney. It is anticipated that Australia will be in Sydney, available for leave and urgent defects, from Monday, 12th June, until the 3rd. August, 1950.

10th Destroyer Flotilla:
H.M.A.S. Warramunga (Captain D. 10, Captain A. W. R. McNicoll, G.M., R.A.N.) which had been with the Fleet in New Zealand waters, returned to Australia early last month, arriving at Sydney with the Flagship on the 3rd. April. She is now carrying out training under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises with the 1st. Frigate Flotilla and H.M.S. Murchison.

H.M.A.S. Murchison (Lieutenant-Commander W. P. Cook, R.A.N.) returned to Australia with the Fleet early last month, reaching Sydney on the 3rd. April. She is now carrying out training under the operational control of the Flag Officer-in-Charge, New South Wales.

H.M.S. Submarines:
H.M.S. Telemachus (Lieutenant-O. Lucille, D.S.C., R.N.) returned to Australia with the Fleet early last month, having been in New Zealand waters during the month. She is with the New Zealand Squadron.

H.M.S. Through (Lieutenant-Commander T. N. Devlin, D.S.C., R.N.) is in Sydney, and, with H.M.S. Telemachus, is under the control of the Flag Officer-in-Charge, New South Wales, for training exercises.

10th L.S.T. Flotilla:
H.M.A.S. Tarakan (Lieutenant-Commander F. D. Shaw, R.A.N.) is in Sydney, having been operating under the direction of the Naval Board.

H.M.A.S. Albatross (Lieutenant-Commander W. B. M. Marks, R.A.N.) returned to Australia with the Fleet last month, reaching Sydney on the 3rd. April. From the 10th of last month, until the 26th of this, she is in Sydney at availability for leave and urgent defects. She departs from Sydney about the 7th of next month for Japanese waters, where she will relieve H.M.A.S. Shoalhaven on duty with the Allied Naval Forces there.

1st Frigate Flotilla:
H.M.A.S. Shoalhaven (Commander I. R. D. Duggan, R.A.N.) is in Japanese waters with the Allied Naval Forces, having relieved Calypso in that duty in February. She will be relieved on duty in June by H.M.A.S. Batara.

H.M.A.S. Calypso (Lieutenant-Commander V. G. Jerram, R.A.N.) is in Sydney, at availability for leave and return until the 5th of this month. She then comes under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises with the 1st. Frigate Flotilla and H.M.S. Murchison.

H.M.A.S. Murchison (Lieutenant-Commander W. P. Cook, R.A.N.) returned to Australia with the Fleet early last month, reaching Sydney on the 3rd. April. She is now carrying out training under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises with the 1st. Frigate Flotilla and H.M.S. Murchison.

Survey Ships:
H.M.A.S. Shoalhaven (Lieutenant-Commander W. B. M. Marks, R.A.N.) returned to Australia with the Fleet early last month, reaching Sydney on the 3rd. April. She is now carrying out training under the operational control of the Flag Officer-in-Charge, New South Wales.

H.M.A.S. Latrobe (Lieutenant-J. J. McLean, R.A.N.) will carry out anti-submarine training, rocket firing, gunnery, instru- ments and other exercises connected with naval aviation. "Sydney" will bring back with her from the United Kin-
Those who are chosen by the Commander of the College, and entering the College in the last week in January, 1951, will have been undergoing training overseas. The term "Tarangau" is a name having the same meaning, though being in different languages. Each is the equivalent for Sea Eagle. So on changing the name of Australia's Advanced Naval Base at Manus Island, in the Admiralty Group, from the German "Seeadler" to the Papuan "Tarangau", no change in meaning is effected, but a far more appropriate title is conferred upon the base. The former Royal Australian Naval Base in the north of New Guinea was H.M.A.S. "Tarangau" at Dreger. This has now been closed down, and the personnel and equipment formerly there have been transferred to Manus. The name has been transferred also, and thus there is no likelihood of Australian Naval traditions being linked, through Australia's principal Pacific Naval base, with the German imperialism of pre-1914.

R.A.N. College Vacancies

Applications for entry to the Royal Australian Naval College—to close on the 15th, of next month—are invited by the Naval Board from students who lost their lives in the First or Second World War, or have become totally incapacitated as a result of active service abroad; the sons of persons who have been on active service abroad with the Royal Australian Navy, or the sons of persons who have been on active service abroad with an established member of the Royal Australian Navy. This committee will consist of the Commander of the College, and the naval officers of the Royal Australian Naval Service—fight to the end, whatever the odds against.

"Culgoa" In Japan

Among the interesting experiences of members of the ship's company of H.M.A.S. "Culgoa", when she was in Japan with the Allied Naval Forces there recently, was to witness the launch of a 17,000-ton tanker on 25th March. The ship, which almost created enough amazement of the vessel's Master, ed 17 Koreans—much to the delight of the crew. The ship slid down the ways, six doves, one to ward off devil; one to fly to Heaven to inform the Gods of the launching of the ship; one to fly to Heaven to inform the Gods of the launching of the ship; and one to fly to Heaven to inform the Gods of the launching of the ship; and one to fly to Heaven to inform the Gods of the launching of the ship. Among Japanese memories remain those of a visit to Hakodate, for the official celebration of Australia Day.

The Kyushu Patrol

While on the Kyushu Patrol, which is maintained to prevent the smuggling of contraband and Ko-rean refugees who偷渡 to Japan, "Culgoa" intercepted a small vessel on board which her boarding party discovered 17 Koreans, much to the amazement of the vessel's Master. Among Japanese memories remaining with Culgoa's ship's company are those of a visit to Hakodate, the southern end of the island of Hokkaido, where the hot springs were most popular in view of the cold weather; the magnificent efforts of a Negro welcoming band which almost created enough breeze to keep the ship from berthing at Kobe; the honour of being the first ship to sail through Shimonoseki Strait after that area had been swept clear of mines; and the privilege of paying a naval guard at Commonwealth House, Tokyo, for the official celebration of Australia Day.
Strolling from England to Australia

He Who Walks The Distance In The Aggregate Of His Perambulations On The Bridge Of A Ship Finds Much To Engage Him On His Journey.

By John Clark

The bridge was about sixty feet in length, and probably an average of six feet in width. The wheelhouse, amidships, extended right to the fore side of the bridge, so that to get from one side to the other one had to cross behind the man at the wheel; there was just enough space to do this between him and the foredeck of the charthouse.

Originally, there had been no cabins in the wings of the bridge, nor doors to the wheelhouse. But during her first voyage, Chips made a heavy wooden door which filled the wheelhouse opening and was placed in place by wooden cleats; it could be moved as required to block up the weather opening. And at the end of the first voyage, the powers that were in London built a cab in each wing, fitted with railway carriage type windows, and with a hinged table which was useful for various purposes, including the coffee and sandwiches of the night watches.

With the blocking of the wheelhouse opening, the normal space for perambulation while on watch was limited to one side of the bridge. To get to the other side one had to walk around abaft the charthouse—not done to the normal course of events. So one's stroll was back and forth over, perhaps, twenty-five feet. There used also to be some footing of the bridge, even in those days, as apprentice of the watch in the night watches. And how slowly the hands of the chartroom clock were to get down on hands and knees with a bucket of water, some soft soap and a hand scrubber, and go over the bridge deck it was of softwood, otherwise it would have been a holystone job.

There came later years, when the apprentice had reached the status of a watch-keeping officer with a ticket, and whales—though not always—the night-watch hours moved more quickly. There were times, indeed, when the middle watch, went too quickly. For an hour slowly the hands of the chartroom clock were to get down on hands and knees, and lashed between their legs.

On the long sea stretches a light in the night was always an event. In the long cloudlessness of the tropics it might be a star lifting over the horizon ahead. Or, hanging there with little perceptible diminution of distance, be a stern light: an aggravating thing, for the reliefs would have the mild excitement of seeing a companion on the wide spaces: for us the word would be a yellow speck in the darkness.

Ships that pass in the night were always welcome. For often, even on the much frequented trade routes, we would make a 14-days passage sighting only two or three other ships.

Yet even so, one's perambulations on the bridge need not be monotonous. There was usually something going on on board. There was, for instance, baggage day in the old pre-1914 emigrant period, when, once a week, the whole baggage was hoisted up on to the foredeck to give the emigrants a chance to get a change of gear. What a game that used to be, in the days of the old tin trunk and the dress basket. Some of the emigrants used to bring all their household goods with them, and kitchen tables would form packing cases for hosts of smaller fry stowed and lashed between their legs.

Aha! The bridge, on the fore end of the promenade deck where numbers three and four hatches lay in the space between the bridge island and the fore end of the boat deck—and on the last deck itself—would be the saloon passengers' deck games; and on tropic nights, where the forward ports of the Marcon room on the boatdeck glowed like twin yellow, round eyes, romantic couples would lean over the boatdeck railing at the stars.

The stars would be there for the bridge perambulator most nights, wheeling in their well-known constellations across the vault above. And there would be times without order or sequence of using them—and that nearer brother of theirs, our Old Jamaica—for fixing our position on this watery world of ours. And when coasting, there would be the familiar points and landmarks which have been hailed by seafarers down the centuries.

Yes! He who, over the years, has walked from England to Australia on the bridge of a ship, found no one so of interest; and much to look back to in the memories of an absorbing stroll.

The run from the Cape to Melbourne.

There was the night off the New South Wales Coast, bound from Melbourne to Sydney, when the coastal passenger who had embarked at the Victorian port, before the days of the Navigation Act—went overheard at three bells in the middle watch. For an hour or more we hung about there, the second mate away in the emergency boat and the Old Man in charge on the bridge, with Perpendicular Head light flaring from the dark land, and the calcium lifebuoy flare flashing also, as it dipped and rose on the swell.

The boat returned from a fruitless search, and Number Three winches hoisted it to its davits below the bridge again. The night steward in the third class had seen him go over. He ran along the deck and hurried the rail like a bird, leaving us to wonder what dark urge had spurred him on.

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Federal Council

DURING the early part of last month the Federal President (Mr. F. P. Anderson), paid a brief visit to the main Tasmanian ports: whilst he was in Launceston he had the pleasure of meeting the State's newly-elected President and a few members, later, at Hobart, he made contact with some of the officials of the Tasmanian Executive of the Association.

Mr. Anderson represented the Ex-Naval Men's Association of Australia at the Commemoration Service, held at Canberra, A.C.T., on Anzac Day; later in the day he attended the Memorial Ceremony arranged to honour the Greek Returned Soldiers.

Mr. Francis W. Birt (Hon. Federal Treasurer), who has completed 25 years membership, is retiring from this office. Mr. Birt has held various offices in the N.S.W. Section and on the Federal Council during the past quarter of a century. The Federal Executive has recommended to the administrative Council that the Association's Diploma of Merit should be awarded to Mr. Birt in recognition of his past services to the Association and ex-Naval personnel in general.

The Association's Federal Council has accepted the Prime Minister's invitation to submit a panel of names of members, so that the Government may choose a representative of ex-Service men's organisations to sit on the Tribunal, to consider the 3/- per day claim for ex-Prisoners of War. Victoria.

Both the Federal and State Councils have been pleased with the efficient work and co-operation of Mr. H. McEwan, as Acting State Secretary during the absence abroad of Mr. W. H. Sullivan (State Secretary) who has now returned to Melbourne after five months in the United Kingdom and on the Continent. Reports from Sub-Sections indicate a very active interest is being maintained in the Association throughout Victoria.

N.S.W.

The Sydney Sub-Section held a monster Barbecue and Dance at Kilmerney, Middle Harbour, on the first Saturday night in April. Members and their friends spent a most enjoyable evening's entertainment despite the heavy rain which had fallen for some days previously and on this particular night especially. It was noticed that quite a number of married ex-W.R.A.N.S., who have been absent from recent meetings, came along with their husbands to enjoy the Barbecue and the moonlight ferry trip. The Ladies Auxiliary has intensified its willingness to assist the Sydney Sub-Section by raising funds to help distressed members and their families.

South Australia.

The State Council has endorsed the recommendation of Port Adelaide Sub-Section's application to Federal Council for an award of a Diploma of Merit to be presented to Mr. A. J. Perryman, one of its officers who has rendered exceptional services to the Association in South Australia.

Western Australia.

All Sub-Sections and the State Council have agreed to the proposal to make the Anniversary of the sinking of H.M.A.S. "Perth" the Western Australian Section's Annual Memorial Service, such service to be held at Fremantle on the nearest Sunday to the date of the Anniversary. The 1950 Commemoration Service was very well attended, the turnout being almost as large as the previous year, with a similar number of ex-Prisoners of War from the "Perth." The Fremantle Sub-Section's Navy Club again did the honours by entertaining former "Perth" members at its annual Re-union, held on the Monday night following the Parade and Church Service.

Queensland.

This Section is endeavouring to arrange a Naval Memorial Service for those who fell in both World Wars; this is to be held at the Shrine of Remembrance, Anzac Square, Brisbane, on the first Sunday morning during Show Week, in August. It is anticipated that a good muster of ex-Naval personnel will participate and a detachment of ratings from H.M.A. Ships in port will lead the march of members to the Shrine. An invitation to the Naval and Mercantile Sub-Branch of the R.S.S. & A.I.L. is expected to be accepted for their members to attend and take part. A.C.T.

Mr. Kevin J. Smith has been elected to the office of the Section's Hon. Secretary, thus filling the vacancy caused by the resignation of Mr. W. Gellatley, who retired last month owing to ill-health. Mr. J. Benjamin has now been elected as the representative Federal Councillor for A.C.T., taking over the position vacated by Mr. J. H. Janison who is the Association's Trustee on the Service Canteens Trust Fund. The Section's former President (Mr. L. Ivey), has returned to Canberra after spending a short and well-earned holiday at Manly, N.S.W.

Tasmania.

The Association continues to work in close co-operation with the Tasmanian Co-Ordinating Council of Service Men's Organisations. These comprise the following bodies—R.S.S. & A.I.L., Australian Legion of Ex-Servicemen & Women, Air Force Association, Sailors and Soldiers and Airmen's Fathers' Association and the Ex-Naval Men's Association of Tasmania, which latter body is affiliated with the Ex-Naval Men's Association on the mainland. The Annual Meeting of the State Executive and the Annual State Conference was held at Launceston on 18th. February. Representatives were present from the Hobart, Launceston and Burnie branches of the Tasmanian Association.

Papua (N.G.)

Mr. N. C. Plant, as Hon. Organiser of the new Papua Section, has informed the Federal Secretary that a good muster of ex-Naval personnel was assembled for the 1950 Anzac Day Service at Port Moresby. Mr. Plant has been visiting Manus Island and has returned to New Guinea to finalise the inauguration of the Section which will embrace all Territories under the jurisdiction of the Administrator of New Guinea. Federal Council has made a donation of £10/0/0 to the new Section and has provided books, stationery and badges, grants, to enable an early start to be made to enrol more members in the Territories and nearby Islands, and the establishment of the Association in the far North.
TWO AND A PENNY PRAYER

By HERMON GILL

GEORGE Crowther usually liked his train journeys—or at any rate, such as they took place during the hours of daylight. He seemed to loathe the cramped space from the backs of his seat, the shuffling of people, the constant motion of looking out of the windows. The sense of confinement was almost oppressive.

On this particular morning the train journey was all too long for George, and that, too, when it was over entirely new ground in which he would ordinarily have been interested. For he had just taken his last journey down from Honor Oak Park to London Bridge for four months. They had walked across London Bridge, self-conscious in its new uniform of a sea apprentices. Now, seated in a dock-bound train on route to join the Cranston Line's S.S. Hermes, in the Royal Albert Dock, they were crawling along the round-about lengths of the street, church to Manor Way.

And most of the time George would be repeating parrot-wise and breaking the Second Commandment, which as his Confirmation Preparation notes told him, taught him to worship aright and warned him against wandering thoughts. Occasionally, however, this fact would come to him with a sense of guilt, and he would cover his face with his hands, pretending—in order to deceive his fellow passengers—that he was merely rubbing his eyes, but in fact, the emotion which seemed to fit him and proper for prayer, "Lord forgive thy servant, for I know not what I am doing." For George his Confirmation very seriously.

George knew and loved it all. For over twelve months now he had travelled daily up and down between Honor Oak Park and London Bridge, two of his home to school. In fact, the time was deserving time to him; for he was always much of a dreamer, "woodgathering" his mother called it. But for the first day since leaving school the time was deserving time to him; for he tried to persuade himself that he occupied his travelling time in study, memorising his Confirmation Preparation. He had not merely repeated the purely the mechanical repetition of pencilled notes in a grubby notebook, and he was in reality dreaming away the journey. His only hope being that he had a good life, see the world, give him the chance of a career. And careers were not easy to come by when you hadn't much money to give.

For he had just taken his last journey down from Honor Oak Park to London Bridge for four months. They had walked across London Bridge, self-conscious in its new uniform of a sea apprentices. Now, seated in a dock-bound train on route to join the Cranston Line's S.S. Hermes, in the Royal Albert Dock, they were crawling along the round-about lengths of the street, church to Manor Way.

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"Renunciation means giving up," George's lips would murmur, "having nothing to do with. At Confirmation I am going to promise to give up sin whether from the Devil, or through the World, or through the Flesh. The promises and vanities of this wicked world Sinn that come through the world, and which become sin by being indulged in too much or by causing neglect of other things. A Love of money, root of all evil. B. Pleasures of all kinds when overindulged in C."

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"Renunciation means giving up," George's lips would murmur, "having nothing to do with. At Confirmation I am going to promise to give up sin whether from the Devil, or through the World, or through the Flesh. The promises and vanities of this wicked world Sinn that come through the world, and which become sin by being indulged in too much or by causing neglect of other things. A Love of money, root of all evil. B. Pleasures of all kinds when overindulged in C."

But on this particular morning the train journey was all too long for George, and that, too, when it was over entirely new ground in which he would ordinarily have been interested. For he had just taken his last journey down from Honor Oak Park to London Bridge for four months. They had walked across London Bridge, self-conscious in its new uniform of a sea apprentices. Now, seated in a dock-bound train on route to join the Cranston Line's S.S. Hermes, in the Royal Albert Dock, they were crawling along the round-about lengths of the street, church to Manor Way.

And most of the time George would be repeating parrot-wise and breaking the Second Commandment, which as his Confirmation Preparation notes told him, taught him to worship aright and warned him against wandering thoughts. Occasionally, however, this fact would come to him with a sense of guilt, and he would cover his face with his hands, pretending—in order to deceive his fellow passengers—that he was merely rubbing his eyes, but in fact, the emotion which seemed to fit him and proper for prayer, "Lord forgive thy servant, for I know not what I am doing." For George his Confirmation very seriously.
sixpence.

again

Robson when the door was once

with a lordly air, had given him

dashing manner, was carrying a

cap over the cap's top in a very

interrupted by the door opening

head a quaстерman’s cap appeared

blurred, to be grasped by

and comfort.

continuing standing in case of inter-

prise—he prayed for strength

Easter Sunday. Rever-

take his first Communion only a few weeks

had been passing

with a joyously blasphemous

The new-comer stopped on see-

apparently, on a par with that of

gathering, was the latest arrival’s

siderably bigger and heavier, who

He remembered, guiltily, that he

two shilling piece and a penny. He con-

joy of the Hermes had been panning

on the previous trip. Its forced

Peter with it. The Hermes

in the baggage shed. By the

and could think of no valid ex-

the church he sat in a pew

Merry. 1950.

The Sea

experiences. As it was, he just felt

Hermes, at any rate, did offer

He realised now, listening to

a free evening, before him,

It was half an hour before

and Mr. Wynne expressed the

and Mr. Wynne. It appeared that the

shouts of greeting from Robson

the mate wanted the new boy, and

that two and a penny. He con-

Two and a half months later the

he had gone prayerless to his bunk

lure he had resisted after a short

a departing Manly ferry whose

bursiness. Lying in the dark, with

realised that it had been a day of

his first amateurish efforts at swear-

the ferries bustling in and

the crowds of people. The

to George. Three or four shil-

That’s your name?” asked

looked round the half-deck with a

critical eye. “They’ve painted this

shouted, to be greeted by

of it.  To get right away from the

had been passing

and general

the quartermaster across the fore-

George's was the nature that de-

it, and could think of no valid ex-

He had been passing

handed to George. Four days yet to go. Well! No-

that two and a penny. He con-

had gone left London, he had fallen from the high

and Mr. Wynne had been as far north

an impression that they’d all be as snug

massive. It was from ‘La Vie Parisienne’, and it depicted

the hermes had been panning

the others were the most outrageous.

had been playing with the ladies was

of the Hermes, and could think of no valid ex-

for the first time Wynne became

George had confessed earlier to

fewer boys, but then get along further and tell one of those other boys to give you a hand to get them on board. And look alive about it.”

two shilling piece and a penny. He con-

Hermes, when he closed his

and thought to himself that

how he had slipped into the ways of his two fellow apprentices. He re-

He had his parents

On board, but then thinking—to

Two and a half months later the

on the Australian coast as Bris-

The mate wanted him to go on to

the Seaman’s Mission, and received an invitation to tea. For

one hand he hesitated, half formul-

the Hermes, and Mr. Wynne poverty brought him

—to be certain he would get a better tea with Mr. Rose than he was ever likely to have before.

The tea did not come up to expectations, and his host’s insist-

on his square, that he accompanied him. He enquired with a surprise and a sense of unfair treat-

and Mr. Wynne had been as far north

a few weeks earlier on Easter Sunday. Rever-

first Confirmed. Had taken his

of Robson and Wynne that

shocked him beyond measure. It

his father, under stress, use

He had always had his parents

To procure a passage he had

of his own. And there was still Melbourne, and

in a spate when once the
dam burst. A richly embroidered story of an

the door burst open and a uni-

geared. Sydney homeward bound

there was nothing much doing on

lady, and as each handed it’ on

herself, but then thinking—to

and Mr. Wynne that

the ferry, and muttered, watching the

of the Hermes, and could think of no valid ex-

Robson and Wynne that

the preacher's voice, the organ

the largest boy, and flogging the

the service drawing

lure he had resisted after a short

Four days yet to go. Well! No-

And then, the service drawing

way a week after the Hermes had left London, he had fallen from the high

lure he had resisted after a short

and could think of no valid ex-

He had his parents

of his own. And there was still Melbourne, and

in a spate when once the
dam burst. A richly embroidered story of an

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Robson and Wynne that

the preacher's voice, the organ

the largest boy, and flogging the

The new-comer stopped on see-

George, then “You’re the new

boy, eh? Well! I’m Robson, the

senior apprentice. Here. Give—

a lecture. Assured him it was the

he had fallen from the high

lure he had resisted after a short

and could think of no valid ex-

in the church he sat in a pew

Merry. 1950.

The Sea

experiences. As it was, he just felt

handed to George. Four days yet to go. Well! No-

that two and a penny. He con-

Two and a half months later the

on the Australian coast as Bris-

The mate wanted him to go on to

the wharf with the man in charge

of the baggages to pick out his

an-cestors were the most outrageous.

had been playing with the ladies was

of the Hermes, and could think of no valid ex-

Robson and Wynne that

the preacher's voice, the organ

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a lecture. Assured him it was the

he had fallen from the high

lure he had resisted after a short

and could think of no valid ex-

in the church he sat in a pew

Merry. 1950.
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The unuttered prayer. There was
no chance to look. Mrs. Ross
handed the bag to him, and he was a
coin the less when he passed it on.

Mr. and Mrs. Ross walked with
him to the wharf gates at Miller's
Point, little knowing the turmoil
that exercised his mind, little
knowing the prayer that came from
the deepest depths of his heart.

All at once he had, in a long
leap, turned himself under the
first lamp on the wharf and hesitating-
ly drew his remaining coin from
his pocket.

And then, once more, he prayed,
a prayer of thanksgiving. "Oh
God!" said fervently, "I thank Thee,
I thank Thee. And with
relief in his heart and the two
shilling piece firmly clutched in his
hand, he hurried aboard the
Hermes to bed.

SOME MEMORIES OF 1913.
(Continued from page 16.)

Our first port of call was Cape
Town for coal and water. Here
the new settlers had a chance to
stretch their legs ashore and, in
some cases, to test their capacity
for Cape hops. Then came the
long run to Fremantle, which port
we reached on the 2nd. February,
1913.

Now the old "Ajana" has gone.
Captain Young, a Kirkcudbright-
shire lad, has passed to his fore-
fathers. Many of those new Aus-
tralians laid down their lives in
the Great War. Many have made
good here; others have been
Great Divide. Looking back over
those bygone, carefree years
through a cloud of reminiscent
postcode, we find the Carrers of
"Strathnairn"—a name carrying nine
months for the Fleet; and then to
sea before specialisation.

If he is going to be a Supply
Officer, his time in the Fleet and
at Greenwich College is followed
by a six months' general
educational course at Greenwich
College, and the various technical
courses—with which he returns to
Australia to take his place in the
R.A.N.

If he is going to be an Engineer
Officer, he remains for 16
months, after which he follows
for the examination for Acting Sub-Lieut-
tenant Midshipman. Then young
Tom has reached what may be
the parting of the ways for him. He
goes to the British Fleet for train-
ing. If he is going to be an execut-
ivine officer, he remains there for 16
months, after which he follows
the examination for Acting Sub-Lieut-
tenant Midshipman. Then young
Tom has reached what may be
the parting of the ways for him. He
goes to the British Fleet for train-
ing. If he is going to be an execut-

American and West Indian
ports, and to German and Scandinavian
ports; the latter part of the
route and to German and Mediterranean
ports.

On leaving the cruiser he is pro-
moted Midshipman. Then young
Tom has reached what may be
the parting of the ways for him. He
goes to the British Fleet for train-
ing. If he is going to be an execut-
ive officer, he remains there for 16
months, after which he follows
the examination for Acting Sub-Lieut-
tenant Midshipman. Then young
Tom has reached what may be
the parting of the ways for him. He
goes to the British Fleet for train-
ing. If he is going to be an execut-

ANUERANS to NAUTICAL QUIZ

(1) Yes! Germany possessed
two large merchant liners,
"Scharnhorst" and "Gneise-
au" during the war. Of
18,000 tons, they were
built in 1935 for the Norddeut-
scher Lloyd Far Eastern
Service. They were fine
ships with a speed of 21
knots, and were noted for
among other things, their
striking Maier bows.

(2) The earlier "Straths"—"Strath-
nairn" and "Strathnaird"—were built
with three funnels. The "Strath-
mores", "Stratheden" and "Strath-
allan" as originally built had each one only.

(3) "Gripsholm" was used as a
Cartel Ship for the ex-
change of prisoners of war
doing for several months
and proposals between the bel-
fregents during the war.
As such, she had to be
lightly armed for one gun, and
unladen.

(4) Prior to the outbreak of
war in 1939 the largest
good vessel was of the
"Strathallan" as originally
built had each one only.

(5) Length "between perpen-
diculaires" is measured from
the water line and "between
perpendiculars" is measured
from keel to deck, and 1% of
the beam on the quarter
post to the after side of the
stem post.

(6) In the period shortly before
the outbreak of war in 1914, the
H.M.S. "Anzac" would have been
that of one of the later, im-
proved "Dreadnought" type
battleships. "Warships and
Their Story," published
in 1911, R. A. Fletcher
says: "The average cost of
these vessels has not been
much short of a couple of
millions sterling, and some
have cost fully £2,300,000."

(7) Carronade and Carron Oil
each derived its name from the
Carron Iron, which were founded in
the Stirlingshire village of
Carron in 1760. The carron-
ade, a short, light gun fir-
ing a heavy shot, was in
vented at the Carron Iron-
works in 1778. Carron oil,
a mixture of equal parts
of lime, water and linseed
oil, was first used—as a treat-
ment for burns—at the
Carron Ironworks.

(8) The threat of Napoleon's
projected invasion led the
British authorities to erect
coastal defences known as
"Martello Towers." They
were cylindrical, flat-roofed,
bomb-proof structures
about forty feet in height,
and were named after the
Corisande fort captured in
1794 in Mortella Bay.

(9) Chatham is Kent, on the
River Medway just above
where it widens out into
Gillingham Water. The
use of the Medway by the
Royal Navy dates from
1550, when it was ordered
that men-of-war were to be
"Harboured in Gillingham
Water," but it was not
until 1667 that the name
of Chatham was given to
that dry dock was built
at Chatham.

(10) Not now. With the build-
ing of the Captain Cook
Graving Dock Garden Is-
land was connected to the
shore of Sydney Harbour at
Port's Point by a cause-
way, so that Garden "Is-
land" is now a misnomer.
Naval Appointments, Etc.

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


Born in 1914.

ABSTRACT OF APPOINTMENTS, ETC.


Inaugurated, dated 14th January, 1949.

Bell is appointed as Surgeon Lieutenant-Commander, dated 31st December, 1949. 

The appointment of Philip William Van Gelderen as Surgeon Lieutenant-Commander is terminated, dated 31st December, 1949. 

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE (SEA-GOING). 


To the Emergency List and re-appointed as acting Sub-Lieutenant, dated 17th February, 1950. 

Promotions. — Lieutenant John Empe Pope is promoted to the rank of Lieutenant-Commander, dated 13th January, 1950. 

Transfer to Retired List. — Lieutenant-Commander Walter Lang is transferred to the Retired List, dated 21st February, 1950. 

The appointment of Philip William Van Gelderen is transferred to the Retired List, dated 1st February, 1950. 

Resignation. — The resignation of Leslie Harold Capleton of his appointment as Surgeon Lieutenant-Commander (D) (for Short Service) is accepted, dated 17th February, 1950. 

Permanent Naval Forces of the Commonwealth (SEA-GOING FORCES).

Termination of Appointment—Lieutenant Emile George Thomp is transferred to the Retired List, dated 30th March, 1949. 

Appointments. — Noel James Smith and John Robert Lang are terminated on reversion to the Royal Navy, dated 10th January, 1950, and 17th November, 1949, respectively. 

Promotions. — Acting Lieutenant-Commander A. E. W. Brown is promoted to the rank of Lieutenant-Commander, dated 1st January, 1950. 

Transfer to Emergency List. — Lieutenant Charles J. P. Mitchell is transferred to the Emergency List and re-appointed as acting Sub-Lieutenant, dated 1st February, 1950. 

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NEW EDITOR OF
"FIGHTING SHIPS"

THE vacancy caused by the
death of the late Francis E.
McMurtrie, A.I.N.A., on Feb.
22, 1949, has been filled by
the appointment of Mr. Raymond V.
B. Blackman, A.M.I.N.A., A.I.
Mar., E., to the position of Edi-
tor, Jane's "Fighting Ships."

The new Editor, who has been
a contributor to "Fighting Ships" for
the past 14 years, was a close
friend of his highly respected
predecessor, and has been Acting
Editor since February last. Born
on June 29, 1910, and educated
at Southern Grammar School,
Portsmouth, he joined the Royal
Navy in 1926, and in the course
of his service visited such widely
separated areas as Japan, China,
the Mediterranean, West Indies,
and Scandinavia, including the
famous naval harbours at Port
Arthur, Hongkong, Trincomalee,
Malta, Gibraltar and Copenha-
gen.

After being invalided from the
service in 1936, with a serious
illness, he became a naval corre-
spondent and technical journalist
to several publications. The out-
break of war in 1939 saw him
posted to H.M.S. "Vernon," where he served in the Chief
Scientist's Division, Admiralty
Mine Design Department, until
1945. He has been an Associate
Member of the Institution of
Naval Architects since 1939, and
an Associate of the Institute of
Marine Engineers since 1942.

During his 13 years as Editor,
the late Mr. McMurtrie had
built up a reputation for the
strictest possible accuracy, and
the new Editor of this leading
reference book is well equipped
for, and determined on, the
maintenance of this high stand-
ard. K.F.C.

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