To ensure payment on the due date complete and forward to your former Service Department at once a form of "Nomination of a Bank Account for payment of War Gratuity." The form is obtainable at official post offices.

How payment will be made Payment will be made by crediting the amount of gratuity plus interest accrued to an account in the name of the gratuitant in any bank nominated by the gratuitant. For further information see back of form.

Complete form fully To avoid any possible hold-up in payment of your gratuity on the due date, ensure that the form is complete in all respects before despatching it to the appropriate Service Department. It is important that the two specimen signatures provided for at the foot of the form be furnished in every instance. Where payment is to be made to an existing Savings Bank Account the account number must be stated.

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The Navy

January, 1951.
to be in agreement, and the mobile naval force, capable of operating anywhere, is favoured by both. Thus we are aiming at a navy which, while making Australia as independent as possible in the provision of local defence of trade and territory, enables her also to lend a hand further afield when the local situation permits — as she has been during the campaign in Korea.

Two developments assist Australia today, which have been lacking in the past. One is the far greater industrial potential she now possesses; a potential which has expanded greatly even since the 1939-45 war, and which, is still expanding. The other is the emergence of naval aviation as the spearhead of attack, both against raiders in her own or nearby waters, whether such raiders are surface vessels or submarines; and against more distant bases from which such raiders could come.

Backed by an adequate and efficient industrial potential and shipbuilding and repair industry, with sufficient and capable harbour defence forces, minelayering groups and anti-submarine forces, and with a striking spearhead of a carrier task group with its protecting cruisers and destroyers, Australia has the material for a navy which could give a good account of itself both in local defence and in the wider field of the protection of her vital overseas communications.

It still remains to get the numbers of men adequate for the material available.

1901 — 1951

SOMETHING of the change which has come over the naval scene in the fifty years of Australian nationhood is reflected in the warships which will gather at Sydney to celebrate the Jubilee this month. In 1901 the Royal Australian Navy, most strongly represented this year, was not in evidence at the Federation festivities, since it did not then exist. There were, however, representatives of foreign powers — Germany's "Hansa", the Russian cruiser "Gromoboi", the Dutch "Noord Brabant", the "Brooklyn" of the United States Navy. And the Royal Navy was very much in evidence in the Australian Squadron.

This Jubilee Year is wholly a British Commonwealth year in its naval visitors, and, with the exception of the Royal Navy — here on this occasion in the shape of the two submarines "Telemachus" and "Tactician" — they are all from navies which have come into existence since the beginning of the century: the South African naval forces, the Indian Navy, the Royal Pakistan Navy, and the navy of New Zealand.

It is a sign of the times.

BATTLE HONOURS

THIS month sees the second of the Australian-built Battle Class destroyers — H.M.A.S. "Anzac" — joining the Royal Australian Navy. It is only natural that, with its long maritime history, the Royal Navy should have many naval engagements commemorated in the names of its destroyers of that class. It is significant that our own two Battle Class ships bear the names of battles which, though more closely associated with military than with naval campaigns — the "Rats of Tobruk" and the "Diggers of Anzac" — have yet a very close naval association.

Indeed, neither would have been possible without the Navy, and each illustrates the theory that he who commands the sea may take as much or as little of war as he will. The Diggers of Anzac were put on to the Gallipoli Peninsula by the Navy, and taken therefrom by sea when the time for withdrawal arrived; and similarly, the Rats of Tobruk were maintained in their military outpost by the destroyers of the "Tobruk Perry", and were removed by sea when the occasion arose.

They were combined operations which are suitably remembered in the names of ships of the R.A.N.

ANCHOR WATCH

PASSENGERS in the "Moreton Bay", which arrived at Melbourne during the Christmas Holidays, were disgruntled because they had to spend four days and nights watching the Melbourne skyline and the city and St. Kilda lights while their ship swung to her anchor in Hobson's Bay.

She was not alone, but one of a large company similarly engaged; and one can imagine that the thoughts of the "Moreton Bay"'s passengers were shared by many others on the surrounding ships. And it is not improbable that disgruntlement was felt beyond the confines of Port Phillip, and of Australia. Shipowners in various parts of the world must feel justifiable annoyance at the long delays their vessels suffer in Australian ports. Now are they the only ones affected, as the rise in the cost of freights and fares brings home to us all.

The Navy is Your Guide to Naval Affairs
THREE OFFICERS UNDERGO GRUELING FOUR-DAY TEST IN AN EXPERIMENT IN ROUGH BUSH COUNTRY WHICH PRODUCED RESULTS OF GREAT VALUE

By a Special Correspondent.

If you had been near the sus- pension bridge over the swift- running Kangaroo River, 15 miles from Nowra (N.S.W.), one morning recently you might have seen three men wearing old clothing and headgear, and carrying big packs on their backs, clambering down the side of a forbidding-looking cliff towards the river\'s edge.

They were officers from the Royal Australian Naval air station H.M.A.S. \"Albatross\", which is situated at Nowra, and were beginning an exercise designed to test the equipment and rations with which a pilot or observer should carry if he had to bale out in rough country. It was intended that a man\'s chances of survival in inhospitable areas would be increased if he knew something about the conditions he was likely to meet before he actually encountered them.

Once the survival course has been introduced at Nowra, all pilots and observers in the R.A.N. will attend it.

The officers taking part in the exercise were Lieut.-Commander R. H. Hain, R.N., Lieutenant-Commander (Flying) G. G. R. Millar, R.N., Officer-in-Charge of Aircraft Handling and Safety Equipment Schools; and Lieutenant R. L. Davies, R.A.N., a maintenance test pilot.

One of them wore ordinary boots, a Mae West, and any headgear he chose in place of a flying helmet. One chose a beret, one a modified form of sou\'-wester, and one a blue serge deer-stalking cap.

Each of them also carried a kit of survival rations; two blankets, representing parachutes; about four fathoms of cordage, which represented parachute rigging lines; an oarsman\'s rubber dinghy; and a knife or machete.

Besides this equipment, the party had two fluorescent signal panels; a heliograph, and an inch-to-the-mile map of the area they were going to traverse. Davies took with him a pack of his own design containing a blanket of oiltotted nylon, a collapsible billy-can, a pencil torch and a special ration pack. It was intended that a pilot or observer should test the equipment and rations beginning an exercise designed to be used by both Millar and Hain in the form of a raft. The party then set off again on their journey, and presently they could see and hear the other dinghy, which was a goodly distance away. As they got closer, they saw that the river was divided by a small rapids and that, in the left-hand portion, the rapids were running strongly.

Consequently, they recrossed the river, the three men inflated their dinghies and boarded them a short distance below some rapids just as the exercise had passed the point where the construction of the weirs was not completed, and, in an hour and a half, and an ordinary 22-foot raft was taken instead.

Greelying down the side of a forbidding-looking cliff towards the river\'s edge. They scrambled ashore, waited until the sun was out, and decided to beach their dinghies and did the remainder of the exercise on foot, where they would make very slow progress, especially as there were quite a large number of rapids still ahead of them. Consequently, they recrossed the river, the three men inflated their dinghies and boarded them a short distance below some rapids just as the exercise had passed the point where the construction of the weirs was not completed, and, in an hour and a half, and an ordinary 22-foot raft was taken instead.

One of them was lying on the ground, so they made a stretcher to carry him and they loaded his arms and legs with the other gear they could find.

Eventually, the damaged dinghy was lashed to a serviceable one and none of the men slept very well. The next day they began to clear and the sun broke through the clouds, which gave way as they stood on the bank. The party recrossed the river and eventually found one of the men, who was almost to his hips in the river, where he had been swimming. The others had to use their dinghies again and they found a suitable landing site at which to spend the night.

They spent the night in a cave in the cliff and woke at dawn. They made two billy cans of tea and some coffee, and had to use the river water as they walked towards the river.

By this time a thick mist had spread through the valleys and covered the tops of most of the trees. For this reason they would have been surprised if the aircraft which were to drop food to them had not arrived. Nevertheless, while they were resting in a large open area they sighted one aircraft and shortly afterwards another. They waved the fluorescent signal panels and the heliograph; they learned that the pilots of the aircraft had taken a photographic survey of the area and had landed within 10 feet of where they were standing. They packed their supplies and resumed their journey.

During the morning, when one of the men was testing the bank of the river for a suitable embankment point--for they had decided to use their dinghies again--he sank almost to his hips in the water, which had appeared to be firm sand, and had to be hauled out. After this, it was continually raining and they took to the track, where they encountered country more rugged than any they had previously visited. Their difficulties were increased by washyaways, gorged out of the river bed by floods--often a foot deep--and they had to pick their way foot by foot, as the sides of the washaways, consisting of loose sand or earth, gave way as they stood on them while climbing or descending.

At one stage they saw some wild duck and another curiosity, which was picked up by one of the aircraft. They were unable to be comfortable because of the falling temperature and a shower of rain, and none of the men slept very well.

They rose at day-break and made some more soup, after which they pushed their way through scrub and up a long hill, until they reached the track.

During the afternoon, a third aircraft landed and they left. They had not flown very far when they noticed a strange sound in the valley. On investigation, they found a strange sound in the valley. On investigation, they found a strange sound in the valley.
and laid the floor of the cave with boughs, they had to climb down to the river, where they cooked a meal of "bully beef and biscuit stew" and had hot chocolate.

When the men woke next morning the hills were hidden in mist, and rain was falling heavily, but after another breakfast of hot soup beside the river they began the day's march over ground that was slippery and often treacherous. They reached the rocky face of an escarpment which dropped steeply into the river, where they cooked a meal of "bully beef and biscuit stew" and had hot chocolate. To the river, where they cooked a meal of "bully beef and biscuit stew" and had hot chocolate. They decided to end the exercise at Burnier, and arrived back at the air station at 8 p.m. fifteen minutes after having walked and climbed for twelve hours.

The rest of that day and the next day they passed through terrains consisting of a succession of river flats and escarpments, and saw kangaroos, wallabies and a few rabbits. On their last night they slept in a huge heap of green boughs which, they had to climb down to the river, where they cooked a meal of "bully beef and biscuit stew" and had hot chocolate.

During the exercise, they could not signal the aircraft that was flying over them. They were looking for them, but even if the exercise had developed into more of an endurance test than they had expected, it had brought home forcibly the importance of physical fitness in men who hoped to survive in such country.

The lessons they had learned during the three days were many. One of them was that it was advisable to call a halt of five or ten minutes every hour because better progress could be made by that means than by "non-stop" marching. Another was that survivors who had to travel fifty miles, or more through similar country, would have to be gradually trained by camping for one whole day in three to wash their socks, repair their clothes, and hunt for food.

These lessons, and many others which have been recorded as a result of the exercise, may some day help to save the lives of airmen who have become stranded in desert, bush or jungle; and, because survival schools throughout the British Commonwealth exchange information, they may not only be men serving in the R.A.N.

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The Disposal Of The Wrecks Of Some Five Hundred Wartime Casualties Has Been A Long And Arduous Operation.

At the end of the war there were around the coasts of the British Isles at least 500 wrecks, most of them sunk by enemy action. They were dangerous to navigation and were obstructing the approaches to ports. The Thames estuary was particularly full of wrecks, as a result of Hitler’s magnetic mine campaign. Many a ship which happened to strike one of these had her bottom torn out and became a wreck.

Except in a few special cases, salvage of the wrecks was not practical, and it therefore became essential to try and blow them to pieces with explosives. Various authorities were interested in getting rid of the wrecks, among them the Admiralty, the Merchant Shipping authorities, and the Harbour Boards and lightouse authorities in particular Trinity House, one of whose jobs was the laying and maintaining of vast numbers of lighted buoys marking the wrecks. It was decided that the actual work should be undertaken by the Admiralty, who would act as agents for the various authorities interested.

This important work was actually started, though on a necessarily limited scale, during the war. After the war, 18 naval lightvessels were specially allocated and converted for this work. The conversion involved, among other items, the provision of the necessary magazine space for the large number of explosive charges which the ships would have to carry, and the supply of ship’s boats fitted with the latest echo-sounding equipment.

The ships were at first manned by Royal Naval Reserve and Royal Naval Volunteer Reserve crews, and as a result the work got off to a first-class start. Later, the ships have been manned by officers and men of the Royal Navy, and as 90 per cent. of the wrecks were on the S.E. and E. coasts of England between Dover and Flamborough, the ships were placed under the orders of the Commander-in-Chief at the Nore. The work is of an extremely arduous nature: advantage has to be taken of every spell of fine weather, and this has sometimes involved working 15 hours a day for seven days a week. It is not without dangers, and has been accompanied by more than one fatal accident. Experience and patience are perhaps the two greatest essentials in the crew of a wreck dispersal vessel. The Admiralty were quick to recognise the arduous nature of the work, and extra rations and a special scale of leave were granted to the crews.

The wrecks are searched for and found with the aid of the latest navigational radio aids and by means of echo sounding and echo equipment. They are dispersed by placing around and on top of them numbers of the ordinary naval depth charges used in attacking submarines. Depending on the circumstances, any number between 1 and 40 is placed and fired at one time. The accuracy of placing the depth charges is of the greatest importance, and the Captains of the wreck dispersal vessels have evolved interesting new techniques in order to achieve the quickest and most economical results. The actual spectacle of firing 40 depth charges over the shuddering roar, followed by vast plumes of water 100 feet high, which throw up quantities of debris and tangled wreckage, is something to be remembered to this day.

The depth charges are normally fired electrically from the ship, and needless to say the ship and her boats have to keep well clear. The ships take the opportunity of replenishing their larders with fish killed in the explosion.

The normal aim is to disperse wrecks to a depth of 45 feet at low water. This enables the largest ships to pass over them in safety with something to spare. In shallow water, the wrecks are dispersed as near as possible to sea-bed.

An average of about 200 depth charges are required to disperse one wreck, but some of the more outbreak wrecks require far more. This depends upon the depth of water, the size of the wreck, and the distance of her cargo; and more than anything else upon the nature of the sea-bed. In some places on the east coast the bottom is soft sand or mud, and it has been found that the tidal streams running past the wreck have in time dug a deep scour or hole on one or both sides of the wreck. In many cases it has been possible to bury the wreck completely in this hole with comparatively little trouble. In other places, such as the Bristol Channel, where the sea-bed is hard, wrecks have been far more difficult to disperse. A wreck is never considered as finally dispersed until one of the surveying ships of the Navy has come along to check the depth of water over it and to ensure that it is no longer dangerous to navigation.

The wrecks dispersed have varied in size up to 20,000 tons, and many bear the names of well-known ships which became casualties during the war.

The work is now nearly completed, and it may fairly be said that the main channels around the British coasts are now almost clear of dangerous wrecks. The number of ships employed has been reduced to three, and these will be used this year to put the finishing touches to an operation which has lasted altogether for eight years.
E V O L U T I O N  I N  N A V A L  A V I A T I O N

The Fifth Sea Lord Makes Clear His Conception Of Future Tasks.

O N November 8th last—three days before the tenth anniversary of the devastating naval air attack on the Italian fleet at Taranto—the Fifth Sea Lord, Vice Admiral M. J. Mansergh, C.B., C.B.E., gave some welcome and significant assurances concerning the future of naval aviation.

In a lecture to members of the Royal United Services Institution, Admiral Mansergh dwelt on the conception of the main tasks which will in future fall to carrier-borne aircraft, and he spoke of the type of aircraft allocated for the performance of these tasks.

The broad implications of the Admiral's important speech were singled out for special comment in the leading article of the aeronautical weekly publication "Flight", on November 16th.

"It is often laid to the charge of the Royal Navy that it never really knows what it wants in the way of aircraft; certainly, past instances of vacillation and unhappy compromise are not difficult to recollect. Most welcome, therefore, was the unequivocal statement by Vice-Admiral Mansergh, said "Flight".

"Three main tasks, he said, would in future fall to our carrier-borne aircraft.

In order of importance, these were anti-submarine warfare, the detection and destruction of any submarine which might elude the long-range search.

"Of fighters, Vice-Admiral Mansergh declared that two classes are needed—a two-seat, all-weather day-and-night machine for convoy and Fleet protection in instrument-flying conditions; and a fair-weather Fleet defence type of the highest performance. The first requirement will be met by a version of the de Havilland Venom; the second by the Supermarine Attacker — and a little later — the Hawker Sea Hawk.

The Vice-Admiral forecast, the eventual use of single and twin-jet carrier-borne fighters with one or two seats, having sweep-back wings and equipped with radar.

"Strike aircraft, he said, must be faster (to avoid fighter and gun opposition) and, as they would have to operate in all weathers, by day and night, they should carry radar.

The Westland Wyvern, shortly to come into service, would meet most requirements. By stating that it was very necessary to keep alive the technique of torpedo-dropping, Vice-Admiral Mansergh must have removed one of the doubts which are commonly entertained on this score. The Short Sturgeon, he reminded his audience, is the new high-speed target tug; Berwick Princes are already being delivered for use as flying classrooms and communications aircraft; and Westland-Sikorsky Dragonflys — already in service — are expected to assist the Otr Peel amphibian for air/sea rescue.

"Existing fleet carriers are being modified to take the aircraft of the future; their decks, lifts and stores are being strengthened. Catapults and more unconventional methods of take-off might become normal, and Vice-Admiral Mansergh admitted that the Navy is interested in vertical launching. Experiments with flexible decks, he disclosed, continued and gave considerable promise. For use from these decks a flying-boat type of aircraft, also capable of operating from water, seemed feasible and, in the Fifth Sea Lord's estimation, should prove especially valuable in training, for flying could therefore take place without the carrier being in harbour. Preparatory to the large-scale introduction of jet aircraft, a programme of runway reconditioning at Royal Naval Air Stations was well under way — regrettably at great cost.

"With these and other assurances Vice-Admiral Mansergh convinced his audience that it is clear and forward thinking policy now to keep the Royal Air Force Staff responsible for formulating operational requirements, and his promise that Naval Aviation was prepared to repeat the gallant and resounding action of Taranto was readily accepted.

"Within two years or so, it may be hoped, our Naval air equipment will be as new as the Taranto tradition is old."

The model of the Tea Clipper "Thermopylae", which won the championship cup in the 1950 Model Engineering Exhibition, has been acquired by the National Maritime Museum, Greenwich, and is now on view to the public. It is an eighth inch—one foot scale model built with meticulous attention to detail in some 5,000 hours by Mr. I. W. Marsh, of Barry, Glamorgan.

"The exceptional care taken to ensure that the model is a perfect representation of the ship itself, and great credit to the art of the model maker," say the Museum authorities. "It is indeed a most handsome and delightful piece of craftsmanship, such details as the copper sheathing correctly laid on the lower part of the hull, the steering gear that actually turns the wheel, the bell complete with bell-rope, and the accommodation ladder with blocks the size of a pin-head are but a few of the delicately made details to be found in this model."

The famous sailing ship "Thermopylae", 494 tons, one of the last of the Tea Clippers, was a "composite" ship with wooden planking on iron frames. She was designed by Bernard Waymouth and built by Walter Hood, of Aberdeen, for George Thompson & Co., at her first voyage from London to Melbourne she equaled the record of 63 days set up (from Liverpool) by the much larger "Cutty Sark" in 1854-5. She and the "Cutty Sark", of 1869, are usually considered to have been the two fastest of the British clippers.

After a few China voyages the "Thermopylae" was employed in the Australian wool trade. Sold in 1890 to Montreal owners, she was again sold in 1893 to the Portuguese Government for use as a training ship under the name "Pedro Nunes". In 1901 she was sunk as unserviceable.

The model shows the ship with double topsails at the fore and a single main topsail fitted with the roller reefing gear patented by Colling and Pinkney in 1863. Her dimensions were: length, 212 feet; beam, 36 feet.

The model, which was on view during the exhibition of nautical photography, held in the Print Room, will be incorporated in the permanent collection of models displayed in the Museum galleries.

Keep a Good Lookout

FOR THE NEXT ISSUE OF

The Navy

FAMOUS CLIPPER SHIP "Thermopylae"

The Maritime Museum, Greenwich, Acquires Championship Model.

"Thermopylae" was employed in the Australian wool trade. Sold in 1890 to Montreal owners, she was again sold in 1893 to the Portuguese Government for use as a training ship under the name "Pedro Nunes". In 1901 she was sunk as unserviceable.

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A Place to Remember...
NEW PIER DESIGN
To design a pier which would not burn was one of the main
objects of Emil Praeger, the de-
signer of the new New York
Pier 77, construction of which
began recently, according to a re-
port in the "Engineering News-
Record." The new pier will re-
place a wood-pile supported pier
that burned down three years ago.
It will be founded on four large
concrete boxes set on bottom,
where riverbed mud will be con-
solidated with the aid of 300 sand
drains, each 100 feet long. Part
of the pier support will come from
consolidated mud, and part from
the buoyancy of the boxes. Les-
tees of the pier are the Grace
Line.

VAST RUSSIAN PROJECT
A project to impound water
from the Volga River to develop
electricity in a great power sta-
tion and to irrigate nearly 2,250,-
000 acres of semi-arid land in the
river basin, is announced by the
Russian Council of Ministers.

NEW GUINEA WORKS
The rebuilding of Port Mores-
by to a master plan is included in
the major works to be undertak-
en in the territory of New
Guinea. Among other works
will be the construction of a wharf at
Samara—for which a contract has
been let, and one at Madang,
which bids have been receiv-
ed. Tenders will be invited also
for a new wharf at Morobe; and
a wharf is now under construc-
tion by the Department of Works
and Housing at Lae.

IMPROVING CALCUTTA
The port of Calcutta will be
greatly improved, and inland
navigation in India will be facili-
tated, when the Bhagpati river
is made navigable all the year
round. At present the river is
navigable only for about 30 days. Recently,
however, it and the Ganges, both
in West Bengal, have been sur-
spected for a dam project which
should correct this.

HAVEN IN PALESTINE
According to Alexander Zip-
stein, manager of the port of Tel
Aviv, Israel, a 10,000,000 dollar
harbour improvement programme
is under consideration there.
About 100,000 dollars has already
been spent on studies for the pro-
jects. At present there are prac-
tically no docking facilities, and
for about 40 days during the winter the port is virtually closed
to traffic because of heavy seas
and bad weather.

BRIDGING MESSINA
Ships passing between Italy
and Sicily through the Straits of
Messina will soon be passing un-
der electric power lines en route,
as Sicily is to be linked up with
the Italian peninsula by a 4-cable
span of 11,906 feet in length.
The cables, of extra high resist-
ence steel, will be supported by
pyramidal pylons, that on the
Sicilian side being almost on the
shore and of a height of 675
feet, that on the Italian side be-
ing top of rock 275 feet in
height, with a consequently small-
er steel structure. The minimum
height of the cables above water
will be 230 feet, to permit pas-
 sage of the largest ships.

TRAFFIC BRIDGE ALSO?
If the design of New York
consulting engineer D. B. Stein-
man comes to fruition, there may
also be a traffic bridge across the
Straits of Messina. Mr. Stein-
man has prepared a design of a
suspension bridge for the Italian
establishment. Firma e Costruttori
in Acciao Italiani, of Milan. The
bridge, if constructed, would set a
number of world's records. It would have
a main span of 5,000 feet and side
spans of 2,400 feet; its piers
would have to be 230 feet in water.
400 feet deep to rock bottom by
the open caisson method; its stiff-
ening trusses would attain a depth
of 165 feet at the quarter points
of the main span and the mid
points of the side spans; and its
construction would require an es-
timated 74,100 tons of steel,
46,400 tons of wire, and 567,000
cubic yards of concrete; and it
would cost around 60 million
dollars.

INDIAN HARBOURS
The National Harbours
Board, of India, has recommended pool-
ting technicians and equipment for
the development of ports, of
which there are 200 in the
country.

"PRESIDENTS" FOR
AUSTRALIA?
While in New Zealand return-
ing to America after a visit to
Australia last month, Mr. J. R.
Millar, a partner in the American
President Lines, said that his com-
pany is "definitely interested in
sending passenger ships to Aus-
tralia and New Zealand." Mr.
Millar said that ship passenger
traffic from Australia to the Far
East was declining, and the
company was considering divert-
ing one or more liners to the
South Pacific. Everything would
depend on the international situa-
tion. The United States Gov-
ernment wanted several big liners
as troop transports, including
three President ships nearing
completion.

AUSTRALIAN COASTAL
FARES UP
As from the first of this month,
passenger fares on Australian in-
terstate liners have risen by 10
per cent. The Secretary of the
Associated Steamer Owners
suggested that the rises would apply
only to ships plying on the Aus-
tralian coast.

DOCKS AT VICTORIA, B.C.
The deep sea docks at Victo-
ria, British Columbia, operated
by the Canadian National Rail-
ways at Ogden Point, have been
renovated on a large scale for
the first time since they were origi-
nally erected in 1918. The docks consist of two piers, one
1,000 feet long and the other 800
feet in length, the piers being pro-
tected by a breakwater, and sepa-
rated from each other by 300
feet of water. They are used for
the shipment of lumber.

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side: First £8/10/0, unchanged.
Second, £1 from £1/4/10. It is
considered that there is little
likelihood of fares between Mel-
bourne and Tasmania being in-
creased, as this service is sub-
sidised by the Federal Govern-
ment.
News of the World's Navies

ATLANTIC TREATY SHIPS AT GIBRALTAR

While the Home Fleet was at Gibraltar recently, the Navies of four North Atlantic Treaty Powers sent ships there to carry out independent small scale exercises. Ships which joined up for these exercises included the Canadian carrier “Magnificent,” and destroyers H.M.C. Ships “Mistmac” and “Huron” the French submarine depot ship “Gustav Zede” and the frigates “Tonkinois” and “La Surprise”; the Portuguese frigates “Diogo Gomez” and destroyers “Vouga” and “Dau”; and the Netherlands submarines “Zwaardvis” and “Tijgerhaai.”

RECORD FLIGHT FROM GIBRALTAR

A naval Sea Hornet Mark 21, piloted by Lieutenant D. M. Rowan, R.N., with'instructor H. E. Hunt, R.N., as navigator, established a record by flying the 900 miles from Gibraltar to the Royal Naval Air Station, Leconfield, in two hours, 45 minutes, on the 24th. November. The machine was a two-seater night-fighter belonging to 809 Squadron, which operates from H.M.S. “Vengeance.”

R.N. AND MERCHANT SERVICE

Presiding at the third reunion of the Western Approaches Command, held at the Duchess Hotel, London, in November, Admiral Sir Martin Dunbar-Nairn, K.C.B., M.V.O., D.L., called on the Admiralty to remember the contributions of the Merchant Service and the Royal Navy. On the maintenance of this community of interests between the two sea services had depended, and always would depend, the safety, honour, and welfare of Britain.

FUNERAL OF SWEDEN’S KING

Admiral Sir Wilfred R. Patterson, K.C.B., C.V.O., C.B.E., who commanded the Royal Australian Naval Squadron at the outbreak of war in 1939, represented the Board of Admiralty at the funeral of King Gustav V. of Sweden. He proceeded to Stockholm flying his flag in the destroyer “Finsterre,” which was accompanied by H.M.S. “Zet,” a destroyer of the Second Training Flotilla. A Royal Guard of two officers and 108 ratings from H.M.S. “Excellent,” the Gunnery School at Portland, and a band of 33 musicians from the Royal Naval Barracks, Portsmouth, were accommodated in the two ships.

COMBINED EXERCISES

A report received by the Admiralty indicates the success of the second series of combined exercises in the Mediterranean, which took place recently. The ships taking part were H.M. Ships “Fort” and “Pelican”; H.M.N.Z. Ships “Taupo” and “Hawke”; H.M. Submarines “Talent” and “Token”; and “Sturdy” and the Italian corvettes “Ala Berta,” “Sibilla,” “Minerva,” “Danaide,” “Gabbiano,” “Gri,” “Dreadnought,” and “Pomona.” The exercises, which took place in waters off Taranto, consisted of communications and anti-submarine exercises. They culminated in a combined exercise in the Mediterranean and Italian ships working together in the successful defence of a small convoy against submarine attack.

ATLANTIC POWERS OFFICERS AT MALTA

Five senior officers of the Atlantic Pact Powers recently paid a visit to Malta. They included: Vice Admiral Mistoffe; France; Rear-Admiral A. D. Nichol, Britain; Rear-Admiral G. E. Cooper, United States; General di Brigata F. Moech, Italy; and Colonel de Watte, France.

ROYAL VISIT TO GREECE

The flotilla in which Princess Elizabeth and the Duke of Edinburgh visited Greece last month passed through the Corinth Canal on the 9th. December, reaching Phaleron Bay that evening, their Royal Highnesses disembarking the following morning. The flotilla consisted of the despatch vessel “Surprise,” in which Princess Elizabeth was voyaged; the frigate “Magpie,” commanded by the Duke of Edinburgh; and the destroyer “Chieftain.”

GALLANT RESCUE ATTEMPT

The Commander-in-Chief, Home Fleet, Admiral Sir Philip Vian, K.C.B., K.B.E., D.S.O., has officially commended Lieutenant Joe Brooks, D.S.C., R.N., for his courage and determination in attempting to save the lives of six officers travelling in a car that was driven over the quayside at Setubal, Portugal, on the 20th. October last year, and sank in more than four fathoms of water. Lieutenant Brooks collected a pair of frogman’s flippers and, without a visor, dived into the water in an unsuccessful attempt to reach the car. He made several dives over a considerable period of time, suffering injuries owing to water pressure due to the depth to which he dived—which affected him for several days.

SUCCESSFUL SALVAGE JOB

The Admiralty salvage organisation recently completed the difficult job of salvaging the Belgian steamer “Brabo,” 3,707 tons gross, from the dredged channel in the River Tyne. The wreck had sunk deep into the sand, necessitating extensive excavation along the whole length of the ship; while the fact the ship’s mixed cargo consisted of some 2,270 tons of wood pulp, 1,100 tons of scrap steel, and 900 tons of steel billets and slabs, did not help.

OCEANOGRAPHY RESEARCH

The Royal Research ship “William Scoresby” arrived in Plymouth on the 18th. November, last after a ten months’ voyage of research on oceanography and whales in South African waters. The ship, which was equipped with the latest research apparatus, carried out a successful voyage, making surveys of the Benguela Current off South America, and the Agulhas Current. When the results of the work are analysed, a comparison can be made with a similar region off the coast of Peru, which was surveyed by the “William Scoresby” on a former occasion.

“THANKLESS JOB” OF THE KOREAN WAR

Described by Senior Staff Officers as “the most thankless job of the sea war in Korea, dull and daily routine patrol,” was that of escorting convoys for the landings at Inchon and Wonsan, and patrolling the outer approaches to Inchon to prevent interference by submarines, minelayers, and sneak craft. The ships employed in this work were the frigates H.M. Ships “Mounts Bay,” “Whitesand Bay,” and “Mearns Bay,” and H.M.N.Z. Ships “Tutara” and “Pukaki” with the French frigates “La Grandiere.” During 46 days of almost continuous operational duty, each ship steamed some 9,000 miles, and had only six days at anchor.

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Hazardous Underwater Experiments

Naval Doctor Awarded O.B.E. For Advancing Naval Knowledge.

A DOCTOR who has been engaged on hazardous and important underwater experiments for the Royal Navy, has been awarded the O.B.E. (Civil Division).

The award, announced in a supplement to the "London Gazette" on November 28th, is made to Horace Cameron Wright, B.Sc., Ph.D., Principal Scientific Officer of the Royal Naval Physiological Laboratory, who, the citation stated, "frequently exposed himself to serious personal risks in order to advance the state of knowledge of his work."

In January, 1947, Dr. Wright, a keen point-to-point steeplechase rider, aged 48, carried out a simulated descent from 300 feet of depth of water to the surface at a rate of decompression equivalent to 4 feet of sea water per second. In so doing at that time he was, in the opinion of the medical profession, running the risk of serious injury or even death from aeroembolism. "This brave action removed the necessity for long continuous, expensive and arduous experimental work and proved the suitability of the method as a means of escape under certain circumstances from a submarine sunk in this depth of water.

On several subsequent occasions he has exposed himself in the vicinity of underwater explosions in order to ascertain the reaction of the human frame to underwater blast. On three occasions he was temporarily concussed and once incurred definite but fortunately temporary damage to his ears.

In a further recent series of trials, in which a number of unexpected effects were being encountered by other observers, Dr. Wright exposed himself to a considerably increased charge before allowing the trials with other observers to continue. On this occasion he was hauled out of the water unconscious and suffering from spinal concussion and concussion of both lungs. He appears to have made a complete recovery and has renewed these experiments.

The continued bravery of Dr. Wright is enabling very rapid progress to be made in work which will have most important results for the Navy.
Towards the end of February, she for Jervis Bay, where she will anticipated that she will sail from the United Kingdom. It is expected, when she reaches the place where the settlement was to be formed, that she will arrive about seven o'clock.

On davn the 26th, the marines and convicts were landed, and after noon the Union Jack was hoisted on shore and the Marines being drawn up in front of it, the Governor and Officers to the right, and the Commodore to the left, the Prince of Wales health, with success to the colony, was drunk in four glasses of Porter, after which a feu de joie was fired and the whole three cheers, which ceremony was also observed on board the Supply. During the day, which was spent in Botany Bay and had sailed from there during the morning, arrived at Port Jackson and anchored.

This year, also, history will be made on the waters of Port Jackson, when for the first time units of the South African naval forces, the Indian Navy, and the Royal Pakistan Navy, will ride upon them, when they come as visitors to take part in the Commonwealth's Jubilee Celebrations.

It is an old story, and much has been achieved, since that day 163 years past when Captain Bows, of the First Fleet, wrote of the passage up Port Jackson, and of those shores where stood "the tallest and most stately" trees, "in a valley so beautiful that noblemen's grounds in England; and recorded the "mammals of the various birds among the trees, and the flight of numerous parakeets, lories, cockatoos and macaques" which "made all round appear like an enchantment" while "the stupendous rocks from the summit of the hills and down to the water's edge hanged over in a most awful manner from above, and forming the most commodious quay by the water, beggared all description."

This month sees the addition to the Royal Australian Navy of the British Commonwealth would visit Australia this month to take part with the Royal Australian Navy, the Royal New Zealand Navy, and the Royal Pakistan Navy, will ride upon them, when they come as visitors to take part in the Commonwealth's Jubilee Celebrations.

The Aircraft Carrier: H.M.A.S. Sydney (Captain D. H. Harris, R.A.N.) is in Sydney, where she is available for leave and reit after her return from the United Kingdom. It is anticipated that she will sail from Sydney on the 24th of this month for Jervis Bay, where she will carry out exercises. On the completion of these, towards the end of February, she will join the Fleet as Flagship.

J. A. S. Eccles, C.B.E., Flag Officer Commanding His Majesty's Australian Fleet, is in Sydney on the 16th January in company with H.M.A.S. Showakshen, and Murchison, for Jervis Bay, with the intention of taking part in the Fleet exercises on the 24th for the Jubilee Anniversary week-end on the 30th. January, with the above-mentioned ships, he will also take part in the addition of H.M.A.S. Con- diment and H.M.S. Tactician and Tamecatus, and units of the New Zealand Squadron and ships of other Commonwealths, Australia will sail for Jervis Bay for exercises, which will continue until the 23rd February, after which the Flag will be transferred from Australia to Sydney. Aus- tralia will have joined Fleet to the Hobart area exercises, leaving there on the 19th. March for Admiral, where the remains from the 22nd. to the 27th. March, arriving at Jervis Bay area on the 27th. March, when Fleet exercises will be car- ried out in the vicinity of Port Phillip. Pre- liminary trials were conducted in the vicinity of Port Phillip. Preliminary trials were conducted in the vicinity of Port Phillip Bay on the 24th. December: when the steering gear was tested, the compass adjusted, and anchors and cables, and cap- tain, used for the first time. On the 4th, 5th, 10th, and 12th of this month, trials were continued, comprising those for fuel consumption, vibration, stopping, starting, astern, deep anchor, and cables. Launched at Williamstown on the 6th. August, 1948, "Anzac" is a sister ship to "Tobruk." Both ships are much more powerful than destroyers of earlier type. They are equipped with the most modern radar fire control, and can fire at ship, aircraft, and bombardment targets with great accuracy. Their 4.5-inch guns are the fastest firing guns of their size in service in any navy in the world.

Jubilee Celebration Programme

The Minister for the Navy, Mr. Francis, announced recently that warships of several countries in the British Commonwealth would visit Australia this month to take part with the Royal Australian Navy, the Royal New Zealand Navy, and the Royal Pakistan Navy, will ride upon them, when they come as visitors to take part in the Commonwealth's Jubilee Celebrations.

The Australian Minesweepers comprising this Flotilla are based on Flinders Naval Depot:

H.M.A.S. Gladstone.
H.M.A. Latoke.
Survey Ships:
H.M.A. Ships Warrego and Barco are in Sydney.
H.M.A.S. Lachlan (Lieutenant- Commander C. J. H. Sharpey-Schaeffer, R.N.) is carrying out surveying duties in New Zealand waters.

General

"Anzac" On Trials

The new Battle Class destroyer, H.M.A.S. "Anzac," is still engaged in carrying out trials in the vicinity of Port Phillip. Preliminary trials were conducted in Port Phillip Bay on the 19th. December: when the steering gear was tested, the compass adjusted, and anchors and cables, and captain, used for the first time. On the 4th, 5th, 10th, and 12th of this month, trials were carried out on the 30th, of the Fleet exercises. She is expected to sail on the 30th. of this month, and remains with the Flag throughout the exercise periods in Tasmanian and South Australian waters.

1st. Frigate Flotilla

H.M.A.S. Sholakhan (Com- mander R. I. Peak, O.B.E., D.S.C., R.A.N.) has been in Sydney for more than a week, and will sail with the United Nations Forces on the 24th. for the Middle East, a week after she returned from the Middle East. It is at the end of the month to take part in the Fleet exercises. She is expected to sail on the 30th. of this month, and remains with the Flag throughout the exercise periods in Tasmanian and South Australian waters.

10th. L.S.T. Flotilla:

H.M.S. Labuan (Lieutenant- Commander T. J. Cartwright, R.A.N.) is in Sydney, where she is expected to sail on the 30th. of this month, and remains with the Flag throughout the exercise periods in Tasmanian and South Australian waters.

Fleet Dispositions

The Aircraft Carrier: H.M.A.S. Sydney (Captain D. H. Harris, R.A.N.) is in Sydney, where she is available for leave and reit after her return from the United Kingdom. It is anticipated that she will sail from Sydney on the 24th of this month for Jervis Bay, where she will carry out exercises. On the completion of these, towards the end of February, she will join the Fleet as Flagship.

During March and April the Fleet will carry out combined exercises with units of the New Zealand Squadron and other elements of the Royal Australian Navy, on the day to reach the United Nations naval forces there.

H.M.A.S. Batsn (Commander W. B. M. Marks, R.A.N.) has been operating in Korean waters with the British forces under the operational control of the Flag Officer-in-Charge, New South Wales. She should sail from Sydney to join the Fleet on the 30th. of this month, after which her programme is similar to that of H.M.A.S. Sholakhan.

H.M.A.S. Telemachus (Lieutenant- Commander A. W. Salisbury, R.A.N.) is in Sydney, where she is expected to sail on the 30th. of this month, and remains with the Flag throughout the exercise periods in Tasmanian and South Australian waters.

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In this land of ours—in this Australia of kindliness, of friendship, of good humoured tolerance... perhaps no beverage is more at home than good Australian beer. For beer is a drink Australians enjoy. It is a part of pleasant living, of good fellowship, of sensible moderation. And our right to enjoy it... this too is a part of our Australian heritage of personal freedom.

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Cadets will then proceed to their messes, slang hammocks and stow all gear. (Two Cadets to draw mess traps.)

0730 Secure.  
1820 Cooks to galley.
1830 HANDS TO SUPPER.
2000 Clear up mess decks and flats for rounds. (Mess deck sweepers to be detailed by Cadet P.O.)
2030 ROUNDS. (Cadet P.O. to report to Officer doing ROUNDS.) "Sea Cadets Mess deck cleared up for rounds, Sir."

Saturday.
0630 Sea Cadets fall in. (S.C. Officer and Cadet P.O. to fall in with Cadets.)
0650 Calls to galley.
0700 HANDS TO BREAKFAST.
0715 Out Pipe.
0730 Sea Cadets hoisting Colours tall in.
0800 COLOURS. All watches for exercise and Sea Cadets fall in. Scrub and wash upper deck.
1020 Stand Easy.
1030 Our pipes. Sea Cadets to Seamanship instruction (as per syllabus).
1130 Cooks to galley. Clear up decks.
1200 SECURE. HANDS TO DINNER.
0943 TERM.
1310 Our pipes.
1315 Sea Cadets fall in. Instruction as per syllabus.
1415 Stand Easy.
1425 Our pipes. Away No. 1 Whaler's Crew. 
Away No. 2 Whaler's Crew.

Note.—Whaler is NOT to be taken out of sight of the ship without permission of Ship's Duty Officer. Whaler is to be brought alongside immediately "RECALL" is hoisted, or at time indicated.

1305 Seamanship Instruction as per syllabus.
1530 SECURE. HANDS TO TEA.
1600 SECURE. HANDS TO TEA.
1640 Our pipes.
1645 Cooks to Evening Quarters. Exercise Fire Stations. Lecture as per syllabus, Return bedding and mess traps.
1700 Sea Cadets fall in, disembark and proceed ashore through Dockyard gates.

Syllabus of Instruction.

P.T. Sea Cadets fall in on upper deck.畸形 to gymn. Gymn. shoes.
Cadets detailed to hoist Colours, report to Yeoman of Signals or Duty Signalman.
Sea Cadets fall in with part of ship. Scrub and wash upper Deck.
Stand Easy. Sea Cadets to instructions.
housetugs. Practical heaving Lead and calling Soundings.
Method of Soundings.
Practical Steering, Compass and Helm. Special Duties, Telegraph lookout, Leadingman. Boatwork. (If boat available, instruction in boat sailing.)
Each crew taken away for thirty minutes.
Remainder to be instructed in setting down falls. Methods for skipping; taking turn with falls.
Anchor work. Types of anchors, Splicing Line. Securing ship alongside; Securing a ship to a buoy.

DINNER. (Sea Cadets to instructions as per syllabus.)
Cook to the Galley.
1150 DINNER.
1200 SEA CADETS FALL IN. Instructions as per syllabus. (If available, instruction in boat work will be given.)
1330 Cooks to Oystery.
1430 5:45-6:00 TEA.
1600 CLEAR UP MESS DECKS and flats prior to disembarking. S.C. Officer to supervise and report to Ship's Duty Officer when mess deck and flats are ready for inspection.

NOTE.—The above subjects were selected for this week-end only. Officers should make out the Training Syllabus for camps as near as possible, in camps, as above.

Sunday.
0730 Cadets detailed for hoisting Colours report to Yeoman of Signals, or Duty Signalman.
0800 Cadets fall in with part of ship.
1045 Cadets shown over Engine Room.
1100 Cadets to stations for leaving harbour (special duties will be detailed). Duties of Screw flag men. Parts of Ship. Communication system from Bridge to various parts of Ship.
1330 Boatwork. Boat pulling instruction. Times as for Saturday.
1530 As per Routine.

The Commanding Officer welcomed the boys and expressed his desire that they profit by the practical experience they would get under Service Conditions. Saturday and Sunday afternoons were spent boat sailing. The Cadet Petty Officer, Cadet P.O. Grimley, showed an efficiency in handling the whaler under sail equal to any experienced Seaman. On Sunday the Cadets attended the Commemoration Service in the Dockyard Church. It was a very impressive service, also a little sad. There were only a few dry eyes during the "Last Post" and the echo. The Port Chaplain delivered an inspiring sermon. The service was attended by the Flag Officer in Charge, N.S.W., and the Flag Officer Commanding the Australian Fleet, with many other Officers from the Fleet.

The best "Warrrego" were most co-operative, and showed an interest in the Cadets. The Cadets, though a little tired, were reluctant to leave the ship and were wishing it had been a week instead of a week-end.

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boys from each unit proved a sound idea. They were intermingled for duties and worked harmoniously together. At 1700, having thoroughly cleaned up their quarters on the “Warrego”, they disembarked.

SEA CADET NEWS
N.S.W. Division.

The N.S.W. Division has been very active over the last quarter. The Division has steadily increased and now comprises approximately 248 Cadets. The following activities were carried out:

1. Trafalgar Day March and Ceremony in Sydney and Wollongong.
2. Guard of Honour at the State Theatre for the opening of “Morning Departure.”
3. Cadet Training Camp on board H.M.A.S. “Warrego”.
4. Monthly meeting of N.S.W. Sea Cadet Committee.
5. Examinations for Higher Rating.

UNIT ACTIVITIES.

T.S. “Sydney”:

“Snapper Island” is indeed lucky to have a magnificent “Radarograph” presented to the Ship’s Company when the Ship’s Company go to Divisions the ceremony is impressive. The Colours are hoisted to the “National Anthem”, the Divisions marching on to and off the Main Deck to inspired music.

On the 11th November, Sea Cadets from “Sydney” attended the Returned Soldiers’ Annual Commemoration Concert in the Sydney Town Hall, where they paraded the Colours of the first A.I.F. during the Remembrance ceremony.

3rd Officer D. H. R. White, of M.V. “Tweedbank”, visited the Ship on Wednesday, 29th November. He was Cadet Petty Officer of Unit 178, Hendon, London. During his leave periods in England he acts as instructor for his old Unit. Mr. White was greatly impressed with T.S. “Sydney” and looks forward to his visit.

T.S. “Australia” (North Sydney)

T.S. “Australia” held their first Presentation Day on Friday, December 1st. It was a great success and was attended by a large number of the parents and friends of the Cadets. The day was arranged entirely by the Unit’s Welfare Committee, which consists of Cadets.

The Social and Welfare Committee was formed to enable the boys to have a personal interest in the Unit and to cooperate with those in charge of the Unit in the Social and Sports phase of a Sea Cadet’s training.

During the evening the award of Good Conduct Badges was made to the Commanding Officer, S.C. Lieut. K. Adams, to A.B. Connolly, Ord. Seaman Kendall; Johnnie, Duck, Phillips and R.M. Kinghorn, who had completed twelve months’ service.

The Captain’s Prize for the nearest notebook went to Ordinary Seaman Kendall, who was complimented on the excellent note book submitted for examination.

The rest of the evening was spent in dancing to an excellent programme of music. Supper was served by the Cadets, and all present rated the effort as commendable to the boys’ organisation.

2. T.S. “Australia” has gained the services of “Penguin’s” Chaplain, The Rev. Swain, who visited the Unit on Monday. The Rev. Swain accepted the position of Chaplain to the North Sydney Unit by permission of the Naval Board.

T.S. “Warrego” (Woolloongabba)

There has been little activity in T.S. “Warrego”. Several Cadets from this Unit were included in a cadet band H.M.A.S. “Warrego”.

T.S. “Sirius” (St. George District)

An “At Home” was held at the premises where “Sirius” paraded and planning was made to build up the funds and enable parents of Cadets to get together.

The training of Cadets in this Unit is proving satisfactory.

T.S. “Beatty” (Wollongong)

Wollongong Unit appears to be rapidly approaching the 100 member strength. They have a combined strength of 42 Seniors and 22 Juniors.

They attended the Armistice Day parade, which was dismissed. The Officers of the Visiting Ships and T.S. “Beatty” were present.

A high feature of the week-end was the taking on board the two ships of a wire recorder. One was made in the Submarine of all orders given in “Submerging”, Firing torpedoes, and Surfacing; the other was in H.M.A.S. “Condamine” of all orders given for a “Depth Charge” attack on a submarine. The recordings were played over W.L. during the week-end. The success of these recordings were brought about by the co-ordination of efforts by the Commanding Officers of both ships, the technicians of W.L. and Officers of T.S. “Beatty”.

T.S. “Firth” (Manly)

This Unit has jumped ahead very rapidly, and has hopes of being a very strong Unit. It has an energetic C.O. and Local Committee. During the quarter a Picnic and Visitors’ Day was held at the Depot and quite a good number attended. The pictures were good entertainment.

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THE NAVY LEAGUE
(VICTORIAN DIVISION)

Annual Meeting of Members, 12th, December, 1950.

At the Annual Meeting of the Victorian Division of the Navy League, held on the 12th of last month, the following officers were elected:

President: Commander R. A. Nettlefold, D.S.C., V.R.D., R.A.N.R.
Hon. Vice-Presidents: In view of his services to the League over many years, Captain A. S. Pidgeon, R.D., R.N.R., was elected as Hon. Vice-President.

The following gentlemen were re-elected Hon. Vice-Presidents:


Vice-President: Lieutenant-Commander (S) C. F. H. Green, R.A.N.R.; Commander F. C. Gill, M.B.E, V.R.D., R.A.N.R.
Hon. Treasurer: C. W. Lucas, Esq.


Auditors: Messrs. Wilson, Danby and Giddy.
Reports coming to hand indicate that several members of Sub-Sections throughout Australia are seeking to re-join the Royal Australian Navy. It is anticipated many more will also re-engage after their present period of service is due to expire. No doubt this revival of interest in Naval Service has been brought about by the recent increase of pay and allowances to personnel and their families who are dependants on them.

Prior to Christmas the Federal Secretary received a letter from the Accrington Branch of the Royal Naval Old Comrades' Association, appealing for warm woolen clothing and underwear for one of its members. The letter and an extract of the Press report are hereupon published in the hopes that there may be some readers of "The Navy" who would care to assist; if so, will they please send it to his address and send Greetings to all Shipmates of the Association, appealing for warm clothing and allowances to personnel and their families who are dependents on them.

"Dear Sir, and Shipmate,

At our last meeting a question was raised regarding one of our Shipmates, F. W. Hutter, D.S.M., who suffers in silence as a result of honourable service. I have no intention of wasting your time by giving you full details of this man's wonderful record, as I enclose a copy of a News Press. This gallant Shipmate is in dire need of warm clothing and, as woolen clothing is scarce and beyond his reach as far as prices are concerned, we wondered if your Association could help this member. We know that he would be happy of any clothing that will give warmth; can you find anyone who has any cast-off clothing who would care to help this Shipmate?

Owing to his disabilities he cannot wear boots, only felt surgical shoes, and must wear long woolen stockings and underwear. Of course, he is allowed £7 per year by the Ministry of Pensions for wear and tear, but what can you purchase with that amount? He is exposed to all weather in an invalid motor tricycle; here again he requires extra warm clothing. As a matter of fact, he still wears his Navy overcoat and it is very shabby, though warm. He is too proud to ask for help and refuses charity.

This letter is written unknown to this Shipmate, and if you can possibly find any kind friends "down under" who care to send anything that is cast-off and of use—anything in the clothing line—please send it to his address and not mention that our Branch has made this appeal for him, as it would hurt him terribly. He is married, his wife is a sick woman and he has a boy of 15 years apprenticed to trade. This Shipmate is six feet tall and built proportionately, so is of rather big stature.

We from Accrington send Greetings to all Shipmates of Australian Ex-Naval Association. Trusting you can be of service,

I am, Shipmate,
(Sgd.) W. ROSE,
Hon. Secretary.

Extract from "Bury Times", County of Lancashire, Wednesday, 23/8/50. Published with photograph and headed:

- THE COURAGE OF FRED HUTTER.

"The story of 34-year-old Fred Hutter, D.S.M. ex-soldier, ex-airman, ex-tailor, and a disabled veteran of two wars, is one of grit and courage.

"Despite the loss of an eye, shattered legs, and 16 operations, Fred, who lives in 1 Ivy Avenue, Haslingden, is still determined to be a useful citizen. He was one of the first Haslingden men to volunteer for the new Civil Defence Corps, and for 25 years he was a St. John Ambulance man.

"After the war, he travelled from Haslingden to Ramsbottom in his invalid's motor tricycle. He went to London often, and recently spent 16 days touring in Germany. Now he is hoping to get employment as a woodturner at the Blackburn Remploy factory."

- SURVEY OF "ROYAL OAK"

"The salvage vessel "Salvictor" has gone to Scapa Flow to assist in the survey of the wreck of the battleship "Royal Oak", which was sunk by a German submarine in October, 1939. The purpose of the survey is to gain information about the present condition of the wreck. It is not intended to raise the battleship."

"ON BEACHES.

"Fred went to the Dunkirk beaches in a minicarrier, and spent hours in the water helping to rescue men of the B.E.F. The citation for his D.S.M. reads: "For high courage and endurance in rescuing survivors, regardless of his own severe wounds."

"But the freezing water had crippled his legs. Gangrene set in, and it was only by a 100 to 1 chance that his legs were saved from amputation. He was invalided out of the Navy in 1941."

"As he lay in hospital, he determined to get well and join up again. He managed to walk, and in 1942 he was accepted by the Royal Air Force. But it was too much for him. He was invalided out of the R.A.F. and given a motor tricycle."

"Since then he has had many operations, and is still having treatment. "You can't keep a good man down," he said on Saturday, as he arrived at St. Andrew's School, Ramsbottom, for the inspection. Pinned on his black and white uniform were 13 medals.

"Fred travels many hundreds of miles in his motor tricycle. He goes to London often, and recently spent 16 days touring in Germany. Now he is hoping to get employment as a woodturner at the Blackburn Remploy factory."
A solid contribution to by letting facts speak for impartial and clearly-tory." (The Scotsman).

This impartial and clearly-tory. (The Scotsman).

"AS YOU WERE—1950", The Australian War Memorial, Canberra, A.C.T.

"AS YOU WERE" improves with age. The 1950 Volume, fifth of the series, is one of the best. This reviewer read it through, with interest and pleasure, from cover to cover; and had he been editing the volume would without hesitation have included all the stories and articles in its pages. All three Services are well represented, and there are accounts of 1914-18 as well as of the recent war—winter, indeed, short resums of the activities of the Navy, Army, and Air Force in Korea, and of the Air Force in Malaya.

In the review of the 1949 volume — "The Navy, February, 1950, page 36 — it was remarked that these volumes contain a great deal of recaptured experience which loses nothing through the lapse of time, and which will be exceedingly useful to the historian of the future. This applies also to the present volume; and, it seems to this reviewer, with particular force to the contributions from ex-R.A.A.F. contributors.

Particularly there come to mind in the connection such excellent first-hand stories as Ivan Southall's "Dinghy Adrift", "The Gremlins", and "It Still Seems Unbelievable", all of which tell of the Sunderland of Coastal Command; and "Aileron's "An Australian Gunboat on the Main".

The Army has produced some excellent stuff, and especially that which tells of life in P.O.W. camps, throwing a revealing light on the quality of men who suffered at the hands of Japanese and Germans, and keep their courage and dignity through "Forbidden News", in which "Eighth Divvy" tells of the secret wireless operators in Changi who "Listened until one night they heard that the war was over and, after a moment's stupefied delight, realised that the news which they had obtained for so long at the risk of their lives was now theirs for the asking", is among these. So is "Christmas in Changi", by "Optimist", and so is that intriguing story "The Vitamin Centre" by "Dietician", which tells of the ingenuity of the prisoners of the Japanese in obtaining vitamins.

Ivan Chapman's "Day of Liberation" gives a vivid picture of a German prison camp in those last days before the collapse of the Third Reich, as does also Geoff Taylor's "Came the Cossacks". T. G. Hungerford's "To the Beach At Dawn" and his covering of the Guadalcanal, is another piece of graphic writing with the real authentic flavour.

Other Army writers who have figured in earlier volumes of "As You Were" make a welcome return in this issue—R. S. Porteous in "Dress Rehearsal" — and don't we remember the flutter that Townsendville happening made at the time — "In a Repatriation Hospital" — and that particular gripping story of the 1914-18 War, "Death in the Barley"; and E. V. Timms with his nostalgic "Do You Remember?" "You are a good magazine and slighter than those of Army and Air, but are none the less good. All that; and above all, this reader enjoyed Eric Feldt's "Hands, Coal Ship", J. S. Mc斌's "Aiong the Khun Khun", and, a longer contribution, R. G. Roberts' account of the epic town of "Vendetta" from Singapore to Australia, "One Jump Ahead".

As usual, "As You Were" is illustrated excellently, with reproductions of original material and docs on the quality of the men in the doing a good job of work. Keep it up, "Kamloops' Log Book"; and in "Kamloops' Traditions"; and in "Kamloops' contribution, "The Rockie", God Bless Em."

We do not see enough of "Kamloops' appetite is always whetted at the sight of his name to a story or article, and has never been disappointed yet. Keep it up, "Kamloops", and get a collection of your stuff between stiff covers one of these days: it's well worth it.


IT is good to see that the Management and Editorial Staff of "Sprintdrift" at Flinders Naval Depot have brought out another issue of this magazine. Its 48 pages are full of news, lively with good yarns, and as bright as a daisy. Here is something that is bound to interest the man himself because it's all about his own show and his own folks, and should be caught by the landlubber as giving the real picture of how his scagmoss brother lives and has his being.

Apart from the always intriguing domestic news, particular interest is to be found in the article on the origin of the Queensland State Navy; in the reminiscences in "The Lower Deck Log Book" in "Customs and Traditions"; and in "Kamloops' contribution, "The Rockie", God Bless Em."


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All money spent enterprizes, which assure sound dividends for your money.


The experiences of the war of 1939-45 have apparently altered that outlook. To an extent we here in Australia had accepted the existence of the Royal Navy as an “overpowering shield.” But we had also, to an extent, looked to our own naval defences with the provision of a fleet capable of augmenting that shield, both in Australian waters and where necessary and practicable, overseas. Canada had not done this previous to 1919. But in a review of “Jane’s Fighting Ships, 1944-1945,” we find the reviewer commenting: “Among Dominion navies the most interesting feature is the fact that Canada, with two light fleet carriers and two cruisers in addition to smaller craft, has usurped the place previously held by Australia with the strongest unit of the navies of the British Commonwealth. The latter has yet to show that she intends to develop a naval air arm.”

Since that review was written we have made our intention in that regard clear. Today the navies of the two Dominions are similar in composition. The Canadian development is interesting.

To 1939

In the pre-1939 years the naval positions of the two countries differed widely. In the period shortly before the outbreak of war in 1914, when Dominion enthusiasm for Dominion navies ran high, Canada shared that enthusiasm with Australia. Her Parliaments passed the Naval Service Bill, and the Naval Service Act came into force there in the same year that the Naval Defence Act came into existence in Australia—1910. The Royal Naval College of Canada was founded at Halifax, Nova Scotia, almost simultaneously with the establishment of the Royal Australian Naval College at Geelong. Canadian shipbuilders were invited to submit tenders for the construction of five cruisers and six destroyers, and the Canadian
Established in Australia for over 80 years.

Suppliers to the R.A.N. and the R.N.

The Navy

Two dozen ships were lost, and nearly 2,000 officers and men lost their lives, in operations in which the Canadian Navy participated.

PEACE AGAIN

When peace came again in 1945, Canada did not scrap her navy as she had done before. It was rebuilt as a peacetime force, similar in form to our R.A.N., with a light fleet aircraft carrier, two cruisers, some modern destroyers, frigates, and auxiliary vessels, and a permanent force of around 10,000 officers and men.

After a war in which many, before it broke out, thought that navies would be proved obsolete, this Canadian development is very interesting; as is the arrival in these waters of a Canadian cruiser to exercise with our own ships and those of New Zealand. It suggests that, rather than being weakened by the events of the past decade, the conviction that the security of our Commonwealth lies on the seas has gained in acceptance and strength.

The Navy is Your Guide to Naval Affairs
GUNNERY IN THE R.A.N.

IN A REALISTIC NIGHT SHOOTING EXERCISE THE NAVY MAKES IT CLEAR THAT IT TRAINS ITS GUNNERS THOROUGHLY.

By a Special Correspondent.

In a realistic night shooting exercise the Navy makes it clear that it trains its gunnery thoroughly.

From the bridge the gunnery officer snapped out his short, sharp orders. The director control tower swayed round. There was a quick movement aft. Everybody looked seaward into the darkness.

"Star shells! Engage!" An instant's pause. Then the loud crack of a gun and a brief silence. Suddenly a star shell burst in a great cloudwards the water and spouts of foam and spray, was belched out violently by the grey lines of the R.A.N, destroyer which had been steaming slowly, was to a sea or not. At first, rat- who sits on an iron seat on the left of each gun, presses a bar with his foot. A stream of luminous shells pours out of a barrel.

The gun crews must be able to fire locally this time under local control. Gun

"Check, check, check!" and the firing continues, rapidly improving.

The guns go into action, but the Sun is moving down the western sky and the hands must be piped to tea so that they will be ready again as soon as you in different parts of the ship. The look-out man again gives the alarm and calls out the air-

Then, outside, in another part of the Depot, there are batteries of Bofors and pom-poms, close to a strange-looking building with an iron, domed roof. If you enter this building you will discover that the dome and part of the walls have been removed to reprove in the sky and have been painted off white. Somebody switches out the lights, and, in the darkness, a moving picture projector begins to show several aircraft speeding towards you in different parts of the sky. They all look very small, but they are the size they are going to appear at such and such a distance.

From behind you, you hear somebody giving orders, and then flashes of light burst from the dome, followed by "All finished, sir," as the gun- nery officer turned towards the Captain.

The Captain spoke to the yeo- man to begin full-calibre firing with the 4.7 inch guns, but they still do not know how a gun behaves when it is being fired; neither do they know what it feels like to be hit by it, and that it is, however, something that, when the time arrives, is soon overcome.

Outside the building with the domed roof, several batteries of Bofors and pom-poms are mounted on concrete bases. These are used for aiming practice, with the help of a R.A.A.F. aircraft which flies over once a month. It flies at various angles so that the recruits can learn not only how to lay and train a gun but how to manoeuvre it rapidly. Later the ratings go to Soffers, overlooking Westport Bay, and fire live Bofor and pom- poms shells out to sea at a sleeve taget towed by the aircraft.

But the real work of naval gun- nery ratings can only be done on board ship, and on board ship they go whenever opportunity offers. Such opportunity presents itself about four times a year, when one of the destroyers of the 10th Destroyer Flotilla visits Port Philip Bay.

Early in the morning of at least one day during the visit a bus containing about 60 ratings under the command of a gunnery officer leaves Flinders Naval Depot for the destroyer's berth so that the ratings can embark for sea-time. These latter are the deadly shells.

One of the mine-sweepers of the 1st. Training Flotilla from Westport has been waiting in the bay with a target in tow some time. The officer in charge, "Hodgson," to the senior commissioned gunner.

Flying on into the distance, the plane turns again to make an attack from port. Once more the alarm is given, and, after a slight pause, a voice: "Bofors Shoot!" Far up in the sky a dull thud is heard as each shell bursts and destroys itself, leaving puffs of smoke which are whirled away on the wind.

The gunnery officer decides that the Bofors and pom-poms have their turn, and their shells go speeding high into the air near the ship, and after a slight delay, and other weapons, still regard the Royal Navy in keeping with the Royal Navy.

For most of the afternoon the crewing is wearing almost every shot. But the Sun is moving down the western sky and the hands must be piped to tea so that they will be ready again as soon as you in different parts of the ship. The look-out man again gives the alarm and calls out the air-

More orders are shouted, and the running bark of the Bofors or the pom-poms, or both, again rip through the air as the plane approaches.

And now, it may be asked, why does the Royal Australian Navy, in the Royal Navy, and all other navies of the world, despite the invention of atomic and other weapons, still regard gunnery practice as of such great importance? The answer to that question is very simple.

Warships, notwithstanding the inventions and contrivances of this atomic age, would in the event of war, continue to use guns for three main purposes. The first would be to sink the naval and merchant ships of the enemy; the second to bombard enemy land.

The Navy makes it clear that it trains its gunnery thoroughly.


Continued on page 17

X GUN! Stand to! Surface port! Red light! Zero! Every man to his gun!"

From the bridge the gunnery officer snapped out his short, sharp orders. The director control tower swayed round. There was a quick movement aft. Everybody looked seaward into the darkness.

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From behind you, you hear somebody giving orders, and then flashes of light burst from the dome, followed by "All finished, sir," as the gun- nery officer turned towards the Captain.

The Captain spoke to the yeo- man to begin full-calibre firing with the 4.7 inch guns, but they still do not know how a gun behaves when it is being fired; neither do they know what it feels like to be hit by it, and that it is, however, something that, when the time arrives, is soon overcome.

Outside the building with the domed roof, several batteries of Bofors and pom-poms are mounted on concrete bases. These are used for aiming practice, with the help of a R.A.A.F. aircraft which flies over once a month. It flies at various angles so that the recruits can learn not only how to lay and train a gun but how to manoeuvre it rapidly. Later the ratings go to Soffers, overlooking Westport Bay, and fire live Bofor and pom- poms shells out to sea at a sleeve taget towed by the aircraft.

But the real work of naval gun- nery ratings can only be done on board ship, and on board ship they go whenever opportunity offers. Such opportunity presents itself about four times a year, when one of the destroyers of the 10th Destroyer Flotilla visits Port Philip Bay.

Early in the morning of at least one day during the visit a bus containing about 60 ratings under the command of a gunnery officer leaves Flinders Naval Depot for the destroyer's berth so that the ratings can embark for sea-time. These latter are the deadly shells.

One of the mine-sweepers of the 1st. Training Flotilla from Westport has been waiting in the bay with a target in tow some time. The officer in charge, "Hodgson," to the senior commissioned gunner.

Flying on into the distance, the plane turns again to make an attack from port. Once more the alarm is given, and, after a slight pause, a voice: "Bofors Shoot!" Far up in the sky a dull thud is heard as each shell bursts and destroys itself, leaving puffs of smoke which are whirled away on the wind.

The gunnery officer decides that the Bofors and pom-poms have their turn, and their shells go speeding high into the air near the ship, and after a slight delay, and other weapons, still regard the Royal Navy in keeping with the Royal Navy.

For most of the afternoon the crewing is wearing almost every shot. But the Sun is moving down the western sky and the hands must be piped to tea so that they will be ready again as soon as you in different parts of the ship. The look-out man again gives the alarm and calls out the air-

More orders are shouted, and the running bark of the Bofors or the pom-poms, or both, again rip through the air as the plane approaches.

And now, it may be asked, why does the Royal Australian Navy, in the Royal Navy, and all other navies of the world, despite the invention of atomic and other weapons, still regard gunnery practice as of such great importance? The answer to that question is very simple.

Warships, notwithstanding the inventions and contrivances of this atomic age, would in the event of war, continue to use guns for three main purposes. The first would be to sink the naval and merchant ships of the enemy; the second to bombard enemy land.

The Navy makes it clear that it trains its gunnery thoroughly.

NAVAL COURTS MARTIAL

British Committee Makes Many Recommendations For Consideration.

MORE than 60 recommendations on the naval courts-martial system are made in a report of the committee appointed to consider the administration of justice under the Naval Discipline Act, 1930, recently published (Cmd. 8094, Stationery Office, 1s. 6d.).

The committee recommends that there should be in certain cases a right of appeal to an independent tribunal, that in all cases of a grave or complicated character judge advocates should be chosen from King's Counsel or others of appropriate experience, and that the captain of the accused's ship should not be nominated as president or member of the court, or act as prosecutor.

The committee was appointed by the First Lord of the Admiralty in February, 1949, under the chairmanship of Mr. Justice Pilcher. It has published a first report on naval courts-martial in order to facilitate decisions on the Army and Air Force systems, which have already been the subject of the Lewis Committee report. A further report is to follow on the powers of summary jurisdiction vested in commanding officers.

On the constitution of the court the committee recommends that if the convening authority is himself concerned in the alleged offence—for example, a navigating offence—he should be authorised to assign the power to convene a court-martial to any Flag Officer, or to request the Admiralty to nominate the court. In the view of the committee the captain of the accused's ship should not be a member of the court nor should it have more than two members belonging to the F 6d. of the accused ship.

The report draws attention to the variety of cases brought before a court-martial. Offences that are punishable by death may be tried, as may also any offence under the English criminal law. The duties of a judge advocate may often be scarcely more than nominal, but in some cases of murder or mutiny and in complicated cases he may require to possess the knowledge and experience of a High Court Judge.

The committee accordingly proposes that in grave or difficult cases judge advocates should be chosen from King's Counsel and other barristers experienced in criminal law, the deputy judge advocates of the Fleet, or former holders of that office. It is also urged that the number of supply officers receiving special legal training should be increased and that full use should be made of defending officers of those who have undergone the more advanced legal training. The committee prefers the title "defender of the accused" to "accused's friend."

Reforms of procedure set out in the report mainly relate to a proposed requirement that the accused should plead guilty or not guilty. The committee holds that if he refuses to plead the trial should proceed as if he had pleaded not guilty; that the judge advocate should ensure that the accused understands the charge to which he has pleaded guilty and the difference of procedure which will result from such a plea; and that if it appears that the accused should not plead guilty the judge advocate should advise him to withdraw the plea.

Further recommendations are that the finding of the court should be given as Guilty or Not Guilty and that the system of deciding the finding of the court by a majority vote should be retained. In the case of a court-martial, signed by Mr. R. E. Manningham-Buller, M.P., and Mr. A. L. Unged-Thomas, M.P., dissents from the latter recommendation on the ground that such a proposal is inconsistent with the requirement of English law that the guilt of the accused should be established beyond all reasonable doubt.

The committee takes the view that the system of review by the Admiralty of the findings and sentences of courts-martial should be retained, but recommends a right of appeal to an independent tribunal on questions of law and fact in every case in which the accused has pleaded not guilty. Such a tribunal should have power to affirm a conviction, even if an error of law has occurred, provided that no substantial miscarriage of justice has thereby been occasioned, but it should not have power to allow fresh evidence to be called. If appeals are to lie from courts-martial in all three Services, the committee suggests that they should lie to some independent appellate tribunal, consisting of three members drawn from a panel appointed by the Lord Chancellor. Otherwise, a similarly constituted Naval Appeal Court is recommended.

Other recommendations include provision of a leaflet for the accused summarising his rights in trial by court-martial, lines as a punishment for offences, and a provision that a ship's court-martial take a serious view of their responsibilities.
BUILDING UP THE R.A.N.

MINISTER FOR THE NAVY ANNOUNCES STRENGTHENING OF THE FLEET AND INCREASES IN THE SEA-GOING FORCES TO 11,279 OFFICERS AND MEN AT 31ST DECEMBER LAST.

THE strength of the sea-going forces of the Royal Australian Navy increased from 10,035 on January 1, 1950, to 11,279 on December 31. These figures were given by the Minister for the Navy (the Hon. Jos. Francis) last month in a statement in Hobart on the progress made by the R.A.N. last year. Mr. Francis said that the present Government recognised fully the heavier responsibilities which had devolved upon Australia as a result of the strained international situation, and it was determined to fulfil them. The development of the R.A.N. last year showed that during that period the Australian Fleet, in which the most important unit was the modern aircraft carrier H.M.A.S. "Sydney", had been augmented by the placing in commission of three destroyers and a general purpose vessel, and the Government had arranged with the Admiralty for the basing of a third Royal Navy submarine at Sydney for anti-submarine training purposes. The experience gained by ships of the R.A.N. in exercising with the submarines "Telemachus", "Tactician" and "Thorough" had proved of the greatest value.

Anti-submarine operations would be of the utmost importance in any future war, and the Government was thoroughly aware of the fact. It had consequently, during the year, approved the building of six anti-submarine frigates and the conversion of five "Q"-class destroyers to fast anti-submarine escort vessels.

Modern anti-submarine equipment would be fitted to the R.A.N. global class destroyer.

The new Battle class destroyer, H.M.A.S. "Tobruk", which was built at the Cockatoo Island Dockyard, in Sydney, joined the Australian Fleet on December 1, and her sister-ship, H.M.A.S. "Anzac", constructed at the Naval Dockyard, Williamstown, would be commissioned in March on completion of her trials, which had, so far, been most satisfactory. Together with four Daring class destroyers now being built at Cockatoo Island and Williamstown, they would form an efficient striking force against both enemy submarine and surface vessels.

The work of fitting modern radar and gunnery equipment in the cruiser H.M.A.S. "Hobart", was continued during the year and was being proceeded with as fast as available man-power would permit.

Royal Australian Naval aviation had been strengthened during the year by the arrival in Australia from Britain in H.M.A. Ship "Sydney" in November of the newly-formed 21st Carrier Air Group, in which most of the pilots were members of the R.A.N.

The other pilots and observers belonged to the Royal Navy and were serving with the R.A.N. on loan. The new group would, both at sea and ashore, do work identical with that done by the 20th Carrier Air Group, in which most of the pilots was being completed in the United Kingdom.

Many improvements had been made at the Royal Australian Naval air station, H.M.A.S. "Albatross", at Nowra (N.S.W.), which, when work contemplated...
there had been finished, would be of a standard at least as high as that of stations which the Royal Navy had established.

Negotiations had been continued during the year for the preparation of a second R.A.N. air station at Shoefields (N.S.W.). That station would be shared with the Royal Australian Air Force.

It was decided during the year to meet the requirements of naval reserve and national service training by bringing three fleet minesweepers, H.M.A. Ships "Gym - pie", "Colac" and "Mildura," and one frigate, H.M.A.S. "Barcoo", forward from reserve and refitting them to complete their sea-going and training efficiency.

Mr. Francis said that Australian people should be proud that two ships of the Royal Australian Navy, the destroyers "Warramunga" and "Bataan", were still serving with United Nations forces in Korean waters, where they were playing a worthy part in resisting Communist aggression. Almost immediately after the North Koreans had attacked the South Korean Republic last June, the Australian Prime Minister (the Right Hon. R. G. Menzies) had placed "Bataan" and the frigate "Shoalhaven", both then in Japanese waters, at the disposal of the United Nations in support of the Republic. "Warramunga" shortly afterwards replaced "Shoalhaven", which returned to Sydney.

One fact worthy of notice, Mr. Francis added, was that, despite rising costs and other difficulties, the Department of the Navy had, during the year, used its financial resources to the best possible advantage. In 1949-50 the sum spent on Australian naval defence was £18,500,000, representing only .82 per cent of the national income. The amount spent in 1938-39, the period immediately preceding the Second World War, was £4,700,000, or .58 per cent of the national income. The slight increase in the percentage of expenditure in 1949-50 showed that the funds allocated to the Navy had been spent wisely and without extravagance.

In view of the present and future commitments of the R.A.N., the provision of £23,500,000 for the current financial year was fully justified.

**NEW CADETS AT NAVAL COLLEGE**

Boys from all mainland States made their first acquaintance with naval life when they entered the College last month.

On the 30th of last month 28 boys of 13 years of age joined the Royal Australian Naval College as Cadet Midshipmen, thus making their initial acquaintance with life in the Navy. They had been chosen from more than 400 applicants from all parts of the Commonwealth, by a naval selection committee which had visited the capital cities.

Four of the boys had been awarded special cadetships. These special cadetships are provided for boys who are sons of persons who had been on active service abroad in the Royal Australian Navy, or in an Expeditionary Force raised under the provisions of the Commonwealth Defence Act; including forces sent by the respective States of the Commonwealth to the South African War.

The boys, who will undergo a four years' course at the College as the first step in their careers as permanent officers of the Royal Australian Navy, are:—

**SPECIAL CADETSHIPS.**

GANT, Richard Lofru.; Vacluse, N.S.W.; *Cranbrook School, N.S.W.*

FERGUSON, Peter Ian Morroch.; Pymble, N.S.W.; *Scotch College, N.S.W.*


STONE, Marcus Dudley.; Hamilton, N.S.W.; *Newcastle Boys Technical High School, N.S.W.*

**ORDINARY CADETSHIPS.**

Queensland—

BAMBRICK, Robert Stare.; Nambour, Qld.; *Nambour State School.*

DAVISON, Denal Montgomery.; Gympie, Qld.; *Gympie State High and Intermediate School.*

FORD, Edmund Ashley.; Yeerong, Qld.; *Cookshill State School.*

YATES, James Meredith.; Eagle Junction, Qld.; *Eagle Junction State School.*

New South Wales—

BABBITT, Denis Ambrose.; Canterbury, N.S.W.; *Oakhill Boarding College, Castle Hill.*

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82 SUSSEX STREET, SYDNEY
MARTIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK
By AIR MAIL

MASTLESS "ORSONAY"
A streamlined tower housing the radar and "crow's nest" replaces the mast in the Orient Line's new 28,000-ton "Oronsay", which leaves the United Kingdom on her maiden voyage to Australia in May.

HEAVY OPERATING COSTS
The Chairman of Directors of the Orient Line, Mr. Geddes, said recently in Sydney that the new liner cost £4 million to build, and added that both heavy passenger traffic on the England-Australia run had prevented a steep rise in fares. "The cost of things in everyday use in ships is rising," he said, "and labour charges have increased greatly. If our ships were half empty now, as they often were before the war, heavy fare increases would have been unavoidable."

PROPOSED U.S. LINERS
"Marine News" states that proposals for the construction of two liners of 105,000 gross tons were put forward last year by Liberty Lines Inc., who asked the U.S. Government for a building subsidy of 120,000,000 dollars towards their estimated cost of 200,000,000 dollars — £71,430,000 Sterling. The plans show the vessels as having dimensions of 1,250 feet length, 164 feet beam, and 34 feet draft, with 34 knots, with accommodation in two classes for 10,000 passengers per vessel.

WARTIME USES
It is estimated by the projector of the proposed American liners that they could transport passengers across the Atlantic, without any Government operation subsidy, at a cost varying between £16 and £21, dependent upon the number carried. They could be built in three years, or in two case of an emergency, and in time of war would be able to carry 30,000 troops each at a speed of 38 knots, in addition to serving as Aircraft Carriers with accommodation for 200-300 aircraft. The funnels will be telescopic, and when retracted would give a flying deck 800 feet in length and 140 feet wide.

CANADIAN SHIPBUILDING
The largest passenger liner to be built so far on the west coast of Canada is the "Prince George", belonging to Canadian National Steamships. Of 5,700 tons gross, with twin screws, she is 344.7 feet in length and of 50.8 feet beam. Built by Yarrow Ltd., Enfield, British Columbia, she is propelled by Uniflows steam engines built by Canadian Vickers Ltd. "Prince George" is employed on the Victoria-Alaska run.

NORTH ATLANTIC WINTER CRUISES.
A number of vessels are at present absent from their usual North Atlantic passenger runs, and are engaged on cruising voyages during the northern winter season.

They include the Cunard Line's "Britannic", which is on a Mediterranean cruise; the Cunard "Caronia", on a world cruise; and the same Company's "Mauretania", which is cruising between New York and the West Indies. The Canadian Pacific Line's "Empress of Scotland" is also on New York-West Indies cruises. Among the Continental lines, the Dutch ships "Nieuw Amsterdam" and "Nederlandsch" and the Swedish "Stockholm", are also carrying out cruising voyages from New York.

RUSSIAN MERCHANT FLEET.
According to "Marine News", only 30 per cent. of Russia's 310 known ocean-going merchant vessels are locatable. Among these vessels are 83 which were handed over under "Land Lease", and which have not so far been returned. Thirty of them are reported to have been in recent movements towards the Far East, and many of the larger vessels, particularly of the passenger-carrying type, appear to be laid up in ports.

BRITISH SHIPBUILDING.
Britain continues to lead the world in shipbuilding. In September last year British yards had under construction 182 vessels aggregating 3,000,000 tons gross — and orders placed for new vessels continue to increase.

NEW BLUE STAR LINER.
The Blue Star Line's "Tasmania Star", recently built for the New Zealand Government, will be returned to service this year. With a general cargo capacity of 360,000 tons and a refrigerated cargo space of 460,000 cubic feet, she is the largest ship ever to be built in the Commonwealth for the carriage of fresh meat, and has accommodation for 12 passengers, and provides four single-bed and four double-bed cabins.

TWENTIETH WHYALLA LAUNCHING.
The 20th. vessel to be launched at Whyalla, South Australia, since shipbuilding commenced there in 1940, took the water recently when the B.H.P. steamer "Iron Derby" slid down the ways. She is the third 12,000-ton ore carrier launched there for the Broken Hill Proprietary Company Ltd.

COASTAL COMPANY'S 75 YEARS.
Last year saw the 75th. birthday of the Adelaide Steamship Company, which was incorporated in 1875. In that year the Company owned only two vessels, each of 715 gross tons. To-day, the Company operates 16 vessels totalling 72,000 tons. The nominal capital is £3 million. Two additional cargo ships are being built, at Adelaide and Brisbane.

NEW CARGO SERVICE.
The first vessel to take part in the cargo service recently inaugurated between Australian ports and the African ports of Cape Town, Durban, and Mombasa, by the Shaw Savill Line — says "Port of Melbourne", the official magazine of the Melbourne Harbour Trust Commissioners — is the motor ship "Afric", of 3,300 gross tons. This vessel has a cargo carrying capacity of 125,000 cubic feet, and carries twelve passengers. The service is expected to stimulate trade between Africa and Australia, and consideration will be given to extending it to New Zealand if circumstances warrant.

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GUNNERY IN THE R.A.N.
Continued from page 9.

Gunnery in the R.A.N. enables them to attain the highest degree of skill and efficiency, and ensures, if the need should ever arise, they will be prepared to do their job. If any doubt should exist about that, one can always point to the Royal Australian Navy's shooting record in two World Wars.
HOME FLEET EXERCISES

While on passage from Gibraltar to Lisbon in December, the Home Fleet completed a series of exercises with units of the Portuguese Navy, including the frigate "Diego Gomes" and the destroyers "Dao" and "Vouga". The results of the exercises were reported by the Commander-in-Chief, Home Fleet, Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., to have been most encouraging, due to the keenness and hard work of all those participating.

H.M.S. "VANGUARD"

The battleship "Vanguard", wearing the flag of the Commander-in-Chief, the cruiser "Swiftsure" — Rear-Admiral C. A. L. Mansergh, C.B., D.S.O., Flag Officer Second Cruiser Squadron — and other ships of the Home Fleet returned to their bases in the United Kingdom on the 7th December, at the conclusion of the Fleet's autumn cruise. The ships had returned direct from Portuguese and French ports, where they had been paying courtesy visits since leaving Gibraltar at the end of November. Home-based submarines, naval aircraft, and aircraft of the R.A.F. Coastal Command, took part in exercises with the returning ships as they approached the United Kingdom.

NAVAL STRUCTURAL TRIALS

Structural tests have now been completed at the Naval Construction Research Establishment, Rosyth, on the hull of H.M.S. "Albaex", an incomplete Battle class destroyer, declared surplus after the end of the war. The vessel has been supported amidsthips in dry dock and loaded at the ends by water ballast until complete structural failure occurred. During the test, upward of 700 gauges gave a continuous record of the stresses in various critical parts of the structure. Considerable data have been collected and comparisons are to be made between experimental results and values calculated by various theories. In this manner, design methods may be improved so that, in future, vessels may be built of lighter construction yet of superior strength.

AUSTRALIANS IN TRAINING CRUISER

Two R.A.N. Cadets are in H.M.S. Training Cruiser "Devonshire" (Captain G. H. Stokes, C.B., D.S.C.), which sailed from Plymouth on the 12th of last month on her Spring Cruise. This cruise is taking her to Trinidad, Ceylon, Barbados, St. Kitts, Beet Island, St. Vincent, Grenada, and Gibraltar. There are in all 242 Cadets on board, including seven from the Royal New Zealand Navy, six from the Royal Indian Navy, three from the Indian Navy, six from the Ceylon Navy, and eight from the Burmese Navy. The "Devonshire" is expected to return to Plymouth on the 2nd April.

CHANGE IN R.N. FAR EASTERN COMMAND

Rear-Admiral A. K. Scott-Moncrieff, C.B., D.S.O., has been appointed Flag Officer Commanding the Fifth Cruiser Squadron and Flag Officer Second in Command, Far East Station, in succession to Vice-Admiral W. G. Andrewes, C.B., C.B.E., D.S.O. The appointment will take effect in April of this year.

H.M.S. "DELIGHT"

"DELIGHT" DUNCUNCE

The sixth of the "Daring" Class destroyers built in Britain, H.M.S. "Delight", was launched on the 31st December last at the yard of Fairfield Shipbuilding and Engineering Company Ltd., Govan, Glasgow. The company is responsible for building both hull and engines. The "Delight" has an extreme length of 390 feet, a beam of 43 feet, and will be powered by geared steam turbines of an advanced design. She is of welded construction and incorporates lessons learned during the Second World War. Everything has been done to make the accommodation spaces as good as possible; there will be all electrical cooking in the galleys, a modern laundry, convenient bathrooms and stainless steel basins for washing, and special labour-saving devices for cleaning ship. She will mount six 4.5-inch guns and six other guns; and she will have two pented torpedo tube mountings above the water line.

KOREA CASUALTIES

Speaking in the House of Commons in December, the British Minister of Defence, Mr. Shinwell, said that up to the beginning of the Chinese offensive the total number of casualties in Korea amounted to 52 killed or died of wounds, 174 wounded, and five missing. His information at that time showed that total United States casualties over the same period were rather more than 30,000, of whom slightly over 5,000 were killed.

KOREA AIR OPERATIONS

During air operations by naval aircraft operating from H.M.S. "Theseus" in Korea, pilots and observers have been flying at a rate of over 1,000 sorties a day, and this rate has remained almost unpassed in carrier operations anywhere, and ground crews and deck handling parties have been working day and night to keep the aircraft flying. Firely dive bombers have ample proof of their accuracy in the destruction of enemy installations; and Sea Fury fighters also wrought destruction among a great variety of targets.

CARRIERS RETURN TO BRITAIN

Two light fleet carriers — H.M.S. "Ocean" and "Glory" — arrived in Britain in December after overseas service, the former having been on the Far East, where she had been on a long cruise, and the "Glory" from the Mediterranean, where she had been on service for 13 months. She was accompanied in England last month with a Chatham crew for further foreign service.

ROYAL PAKISTAN NAVY

Members of the ship company of frigates of the Royal Pakistan Navy visiting Australia for the Jubilee Celebrations received a warm welcome from Melbourne crowds when they marched through the city on the 19th of last month. Many of them were campaign medals of the 1939-45 War, and their face matching evoked considerable appreciative comment.

EGYPTIAN NAVY

The Egyptian Navy, "Cottermore", which has been refitted at Southampton, is being transferred to the Egyptian Navy, her name being changed to "Shoreham".

H.M.S. "SHOREHAM"

Many members and ex-members of the Royal Australian Navy will remember the sloop "Shoreham", which was often in company with H.M.A. Ships during the recent war. She is in process of conversion into a merchant ship for Peninsular and Oriental, R.N.V.R. AND TERRITORIAL EXERCISES

Three R.N.V.R. Air Squadrons opposed local Territorial Army units in exercises in Sussex, England, in December, the first time R.N.V.R. Squadrons have cooperated on such a scale with Territorial units. Sea ferry aircraft of three Squadrons had the task of locating ground forces defended by Seafoxes. The Territorial Army units participating in the exercises had their signals and transport personnel from the Portsmouth group of the Royal Marines.

STRENGTH OF THE ROYAL NAVY

OFFICIAL FIGURES GIVEN IN THE COMMONS IN DECEMBER.

IMPORTANT statements on the ship strength of the Royal Navy have been given by Mr. James Callaghan, Parliamentary Secretary to the Admiralty, in reply to questions in the House of Commons.

The three following official tabulated reports have been placed on the table:

(i) STRENGTH OF THE NAVY.

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(ii) AIRCRAFT CARRIER STRENGTH.

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(iii) BATTLESHIPS, ETC., SOLD OR SCRAPPED SINCE THE WAR.

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<td>Motor Torpedo</td>
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<td>196</td>
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</tbody>
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* Includes 1 given to Burma.
* Includes 1 transfer to Royal Pakistan Navy.
† Includes 2 on loan to Royal Netherlands Navy.

The Navy

PRIZE MONEY FOR SALVAGE

Echo of S.S. "Samsylarna" And The War.

Sailors who helped to salvage £4,000,000 of silver bullion from a torpedoed ship in the Mediterranean are to share £43,800. The shares range from £293/15/3 for a naval commander to 19s. for ordinary seamen.

The "London Gazette," announcing the awards, recalled a drama of 1944 when the S.S. "Samsylarna," eastward bound with a cargo worth £2,000,000, was attacked by aircraft.

The "Samsylarna" was sunk by an aerial torpedo when thirty aircraft attacked Convoy UGS.48 on August 4th, 1944. One aircraft was destroyed by the sloops "Desford" and "H.M.S. Petard" took off the crew of the "Samsylarna" on August 5th, and on August 8th, the tug "Brigand" arrived from Alexandria and put a party on board. By this time the "Samsylarna" was awash. The "Brigand" took the "Samsylarna" in tow and beached her on a beach near Benghazi. After three weeks' work had been done on her there by the Naval party under Commander G. C. Evans, R.N., a Ministry of Transport ship called the "Lanrick" took off a million pounds worth of silver bullion and transported it back to Alexandria.

The "Samsylarna" was made seaworthy by 24th, August and refloated, and the "Brigand" started off with her for Alexandria, accompanied by the "Kingston Gunboat." They ran into foul weather and took the ship into Tobruk for shelter. From Tobruk the "Brigand" went to Alexandria to fetch more salvage gear and returned to Tobruk. After further patching she was eventually towed away to Alexandria by the "Brigand," escorted by the "Daybreak," and the tug "Roymer," came out from Alexandria to assist. She arrived in Alexandria on September 24th.
WHAT THE NAVY IS DOING

WITH the arrival in Australia next month of the Canadian cruiser
Ontario, we have an echo from March six years ago. On the
9th. March, 1945, the Canadian cruiser Uganda arrived at Sydney to
take the British Pacific Fleet up to the advance
base at Leyte. And on the 6th. April, 1945, she sailed north from
Leyte to join the British Task Force 57, which was taking part in the
naval operations in the Okinawa campaign. Uganda was the only
Canadian ship to take part in the fighting at the Philippine
Islands in this year, Ontario, was sent in company with the
British Fleet in 1945, but was not soon enough to
participate. When the war against Japan ended, she was in
the Red Sea on her way out to the Far East to join the British Pacific
Fleet. In company with H.M.G.C. Prince Robert — which was in
Sydney at that time — she was diverted to Hong Kong at the conclusion
of hostilities.

We welcome her arrival here next month — she is visiting Bris-
bane, Sydney, Melbourne, and Hobart before proceeding to New
Zealand and the Pacific home again — and welcome the opportunity this visit gives of exercises with ships of the Royal
Australian and Royal New Zealand Navies.

Since these notes were last published, the Royal Australian Navy has been on active service in the Knighthood of the Task Force, Naval
Member and Chief of the Naval Staff, Vice-Admiral Sir John Collins.
Apart from the gratification felt at this distinction paid to the Royal
Naval operations in the Okinawa campaign.

WHAT THE NAVY IS DOING

The Aircraft Carrier:
H.M.A.S. Australia (Captain D. H. Harries, R.A.N.) sailed from
Sydney on the 24th. of last month for Victoria, where she is part
of the New Zealand Squad-
H.M.A.S. Uganda (Commander W. B. M. Marks, R.A.N.) has
been operating in the
Middle East under the command of Rear-Admiral Andrewes, as part
of the United Nations naval forces there.

H.M.A.S. Batavia (Commander A. W. Salisbury, R.A.N.) sailed from Sydney at the end of last month and is now in company with the Fleet in
Jervis Bay. Her subsequent
programme is similar to that of
Murdoch.

H.M. Submarines:
H.M.A.S. Telemachus (Lieutenant Commander J. R. Cartwright, R.A.N.) has been operating in the exercises between Jervis Bay and Gabo Island since last year. The relieved
H.M.A.S. Warrego and Labrador
H.M.A.S. Warrego (Lieutenant Commander Ian Cartwright, R.A.N.) and Labrador (Lieutenant Commander B. T. J. Phillips, R.A.N.) are in the process of
making her annual voyages to
H.Ma.S. Warrego and Labrador. She is now in the Jervis Bay-Gabo area.
The Flag will be transferred to Sydney about the middle of March, and will
participate in the exercises in
the Jervis Bay-Gabo area during the first week in April.

H.M.A.S. Culgoa (Lieutenant-Commander V. G. Cresswell, R.A.N.) is in Sydney. It is anticipated that she will join the Fleet about the 5th. of this
month, taking part in the exercises in the Hobart area and returning to
Sydney about the middle of March. She will later take part in the
exercises between Jervis Bay and Gabo during the first week in April.

FLEET DISPOSITIONS

The 10th. Destroyer Flotilla:
H.M.A.S. Warrego (Capt-

General

U.S. Navy's

Eager to Learn

February, 1941.

THE NAVY

Australasian Fleet, sailed from Sydney

at Sea and Ashore
Alex H. Mackie

ENGINEER

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1943, and was a member of the first Officers' Training Course at Flinders Naval Depot, where she received her Commission as Third Officer in February, 1943. She was later appointed to the Sydney Command, where she served as Staff Officer (W.R.A.N.S.) and was promoted subsequently to Second Officer and First Officer. First Officer Bowers was born in Dunedin, New Zealand, and gained a B.A. Degree before leaving the Dominion to reside in Sydney, where she held a business appointment and was a voluntary worker in the Women's Auxiliary of the N.S.E. before she joined the W.R.A.N.S. Her chief recreational interest — apart from those of fencing, swimming, and tennis — is singing.

Sea Cadets on Training Cruise

During the first week of this month a party of 30 Navy League Sea Cadets from the Black Rock, Port Melbourne, and Footscray Technical School sea cadet units, enjoyed a seven-day training cruise in Bass Strait in H.M.A.S. "Gladstone". Previous to embarking in the "Gladstone" at Geelong on the 30th January, they had, with 40 other Sea Cadets, been attending a camp at Geelong Grammar School.

Retirement of D. of V.

After 38 years' service in the Commonwealth Public Service, the Director of Naval Victualling, Mr. R. N. White, retired at the end of last year. Mr. White, who was appointed Director of Victualling in 1942 in succession to Mr. Claude Massey, was the recipient of a presentation from officers of the Department of the Navy on his retirement. He is succeeded as Director by the previous Deputy Director of Victualling, Mr. T. F. Daniel.

Washington Naval Appointment

The appointment was announced last month of Captain F. N. Cook, D.B.C., R.A.N., as Australian Naval representative and Australian Naval Attaché at Washington. Formerly Commanding Officer of H.M.A.S. "Penguin", the R.A.N. Shore Establishment at Balmoral, Sydney, Captain Cook in his new appointment succeeded Captain L. Morrow, D.S.O., D.S.C., R.A.N. Captain Cook joined the R.A.N. as a Cadet Midshipman in 1922, and in 1938 was awarded the Distinguished Service Cross for his daring, skill and seamanship when he took part in the commando raid on a radio location station at Bruneval, France.

Promotions

C H A N T A I N  O t t o  H u m p h r e y  B e c k e r,  D.S.C.  and  Bar,  R.A.N., whose promotion from Commander to Captain was announced last month, entered the Royal Australian Naval College in 1922, and later specialised in gunnery. He was awarded the D.S.C. in 1943 for good service in the withdrawal of troops from the Namsos area, Norway. In October, 1944, he received the Bar to his D.S.C. in command of H.M.A.S. "Quickmatch" "for outstanding courage, skill and determination in pressing home a successful attack on the Japanese Naval Base at Sabang."

Other promotions in the R.A.N. announced last month were those of —-:

Lieutenant-Commander to Commander: William Keith Tapp, James Maxwell Ramsay.

Lieutenant-Commander (E) to Commander (E): Frederick William Purves, Stuart S. Vincent Welch.

Instructor Lieutenant - Commander: Haydn Guest.

Reserve Promotions

The following promotions in the Royal Australian Naval Reserve and the Royal Australian Naval Volunteer Reserve were announced last month:

Royal Australian Naval Reserve:


Lieutenant (Sp.) to Lieutenant-Commander (Sp.): R.A.N.R.: John Hugo Heddie Paterson, M.B.E. (Williamstown, Vic.).

Promotions in the Royal Australian Naval Volunteer Reserve:

Lieutenant to Lieutenant-Commander - Commander: R.A.N.V.R.: Donald Edwin Webster (North Adelaide, S.A.); John Lailey Morris (Mulaw, N.S.W.); Ransom Gault (Acting Engineer Lt.-Cdr.) (Harrietville, Vic.).

Lieutenant (Sp.) to Lieutenant-Commander (Sp.): R.A.N.V.R.: John Mark Dunn (Ballarat, Vic.); Arthur Drummond Thomson (Port Adelaide, S.A.).

Royal Australian Naval Volunteer Reserve:


Royal Australian Naval Reserve:

Lieutenant to Lieutenant-Commander: R.A.N.R.: Eric Norval Nielsen (E. Goorapar, Brisbane); Lewis Arthur Jones (Subiaco, W. Australia); John Francis Beaumont (Sydney, N.S.W.); Keith Dawson Kerraw (Brighton-le-Sands, N.S.W.).

SEA CADET NEWS

N.S.W. DIVISION.

Monthly Training Camp.

The monthly training camp on board H.M.A.S. "Warrego" was held from Friday, 19th January, to 21st January. S.C. Sub-Lieutenant G. Humphreys, 1st. Lieutenant of T. S. "Sydney", Snapper Island Unit, took charge of the Cadets, who came from all Units in N.S.W.

The camp was very successful and the practical experience gained in first-hand seamanship and the ship's routine is of immense value. On this occasion the Cadets were fortunate enough to have H.M. Submarine "Tactician" alongside the "Warrego". They were shown around the premises by the Officers and Submarine "Tactician" alongside.

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Again the Corps was privileged to take part in the Service Whalers' race in the Anniversary Day Regatta held on Monday, 29th January, 1951. Our luck was still holding. H.M.A.S. Tobruk was first, Consolized by Lieut. Commander Hinchcliffe, who has won this race four years in succession. 2nd., "Sydney" Training Depot.

The Corps is to be represented in the weekly Service Whalers' race, organized by the N.S.W. Command Sailing Association, which is affiliated with the Australian Branch of the Royal Naval Sailing Association. Our first weekly race was sailed over a course of 42 miles on Saturday, 3rd. February, 1951, resulting much to our surprise in again sailing into 1st. place.

These results have given the Corps a new lease of enthusiasm for sailing.

T.S. "Australia" (North Sydney).
Owing to leave period, very little activity has taken place in T.S. "Australia".

T.S. "Warrego" (Woolwich).

The 25th. Anniversary of the existence of Woolwich Unit as a Fleet Regatta was held on Monday, 29th January, 1951. Our luck was still holding. H.M.A.S. "Tobruk" was first, Consolized by Lieut. Commander Hinchcliffe, who has won this race four years in succession. 2nd., "Sydney" Training Depot.

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The Executive Officer inspected "Warrego" and congratulated Mr. J. T., Civilian Instructor, on the hard work he had done to put the premises into shipshape. "Warrego" is indeed fortunate in having the services of this Instructor. The Executive Officer also congratulated T.S. "Sirius" on their spirit of cooperation shown by their attendance at "Warrego's" function.

This spirit of co-operation is badly needed and most essential to the Corps. The Executive Officer explained the high state of efficiency, loyalty and behaviour that will be necessary for a Unit to gain a high percentage in the Efficiency Tests which will become effective in the not far distant future.

T.S. "Sirius" (St. George District).
"Sirius" is still enjoying the privilege of the S.T.R.M.Y.C. premises, but have to continue in the School for certain periods of the year. This does not, however, impair their keenness and efficiency. T.S. "Beatty" (Wollongong).

As stated in the last "Sea Cadet News", "Beatty" is fast becoming the crack Unit. Efficiency Tests will include adherence to Regulations, Rendering Reports promptly and accurately. All of which "Beatty" is on the ball.

It is remarkable to note that although this Unit has no boat, and is miles from Headquarters, they adhere to the syllabus of training rigidly and The Committee, Commanding Officer and Instructors improvise and do all in their power to train the Cadets, at the same time catering for their social and recreational welfare.

T.S. "Perth" (Manly).

T.S. "Perth" is steadily progressing. A feature of this Unit is the distances boys travel to join the Unit. This Unit is in need of qualified Instructors and ex-Naval serving men would be welcome. Intending Instructors must apply to join through Divisional Committee, by submitting an application to the Divisional Senior Officer.

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Federal Council

The Association is playing its part, right throughout the Commonwealth, in assisting the authorities, wherever possible, in the drive for new recruits for the Services, especially for the Royal Australian Navy. Officers of the Association have spoken from city and suburban recruiting platforms on numerous occasions during the past three months. The results of these endeavours are now bearing fruit, and it is hoped that the flow of recruits will still continue to swell the Services.

State Councils have requested the Federal Executive to try and endeavour to have Clause 21 of the Defence Forces Retirement Benefit Act of 1948 amended so as to permit a member, under the meaning of the Act, on being employed later by the Commonwealth, in assisting the authorities, to be eligible to receive his whole pension.

Mr. C. R. Barrie (Hon. Federal Treasurer) was nominated by the Federal Council, at a previous meeting, to represent the Association at the Jubilee Citizenship Convention, held at Canberra last month.

Keep a Good Lookout FOR THE NEXT ISSUE OF The Navy

The following States have advised the Federal Council of their totals of new members entered for the twelve months to 30th June, 1950—Victoria Sub-Sections, 384; N.S.W. Sub-Sections, 166; South Australian Sub-Sections, 229; Western Australian Sub-Sections, 66; Queensland Section, 35; A.C.T. Section, 9; and Tasmanian Branches, 67; thus making a grand total of 956 new members for the year. During this same period no less than 25 members of the Association passed away.

The N.A.P. Association is seeking affiliation with the Ex-Naval Men’s Association of Australia and reports of any progress will be made known through the courtesy of “The Navy” Magazine.

Their orders were to provide necessary gunfire support and anti-aircraft fire during the loading of other casualties and port personnel in the dock area, which is some 30 miles up the Dado Ko estuary.

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Keep a Good Lookout FOR THE NEXT ISSUE OF The Navy
ARGENTINE VESSELS.
"Marine News" states that all Argentinian ships, which are now State-owned, will have their funnels painted grey with the blue and white national colours below a black strip. The two 12,000-ton vessels, "Eva Peron" and "Presidente Peron", were the first to be so painted.

"TRUCULENT" TO BE SCRAPPED.
In view of the damage sustained by H.M.S. "Truculent" when she was in collision with the Swedish merchant ship "Divina" on the 12th. January and by the subsequent flooding of her compartments when she sank in the Thames Estuary, the Admiralty have decided that she is to be scrapped. The main motors and accessories, and any equipment which is repairable, will be retained for future use.

MARINE PAINTINGS ACQUIRED BY GREENWICH MUSEUM
The National Maritime Museum, Greenwich, recently acquired two important large oil paintings by Samuel Scott, circa 1710-1712. They are both signed, and dated 1736, and measure about seven feet square. One of the new pictures is of particular importance as it shows merchant ships of the period. The other shows a First-Rate man-of-war at sea, flying the Union flag at the main, the flag of an Admiral of the Fleet. Scott's early work shows the influence of the Dutch marine artists, particularly the Van de Veldes. Later, in 1745-1752, he was to come under the influence of Canaletto. His views of London and the Thames are today eagerly sought after. It is hoped that the new acquisitions at Greenwich will help to establish Scott's fame as a masterly marine painter and one of the founders of the British school of marine painting.

JAVA TEA IMPORTS
It is expected that Indonesia will export to Australia £1,750,000 worth of tea, and the same value in rubber. Australia is expected to send to Indonesia nearly £2,000,000 worth of wheat. In addition, Australia will now be able to export a greater quantity of manufactured goods to Indonesia. Australian imports from Indonesia were worth about £100,000 in the year ended June, 1949: and indications are that they will be less in the twelve months ended June, 1950. Indonesian imports from Australia totalled about £600,000 in the 1948-49 period, which was "fantastically low" compared with pre-war.

"JERVIS BAY" MEMORIAL
A simple bronze tablet to the memory of the 190 officers and men lost when the armed merchant cruiser "Jervis Bay", a Chatham manned ship, was sunk in the North Atlantic defending a convoy from the German pocket battleship "Admiral Scheer", was unveiled in St. George's Church in the Royal Naval Barracks, Chatham, on the 6th. of last month. The tablet was unveiled by Admiral Sir Stuart S. Bonham-Carter, K.C.B., C.V.O., D.S.O., former Commodore at Chatham, and a personal friend of Acting Captain E. S. Fogarty Fegen, R.N., the Commanding Officer of "Jervis Bay", who lost his life in the action and was awarded a posthumous V.C. The unveiling service was attended by survivors of the action, and relatives of the officers and men who lost their lives.

REFRIGERATION.
Experiments to overcome the formation of frost in refrigerating installations, using the humidity control equipment of an air-conditioning plant, are being carried out by American refrigerating engineers.

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OLD DOCUMENTS.

Some old documents of interest were recently exhibited in England. One dated 1495, from the Exchequer Augmentation Office, contains the accounts for building at Portsmouth, the first dry dock ever constructed in England. The Seal of the Lord High Admiral is to be seen attached to a document of 1559. A holograph letter from Drake, bearing his signature and written to Wal¬
singham during the pursuit of the Armada, is next to documents signed by Hawkins and Raleigh. Coming to later dates, Rodney's dispatch reporting the victory of the Battle of the Saints in 1798 may be seen with Collingwood's General Order, given after the Battle of Trafalgar, ordering a special service of thanksgiving.

BOARD OF ADMIRALTY

SYMPATHY

The Board of Admiralty expressed their sympathy with the French people over the loss of the frigate "La Place"—which blew up and sank—in the following message: "The Board of Admiralty have heard with great regret of the loss of the French Frigate "La Place" and wish to express their deepest sympathy with the relatives of those who lost their lives.

A MOVING WELCOME

New Zealand visitors received a moving welcome at Sphakos, Crete. A message received in London from Greece said: "During the evacuation the village was under continuous German bombardment. Two-thirds of the buildings were destroyed. Not one has been rebuilt and children attend school in a cellar. Only 90 families live there now, as against 200 pre-war. There are 60 children, but most of the villagers are elderly and there are no young people. Many were killed by the Germans as re¬prisals for helping New Zealanders. The party was shown one
grove which contains the bodies of 32 hostages. Though des¬perately poor, the villagers gave the visitors a most hospitable and moving welcome. They were deeply touched to feel that they had not been forgotten by His Majesty's Ships of the Dominion they had suffered so much to be.

"Q.E." SOUVENIR FOR TRIESTE

In its edition of Sunday, the Italian newspaper "Giornale D'Trieste" contained the following paragraph: "The historical collections of the planned San Vito war museum were enriched yesterday with a precious object: the Tudor Rose in solid bronze which adorned 'Queen Elizabeth,' recently scrapped. This donation, for which thanks are due to the liaison officer of the British Navy in Trieste, Commander N. Pumphrey, was made by the British Admiralty. On former occasions the British Admiralty had donated to the museum the escutcheon of the first squadron of minesweepers which had cleared our port of underwater menace in 1945, and other objects of remarkable historical value.

INDIAN OCEAN EXERCISES

An Indian naval squadron consisting of the cruiser "Delhi" (formerly H.M.S. " Achilles"), the frigates "Jumna," "Setel," "Cauvery," and "Tir," and the tank landing ship "Avenger," recently visited the naval base at Trincomalee to carry out routine exercises and to hold a sailing regatta. The frigates "Loch Quoich" and "Wren" of the Royal Navy, took part in combined exercises at sea, and the R.A.F. gave air co-operation.
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Navy: Re-entry up to 17 years for a two-year period provided A.H.E. rating or above has been held and applicant has not been away from the Service more than five years.

Army: With previous service as a Private, up to 30 years for re-entry. With previous service as an N.C.O., up to 35 years. With instructional experience in certain corps, up to 13 years. Trade-men subject to trade tests, up to 11 years.

Air Force: Ground Staff, 14 to 16 years. Ex-N.C.O., Wireless Air Gunners and Operators to 21 years. Pilots and navigators re-entered up to 30 years (slightly older if with exceptional experience).

Part-time Service: Those who cannot enlist for full-time Service can play an important part in Australia's defence by joining the Citizen Military Forces, the Royal Australian Naval Reserve, the Active Citizen Air Force or R.A.A.F. Reserve.
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Vol. 16. MARCH, 1951. No. 3.

AUSTRALIAN NAVAL AVIATION
SUFFERS IN ITS FIRST FATAL ACCIDENT

O N February 16, the Royal Australian Navy
suffered its first fatal flying accident — the
first indeed in aviation in Australian naval history.

A R.A.N. lieutenant-pilot was killed when the
Firefly he was flying crashed into the control island
of H.M.A.S. "Sydney" and spun into the sea. He
was Lieutenant R. A. Smith, 26, single, of Mackay.
Queensland. Petty Officer Observer 2 K. A.
Bunning, who was also in the plane, struggled from
the wreckage as it sank beside the aircraft-carrier.
The crash occurred at the end of an exercise by
20th. Carrier Air Group, based on H.M.A.
"Sydney", when the carrier was 30 miles off Wol-
longong while on her way to Sydney from Jervis
Bay.
The exercises at the end of which the accident
occurred were for the purpose of making a "strike"
on Beecroft Head target range near Jervis Bay.
Ten planes — five Sea Furies and five Fireflies — had
taken off early in the morning and, after having
fired rockets into the range, had returned over the
carrier.

As the Firefly flew along the deck to gain height
again its starboard wing struck a landing beacon
near the bridge of the carrier and the aircraft
slewed round the control island. Its undercarriage
then struck a tripod mast and the aircraft brushed
past the ship's funnel, dived over the side, turned
over once, and plunged into the sea. Ratings and
officers who rushed to the ship's side saw Bunning
struggle from the water whence he was rescued by
the destroyer "Tobruk." He was later transferred
back to "Sydney" and admitted to the sick bay
suffering from cuts and shock. P.O. Bunning is
married and has one child.

The Sydney and the "Tobruk" searched
the spot where the accident occurred for an hour
and a half before resuming their voyage to Sydney.
They were aided by the three aircraft still in the
air, but no trace of Lieutenant-Pilot Smith was
found. Pilots of the three aircraft were subsequently
ordered not to land on the carrier and they flew
back to the Naval Base at Nowra.

Lieutenant-Pilot Smith was a very experienced
fliter with more than 1,000 hours flying time and 65
deck landings. He was an ex-R.A.A.F. officer and
served with the famous 460 Lancaster squadron
based in Lincolnshire during the bombing of Ger-
m any in the late war. After the war he worked in
a bank and in 1948 joined the R.A.N. He was
posted to 20th Carrier Air Group in November,
1949. “The Navy” extends its deepest sympa-
thty to the bereaved.

After the accident naval officers said that there
had been 4,044 successful landings on the “Sydney”
since she had been commissioned with the Royal
Australian Navy nearly two years ago.

It is understood that a complete film record of
the crash was taken by naval photographers on duty
at the time.

MORE ENTRANTS TO R.A.N. COLLEGE

The Minister for the Navy (the Hon. Jim
Francis) announced on January 30 that 36 boys
selected from all States of the Commonwealth enter-
ed the Royal Australian Naval College at Flinders
Naval Depot, Victoria, as cadet-midshipman on
that date. Twenty-eight of them were aged 13
years and would spend four years at the College
before they left for the United Kingdom for three
and a half years’ training with the Royal Navy.
Eight of them, aged between 17 and 18 years, would
go to the United Kingdom after they had been at
the College for about three months. Four of the
eight were special entry cadets in the executive
and engineering branches. The other four would serve
in the supply and secretariat branch.

All 36 cadet-midshipmen would spend their first
six months in the Royal Navy in the training
cruiser Devonshire. Afterwards they would serve
in other ships and do courses. Then, having com-
pleted three and a half years’ training overseas,
they would return to Australia as sub
lieutenants.

Mr. Francis said that he would like to congratu-
late the boys who had been chosen to enter the
College on January 30 from among a large number
of other boys from all parts of the Commonwealth.
They had passed rigorous medical, physical, educa-
tional and intelligence tests, which indicated that
they had qualities that fitted them for training as
future officers of the Royal Australian Navy.
They had all been given a rare and splendid oppor-
tunity and he wished them success in their naval
careers.

March, 1951.

Where can the foundations of sea power be most
aptly found? What should be its firmest anchor?
The answer is Youth.

It is there that the natural avenue of an island
power can be best explored and tended. The most
sure and productive nursery of the Navy should
be — and it is — found in the Sea Cadet Corps.
This was once upon a time the Navy League Sea
Cadet Corps, and the Navy League is still intimate-
ly concerned in the character and well-being of
the Sea Cadet Corps.

Apart from discipline and training, the founda-
tion of such an organisation must rest on conduct.
Conduct and citizenship.

SYDNEY FERRIES IN JEOPARDY

The suggestion by a director of the Company
that Sydney Ferries Ltd. should be sold to the
Government came a little “out of the blue.”

It is claimed that “increasing costs of labour,
materials and replacements were affecting the opera-
tions of the Company,” which, of course, may or
may not be the case.

But one thing is plain.
The discontinuance of these important harbour
transport services would ill-serve the people of
Sydney. Its impact upon Sydney’s land transport
services, already more or less in a state of chaos,
should make every North Shore person shudder.
THE R.A.N. IN KOREAN WATERS

By the Hon. JOS. FRANCIS, Minister for the Navy.

IN THIS HIGHLY INFORMATIVE ARTICLE, WRITTEN WITH FINE INSIGHT AND SENTIMENT, THE HON. JOS. FRANCIS PAYS A GLOWING TRIBUTE TO THE MORALE, DISCIPLINE AND WORK OF THE R.A.N. IN THE FAR EAST. HIGH QUARTERS WERE UNSTRINGING IN OUR PRAISE OF OUR NATION'S SHIPS AND MEN.

ALMOST from the very beginning of the war in Korean waters of the Royal Australian Navy have been taking an important part in the operations against the Korean and Chinese aggressors. Working in co-operation with other Forces, they have won high praise from British and American commanders and officers, and have fully justified the trust which the Australian Government and people reposed in them when the Prime Minister (the Right Hon. B. G. Menzies) announced their services to the United Nations a few days after the Communists invaded the South Korean Republic in June last year.

Except on a few occasions, the assignments allotted to them have not been spectacular; they have consisted principally of escort and patrol duties, with here and there a more exciting task, such as a bombardment, flashing up suddenly to relieve the monotony. The fact that such tedious, uninteresting work has been carried on so efficiently and in such comfort for prolonged periods is a reflection of skilful training and of the high sense of duty displayed by all officers and men.

When the invasion of South Korea began two ships of the R.A.N. were on occupation duty in Japanese waters. They were the Tribal class destroyer "Bataan", commanded by Commander W. B. M. Marks, R.A.N., and the River class frigate "Shoalhaven", commanded by Commander I. H. McDonald, R.A.N. "Bataan" is still serving in Korean waters, but "Shoalhaven" returned to Sydney in August for leave and was replaced by the Tribal class destroyer "Warramunga", commanded by Commander O. H. Becher, D.S.C., R.A.N., who has since been promoted Captain.

When "Shoalhaven" arrived in Sydney she received an exceedingly warm welcome and when, three days later, her officers and men marched through the city streets, large crowds paid them their tribute and, by their cheers and applause, showed how much they appreciated the service they had given in helping to resist the peace breakers.

One of the most exciting incidents in which "Bataan" has been involved during her stay in Korean waters occurred shortly after she had assumed her new duties. She was patrolling along the coast when she came under fire from Communist batteries. She immediately returned the fire and was taking good toll of the target when a British cruiser came up and assisted her. Together, they silenced the batteries and destroyed without, themselves, suffering any damage or casualties.

During "Shoalhaven's" service in Korea she and "Bataan" met not infrequently. One of the occasions was when "Shoalhaven" relieved "Bataan" on anti-submarine patrol duty.

Soon after "Warramunga" arrived in Korea she was called on to rush a consignment of rice to hundreds of starving South Koreans who had been marooned by the war on islands off the coast to which supplies had been interrupted. The activities of United Nations naval and air patrols had rendered the islands' plight worse because they had prevented them from fishing.

When "Warramunga" reached the main island the inhabitants lined the beach and, as the first bags of rice were landed from one of her boats, children greeted them with cries of joy while men and women expressed their gratitude by bowing over their folded hands and presenting the ship with large bunches of brightly-coloured flowers. The women then prepared fires to boil the rice, which, mixed with the leaves of shrubs, formed the first real meal the islanders had had for weeks.

Later in the year, in December, "Warramunga" assisted in the evacuation of United Nations forces from Chunchu, following the deterioration of the North Korean military situation. Shortly afterwards, with "Bataan" in company, she escorted a convoy of tank landing ships and miscellaneous vessels, belonging to the Republic of Korea but carrying American troops, to Inchon.

As the smaller vessels had only limited means of communication, "Warramunga" had to indicate their anchor berths to them by wrapping signals round potatoes and closing them within throwing range. The troops caught the signals in the manner of well-trained baseball players and the method worked splendidly.

At times, in December, the weather was bitterly cold and there were often gales, heavy seas, fog and snow storms. But officers and men had been supplied with extra food and plenty of warm clothing and blankets, so that they would be as comfortable as possible under the trying conditions.

As the First Naval Member (Vice-Admiral Sir John Collins, K.B.E., C.B.) said in his talk to our ships' companies over Radio Australia, we will not easily forget our Christmas in Korea.

"There was a feeling of comradeship and goodwill in the ship. It reflected very creditably on men who had been through an arduous time, when events were not going well for the United Nations in Korea, that they could celebrate Christmas, parted from their families, with such genuine good heart and high spirits."

Christmas over, the more serious side of life under war conditions was resumed, and the end of the year saw "Warramunga" completing the fifth week away from her base. It had been impossible to grant leave for that period and the whole crew had been constantly closed up at their guns in three watches.

The service which "Warramunga", "Bataan" and "Shoalhaven have given in Korean waters has impressed deeply everybody who has had knowledge of it and who has richly enhanced the reputation not only of those ships themselves but also of the Royal Australian Navy as a whole.

One of the finest tributes offered was rendered the islanders' plight worse because they had prevented them from fishing.
ed to it was that of Admiral Sir Patrick Brind, then Commander-in-Chief of the Far Eastern Station, after he had visited "Warramunga" and "Bataan" in October.

Patrick Brind, then Commander of the Commonwealth Naval Board, said:

...in a signal to the Australian "Battles" during joint naval exercises recently taking place off the Tasmanian coast.

"As expected, they are always ready for anything and their ships companies are in fine fettle."

I, as Minister for the Navy, know that the people of Australia are delighted that ships of the R.A.N. can win such praise. Our pride in our ships and our officers and men is deeply felt. Our Government, the people of the Commonwealth and myself wish them and their companies the best of all good luck and success.

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WHAT is to be the future of navies? This is a portentous question and one that occupies a prominent place in naval circles today. No wonder then that Captain Russell Grenfell, R.N., asks it in an article entitled "Bombers and Anti-sub". In the Navy League Quarterly for the summer of 1950. It is indeed the key question that every naval planner has to solve in the near future.

For in spite of expert advice and confidential information it has not always been possible to arrive at the right answer. Was it not Lord Fisher who said that "speed was armour"? But we know now how disastrously wrong that was. All this is no longer so. In 1918, one of Britain's ex-First Lords declared that the submarines need no longer be feared; and within a short space of time Britain was in desperate straits from U-boat attack.

The first thing that comes to mind in determining the question in hand is the problem of the capital ship. Is the battleship to be replaced by the aircraft carrier? There are obvious historical and technical grounds for believing that as a primary striking weapon the carrier is already paramount. As Captain Grenfell says:

...clearly, if the battleship is unlikely to be encountered at sea, there is no need for the vessel specially designed to attack her by day and by night.

And this is, in fact, what the Third Sea Lord told us recently when he announced that the carrier is the conventional destructor. The development of the submarine may not only be used to attack merchant shipping, but to fire aeronautically-launched guided rockets on the great centres of industry and civil population.

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March, 1951.
**H.M.A.S. "TOBRUK"**

Largest Destroyer built in Australia uses aluminium supplied by AUSTRALUCO.

Particular note is made of the all-aluminium structural mast. Aluminium is ideally suited in the above role, its light weight and non-magnetic characteristics present obvious advantages apart from its resistance to attack by sea-water.

For further information on aluminium in marine service, AUSTRALUCO Sales Development Section is at your service.

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**NAVAL AIRCRAFT—FUTURE FITTINGS AND SPEED**

All Naval aircraft, as all Royal Air Force aircraft except for a few highly specialised classes, will be fitted in the future with gas turbines either driving directly by jet, or driving indirection through the medium of an airscrew. The new Fairey anti-submarine aircraft has a turboprop drive. And it should be added that, although the new Blackburn anti-submarine aircraft is at the moment fitted with a piston engine (the Rolls-Royce Griffon), it will, in future, be fitted with a turboprop like the Fairey.

Naval fighter aircraft can now touch 650 miles an hour. And, remarkably enough, the promise is of yet more speed.

With swept back wings, yet more powerful turbojet engines, rocket assistance and reheat, aircraft will soon be doing speeds, it is said, of 750 to 800 miles an hour. Under special conditions they may exceed even this.

Nor is the small single-seater retaining its monopoly of high speed. It seems very plain that, if the de Haviland Comet can carry 36 passengers at 500 miles an hour for distances of 2,000 miles and more, bombarding aircraft and military and naval transport aircraft will be capable of even higher speed and longer distances.

The new machines with turboprop engines such as the Fairey anti-submarine aircraft and the Westland Wyvern strike fighter, are obtaining the range that is required of them, and the duration, while successfully attaining the maximum and cruising speeds. Their top speeds fall short of those of the turbojet fighters, but considering the limitations of range and duration, they are eminently successful and are being developed rapidly.

As the new machines come into service, the de Haviland Venom with its thin wing and more powerful Ghost turbojet, the Supermarine 510, the Hawker naval fighter and the new jet bombers, speeds will be going into the region where strategy becomes affected. In different degree the same is true of the purely naval aircraft.

Air strategy, then, needs to be adjusted to air speed. (Footnote. — Since the foregoing article was written, a Canberra twin-jet bomber flew the Atlantic, from Northern Ireland to Newfoundland, in the record time of 4 hours 37 minutes, at an average speed of 444.042 miles an hour. The bomber averaged more than 500 miles an hour until the halfway mark, but headwinds of 90 miles an hour then cut down its speed. It flew most of the 2,100 miles at over 400 miles, and was the first jet aircraft to cross the Atlantic without re-fuelling on the way. The pilot, Squadron-Leader A. E. Callard, described the flight as "perfect from start to finish." — Edt.)

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**HELICOPTER RESCUES FISHERMAN.**

A Coastguard helicopter at San Francisco on February 18 rescued a fisherman clinging to an overturned boat near the shore. Five other men in the boat, which capsized in heavy surf, were drowned. Three thousand people watched the rescue from the shore.

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LIGHT CARRIER "THESEUS" WINS BOYD TROPHY

Telling of the fine performances of this ship and the 17th Carrier Air Group in winning this coveted trophy.

For the first time since its inception the Boyd Trophy, presented annually for the finest feat of aviation by an individual or unit in the Royal Navy, has been won this year by a carrier air group—the 17th Carrier Air Group of the light carrier "Theseus," serving in Korean waters.

In recent operations over 60 sorties a day have been flown by Firefly and Sea Fury aircraft from the "Theseus," Captain A. S. Bolt, D.S.C., R.N., and in a message informing her of the award the Admiralty congratulated the "Theseus" and the Air Group on their fine performance.

A signal had previously been received by the ship complimenting her on her performance from the American Naval Commander-in-Chief, Far East, Vice-Admiral W. G. Andrews, C.B., C.B.E., D.S.O., who commands the British Commonwealth Fleet, signalled, "Well done, Theseus" and the 17th Carrier Air Group. As a further tribute, that such high commendation was well deserved, one needs but to repeat the statement by the new Air Group Commanding Officer, W. G. Andrewes, C.B., C.B.E., D.S.O., who commands the British Commonwealth Fleet, signalled, "Well done, Theseus" and the 17th Carrier Air Group. As a further tribute to the "Theseus," a personal message to the 5th Sea Lord, has thanked Admiral mansion for his support to the ship and her air group on winning the Boyd Trophy.

"We are all very mindful of the long chain of effort that makes our small achievement possible," said the reply from the Admiralty. Another signal meted out the mark was the marking "periscope" off Bronte Beach, Sydney. If such it was, had disappeared. "Periscope" off Bronte Beach. Sydney. The "periscope" was the marking buoy of a shark-fishing boat's mesh-net. The buoy, meantime, had probably been lifted aboard a trawler.

The Royal Australian Navy has made available the tug H.M.S. "Reserve" to tow the damaged P & O freighter "Palana" from Mackay, Queensland, to Sydney. The "Palana" was seriously damaged recently when she grounded on Pink Island off the north coast. She was towed to Mackay for temporary repairs preparatory to undergoing full repairs at Cockatoo Dock, Sydney. With "Palana" in tow will probably arrive in Sydney some time in March.

ISLAND TRADER HIT BY HURRICANE

The inland-bound island trader "Morinda," which arrived in Sydney on March 6, encountered a fierce hurricane in her run between Port Heiden and the "Theseus," serving in Korean waters. The explosion of the ship caused her to leave the air group and the Air Group had just taken off when his engine failed. He calmly told his director that he intended to ditch his aircraft and brought it down four miles ahead of the Fleet. The plane sank in ten seconds.

Nevertheless Lieutenant Kelly extricated himself and, supported by his Mac West, was picked up by the "Theseus." Captain P. H. Noble, R.N., of the 17th Carrier Air Group, who won this year by a carrier air group—the 17th Carrier Air Group. As a further tribute to the "Theseus," a personal message to the 5th Sea Lord, has thanked Admiral mansion for his support to the ship and her air group on winning the Boyd Trophy.

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"MONTREZI" AND "MARIPOSA"

Suggestions that laid-up warships and commercial ships in the Harbour could be used to augment Sydney's electric power supply, and thus lessen the present run of "blackouts," received little support from the Energy Electricity Commissioner, Mr. Conde. The Commissioner, said, had already examined the possible use of these ships, but investigations had shown that, apart from two tugs which were now being used to generate electric power at Balmain, there was no ship in the Harbour which could help the position. Among the ships examined were these.

Incidentally, the Boyd Trophy took the form of a silver model of a Swordfish aircraft.

"PALANA" TO BE TOWED TO SYDNEY.

The Royal Australian Navy has made available the tug H.M.S. "Reserve" to tow the damaged P & O freighter "Palana" from Mackay, Queensland, to Sydney. The "Palana" was seriously damaged recently when she grounded on Pink Island off the north coast. She was towed to Mackay for temporary repairs preparatory to undergoing full repairs at Cockatoo Dock, Sydney. With "Palana" in tow will probably arrive in Sydney some time in March.

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unnecessary formalities" in her contraband teaching Israel. Brit- would, however, retain her right to search ships to prevent a state of emergency was declared by the British Administration. and American tourists were given air rights to fly. Several persons were seriously wounded during the rioting.

THE "AORANGI" TAKES UP RUN AGAIN.

With the laying up, recently, of the Union Steamship Company's "Aorangi", one of the great liners, and the service it performed, were carried on at a loss in the Pacific between Australia and Canada, it began to look as if an essential part of Australia's trans-Pacific service was no more. Fortunately, however, the threatened calamity has been averted.

The Governments of Australia, New Zealand, and Canada will pay a subsidy to the company to enable the "Aorangi" to resume her trans-Pacific run.

In announcing this on February 22, the Prime Minister, Mr. Menzies, said the Commonwealth was prepared to contribute an "appropriate proportion of the subsidy." The amount of the subsidy was not announced, but, according to reliable information, it will be 100,000 dollars (£44,500) a year.

"CARONIA" TRAVELogue.

A travelogue movie of Sydney taken by Mr. James Tovey and Cunningham, said a submarine commander was not necessary as the Atlantic theatre was too vast for one commander and should be divided.

"WARRUNGA" PUTS OVER HEAVY BARGE.

The Australian destroyer "Warrung" continues to figure prominently in the war news from Korea. In one of her latest exploits, reported on the 21st February, she shelled Communist troops in the coastal area near the 38th Parallel. The "Warrung"'s barrage included 61 rounds from her 4.7 guns.

"LABUAN" DEVELOPS ENGINE TROUBLE.

The supply ship of the Australian Hear Island expedition, H.M.A.S. "Labuan," developed engine trouble while returning from Heard Island at the end of February with a party of scientists. The "Labuan" broke down 70 miles outside Fremantle, and was towed to Gage Roads by another naval vessel which had been sent to her assistance.

ARCHBISHOP CRITICISES ATLANTIC PACT NATIONS APPOINTMENT.

The Archbishop of York (Dr. Garbett) told the House of Lords on February 28 that he "felt humiliated" at the appointment of a new member of the Atlantic Pact naval forces. He said he hoped that when Americans realised the feeling the decision had created in Britain, they would agree to an appointment and agree to a British admiral. Lord Salisbury (Conservative) accused him of being unwise and unwise not to have consulted the country. Two past Admirals of the Fleet, Lords Tovey and Cunningham, said a submarine commander was not necessary as the Atlantic theatre was too vast for one commander and should be divided.

SEARCH FOR MISSING MOTOR BARGE.

Another attempt is to be made to solve the mysterious disappearance of the 100-ton motor barge, "Phoenix," nine months ago. A message from Darwin, north Australia, says that a naval tug will leave soon to pick up a police officer at Port Keats Mission Station, about 150 miles south-east of Darwin, to search the coastline in that neighbourhood. Natives on "walkabout" report the remains of 20 drums, some of them charred, and a hatchet found on a stretch of coastline not far from the mission station. It is believed in some quarters that the "Phoenix" was laden with several hundred drums of high-octane spirit and that she blew up. The tug will search the beach and reefs around Port Keats in an effort to determine the vessel's fate.

FORMER PILOTS ASKED TO RE-ENTER.

The British Admiralty is inviting former Naval pilots and any now serving in the R.N.V.R. who have completed 300 hours flying in service aircraft to re-enter on a short service commission. These commissions will normally be for four years but may extend to seven years in some cases. They carry the new improved rate of pay and flying pay and a gratuity will be paid at the end of the commission, i.e., £700 after four years. The maximum age on entry is 33 years. Applications, preferably accompanied by Flying Log Books, should be addressed to the Secretary of the Admiralty (C.W.122), London, S.W.1, Eng-
The resignation of Rear Admiral Farncomb by the Minister for the Navy, the Right Hon. R. G. Menzies, on the 23rd February saw the retirement of a distinguished career in the Royal Australian Navy, in which he served for 38 years. He entered the Royal Australian Naval College in 1913 as a cadet midshipman, and was the first Jervis Bay Naval Cadet to reach the rank of Captain. His service covered the two World Wars in 1917-18 with the Grand Fleet—and he was awarded the C.B., D.S.O., M.V.O., and the United States Navy Cross and Legion of Merit.

**REAR-ADMIRAL FARNCOMB RETIRES.**

The resignation of Rear Admiral H. B. Farncomb from the Royal Australian Navy was announced on the 23rd February by the Minister for the Navy, the Hon. Jos. Francis. Admiral Farncomb, who is 51, had tendered his resignation in order to attend to his private affairs, he said. The Minister also announced that Rear-Admiral Farncomb would be placed on the Retired List of officers of the Royal Australian Navy. Until recently Admirl Farncomb was Head of the Australian Joint Services Staff in the United States and Australian Naval Representative and Naval Attaché.

Admiral Farncomb has had a distinguished career in the Royal Australian Navy, in which he served for 38 years. He entered the Royal Australian Naval College in 1913 as a cadet midshipman, and was the first Jervis Bay Naval Cadet to reach the rank of Captain. His service covered the two World Wars in 1917-18 with the Grand Fleet—and he was awarded the C.B., D.S.O., M.V.O., and the United States Navy Cross and Legion of Merit.

**CANADIAN CRUISER ON VISIT TO AUSTRALIA.**

The Royal Canadian Navy cruiser H.M.C.S. "Ontario" (Commodore Hugh F. Pullen, R.C.N.) sailed from Esquimalt on February 26 on a 15-week training cruise to Australia. On the invitation of the Prime Minister, the Right Hon. R. G. Menzies, the "Ontario" will take part in early April in combined exercises in Australian waters with units of the Australian Fleet and other ships of the British Commonwealth. In making the announcement, the Minister for the Navy (the Hon. Jos. Francis) explained that the Canadian Government had not been able to send the "Ontario" in time to be present at the earlier Jubilee celebrations in January, but her visit, even though delayed, would be very welcome and her officers and men would be warmly received by the Government and people of Australia. The "Ontario", he said, would arrive at Brisbane on her way to the exercise area off the south-eastern Australian coast on March 24. She would then be in Sydney for three days and would take part in the exercises from March 29 until April 5. On April 6 she would arrive in Sydney and remain there until April 16. She would then go to Melbourne where she would arrive on April 18 and stay until April 21. From April 23 until April 27 she would visit Hobart and would then leave for New Zealand on her way back to Canada.

Mr. Francis said that the "Ontario" complement was 86 officers and 565 men, including trainees.

**ALLIANCE NOT NEW.**

The alliance of the West European people with Britain for defence purposes is not a new or novel event of recent times. It is almost as old as history. And their ships excelled then even as now. When the Roman Emperor Julius Caesar came into conflict with the Veneti of Brittany he tells, in Book III, of his "Gallic War," that their vessels were greatly superior to those of his own countrymen.

"The bodies of the ships," he says, "were built entirely of oak, stout enough to withstand any shock or violence... Instead of cables for their anchors they used iron chains... The encounter of our fleet with these ships was of such a nature that our fleet excelled in speed alone, and the plugging of ears: for neither could our ships injure theirs with their rams, so great was their strength, nor was a weapon easily cast up to them owing to their height... About 220 of their ships sailed forth from the harbour. And in that great allied fleet were vessels from Britain."

**DANISH MERCHANTMEN MAY RE-ARM.**

Denmark was considering arming her merchant fleet in view of her commitments under the Atlantic Pact, official sources said in Copenhagen recently.

**POSITION OF COMMONWEALTH SHIPPING LINE IMPROVES.**

According to authoritative sources, the Australian Shipping Board's auditor has reported to the Minister for Shipping and Transport, Senator Geo. McLeay, that the Commonwealth Shipping
said his mission to Formosa was to prepare the Chinese Nationalists under Chiang Kai-Shek to meet a possible invasion attempt by the Communists, and to confer with the authorities on the continued neutralisation of the island.

**NAVY LEAGUE CADETS ON TRAINING CRUISE.**

The Ministry for the Navy (Hon. Jos. Francis) announced on January 30 that 30 Navy League Sea Cadets had left Station Pier, Port Melbourne, Victoria, in the training corvette H.M.A.S. "Gladstone" on a seven-day training cruise in Bass Strait. They were members of the Black Rock, Port Melbourne, and Footscray Technical School sea-cadets units. With 40 other sea-cadets they had been attending camp at Geelong, and had accompanied by 15 of their companions who disembarked at Port Melbourne, joined H.M.A.S. "Gladstone" at Geelong. They returned to Station Pier, Port Melbourne, on Monday, February 6.

Mr. Francis said that the Navy League Sea Cadets were officially recognised by the Australian Naval Board and he was delighted that some of them were to have the opportunity of undertaking the training cruise. Other sea-cadets had gone on cruises in bigger ships of the Australian Fleet, including the cruiser H.M.A.S. "Australia," in the past, but other cruises would be arranged.

The training the sea-cadets received is invaluable to them, and proved of great help when they eventually joined the Royal Australian Navy, as many of them do.

**BADGE FOR AUSTRALIAN NAVAL RESERVISTS.**

All Australian naval reservists will be issued soon with a lapel badge to wear with their civilian clothing. The Minister for the Navy, Hon. Jos. Francis, in announcing this on February 21 said that members of the R.A.N.R., the R.A.N.V.R., the Fleet Reserve, and the W.R.A.N. would be eligible for the badge.

About the size of a shilling and surmounted by an Imperial Crown, the badge has a centre of white enamel with the traditional naval crown and trident set in gold. The word "reserves" is embossed on a crimson bar beneath the naval crown, and around the border of the badge the words "Royal Australian Navy" appear against a blue background.

The badge is therefore both suitably symbolic and beautifully artistic and will be greatly prized by those entitled to wear it.

**THREE FLEETS IN COMBINED EXERCISES.**

As foretold in the January, 1951, issue of "The Navy," units of the Royal Australian Navy began on February 24 intensive naval exercises extending from Sydney to Hobart. Wearing the flag of Rear Admiral J. A. S. Eccles, C.B.E., Flag Officer Commanding His Majesty's Australian Fleet, H.M.A.S. "Sydney," with other units of the fleet, left the Sydney-Jervis Bay area on that date for combined exercises with ships of the New Zealand Squadron and the Pakistan Navy. H.M.A.S. "Sydney," to which Rear Admiral Eccles had transferred his flag on February 21, during the preceding weeks had taken part in "working up" exercises with the 20th Carrier Air Group off the New South Wales coast.

The combined fleet reached Hobart on February 28, where it remained for leave and recreation until March 5. It then resumed its exercises, and these continued until March 14.

In announcing these combined dispositions on February 21, the Minister of the Navy, Hon. Jos. Francis, said that the most spectacular of the exercises would be a mock attack on the Tasmanian coast by marines and seamen from the New Zealand cruiser "Bellona," supported by aircraft from H.M.A.S. "Sydney."

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Line of 28 ships "is still running at a loss, but that the position has improved considerably lately."

It was also stated that the Government, on the decision to dispose of the line to private enterprise. This may mean that the retention of the fleet is now practically assured.

**INCREASE IN FREIGHT TO FAR EAST.**

For the second time this year an increase in freight rates from Australia to the Far East has been announced. On January 1, the Australian-Eastern Shipping Conference raised freight rates from Australia to Far Eastern ports by 10 per cent.

In announcing the new rates on February 22, the Chairman of the Committee, J. O. Plim, said the increases were "due to increasing costs and prolonged delays in loading and discharging ships at Australian ports."

The increases are:- General cargo, 20/- a ton; wool, 1d. a lb.; cereals, 20/- a ton; refrigerated cargo, 1d. a ton. They will begin on April 1.

**BRITAIN'S ACTIVE FLEET.**

Britain's active fleet at the moment actually comprises only a few ships that did a year or so ago: but the ships removed from it include two battleships and one cruiser. While those added are one destroyer, two frigates and two submarines — the reduction of four mine-layers completing the account. The total of the whole fleet, active, semi-active and reserve, is less than that of a year or so ago by three cruisers, five destroyers and eight frigates.

U.S. ADMIRAL IN FORMOSA.

The Commander-in-Chief of the United States 7th Fleet, Rear-Admiral Arthur Struble, arrived at Taiping, in the island of Formosa, on February 21. He
The freighter "Balticly" lists towards her wharf at Balmain as her davits swing an 80-ton locomotive on board. The locomotive, built at the Clyde Engineering Company's Granville works, will go into service soon on the trans-Continental railway.

A STRONGER NAVY AND FLEET RESERVE

CONVEYING AN INTIMATION THAT THE NAVAL BOARD IS INVITING ALL FORMER NAVAL MEN NOT OVER 45 TO REJOIN.

The Minister for the Navy (the Hon. Jos. Francis) said on the 6th February, that about twenty officers of the Royal Australian Naval Reserve had recently offered their full-time services to the Navy for the duration of the present tense world situation and their offers had been accepted. Ratings in the naval reserve forces had also responded to the Naval board's invitation to serve in a full-time capacity for any period for which they might be required.

"It was gratifying," said Mr. Francis, "that both officers and men of the R.A.N.R., which had established such a splendid record in the world wars, were willing not only to engage in part-time training in line of peace, but were also ready to give the whole of their time when asked to do so."

The value of naval reserve forces in Australia's defence plans could be judged from the fact that reservists served in every theatre during the Second World War.

How well they served can be seen by the distinctions they won. Four of them were awarded the George Cross, as the D.S.O., one a bar to the D.S.O., ninety-two D.S.C., five a bar to the D.S.C., one the Albert Medal, one the Conspicuous Gallantry Medal, and seven the George Medal. In addition, twenty-three foreign decorations were awarded to reserve officers.

Apart from the R.A.N.R., which consists of officers and men who have been trained in naval ships and establishments, the Citizen naval forces of the Commonwealth include the R.A.N. Volunteer Reserve whose members were officers and men who, by reason of age or distance from a naval establishment were unable to comply fully with the requirements of a member of the R.A.N.R. but were nevertheless prepared to hold themselves in readiness to do naval work in the event of a crisis or emergency.

The R.A.N.R. (S), a corps of professional maritime officers who had devoted considerable time to naval training, and the Royal Australian Fleet Reserve, comprised of ratings who had served with the R.A.N. and had undertaken to return to it in case of emergency.

Although training in the R.A.N.R. had been suspended for several years after the Second World War, it was resumed on January 1, 1940. Since then, besides engaging in shore training, a considerable number of reservists had gained sea-going experience in ships of the Australian Fleet. Some of them had served with the Fleet in combined exercises with the New Zealand Squadron, and others had gone to Heard and Macquarie Islands in H.M.A.S. "Lobau." Further opportunities will be given for sea-going reserve training as increased recruiting permitted the manning of more and more ships.

And now the Naval Board has decided to strengthen the Royal Australian Fleet Reserve which former naval men not over 45 will be invited to join.

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BOOK REVIEWS

JANE'S FIGHTING SHIPS

T HIS latest edition of the leading naval reference book confronts us with a new layout of essential details, in which the particulars of each class are grouped in a neat block, and ship names, where numerous, are tabulated. This alteration in the practice which had previously been followed for some 50 years presents all information in a more quickly accessible form, while the consequent reduction in photographs per page has been offset by an increase of 80 pages in the book itself. While no great building programmes are catalogued, numerous changes in armament, functions, transfers to other flags, and creation of new names, where numerous, are tabulated.

Construction of the two fleet carriers and five smaller carriers (one for the R.A.N.) continues in Britain at an apparently casual rate, some of these ships having been laid down as long ago, as 1942, while three other carriers, similar to "Melbourne," have lain incomplete since 1946, their contracts cancelled. All other major categories from cruisers to minesweepers inclusive show slight declines in strength in the past year. With the scrapping of "London," radically modernised in wartime, the R.N. has lost its remaining heavy cruiser, a class not regarded as a luxury by the U.S.N. New elevation drawings reveal the appearance of the powerful "Daring" class destroyers, the first of which may be completed in July, as repeating the mast and funnel arrangement first seen in the "Weapon" class. "Improved Battle" destroyers are well illustrated in several fine new photographs, and elevation drawings of the new fast A/S frigates are included. The "Rotherham" class destroyers as converted to fast A/S vessels are also outlined, possibly foreshadowing the future appearance of the R.A.N.'s "Q" destroyers.

With an increased allocation of 11 pages, the Royal Australian Navy section has this year benefited by the addition of some excellent R.A.N. official photographs of destroyers, frigates, minesweepers, and boom defence vessels. In the pages devoted to Canada, an official R.C.N. drawing indicates the lines of 3 fast frigates being constructed in the Dominion, and it may be conjectured whether our projected frigates (six in number) will follow the R.N. or R.C.N. design.

The Royal Pakistan Navy has been reinforced by three destroyers of wartime build from Britain, while the South African Naval Force, which, like the Indian Navy, no longer wears the White Ensign, has acquired the destructor "Wessex." Reports on Russia's Navy seem to be permanently confounding the existence of three large battleships, as well as the large submarine fleet of 350 boats, with ships 120 under construction. Potential "headaches" to supply routes include one former pocket-battleship and 15 modern cruisers, mostly of the uniform class mounting nine 7.1-in. guns, and with a designed speed of 35 knots. It may be significant that the American policy of centralization has detached the naval arm from the Ministry of Armored Forces, and created a Navy Ministry with estimates equivalent to $4,168,000,000 for the current year. Britain's estimates for the same period being $193,000,000, recently increased by a further £21,400,000.

The United States Navy still possesses an impressive fleet, including, for instance, some 600 fleet and escort destroyers, the most recent of which are a number of large destroyers in which the familiar U.S. destroyer turnouts are discarded in favour of "twin-automatic" 5-in. mountings and multiple A/S weapons. In passing it may be noted that this navy retains 5 battleships older than our "Nelson" and "Rodney," which were hustled to the shipbreakers in 1948, though it has followed British ideas in removing the catapults from its latest destroyers.

The navy of Egypt, which a year ago had the 85-year-old royal yacht "Mahroussa" as its most formidable unit, has now acquired from Britain and U.S.A. eight frigates and destroyers, and five corvettes and minesweepers. One may well question such decisions of speculative craft into "penny packets" devoid of fighting tradition, which may one day involve democratic forces in a series of "Bandar Shahpur" actions.

Nearer Australia the Indonesian Navy has come into being, by a transfer of former Netherlands warships called for by the agreements consequent on United Nations intervention, in which Australia's delegates were prominent. The chief vessels are a powerful fleet destroyer (ex-R.N.) and four former A.M.S. vessels. President Soekarno's former associates are also on the seas again, as Japan now has a "police force" of 125 vessels ranging from escort destroyers down wards.

Much has been babbled about the secret planning of an "atomic navy" for Britain, but it is hard to see how the Admiralty can fail to feel disquiet about the limited cruiser strength now available. As against 71 cruisers in the U.S.N., the Royal Navy can muster only 24. Although certain of the cruisers' functions have been shouldered by light and escort carriers, it is freely admitted that these ships cannot conduct their own A.A. defence against multi-level attacks, and, in any case, where are Britain's ready-use escort carriers? The costly expedient of armed merchant cruisers, so prodigious of trained naval personnel and Empire passenger liners, seems unlikely to be again employed. It is all the more difficult, then, to see what justifies the reduction of strength in cruisers from the pre-war (and inadequate) figure of 60, even if there is some idea of using large destroyers as "Woolworth" cruisers.

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YANGTSE INCIDENT

By Lawrence Earl (Harrap, London).

If any incident should offer a dramatic story, it surely would be the escape of the crippled British frigate "Amethyst" from the Chinese Communist gunners dominating the Yangtse river ways. It was a typical piece of Royal Navy efficiency and daring. The full story is told for the first time in the book under review, "Yangtse Incident."

"Amethyst" was in the Yangtse under Article 92 of the Treaty of Peace, Friendship and Commerce signed by Great Britain and China as far back as June 26, 1858. The Treaty gave British warships "coming for no hostile purpose, or being engaged in the pursuit of pirates," the right of passage to all Chinese coast and river ports. "Amethyst" was steaming upriver towards Nanking, carrying needed supplies for the British Embassy in that city, when the incident began.

Why, then, did the Chinese Communist gunners open fire on the "Amethyst"? Was it a deliberate attack on Western imperialism as symbolised to them by the little frigate's presence? Or did it arise from an error of judgment, a case of mistaken identity? It is the belief of "Amethyst's" first lieutenant, Geoffrey Lee Weston, that the British warship was mistaken for a Chinese Nationalist gunboat, apparently somewhat similar in appearance, attempting to escape after having agreed at a price, to fight for the Communist cause.

Whatever it was, the fact remains that "Amethyst" was attacked. How, raked time and again by Communist shells, many of her crew were killed and wounded; how, grounded at last with her bow embedded in three feet of river mud, "Amethyst" lay impaled there for about three months; how, unsung, her youthful crew lived and fought and planned; and how, finally, under Lieut.-Commander J. S. Kerans, they made their astonishing breakaway down river to the Woosung forts and freedom, are all told here with a brisk, capable unpretentious manner that makes the story of "Amethyst's" own little war an amazing epic of devotion, adventure and daring. "Nautius."

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Federal Council

On his return from annual leave the Federal Secretary reported on the visit to the Victorian State Council Meeting; at this gathering he was warmly welcomed and given the opportunity of addressing the State Executive and Sub-Sections' Councillors on the advantages of close cooperation with all the Association's honorary officers. The Federal Treasurer also rendered a report to the Federal Council, which was represented at the Jubilee Citizenship Convention, held in Canberra during January last. The Association values the honour of being invited to send its representative, along with other ex-Service organizations, to the National Capital, as it is deeply concerned with all aspects of assisting the ex-service personnel.

State Councils and their Sub-Sections are beginning to compile their agenda items for State Conferences and for the Federal Interstate Conference, which will be held in Brisbane next year. It is anticipated that this Queensland Conference will be held in sufficient time to allow Delegates to return to their States before the arrival of Their Majesties The King and Queen.

Victoria

The Victorian State Council has advised that the 4th Annual State Conference will be opened in Melbourne on Saturday, 14th July. Mr. F. A. Lynch has resigned the office of Hon. Secretary of Essendon Sub-Section, owing to receiving a country appointment. Mr. F. N. Grant has since been elected to replace Mr. Lynch.

Western Australia

Mr. L. A. Parkinson has resigned from the office of Hon. State Treasurer of Western Australia, and Mr. H. E. Callaghan has been elected to carry out these duties. Mr. N. D. Pixley (the Association's Western Australian representative on the Services Centres Trust Fund) has now returned to Queensland. Mr. Pixley has since been thanked by the State Council for his splendid devotion to the Trust Fund and for his valuable assistance to the Association over many years. Mr. J. J. Richards (President of Fremantle Sub-Section) has reported the formation of a Ladies Auxiliary in his district. Mr. W. Talbot has now left the West to take up residence in Victoria.

The Association has often been commended for its social welfare and other activities undertaken at the Heidelberg Repatriation Hospital; regular visits are made to the wards, and patients are becoming keenly interested in the local Sub-Section, thanks to Mr. J. A. Dunk, the local Sub-Section's Hon. Secretary. The Victorian State Council helps with funds to run the Heidelberg S.S. outlay for small comforts for inmates.

During the past half year to 31st December, 71 members have applied for and been granted their transfer to Sub-Sections throughout the various States movements of members to other States now seem to be gradually lessening.

Mr. P. R. Swarbrick has been elected to carry out these duties. Mr. N. D. Pixley (the Association's Western Australian representative on the Services Centres Trust Fund) has now returned to Queensland. Mr. Pixley has since been thanked by the State Council for his splendid devotion to the Trust Fund and for his valuable assistance to the Association over many years. Mr. J. J. Richards (President of Fremantle Sub-Section) has reported the formation of a Ladies Auxiliary in his district. Mr. W. Talbot has now left the West to take up residence in Victoria.

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SEAS, SHIPS AND SAILORS - "BY NOET"
HOME FLEET'S SPRING CRUISE.

Ships of the Home Fleet have by now just about completed their spring cruise, having sailed from their home port about the middle of January.

The cruiser "Swiftsure" (Flag Officer Second Cruiser Squadron, Vice-Admiral C. A. L. Manson, C.B., D.S.C.) left Sheerness on January 16, with three destroyers, to wit, the "Solebay" (Captain G. Thistleton-Smith, G.M., R.N.), "St. Kitts" (Commander G. A. G. Ormsby, D.S.O., D.S.C., R.N.), and the "Broadward" (Commander J. G. B. Cooke, D.S.C., R.N.) in company.

Three days later the battleship "Vanguard" (Captain D. H. Hall-Thompson, R.N.), wearing the flag of the Commander-in-Chief (Admiral Sir Philip Vian, K.C.B., K.B.E., D.S.O. and two bars) sailed from Portsmouth.

Other ships proceeded from their respective bases, including the destroyers "St. James" (Commander D. F. Townsend, R.N.), "Cyclas" (Commander J. F. Bush, D.S.C., R.N.) and "Battleaxe" (Captain W. K. Edden, O.B.E., R.N.) the frigates "Loch Insh" (Captain R. S. Fottrell Brown, R.N.) and "Loch Alvie" (Commander P. Hankey, D.S.C., R.S.A. and two bars) sailed from Portsmouth.

In the second week of February the Commander-in-Chief was to sail the Fleet from Gibraltar into the Western Mediterranean for exercises with ships of the Mediterranean Fleet and subsequently H.M. ships were to visit ports in Italy and on the French Riviera. The Fleet was to return to the United Kingdom in the middle of March. Before sailing for home Admiral Vian intended to transfer his Flag early in March to H.M.S. "Indomitable."

OTHER EVENTS OF THE DAY.

On the 4th January, the coal ship "Kiama" sank in heavy seas off the New South Wales coast, with a loss of six members of its complement of twelve. The ship was bound coal-laden from Newcastle to Sydney. Among the drowned was its master, Captain Trygve Olsen, of Carbine, St. Rose Bay, Sydney.

U.S. FLAG APPOINTMENT CHANGES.

President Truman has nominated Vice-Admiral Robert B. Carney to be Admiral and Commander-in-Chief of United States naval forces in the eastern Atlantic and Mediterranean. Admiral Conolly, the present Commander-in-Chief, has been nominated president of the Naval War College.

March, 1951.
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Air Force: Ground staff, 18 to 45 years. Ex-N.C.O. Wireless Air Gunners and Operators to 28 years. Pilots and Navigators re-entered up to 30 years (slightly older if with exceptional experience). Part-time Service. Those who cannot enlist for full-time Service can still play a part in Australia's defence by joining the Citizen Military Forces, the Royal Australian Naval Reserve, the Active Citizen Air Force or R.A.A.F. Reserve.

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THE BEGINNING OF THE MODERN BATTLESHIP.

Rolled-out railway lines formed the armor of the world's first armored battleship. Prior to that, the battleship had been of the traditional "wooden walls" type.

The ship that carried this initial use of armor plate was the Confederate ironclad "Merrimac", in the American Civil War.

On the hull of the "Merrimac" was built a rectangular block house of timber two feet thick, with sloping sides. Over this was bolted a four-inch-thick armor plate, as has already been said, of rolled-out railway lines. The armor extended two feet below the water-line, and at one end of the ship was a three-feet-high command station. A cast-iron ram, designed to revive the ancient method of smashing enemy craft by crushing in their sides, was also fitted to the bow.

The "Merrimac"'s history, however, was not long lived. After having waddled about uncertainly, sunk a few small Federal vessels, and fought a famous battle with the enemy ship "Monitor", off the coast of Virginia in the spring of 1861, the "Merrimac" was abandoned and burned by the Confederates when they evacuated Norfolk harbor a few weeks later.

"But the day of the modern battleship had begun."
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