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RAISING TRAINED MEN FOR R.A.N.

In relation to population and national requirements, the number of volunteers so far enrolled in the Australian defence forces is still very disappointing. Although the Navy has relatively drawn more to its ranks than the Military, and is practically as well off as the Air Force, it has not been able to obtain anything like the quota of enlistments adequate progressively to fill its projected strength.

The successful passage of the National Service Bill through the Senate marks, therefore, a vital, if belated, step forward in Australian defence plans. An adequate complement of active Naval personnel and strong formations of reservists are an indispensable part of a balanced defence of the seaways and seaboards of our homeland.

The Navy Department has revealed that nothing short of 7,000 more trained men will be needed on mobilisation. Clearly, then, no Naval programme could be considered adequate that does not meet these essential requirements. It is imperative, therefore, that this realistic effort be left, politically untramelled, to the wide active service knowledge and trained imagination of the Naval Board.

Training services will need to be considerably expanded and made more intensive. Men may man ships, but it is the training they receive which makes for efficiency and rules the course of history.

SEA POWER—VICTORY’S GREATEST ELEMENT.

Looked at from the viewpoint of global war, victory has no greater element than sea power— an efficient and up-to-date Navy. Of the truth of this probably no one is more conscious than Vice- Admiral the Earl Mountbatten of Burma. In his report to the Combined Chiefs of Staff, published early in February by H.M. Stationery Office, he makes this plain.

The Report tells the story of the victory which led to the liberation of South-East Asia, beginning with the Quebec Conference in May, 1945, and ending with the Japanese surrender and the negotiations with Aung San, later, Prime Minister of Burma, that led to the enrolment of the Burma National Army in the regular Burma Army in 1945. Earl Mountbatten was then Admiral Lord Louis Mountbatten, Supreme Allied Commander, South-East Asia Command.

Paying tribute to the Merchant Fleet and the Allied Navies in the campaign, Earl Mountbatten writes:
"Victory in South-East Asia, on land and in the air, was built on the firm foundations of the security of our communications. For the combination of land and air forces could have succeeded if our ships to, and within, the Command had ceased to function regularly and efficiently. This security was guaranteed, in cooperation with our maritime air forces, by the Allied Fleet. It was the Navy which established the sea and air superiority over the Japanese in preparations for the assault on Malaya, when the enemy's air communications were cut by sea forces as effectively as his land communications were being cut by air forces."

Viewed, then, from the angle of Australian defeat, how forcibly this should impress itself upon the framework of our Defence Programme. For just as the main element of Victory was provided by the Navy and naval air forces in South-East Asia, so in like manner it would be in any defence of Australia. Should war break out in the Pacific or Indian Oceans, it would inevitably be upon the Navy and the carrier air groups that the great responsibility of maintaining the sea communications and resisting invasion would largely fall. That this was so in regard to Britain—an island country like ourselves—in both the First and Second World Wars is now unquestioned history. It is for us never to forget the strategic importance of that historical lesson.

**BRITAIN'S NAVY ESTIMATES: THEIR MEANING IN STRENGTH AND SACRIFICE.**

Britain's Navy Estimates, 1951-52, with their accompanying Programme, issued on February 16th, reveal an increase of £81,500,000 over the Estimates for 1950-51. They provide for a net expenditure of £278,500,000, inclusive of the £10,000,000 Supplementary Estimate presented to Parliament on February 6th. Nor do they include, of course, any additional expenditure which may follow Mr. Attlee's statement to the House that in view of the urgent need to strengthen defences, it had been decided to increase and accelerate preparations still further.

The Estimates provide for a maximum strength of 41,700, including WRNS and members of Queen Alexandra's Naval Nursing Service. It also includes officers and men retained beyond the period of their engagement to meet the necessities of the Korean situation, as well as the reservists recalled for that purpose. The additional preparations referred to by Mr. Attlee may be expected to raise naval manpower up to 152,000.

In the increased Vote, £18,000,000 is provided for improved pay and higher cost of victualling and clothing; nearly £56,000,000 for shipbuilding, ship repairs, maintenance and armaments; £3,500,000 for scientific services; and £4,750,000 for works and buildings. The remainder of the increase is spread over other Votes, of which the only one to show a substantial fall is that which applies to non-effective services—pensions and retired pay—which is £150,000 lower than last year's at just over £15,000,000.

The figures of expenditure, therefore, are impressive enough. Yet the estimated expenditure raises two major questions, presents one tragic factor.

The first question centres around the impact it will have on civil industry and the supply of raw materials for civil needs. "The second question springs from the fact that Britain is building up a programme over three or four years out of practically nothing," will the people and the nation be able to sustain it. As for the tragic factor, The London Times, commenting on this regard on 16-2-51, said:

"Re armament can be achieved only by deductions from civil consumption, and the biggest barrier to increased output is the shortage of some essential raw materials... The economic task is to make sure that the programme is carried out in a way which does least damage to the essential foundations of Britain's economy. Here, bleakly, is the prospect before the nation, whatever its Government."

However, that the programme proceeds there is ample evidence. Of new construction, modernisation, and conversion the First Lord's Statement makes it clear that the work has been greatly accelerated in keeping with the £3,600,000,000 Defence Programme on which the Estimates are based.

From the naval angle, the whole programme is directed towards the submarine menace. A number of new designed A/S frigates, of types are to be built. All these vessels will be fitted with the very latest developments in anti-submarine weapons, which will make them unequalled in their anti-submarine role. In addition, a programme of fast patrol boats for use, either as torpedo boats or gun boats, is in hand.

Of the two fleet aircraft carriers under construction, H.M.S. "Eagle" is expected to join the Fleet shortly, while the construction of the "Ark Royal" is being adjusted to allow even later equipment to be embodied in her than is fitted in H.M.S. "Eagle."

Work is also proceeding satisfactorily on the four light fleet carriers on the "Hermes" class and the eight destroyers of the "Daring" class. Satisfactory progress, too, is being made on the development of fast submarines of a new type; while 41 new mine sweepers are being placed on order.
FISHES that can kill or paralyze their prey by electrocuting it and others that are fitted with stinging poison glands are far less uncommon in the waters of Australia than of most of us are prone to imagine. For both of these fish types exist, some in the fresh waters and others in the salt, and in numbers plentiful enough. There are Scorpion fishes, certain Skates and Torpedo eels, Portuguese Man-OfWar or Bluebottles as pestilential on occasions in the waters of our surfing beaches—Elephant fishes, certain Eel-fish, the Port Jackson Shark, Star-gazers, and many others.

Archer Russell, in his book, Bushways, makes several interesting allusions to these usually unassailable, quick-striking creatures.

Australia has several species of fish, he writes, that keep their batteries in their make-up. Some years ago I saw one of these creatures, an electric ray, brought up from the sea floor of Spencer Gulf in South Australia. With it first shock the fish almost bennumb the fisherman's arms. When, however, its power was demonstrated in other settings, and on other people's receptivity, the creature's shocking force gradually became weaker. The electric supply is stored in a cluster of honeycomb-like cells on either side of the ray's body, and the energy is discharged from the body on the instant of contact. But while the wound can pass to the living batteries which supply the power, none can say how the power is delivered or how the batteries are recharged.

Nor are electric fishes confined to Australia; they are found, as Russell points out, in practically every region of the globe. For instance, there is the Star-fish, a new-fangled book, "Sting fish and Sea-farers," tells of a Star-fish he saw in a pool of the Mediterranean—a small reddish object with a stinging and wriggling in the sand that might very easily have been mistaken for a worm. It was no worm, however. Keynly watching the pulsation in the sand he suddenly saw two pincer-like eyes looking upwards.

The association of this wriggling object and the two eyes, he says, suggested a lure, and the presence of a hidden fish. Nor was the suggestion in any way untrue. The hidden fish was there, and as was a mouth wide-open to engulf its prey. "The head of this small fish," Evans continues, "is box-like, and if you picture a small box with its lid facing forwards and hinged at the bottom, you will realise the position of its almost vertical mouth, from which can be seen a red filament. This filament, one does not need to explain, is the artificial worm. Nor the devices of the Star-fish, the electric eel. The eyes of this track are situated on the top of the head, and over each eye is installed an electrically-charged plate which, electrically, too, the attraction of the Star-fisher are perfect. The body hidden in the sand, the up-warping eyes, the wriggling box-like lure, and the mouth, and the shock-inflicting battery are all in train," concluded Evans, "for a devastating attack on any unwary fish that comes within range of the electric circuit.

However, the electric eel, found in the Oreinon and Amazon rivers of South America is probably the most heavily electrically-charged creature among water life. The shocking force of the electric eel," says Archer Russell, "is powerful enough to knock down a man.

Nor is Russell's estimation of its powers in any way excessive. Writing in the "Sydney Morning Herald" recently, T. C. Roughley, the eminent Australian ichthyologist, had this to say:

"The current generated by the electric eel has been estimated at about 100 watts and it is capable of stunning a horse... . This fish, shaped like an eel but more closely related to the catfishes, grows as long as eight feet and as thick as a man's thigh. The electric eel swams forwards or backwards with equal ease by means of a powerful amputate-fin, which can be instantaneously reversed... . Animal life that may come within (the shocking sphere of the fish) is liable to be killed without touching the fish.

"At the 56th annual meeting of the New York Zoological Society, held in the grand ballroom of the Waldorf Astoria on January 8, 1946, which I attended," Mr. Roughley writes, "the stage was lit, when the main business of the meeting had ended, by the current generated by an electric eel." Which prompted him, jokingly, to ask, at the end of his article, "What not import a few millions of these eels to solve our black-out troubles?"

"However, if the electrocutors among these two fish types are by no means deficient in quantity, the poisons are much more plentiful, says Evans, and the venom of some of these is so intense, than any other living thing.

The stingrays, says Evans, warn us, are often aggressively inclined and their venom more dangerous than most of us imagine. All the evidence goes to show that the Stingray's sting is more an offensive weapon, a part of its hunting equipment, than a weapon of defence. The venom, which apparently is used to kill or paralyse its prey," says Archer Russell, "is stored at the tip of the caudal spine, and two lateral flaps completely enclose the gland.

As for the Scorpion fishes, these, without exception, are the most venomous creatures of the seas. Many a native canoe-gatherer or trepang-hunter. The purple tentacles of the Bluebottle, the body of which is most brilliantly coloured, luring many a rash human being to handle it, are coated with an immensely poisonous barb, and these instantly cause excruciating pain and shock to any thing living they touch. Hundreds of surfers are stung every year on the New South Wales beaches.

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In northern waters, too, there are several species of the dreaded Scorpion fishes, such as the Stone-fish, the Coral-fish, and the Fire-fish. The Cat-fish, the Stingrays, and the Port Jackson Shark or Bullhead are also well-known Australian members of the world's group of venomous fishes.

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Ernie Nunn speeding past the finishing post on Kogarah Bay recently when he broke the Australian record at 84.706 miles per hour. The record was for the Australian 255cc Unrestricted Championship Class.

FAMOUS CLIPPER SHIP "CUTTY SARK"

The National Maritime Museum, Greenwich, Acquires A Scale Model of This Ocean "Greyhound" Of The Days Of Sail. Of These Informative And Historic Museum Pieces We Cannot Have Too Many.

A SCALE model of the "Cutty Sark," probably the most famous of all the clipper ships that sailed the Australia-England run, has been presented to the National Maritime Museum, Greenwich, and is now on exhibition in the Museum’s Neptune's Hall. It follows the recent acquisition by the Trustees of a model of the "Thermopylae," the story of which was told in the January issue of this journal.

The "Cutty Sark" model was originally offered to the Duke of Edinburgh by Mr. James Culhane, Vice-President of the Buckingham Corporation of New York. The offer was made through Messrs. Berry Bros. & Rudd Ltd., of St. James’s Street, S.W.1, London. The Duke of Edinburgh suggested that the model might be a suitable exhibit for the National Maritime Museum, of which he is a Trustee. Mr. Culhane agreed and presented the model to the Museum.

The "Cutty Sark" herself is now lying in the Thames off Greenwich, and her preservation for the nation is being considered. She was completed by Denny's, of Dumbarton, in 1870, to the order of Captain John Willis, of London, with the idea of beating the fast runs of the "Thermopylae," wool-laden, on the Australia-England route. She proved to be the "Thermopylae's" greatest rival but it was never established which ship was the faster. Visitors to the Museum will now be able to see models of both ships.

The model of the "Cutty Sark" was built by a Mr. Thomas Rosenkivst, a Scandinavian, who served as a sailor in the ship. His love for the old clipper prompted him to secure a scale plan of her, and when he left the sea he made the model from the drawings. The model shows her under all plain sail, fully rigged to the sky. It is a good specimen of "a sailor's model," on a scale of about six feet to the inch.

The "Cutty Sark" is now the only survivor of the famous Clipper ships built for the tea trade with the East. But it was as a wool ship that she came mostly under the notice of Australians. After her service as a Tea Clipper, and later in the wool trade, she was sold in 1895 to a Lisbon firm and re-named the "Ferreira." In 1916 she was partially dismantled and re-rigged as a barquentine. Five years later she was purchased from the Portuguese by the late Captain Dowman, who brought her from Lisbon to Falmouth, and at his own expense re-rigged her as she was originally and re-named her the "Cutty Sark." She was used as a Training Ship for some years and was presented to the Thames Nautical Training College in 1938, when she was towed to Greenwich, where she has been lying since that date.

Netherlands Aircraft Operate In Britain To Receive Instruction In British Naval Air Technique.

TWO squadrons of naval aircraft from the Dutch aircraft carrier "Karel Doorman" (formerly H.M.S. "Venerable") have arrived in the United Kingdom and will remain in the country at least until the English summer. During this time the Netherlands aircraft will study British naval air technique, receive instruction with R.N. pilots and operate with British squadrons.

After a period of disembarked training it is intended that the squadrons shall go aloft during the summer cruise of the Home Fleet, operating from a British aircraft carrier.

It is the first occasion in time of peace for Netherlands aviators to receive training on British soil, and it extends in practical fashion the co-operation which has taken place between the Royal Navy and Royal Netherlands Navy under the co-operation of the United Nations and Atlantic Pact auspices during the past two years. Nothing could better promote the spirit of cooperation and the bond of camaraderie so essential for strength in time of war among allied forces.

The two squadrons consist of British aircraft. They are No. 860 Squadron with Sea Fury fighters and No. 4 Squadron with Fireflies. No. 860 is an R.N. Squadron number; the number has been retained by the Dutch since they operated with British Naval Air Squadrons during World War II. This squadron is now at St. Merryn, Cornwall, and No. 4 Squadron is based at Eglington, Northern Ireland. Ground personnel, numbering more than 150 officers and men, with equipment and stores, arrived in Britain before the aircraft flew in.

Netherlands squadrons took part in Atlantic Pact Exercises in European waters earlier this year, and during the 1949 Western Union Exercises in the Bay of Biscay a Dutch Squadron was embarked in H.M.S. "Theseus." The "Karel Doorman," with the two squadrons embarked, recently passed through the English Channel, returning from a visit to Malta.

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H.M.A.S. "ANZAC"

R.A.N.'s New Battle Class Destroyer Can Perform Many Useful Tasks. Is A Powerful Fighting Unit.

By a Special Naval Correspondent.

The commissioning of the new Battle class destroyer H.M.A.S. "Anzac" at Williamstown Naval Dockyard on March 14 was an event of considerable importance to the growing Royal Australian Navy because it provided it with an additional fast, modern operational unit capable of performing a large variety of useful tasks.

Sister-ship to H.M.A.S. "To- bruk," which, having been built at Cockatoo Dockyard, Sydney, was commissioned in May last year, "Anzac" is a modified version of the Battle class destroyers designed by the Admiralty. The name Battle class was applied to them because they commemorated famous battles or other operations in which British naval or land forces had taken part.

Among present Battle class destroyers in the Fleet, for instance, are "Agincourt," "Ala- mein," "Barfleur," "Camperdown," "Cadiz," "Cape," "Hogue," "Jut- land," "Kadagash," "Trafalgar," etc. The designation H.M.A.S. "Anzac," which, having been built in Australian dockyards by Australian workmen, largely of Australian material and under the supervision of engineer officers of the R.A.N., after they have been completed, might be given is that of "Handmaidens of the Fleet." The Daring class ships, also designed by the Admiralty, will be even bigger than those of the Battle class and will have a displacement of 2,610 tons. They will be of all-welded construction and nearly as big as light cruisers.

Apart from the tasks already mentioned, "Anzac" could undertake the duties of the other destroyers performed by destroyers. One of these might be carrying mails and stores. The comfort of the crews, destroyers are some times affectionately referred to as the "Handmaidens of the Fleet." On occasions destroyers are employed on duty of a more unusual nature, such as that carried out by the Australian destroyers "Stuart," "Vendetta," "Vampire," "Voyager" and "Water- ben," later joined by "Negev" and "Napier," during the siege of Tobruk, when the gallantry of their crews in keeping the Tobruk water-front running, won them tremendous admiration.

"Anzac" and "Tobruk" are bigger ships than the R.A.N. Tribal class destroyers, "Arunta," "Batan," and "Warrumunga," each of which has a displacement of 1,927 tons. The displacement of the Battle class vessels is 2,325 tons. Their guns, although of slightly smaller calibre, are the quickest-firing guns of their size in any Navy in the world. Each Battle class destroyer has 10 torpedo tubes, compared with four in the Tribal class ships, and is equipped with anti-submarine armament of the latest kind.

It should be a source of pride to the people of Australia that such splendid fighting ships as "Anzac" and "Tobruk" have been built in Australian dockyards by Australian workmen, largely of Australian material and under the supervision of engineer officers of the R.A.N.

Some time after the keels of "Anzac" and "Tobruk" were laid down, the Royal Australian Navy began the construction of four Daring class destroyers—two at Cockatoo Dockyard and two at Williamstown.

The commissioning of the new destroyers was announced last year, are ready to join the Fleet.

"CORIO" WRECKED ON ADMELLA ROCKS

Showing How A Recent Wreck Vividly Recalls An Earlier Maritime Disaster, And An Historic Ride, Versified, Rather Famously. By The Australian Poet, Adam Lindsay Gordon.

"THE 3,100-ton collier "Corio," which went aground on February 26 near Cape Banks on the south-east coast of South Australia, piled herself, strangely enough, on the identical reef on which the s.s. "Admella" crashed, with the loss of 83 lives, ninety years ago.

The wreck of the "Admella" was one of the worst maritime disasters in the world. The storm-swept coasts of South Australia and Victoria have ever known; and Adam Lindsay Gordon, who was at the time stock-riding on the Liv- stone Station in the adjacent Cape Banks-Port Macdonnell country, is said to have been one of the party which rode hard and long to the "Admella's" assistance. From the experiences he gained on his ride to the doomed vessel, Gordon wrote his swinging verses "From the Wreck." The "Corio" was lucky to have struck the reef on a day of calm and fog, and not, as befel the more ill-fated "Ad- mella," in one of the howling gales which suddenly all too often sweep these coasts.

Fortunately, unlike the storm-battered "Admella," the "Corio" suffered no casualties. The s.s. "Iron Yampi" in a few hours was standing by, and eventually every member of the "Corio's" crew of 41 was taken off. But is a collier herself is apparently doomed. To-day she—or what is left of her—is fast adrift on the rocks, with little prospect of her ever being salvaged. As a further coincidence, the grounding of the "Corio" occurred within fifteen miles of the position where the Panamanian freighter "San Lec- tardo" lost her propeller nine days before.

These are just some of the many events which have made the history of these coasts as wild and as stormy as the seas which roll and break eternally upon their rocks and sands.
THE AUTHOR OF THIS ARTICLE SURVEYS AUTHORITATIVELY AND FASCINATINGLY EARLY SEA-FARERS AND THEIR BOATS.

Tg/HO were the lira sea faring canoe, if we except rafts of lashed sea-going craft, but this is not so. Earlier than the builders of dug-outs, the builders of dug-outs were fabricating broad, light river and seaworthy craft of the reeds of the papyrus. The skins of animals drawn taut upon a bound-together framework were also used. It would therefore appear that, before dug-outs were made, the present-day boat construction was solved by those who invented papyrus and skin boats. In marine phraseology, we still refer to the *seams* and the *shines* of boats.

However, from all available evidence on the subject, there seems little doubt that the dug-out canoe is one, if not indeed the first sea-going craft in these modern times. The ancient boatbuilder had to learn — and he learnt extremely well — the values of length and beam, of draught and line, and an even keel. It may be that he was assisted in this by the study of the shapes and lines of fishes and birds, and especially by watching the aquatic birds that rode the waves with such ease and grace. What was, of course, the first craft was made of the reeds of the papyrus. It may be that the human race, already house-building in the Tertiary age and probably dates from a period 4,000 or 5,000 B.C. Yes, indeed, the "sea sense" and skill of stone he had made use of it for the first time in the fashioning of a dug-out canoe, must have been developed long before the building of the sea-going ship. Just when and with whom the dug-out first originated cannot with any certainty be said, but the inventors may have been Mediterranean people, or Semites of the Middle East, or perhaps Papuans, or even the negroid folk of the great lakes of Central Africa. But certain it is that before 3,000 B.C. the Semites of North Africa and the Middle East were building boats of this nature, which were fitted with masts and sails. The Semites were active mariners and traders in the Mediterranean and other waters before the Eastern Age. By that time, the dug-out had reached Britain.

At that remote period the art of navigation was already well advanced. The winds and tides, the currents and the shore, were all known. The voyages were in progress probably accounts for the early appearance of dug-outs in ancient Britain and northern Europe. A dug-out canoe unearthed from the site of the River Clyde twenty-five feet above the present level was found to have a plug of cork, while another, of course, could only have come from the botanical area where the trees grow — Spain, southern France, or Italy. The fashioning of a dug-out, and the science of navigation must have advanced considerably before large migrations, e.g., the ancient Greeks had people could have taken place. That they did take place is proved by the spread of divers early cultures prehistorically throughout large parts of the world, notably northern Europe, Asia, and Polynesia. A ship with a square sail set before the wind is depicted on an ancient Egyptian jar in the British Museum. That jar is of pre-dynastic age and probably dates from a period 4,000 or 5,000 B.C. Yes, indeed, the "sea sense" and skill of stone he had made use of it for the first time in the fashioning of a dug-out canoe, must have been developed long before the building of the sea-going ship. Just when and with whom the dug-out first originated cannot with any certainty be said, but the inventors may have been Mediterranean people, or Semites of the Middle East, or perhaps Papuans, or even the negroid folk of the great lakes of Central Africa. But certain it is that before 3,000 B.C. the Semites of North Africa and the Middle East were building boats of this nature, which were fitted with masts and sails. The Semites were active mariners and traders in the Mediterranean and other waters before the Eastern Age. By that time, the dug-out had reached Britain.

The British Antarctic research ship Discovery II arrived in Sydney on the night of March 9, after a two-month trip south from Fremantle to the northern edge of the Antarctic polar ice-pack. She berthed at Garden Island for refitting. In its hydrographic surveys, the scientific staff aboard discovered a new sea-mount — a sea-bed mountain that rose to within 2,000 feet of the surface. Pack ice prevented the ship from reaching the Antarctic Continent. After refitting, the "Discovery II" is due to sail from Sydney at the end of April. She will go to the Falkland Islands via the Pacific ice edge, thence to South Georgia and Cape Town, and then, after passing the ice edge, will return to Fremantle.

GERMANS RE-ENTER ATLANTIC TRADE.

The Berlin correspondent of the London "Daily Mail" says that Germany will re-enter the Atlantic service on June 15 with four ships chartered from a Panamanian company. Allied regulations prevent Germany building vessels exceeding 7,000 tons, so the ships will fly the Panama flag, but carry German crews and be under German control. The ships' main role will be that of taking German immigrants to America.

LINER FOR AUSTRALASIAN ROYAL TOUR.

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U.S.A. SHIP AGROUND.

A message from Honolulu reports the grounding of the American cargo ship Andrea F. Lautenbach (8,000 tons) on a reef off Kauai Island, 100 miles north-west of Honolulu, on March 12. The passengers and crew, 42 all in, were taken off by a coast-guard boat as the ship threatened to founder. The "Andrea F. Lautenbach" was bound for Japan.

MARITIME NEWS OF THE WORLD.

From our Correspondents in London and New York

By AIR MAIL.

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H.M.S. "Reclam", which took part in rescue operations for H.M.S. "Alfrey", "Reclam" is the first ship built for the Admiralty specially for submarine rescue work.

than 400,000 tons of scrap metal may be recovered from vessels abandoned above and below water at Palau, Saipan, and Truk.

CYCLONE LASHES 200 MILES OF QLD.-N.S.W. COAST.

A cyclone centred about 65 miles north of Brisbane lashed 200 miles of coastline from Wide Bay to the Clarence during the three days beginning on March 17. Gale force winds, driving rain and mountainous seas buffeted the shipping and air services were interrupted. The centre of the cyclone was about 50 miles offshore.

PERSIAN SHIP VISITS MELBOURNE.

Melbourne for the first time in her maritime history was visited on March 13 by a Persian ship — the 10,000-ton "Iran." A unique ship, the "Iran." Although she is registered in Persia, flies the Persian flag, she has never made a landfall in Persia. Her officers, too, are not Persian. The captain, first, second and third officers are Norwegian and another officer is a Roumanian. As for her crew, some are Germans, her cooks and firemen are Chinese, and the steward is a Dane. It is said that she earned one stowaway — an Irishman. In all other respects, the "Iran" is transcendentally Persian.

SEA-MONSTER.

The report of a sea-monster having been sighted off the Tasmanian coast by a Launceston trawler adds yet another story to the "ag-old lore of the sea. The skipper of the trawler, Captain M. A. McKay, describes the creature as "a horrible thing — just like a nightmare. It was about 15 feet long, had broad flappers, and a large circular mouth, but appeared to have no teeth. Its head was above water, and I could see two staring eyes, and long whiskers about its mouth giving it a cat-like appearance." The monster, it seems, was viable for about fifteen minutes, and when shot at it "seemed an awful smell." One would need to call in the aid of Neptune himself to identify this particular apparition.

100 M.P.H. GALE LASHES ENGLISH AND CONTINENTAL COASTS.

The 100 miles-per-hour gale which lashed the Continental seaboard and south coasts of England on March 14 claimed at least two vessels and ten lives before it blew itself out. The two ships which sank were the Norwegian freighter "Marga" and the Spanish fishing boat "Adabarran." The storm prevented the liner "Queen Elizabeth" docking at Cherbourg.

The Australia - England bound "Orcades" was caught by the gale in the Bay of Biscay and had to battle all the way from Gibraltar to Tilsbury. Twenty of the crew of the liner "Vulcania" were injured in the Mediterranean, and considerable damage was done to coastal installations in the English Channel and throughout all the storm area.

TELEVISION OPENS UP THE SEA DEPTHS.

The latest on television is that science is utilizing it for the study and portrayal of life in the vast depths of the sea, thus opening up a new field to human sight and knowledge. The part of the cosmos hitherto practically impermeable and unknown.

INSANE PASSENGER GOES BERSERK ON LINER.

An insane passenger on the liner "Wanganella" tried to jump overboard on the voyage from Auckland to Sydney recently. The unfortunate man was a 6 feet 1 inch, 32-year-old Englishman, travelling alone. When grappled with he put up a furious fight with several men, and in the ship's hospital he went berserk, smashed a porthole and some wooden panelling and mirrors. He was taken to the Reception House when the ship berthed in Sydney.

A RARE HONOURS APPOINTMENT.

An unusual appointment appeared in the New Year's Honours for this year. The list included the name of Sir Arthur Jarratt promoted to Honorary Captain, R.N.V.R. The Honorary rank of Captain, R.N.V.R. is rarely given, and is one of the most prized recognitions in the hands of the Admiralty.

There are only two other holders of this rank to-day: His Royal Highness the Duke of Edinburgh and Sir Basil Brooke, Prime Minister of Northern Ireland.

This promotion has been made in the case of Sir Arthur Jarratt not only as a personal recognition of his great service to the Royal Navy as a whole, but also as a tribute to the great industry which he ably represents within the Navy.

Sir Arthur served in the Royal Navy in the First World War. Later, he served as the Admiralty Film and Poster Master and as Deputy Chairman of the Royal Naval Film Corporation since its inception in 1937, when he was given the honorary rank of Lieutenant-Commander, R.N.V.R. In 1940, he was promoted to Honorary Commander, R.N.V.R.

The announcement of the promotion will be deeply appreciated by Sir Arthur's conquerors in the film world, both within and outside the Service.

SYDNEY FERRIES TO TERMINATE SERVICES AT END OF JUNE.

Sydney Ferries Ltd., at an extraordinary general meeting of shareholders on March 9, unanimously decided, on the advice of the directors, to cease running its service at the end of June.

The chairman of directors, Colonel Spain, said that it had been the intention of the company to "do so on March 30 or April 30, but in response to a request for more time from the Director of Transport and Highways (Mr. Wisanor), we are willing to extend the date till June 30."

Colonel Spain added that "the directors believed that in the interests of all concerned the State Government should take over the ferry undertaking and run it as an integral part of the public service."

"Weekday passenger traffic on the ferry services exceeded 20,000," he said.

"We do not believe that any improvised fleet or combination of two or more trams and 'buses could match the traffic," Colonel Spain concluded, "without imposing the greatest confusion and inconvenience on the travelling public."

NAVY HELICOPTER TRIALS.

The practicability of operating helicopters from merchant ships is being investigated by the Royal Navy in a series of trials in the English Channel. The trials are designed to determine the extent it may be possible to use this type of aircraft when operated from a small platform in both fair and foul weather. The Royal Fleet Auxiliary "Port Duquesne" and Dragonfly helicopters operating from Genoa and the Royal Naval Station at Plymouth, Cornwall, are being employed with the destroyers "Servage" in attendance. Fine weather and rough weather trials off Plymouth were continued until February 3rd.

Tattersall's New Year Announcement

In addition to our usual 5/- events, drawn every few days, we are now promoting Consolations of 200,000 tickets @ 10/- (Plus Postages) with first prize £25,000.

FIRST PRIZE £25,000

ALSO 2,279 OTHER CASH PRIZES RANGING FROM £5,000 TO £.

The address --
TATTERTSALL (Geo. Adams),
HOBART.

ALFRED HERRERT (A'asia) PTY. LTD.

SOLE AGENTS IN AUSTRALASIA FOR

MESSRS. ALFRED HERRERT LTD., COVENTRY, ENGLAND.

HOBERT.

MACHINE TOOLS

-- MACHINE SHOP EQUIPMENT

SMALL TOOLS

PRE-EMINENT IN THEIR CLASS THE WORLD OVER.

101 PYRMONT BRIDGE ROAD, PYRMONT, SYDNEY

TELE: NW 2344 (3 lines) NW 1555

144 KING STREET, MELBOURNE

TELE: ME 6821, ME 7571

alphabet, b., reid inst.

W.A. Representative: A. FREDERICK HODGKISS, 123 Mount Street, South Perth.

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Submarine Gear Inquiry—Loss of "Affray"

The Admiralty has begun a detailed investigation of all types of submarine escape equipment following the loss of the submarine "Affray." The investigation also covers the efficiency of the latest Asdic sound locations. Naval experts are concerned at the failure of Asdic to locate the "Affray," which disappeared after diving in the English Channel.

Many of the details of the new Asdic are still secret, but a R.N. officer stated that it "has not fully realised expectations."

In the House of Commons, the Parliamentary Secretary to the Admiralty, Mr. L. J. Callaghan, said the newest Asdic in service had a range of several miles, and could be operated at high speeds and bottomed on her conning tower. It had a range of several miles, and could be operated at high speeds and bottomed on her conning tower.

The vessel carried the latest self-inflating escape units, which are coloured orange, and have a shoulder light. U.K.-N.Z. FREIGHT RATES INCREASED.

The New Zealand Conference Lines announced on March 8 that, because of rising costs, freight rates from Great Britain and the European Continent would go up by $10 per cent from May 1 next. The Australian Container Conference Lines recently raised rates by 15 per cent; the freight rates to Australia, beginning on April 9, 1950, because of increased operating costs.

SYDNEY FERRIES IN COLLISION.

Two Sydney ferries, the "Lady Denman" and "Karingal," collided side on in Sydney Harbour, off Kirribilli Point, at about 9 a.m. on March 19. The ships fared worse than the passengers. Iron stanchions were snapped like matchsticks and seats were splintered as though split with an axe. The ferries were crowded with city workers, but there were no casualties, although several passengers had narrow escapes. Nor was there any panic. The ferries moved to their respective landings and everyone was safely disembarked.

R.N. RECOMMISSEMS RESERVE SHIPS.

Sixty ships from Britain's reserve fleet are to be brought into active service this year, the Parliamentary Secretary to the Admiralty (Mr. L. J. Callaghan) announced in the House of Commons on March 7. The recommissioned ships are to include two destroyers and two frigates. Mr. Callaghan said that adequate stocks of dual-purpose guns for merchantmen had already been distributed in Britain and the British Commonwealth. Whether they are to be mounted at once, he did not say.

R.N. STEAMS 3,000,000 MILES.

His Majesty's ships steamed more than 3,000,000 miles during the year 1950. This fact was revealed in a review of the activities of the Royal Navy issued by the British Admiralty. The Fleet units celebrated in this estimate include aircraft carriers, cruisers, destroyers and frigates. In addition, there is a cruising of many ships engaged on special and training duties, of submarines, of the little ships of Coastal Forces and the Fleet Auxiliaries. The task which has confronted the Navy in the Far East alone may be illustrated by the fact that one cruiser was at sea for 35 days out of 36. During this period she steamed 12,000 miles. 'Three million miles.' The words slip easily from the tongue but they are equivalent to circumnavigating the globe 120 times.

H.M.A.S. "MELBOURNE."

It is expected that H.M.A.S. "Melbourne," which is an American-made escort carrier for the Royal Australian Navy which is now being completed in the United Kingdom, will reach Australia in 1952.

April, 1951.

News of the World's Navies

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The R.A.N. cruiser ‘Belfast’ steamed through miles of pack ice during recent operations off the west coast of Korea. Some blocks encountered the ice during a bombardment of enemy positions south-west of Chinnampoo. All weathers, conditions and tasks come normally to the men in these fantastic battle areas and are accepted as the everyday pattern.

**U.S.A. AIRCRAFT CARRIER “SHANGRI-LA” RECOMMISSIONED.**

A message from San Francisco on March 9 said that the U.S.A. Navy had announced it would take the aircraft carrier “Shangri-La” (27,000 tons) out of reserve and recommission it. It will go to the U.S.A. Air Force, spokesman said that the U.S.A. Air Force scientist, Dr. Anthony Mirarchi, who denied recent statement made by a retired naval officer that “We are still studying reports of flying saucers” “The objects seen were either guided or man-driven missiles. If his theory was correct, he concluded, the missiles could lead to a worse Pearl Harbour than America had ever encountered.

**H.M.A.S. “ANZAC” COMMISSIONED.**

H.M.A.S. “Anzac” Australia’s newest destroyer and sister-ship of H.M.A.S. “Tobruk,” was commissioned on March 14, and made her first gunnery and engine trials in Port Phillip Bay the week after, before sailing for Sydney. “Anzac” is the second—“Tobruk” was the first—of the 3,100-ton battle-class destroyers to be built in Australia. The 250 men who form her complement were drafted from ships and depots all over Australia. Commander J. Plunkett Cole, R.A.N., praised the work of the men of the dockyard when he took over his new command. He was a sub-lieutenant in the original “Anzac” and has served 31 years in the Navy.

**U.S.A. NEW ANTI-SUB. SUBMARINE.**

The U.S.A. Navy launched its first new submarine for use against enemy submarines, the “K-1,” early in March. The “K-1” is the first new-type American submarine to be built since the end of World War II and is fitted with the latest developments in sonar and electronic equipment.

**SPANISH NAVY USED FLYING SAUCERS—BALLOONS OR MISSILES?**

The U.S.A. Navy’s claim that “flying saucers” were only Navy balloons used for studying cosmic rays was challenged recently by the U.S.A. Air Force. Far from that being the accepted idea, U.S.A. Air Force spokesmen said that “We are still studying reports of flying saucers. The spokesmen was commenting on a recent statement made by a retired U.S.A. Air Force scientist, Dr. Anthony Mirarchi, who denied that flying saucers were balloons. It appears that Dr. Mirarchi had advocated “full investigations into what may be experiments of a potential enemy of the United States.” He was of the opinion, he said, that “the objects seen were either guided or man-driven missiles. If his theory was correct, he concluded, the missiles could lead to a worse Pearl Harbour than America had ever encountered.

**R.A.N. DESTROYER IN PACK ICE.**

The R.A.N. destroyer “Bataan” and the R.N. cruiser “Belfast” steamed through miles of pack ice during recent operations off the west coast of Korea. Some blocks of ice were twenty or more feet wide and several feet thick—miniature icebergs, in fact. The ships encountered the ice during a bombardment of enemy positions south-west of Chinnampoo. All weathers, conditions and tasks come normally to the men in these fantastic battle areas and are accepted as the everyday pattern.

**FINDING SAUCERS—BALLOONS OR MISSILES?**

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**PRINCESS ELIZABETH VISITS HAL FAR.**

The 11th January of this year was a very notable day at the Royal Naval Air Station at Hal Far. On that date, Her Royal Highness the Princess Elizabeth, accompanied by Admiral Sir John Lefèbvre, Commander-in-Chief, graciously paid an informal visit to the station.

Arriving at Kalsfrana, Her Royal Highness was met by Commander G. G. Cowburn, D.S.C., R.N., representing Captain J. L. Robertson, C.B.E., who was at sea witnessing the Winter cruise exercises.

Her Royal Highness visited some of the workshops and saw aircraft in various stages of repair, engines being serviced and spare aircraft in their storage "cocoons." After walking past the Officers and men who work in the Repair Shop, she drove on to the Nursery School at Kalsfrana, which is for the children of Naval families living in the area.

The Princess then drove to Hal Far, stopping at Lower Camp to inspect a number of Officers and ratings and civilian employees, before driving on to the Airfield. Aircraft roared overhead as she drove round the perimeter track to the 14th Carrier Air Group dispersal point, and while she visited the Control Tower, the Operations Room and was presented to Officers, pilots and ground crews.

Princess Elizabeth has also visited H.M.S. St. Angelo. Chevalier Hannibal Sciulina told her the history of this ancient bastion of the Knights of Malta and guided her around its principal places of interest, including the ruins of the Norman chapel built in 1090: a chapel where condemned knights were confined; the chapel of St. Anne, in which the first four Grand Masters of the Order were originally buried; and the old slave quarters. Her Royal Highness inspected artisans, cooks, stewards, seamen, stokers, and W.R.N.S. ratings.
CRUISER'S MERCY WORK.

It is not all war in Korea. There is a leaven of charity, too, and kindness.

The little island of Chaya ku, off Inchon on the west coast of Korea, was visited by the British cruiser "Ceylon" (Captain C. F. J. Lloyd Davies, D.S.C., R.N.)

saw it recently during an operational patrol it appeared to be uninhabited, but a landing party found on the far side of the bare island a hut with twenty orphaned children being looked after by one woman. The temperature was below freezing point and there was no fire. The children were almost naked, too, and two were very sick.

A message was sent back to the cruiser and the chaplain, the Rev. H. S. Fry, M.A., R.N., of Oxford, broadcast an appeal to the ship's company for gifts of surplus clothing. Within an hour his bunk was piled with offerings of shirts, coats, and woollens. There were eager volunteers to man the next boat for the island, and it was noticed that men who went with it were bulging with parcels.

Actually, two "mercy" boats were landed with food and clothing, a medical officer, Surgeon-Lieutenant H. E. G. Dyer, of London, and the chaplain.

A working party landed with axes and saws and felled timber, out of which they cut enough fuel to last the orphanage the rest of the winter. Others lit and stoked a fire until the chaplain protested that with the Korean flu system, which goes out underneath the floor, the hut was in danger of going up in flames. Meanwhile, stores of food were unloaded and clothing unwrapped for the goggle-eyed children.

Sailors stripped the rags from the children and re-dressed them in the new thick clothing. Said the chaplain: "They were like children themselves dressing dolls. It was at once humorous and pathetic, and when they had finished, in spite of the care taken to ensure that all Naval insignia was removed, one Korean orphan struggled about in the blouse of a three-badged Able-Seaman. To any who asked his name he stuttered "S-S-Stripey!"

The sailors then produced their parcels and handed out not only chocolates and sweets, but clockwork toys which they had bought in Japan for their own families in Britain. They knelt on the floor to wind up jumping beggar dogs and the shambling bears, and the place resonated with the delighted laughter of British sailors and Korean children.

There is no doubt about what composed the heart of the British seajacket. His courage in battle is proverbial and has never been surpassed; his "kindness in another's trouble" is equally proverbial and unexcelled.

DID YOU KNOW THAT?

At atomic explosion is similar to any other kind, except in size. Chances for survival increase rapidly beyond one-half mile from the explosion, and even close to an explosion are about 1 out of 10.

In an atomic explosion blast and heat are the most dangerous. Lying in a shielded spot will protect one from an atomic blast. Flash burns are most of the most serious causes of injury. Even a little solid material gives protection from flash burns.

Dressing in white or light colored clothing will avoid many flash burns.

Radioactivity is the principal way atomic bombs differ from ordinary ones. Even if you should get severe radiation sickness, you will have better than even chance of recovery.

There is little one can do to protect a home from blast.

Basements give shelter against blast, heat, and radioactivity.

Air burst will leave little lingering radioactivity.

"U.S. Navy Department, Bureau of...

April, 1961.
FIFTY YEARS OF MARINE WIRELESS

TELLING OF THE GREAT BENEFICIAL EFFECT ON LIFE AT SEA, AND ON THE NAVIGATION AND MANAGEMENT OF SHIPS, OF WIRELESS TELEGRAPHY—PROBABLY THE MOST IMPORTANT INVENTION IN MARITIME HISTORY SINCE THE AVENT OF THE STEAM ENGINE.

Wireless is today as universally regarded as a necessity of life at sea, that it comes rather as a surprise to realise that it is only fifty years since it was introduced to ships and the seafarer. The first British ocean-going vessel to carry it was the Beaver liner "Lake Champlain," playing between Liverpool and Canadian ports. This was on the 21st May, 1901.

The value of the invention was at once realised. Within a month of its adoption by the owners of the Beaver Line, the new invention was installed by the Curnd Company on their big Trans-Atlantic liners "Lucania" and "Campania": and by 1906, six years from the time Marconi had made his sensational discovery, the Allan Line, British Transport, Canadian Pacific, Anchor, Dominion and White Star Lines, were similarly equipped.

Wireless put an end to the ages-old isolation of ocean-going ships and the sea. From the time of the earliest voyager, on his raft or in his dug-out, down to the dawn of the present century, communication between ship and shore, or between ship and ship, had been possible only by visual signals. Now ships were never out of touch, either with the shore, or one with another—a source of information by which, on countless occasions, has enabled masters to keep their ships clear of danger, stave off disaster, and render aid to those in peril. What a measure of safety it has brought. The "Merchant Navy Journal" related recently the story, one of many such stories, of the "Republic" and the "Florida."

"The value of wireless in saving life at sea was demonstrated on a large scale with the disaster to the White Star liner "Republic" in January, 1909, when she sank following a collision with the Italian emigrant steamer, the "Florida." The "Republic" was cut down to the water line, and the Radio Officer, Jack Binns, sent out a distress message by wireless station at Siusconnet, on the American coast. That station thereupon sent out news of the disaster to such vessels as were within reach, including the White Star liner "Baltic," 64 miles away from the "Republic," giving the latter's position, and in a short time the whole world was aware of what had happened.

"The "Florida" was not fitted with wireless—it was not then compulsory equipment—but as it was learned that her engines were undamaged, that she was manoeuvrable and would in all likelihood remain afloat, the "Republic's" passengers were transferred without mishap to the "Florida." Then dense fog fell over the scene. The "Baltic's" dash to the rescue, with direction-finding as yet undiscovered, became a desperate game of blind-man's bluff. Instead of steaming to the rescue, with direst peril snatched from the direst peril and from a situation where, but for the use of wireless, most if not all would possibly have perished."

"Many other factors have also contributed to increased safety at sea, it must be agreed that, in the main, the increase is due to wireless telegraphy, and the navigational aids and safety devices derived from it. To quote the "Merchant Navy Journal" again:

"Today, with the aid of the direction-finder, echometer, and radar, the navigating officer can ascertain his ship's position with accuracy, even under the most adverse weather conditions, measure instantaneously the depth of water under her bow; and, in the thickness of fog or darkest night, he can see by means of radar the exact location of all underwater objects for miles around."

"Wireless, too, enables comprehensive weather reports to be compiled and transmitted at any time and at ocean-wide distance. Icebergs, escaped mines and other hazards can be plotted, gales and fog reported, medical advice promptly obtained, lights, buoys and other marks showing navigation quickly brought to notice."

"However, if all these wireless appliances have brought increased safety and aids to the seafarer, they have also brought added responsibility. "Shipmasters and navigating officers of to-day must not only be as well versed in the principles of navigation and seamanship as were those of the sailing ship and pre-wireless era, but they must have expert knowledge in the use and installation of equipment of far greater complexity than their predecessors ever dreamed of. It has been emphasised over and over again that all these devices must be considered no more aids to navigation. No substitute can be found for the skill and experience of the ship's navigator, which in the long run enable him to make the decisions vital to the safety of the ship in his charge. Nor does the information obtained by the radio aids, nor the installation of wireless on his ship, absolve the shipmaster or the officers responsible for the navigation of a ship from the necessity of taking seamanship precautions and adhering to the regulations laid down by international agreement."

The supreme necessity of bringing his ship safely into port is still the shipmaster's supreme requirement.

The human element, therefore, is still all-important, both to the shipmaster himself, or to any Marine Court of Enquiry before which he may find himself arraigned.

April, 1911.
(A) SYDNEY (Wearing my Flag).

(i) Arrive
Thurs., 19th April
King George Sound
Thursday, 19th April
Saturday, 21st April
Fremantle
Monday, 23rd April
Darwin
Thursday, 25th April
Sydney
Thursday, 26th April
Jervis Bay Area
Monday, 30th April
Sydney
Tuesday, 1st May

(ii) SYDNEY will be available for leave and urgent defects from Tuesday, 14th August, 1951.

(B) AUSTRALIA.

(i) Arrive
Sydney
Wednesday, 16th April
Hobart
Friday, 18th April
Jervis Bay
Monday, 22nd April
Melbourne
Sunday, 22nd April
Westernport
Monday, 29th April
Sydney
Monday, 5th May
Darwin
Wednesday, 8th May
Port Moresby
Thursday, 10th May
Noumea
Friday, 12th May
Sydney
Thursday, 16th May
Hervey Bay and Barrier Reef Area
Monday, 19th May
Mackay
Monday, 6th June
Brisbane
Wednesday, 8th June
Sydney
Thursday, 10th June

(ii) AUSTRALIA will be available for leave and rest from Wednesday, 13th June, 1951.

(D) TOBRUK.

(i) Arrive
Sydney
Monday, 9th April
Jervis Bay Area
Saturday, 14th April
Newcastle
Monday, 16th April
Jervis Bay Area
Friday, 20th April
Sydney
Tuesday, 21st April

(ii) TOBRUK will be available for leave and rest from Monday, 7th May, 1951.

(E) BATAAN.

(i) BATAAN will return to Australia on being relieved by MURCHISON and is then available for rest from about Friday, 22nd June, 1951.
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CAPTAIN P. G. TAYLOR BLAZED A TRAIL

When Frigate Bird I alighted at Rose Bay, Captain P. G. Taylor had completed nearly 20,000 miles of survey flying in the South Pacific for the Commonwealth Government.

Easter Island looks like a gigantic inclined saucer resting on the sea. Its surface is dotted with 15 extinct volcanoes, and huge stone figures, each weighing up to 100 tons. Fences on the sheep station, which runs about 3,500 sheep are made of stones collected from the defunct volcanoes.

Between the craters of the volcanoes there are wide plains of flat land on which aerodromes of almost unlimited length could be built at low cost.

Generally the flight pinpointed the following facts:

• A commercial air route between Australia and South America is feasible.
• There is an obvious need for a regular South Pacific air service. Islands with large European and wealthy native populations are at present isolated.
• Until Captain Taylor made this survey flight there was no adequate information concerning atolls on which strips could be built, or about such lagoons as could be used as regular or emergency bases for flying boats.

Beyond Papeete there is no adequate aviation meteorological co-operation between Australia, United Kingdom colonies and dependencies, New Zealand, France, the United States and South America.

That at Aitutaki the New Zealand Civil Aviation Authority has maintained strips built by the United States during the war. Not only have these been maintained, but a number of improvements have been made.

Finally there is much which South American countries can give Australia, and much which Australia can give South America.

THE NAVY is Your Guide to Naval Affairs
The Federal Council to represent State Council (Mr. Norman B. Waller, who was lost with "Stuart's" men) and his widow L. Waller to that office for the remaining year, 1951, has been recommended by the State Council for the award of the Diploma of Merit for services rendered to the Association and to extend its congratulations to the State Section members and prospective members in recognition of the Battle of Matapan on Wednesday, 28th March, when they held a dinner and reunion at the Hotel London, Melbourne. The "Stuart" Veterans are probably the only Ex-Service Men's organisation to have a woman as their president. Members unanimously elected Mrs. L. Waller to that office for the second successive year. Mrs. Waller is the widow of "Stuart's" former captain, Capt. H. M. L. Waller, who was lost with H.M.A.S. "Perth" on 28th February, 1942.

Other office-bearers of the "Stuart" Veterans are: Vice-Presidents: Messrs. H. C. Eyre and L. E. Clifford; Secretary: Mr. W. J. Bradly.

The thanks of the Australian Navy League to the Cadets for the camp at Lord Howe Island, and the thanks of the Naval Cadets to the Commanders for attending and assisting in making the camp a success are expressed in the following letter:

"I am pleased to acknowledge receipt of your letter stating that the Naval Cadets held the camp at Lord Howe Island on Saturday, 27th Jan., 1951. After normal Divisional training, the Cadets proceeded to the School Camp, and the camp was conducted by a visiting Chaplain. During the week many inter-Company competitions were held by the Cadets, and many items of varying types were offered. This was a particularly entertaining night and was thoroughly enjoyed by Officers, Instructors and the Cadets themselves.

Sunday, 28th Jan., 1951.

H.M.A.S. "Australia" to Visit Lord Howe Island

Navel Public Relations section has announced that the cruiser H.M.A.S. "Australia" would visit Melbourne for four days and one day in September, but the date announced was Monday, April 30, and remain until May 13, with the Governor of New South Wales (Lieutenant-General Sir John Northcote) embarked, she would leave Sydney for a three-day visit to Lord Howe Island. She would depart from Lord Howe Island on Thursday, May 17, and on Friday, May 18, would arrive at Sydney.

Following her visit to Lord Howe Island, she would be in Sydney Bay and Great Barrier Reef area from May 21 until June 4.
REST PERIOD FOR "WARRAMUNGA"

A message from Hong Kong on March 17 gave the welcome news that the Australian destroyer "Warramunga" had arrived there that day from Korean waters for a well-earned rest period. One of the highlights of the Korean campaign has been the way this ship has hit the headlines in the day-to-day communications from the battle areas.

NATIONAL SERVICE TRAINING.

Press reports indicate that National Service Training is expected to begin in Australia in July for the Navy and Air Force and in August for the Army. Actual dates will be decided soon.

SEA-GOING JEEP'S PROGRESS.

An Australian Engineer, Mr. Ben Carlin, and his wife, recently arrived at Gibraltar after having crossed the Atlantic in a Jeep. They plan to return to the United States via the Middle East and in August for the Army. Actual dates will be decided soon.

BRITAIN TO HAVE ATOMIC ELECTRICITY.

Atomic research and development is no longer confined to the production of weapons of war. Britain has taken the lead in planning to construct, this year, the world's first power house producing electricity from atomic energy.

This announcement provides an indication of what the atomic age could mean to a world at peace.

Once it is in operation the power house will produce electricity for 30 years on its initial supply of fuel. The type of fuel to be used has not yet been revealed; but it is to be one of the heavy elements of the uranium type.

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• Dining Room Unsurpassed.
• AARONS EXCHANGE HOTEL

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AGE LIMITS AND CONDITIONS OF ENTRY

Army: When you are between 18 and 45 years for a two-year period provided ATSB rating or above has been held and applicant has not been away from the Service more than five years.

Air Force: When you are between 18 and 40 years for a two-year period provided you have been in the Service more than five years.

Navy: When you are between 18 and 45 years for a two-year period provided you have been in the Service more than five years.

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Deputy Director of Recruiting, GPO, Box YZ, in any of the above cities.

Please send me, without obligation, full details of enlistment (Indicate with cross in square which desired).

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Age Limits and Conditions of Entry

Navy: Re-entry up to 17 years for a two-year period provided ABF 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 40 years for re-entry. With previous service as an N.C.O., up to 45 years. With instructional experience in certain corps up to 45 years. Tradesmen subject to trade test, up to 44 years.

Air Force: Ground Staff, 18 to 18 years. Ex-N.C.O., Wireless Air Gunners, 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 still 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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Air Force: Ground Staff, 18 to 18 years. Ex-N.C.O., Wireless Air Gunners, 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 still 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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The Combined Services Recruiting Depot

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May, 1951.
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In reviewing the magnificent economic recovery made by Britain since the war, and the substantial contribution such recovery has made to the national and individual security of the British people, it is at once realised that the Merchant Navy deserves its share of credit, having played no small part in the long struggle towards attainment of that objective.

Such facts are very gratifying, not only to the shipping industry but to the British Commonwealth as a whole. That they were able to achieve so much must be gratifying, also, to the members of the Merchant Navy individually; because the tradition they maintained during two world wars justified the faith and work of the great seafaring masters—Drake and the grand old men of Hakluyt—who established it.

Yet the British Mercantile Marine and the shipping industry in general are still not without certain decided defects and weaknesses.

Probably the most pressing problem before the shipping industry is the shortage of officers in both departments, navigational and engineering.

At sea about the beginning of 1950 in the Merchant Navy there were approximately 7,200 certificated engineer officers and a little over 9,000 certificated navigating officers, excluding masters. When considered in relation to the number of ships in the British register, these figures clearly indicate the serious position into which the industry has been allowed to drift. It almost seems as if a form of anaemia has set in on the Service; certainly if the position is not corrected the efficiency and successful operation of British shipping will be very adversely affected. Tanker companies, in particular, are finding difficulty in maintaining a proper manning of their vessels.

Nor can this be wondered at. The potential hazards of tanker service are undoubtedly greater than in any other section of the industry. This factor alone points to an urgent need for special Agreements for the world's tanker fleets, the unnatural conditions pertaining to this trade having apparently combined to overlook human considerations.

A new deal for tanker personnel, a universal effort by tanker companies to improve the conditions of their masters, officers and seamen, is long overdue and must be remedied without delay.

Long overdue, too, is the abolition of the practice adopted by some shipowners of registering their ships in Panama. In any case, the conditions of service in ships sailing under the Panamanian flag should be as good as those in British vessels.
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An industry so wide in its ramifications as the shipping industry should have instantaneous flexibility and international uniformity.

Offsetting these obvious defects and weaknesses there have come, of course, many welding processes to strengthen and improve the Service and the life of the seafarer. No one has presented these more succinctly than Lord Winser, P.C., K.C.M.G. Speaking from the chair at the last Annual General Meeting of the Navigators’ and Engineer Officers’ Union, his Lordship, in drawing attention to the three great transformations he had witnessed since he had gone to sea as a boy, said:

“The first [of these transformations] was the present excellence of relations between the Royal Navy and the Merchant Navy compared with those existing in that earlier period. Secondly, there was the transformation in the relations between the deck and engine-room departments, and the dying away of old jealousies and animosities. Lastly, there was the transformation in pay and conditions of service of Merchant Navy officers and, above all, the change which had come about in terms of status. Amenities and the pay of seamen, too, have immeasurably improved, while safety precautions are in course of being greatly tightened.

Nevertheless, despite wise and enlightened improvements, both in ship construction and seafaring conditions, weaknesses and defects in the Service, as has already been indicated, still persist. In the interests of the shipping industry generally and in the interests of seafarers individually, the future policy for the Merchant Navy, as outlined recently by the Navigators’ and Engineer Officers’ Union, should broadly be along the following lines:

Consideration should be given to: (1) salary increases; (2), wider provision to enable officers’ wives to be on board with their husbands; (3), proper selection of entry into the Service and greater facilities for training, including the drawing up of a new code governing apprentices’ and cadets’ conditions of employment, together with revision of the standard forms of indentures which it is considered are wholly out of step with modern practice, procedures, and thought; (4) adjustments in respect of weekly hours of work and particularly in regard to coastwise vessels—nights on board and week-ends at sea; (5), that every ship be provided with a Writer, thus relieving the shipmaster of the paper and book work—the portage halls and manifests—with which he is at present compelled to cope. (As the Merchant Navy Journal said recently, “These portage bills would have scared Drake and Hawkins off the oceans for good”); and (6), making the Service generally more attractive, so that those who follow the sea will be contented and efficient to the end that they will make their maximum contribution to maintaining Britain as the pre-eminent maritime nation.

In these circumstances it is pleasant and illuminating to recall a statement made recently by a high official of the British Chamber of Shipping. He said: “It is perhaps only when a man learns the importance of efficiency of his fleet that he realizes how much sympathy with the men and their lives than from ships and their gear that his prolonged continuance in this internationally competitive trade can be looked for with some confidence.”

The successful operation of shipping needs teamwork just as much as other industries and although it is not suggested that joint consultations, such as prevail in factories, are desirable, even if they were possible, it is clearly imperative that shipowners seek to improve the relationships which exist between them and those who navigate and man their ships. The two world wars proved what could be done when morale was high. Let us maintain that same morale in peace. Only in this way can that extra effort in production and service be secured which the British Commonwealth now requires from every citizen, on land or sea.

FESTIVAL OF BRITAIN EXHIBITION.

At the Festival of Britain Exhibition, recently opened by H.M. the King, the marine exhibits have, as was expected, met great public interest and have been viewed by many thousands of visitors. One pavilion, “Seas and Ships,” displays many aspects of British marine supremacy from shipyards to fisheries. The exhibits cover wide fields of industry and service, and range from marine engines and a ship-testing tank to sails and ropes and small tackles. Indeed, the whole sea story has been collected and collated. Ship operating and handling processes to strengthen and improve the Service and are in another section, which is concerned with British transport in all its spheres, air, road, rail and sea. The fullest use is made of working exhibits, including models of docks, ships, docks, and airports. Prominent displays are given to British advances in tele-communications, particularly in radio, radar, etc. The exhibition offers not only unlimited enlightenment to the general public, but also unlimited opportunities for study to every man of the sea, novitiate to salted veteran.
NAVAL RESEARCH AND DEVELOPMENT

IN VIEW OF THE CONTINUED TENSION IN THE SPHERE OF WORLD POLITICS, BRITISH SEAFARERS OF BOTH THE FIGHTING AND MERCANTILE NAVIES ARE VITALLY CONCERNED WITH WHAT IS TAKING PLACE SCIENTIFICALLY IN THE DEVELOPMENT OF HIGHER EFFICIENCY. THE FOLLOWING BRIEF SURVEY, BASED ON REPORTS PUBLISHED IN THE ADMIRALTY NEWS SUMMARY, WILL GIVE ALL OF US CONNECTED WITH THE NAVIES MUCH TO APPRECIATE AND THINK ABOUT.

SCIENCE, as a matter of fact, is taking a big part in the development of navies to-day, both in our own Services and the fleets of other nations. It is part of the general build-up of an increased operational efficiency in the event of a state of emergency.

In Britain, the scientific effort continues, for the greater part, to be directed to counter-measures against the various forms of high-speed attack which may be expected in the future. In this regard, all possible steps are being taken to improve the capabilities of existing weapons and, in many cases, to develop new ones. To meet the mounting air threat, radar equipment is being developed, among other things, to give increased range and speed of warning, as well as predictors of higher performance and improved AAA guns of higher rate of fire using proximity fused ammunition. In addition, new lighter and anti-submarine aircraft of high performance are being developed for the Navy.

To counter underwater attack, weapons with greater range and striking power than have been available in the past are being developed, together with improved detection and location equipment to enable these weapons to be used effectively.

The Admiralty's efforts to produce propulsive and auxiliary machinery of greater efficiency and smaller weight and volume are being continued and have met with a large measure of success. Considerable effort is being devoted to propulsive equipment for the fast submarine. A programme of investigation into the development of nuclear propulsion is in hand.

The questions of safety and habitability in an overall sense are also being given continued attention. It is understood, however, that submarine escape and rescue equipment is designed with the physiological and psychological limits clearly in mind.

The prospects of shipwrecked men have been much improved by recent researches into survival equipment and rations. At the Royal Navy Physiological Laboratory new knowledge is being gained in the domain of submarine and diving medicine and very valuable work has been done on the effects of underwater explosions.

Investigations into other aspects, climatological and in the matter of equipment, are also being carried forward. At the Tropical Research Unit Station at Singapore, studies are being made of the tropical climate and its effects on living conditions and working efficiency. Under the guidance of the Medical Research Council work on equipment design and the psychology of equipment operation is being pursued in the Universities of Oxford and Cambridge.

In all these projects Naval Medical Officers are playing an active part. The experience which these officers are gaining of research methods will ultimately be of considerable value to the Services. The Medical Department also keeps in close touch with research which will help to protect the Fleet against atomic, chemical, and biological warfare.

Other developments are taking place. Helicopters will be brought into service in the Fleet for search which will help to protect the Fleet against atomic, chemical, and biological warfare.

The Minister for the Navy (the Hon. Jos. Francis) announced on 21st March that the Australian destroyer "Bataan" would return to Sydney at the end of June from Korean waters, in which she has been serving with United Nations forces for the last nine months. She would be relieved by the Australian frigate "Murchison."

Mr. Francis recalled that "Bataan", commanded by Commander W. D. M. Marks, R.A.N., and the Australian frigate "Shoalhaven," commanded by Commander I. H. McDonald, R.A.N., were on occupational duty in Japan when North Korean

H.M.A.S. BATAAN TO RETURN HOME FROM KOREA

he made a signal to the Naval Board saying that he had visited the Australian ships and had found their companies in fine fettle and, as expected, always ready for anything.

Mr. Francis said that he knew the people of Australia were proud of the reputation their ships had won.

He also knew that the officers and men of "Bataan" would, on their arrival home, receive a similarly warm welcome to that accorded the officers and men of "Shoalhaven" who were greeted by large crowds when they marched through Sydney.
STABILISING SHIPS AT SEA

CAN A VERY MATERIAL REDUCTION IN THE ROLLING MOVEMENT OF A SHIP IN CONFUSED SEAS BE MADE? A FIRM OF BRITISH MANUFACTURERS AND DESIGNERS SAY IT CAN, AND, WHAT IS MORE, THAT A DEVICE INVENTED FOR THAT PURPOSE IS NOW IN COURSE OF ADOPTION.

The stabilising— the prevention or reduction of rolling—of ships at sea has, one can well imagine, exercised the mind of the boat designer and the mariner ever since the art of seafaring first began. In an attempt to overcome this perfectly natural but wholly undesirable feature of seacraft, various devices have been invented and tried. The experience of the centuries has shown that, until lately, there has been little ground for believing that adequate means of stabilisation ever would be found.

The fixed bilge keel with which practically every ship is equipped today provides a case in point. The degree of success obtained by the fixed bilge keel has never been more than moderate.

The same may be observed with regard to the gyro stabiliser and the anti-rolling tank. Not only do these installations, unquestionably, add great weight to the ship, occupy large space, and incur high costs, but their efficacy is said to be little more than negligible.

However, successful stabilisation has, in at least a large degree, at last been achieved with the Electro-Hydraulic Denny-Brown stabiliser.

It can now be disclosed that during the last war the British Admiralty equipped a large number of H.M.'s vessels with Denny-Brown stabilisers, in order to reduce rolling movement to a minimal degree and keep the ships on an even keel. The gain in the accuracy of the gun crews and the general comfort of the ship’s complement is well known. The argument is not to be invalid, for actually the reverse is the case for two reasons. In the first place nothing is more unpleasant than to have the vessel roll in an unsteady manner, and it is only too well known that the waves of an undisturbed sea conditions the ship may roll against the sea, and that in these conditions the waves are not ed as striking the ship. In this respect also, the stabilised ship will be at an advantage. Reports are on record of stabilised ships being comparatively dry and able to maintain speed when other un stabilised vessels proceeding with them have had to reduce speed considerably. It is also on record that the use of the stabiliser reduces yawing and helps to retain control, especially in following seas.

Let it be explained here that the stabiliser does not eliminate the rolling of the ship utterly. It does, however, reduce the movement to the major extent that the small movement remaining is not objectionable.

“Whenever the ship is under way and it is desiderable to stabilise, the fins are rotated through a moderate angle synchronously and in opposite senses. If the starboard fin is angled so that the leading edge is upwards, while the ship is moving ahead, the action of the water on the fin produces two forces, one tending to impose the motion of the ship, and the other exerting an upward force on the starboard side. A force tending to raise the starboard side, and therefore obtained. If the port fin is simultaneously angled so that the leading edge is downwards, then the same causes pro-duce a downward force on that fin, tending to depress the port side. A righting moment is thus obtained varying with the total area of the fins, the angle through which they are rotated, and the speed of the vessel. To obtain the desired effect, i.e., the damping down of the ship’s roll, it becomes only necessary to oscillate these fins in such a way that their effort is continually exerted to produce the correct righting moment on the ship at the correct time.” The stabiliser, is, of course, controlled from the bridge.

The performances of the stabiliser at sea must, clearly, also be considered. The experience of the device expressly acknowledged the encouragement and help they have received from naval quarters. Very satisfactory reports, we believe, have been received from many ships, and it is fair to say that the stabiliser has had an opportunity on all counts—installation, sea conditions, and personnel—to prove what it is claimed to be, and it has amply substantiated that claim. The Denny-Brown stabiliser will certainly be adopted by many shipowners.

Apart from certain dockgate men, the art of throwing a heaving line is not over-well learned by seamen. Yet possibly nothing can be more frustrating than to see the line bounce off the edge of the quay and slip into the water when many masters feel that the most important thing in the world is to get their bowrope on to a shore bollard.

Where boats are available for running mooring lines, the problem of getting the first line ashore is not so difficult. But there are ships which are called upon to berth alongside each other in open roadsteads and where it is essential that the ship must be laid close enough to throw a heaving line across. In such circumstances accidents do happen and damage is incurred.

A member (of The Mercantile Marine Service Association) suggests that an air rifle could be designed for line throwing, say with a hundred yards range. For ships that have to berth upon one another the suggestion is worth taking up and perhaps the makers of the Cosin gun or rifle used during the war will consider the idea.

There are, of course, other line throwing apparatus available, but these depend on an explosive charge which prohibits their use in some ships.

—Mr. Alfred Wilson in “The Merchant Navy Journal.”

HEAVING LINES

Keep a Good Lookout

FOR THE NEXT ISSUE OF

The Navy

May, 1934.
ANNIVERSARY OF THE CORAL SEA BATTLE

On 4th May, 1942, opened a five-day battle that was destined to be probably the most decisive naval and air engagement of the whole Pacific War—the Battle of the Coral Sea, in which American and Australian forces joined in battle to throw the Japanese in the Battle of the Philippines, when his forces covered the landing of General MacArthur's army on Leyte.

This distinguished battle winner proved not only a worthy envoy of America, but also a delightful and reassuring visitor. Speaking at a Civic Reception in his honour by the Lord Mayor of Sydney (Ald. O'Dea) Admiral Kinkaid said that, in his opinion, "war was far removed." He added: "We have got to understand what is going on, plan our peace and think clearly and get rid of this fear idea. There is no doubt what will happen in the future if trouble does come."

TRAINING SHIP "CONWAY"


"Few ships of the nautical training service are better known to seafarers of the British Mercantile Marine than H.M.S. Ship Conway. We have at last had the supreme satisfaction of seeing the United Kingdom's Merchant Navy grow again into the world's largest, for indeed it now leads, numerically at any rate, the fleet of any other nation. Men of great character have built up this maritime supremacy in the world, and it is from the training influence of such ships as the Conway that have come down to us those traditional qualities that have helped us to win and maintain it."

At the Ninety-third Annual Meeting of the Mercantile Marine Service Association, held in Liverpool last year, Sir John Nicholson, a member of the committee of management of H.M.S. Ship Conway, was asked to say a few words concerning the history and influence of this training school for boys qualifying for officers of Britain's Mercantile Marine.

After pointing out that the Conway had been on the move since its inception a matter of 41 miles from Bangor to Port Dinorwig, Sir John said that just before she was moved her late Captain in Charge, Captain Goddard, "had spent many months surveying the ground where she was to lay and planned with enormous care her new moorings, for it was a prodigious thing to moor a ship of that size in a tidal waterway. When the plan was at last made, and the Conway, with great courage, took command of the ship for what may prove to have been her last voyage. With the aid of two tugs, the Conway, as a mooring craft belonging to the Salvage Association, he brought her safely through that very dramatic passage, the Swellies, where there was plenty of water underneath, but little on either side, having to choose a high spring tide, with a brief period of slack water to successfully accomplish the journey."

Sir John went on to say that "it was indeed a most fitting climax to Capt. and Mrs. Goddard's 15 years of splendid service to the ship. When Capt. Goddard retired in October last, his place was taken by Capt. Hewitt, an ex-Conway and Royal Mail office. He, in turn, having been Captain of the Conway, was asked to say a few words on the occasion. Speaking at a Civic Reception in his honour by the Lord Mayor of Melbourne, various luncheons and balls and other public gatherings in Sydney, and talks in schools, by visiting speakers, on the importance of the Coral Sea Battle in our national history.

Guest of honour on this commemorative occasion, by invitation of the Australian-American Association and the Commonwealth Government, was Admiral Thomas C. Kinkaid, who, as commander of the United States Task Force in the battle, later received the American Distinguished Service Medal for his "aggressive leadership and determined action."

Admiral Kinkaid, as commander of the United States Seventh Fleet, heavily defeated, in 1944, the Japanese in the Battle of the Philippines, when his forces covered the landing of General MacArthur's army on Leyte. The coming into operation of the International Convention for the Safety of Life at Sea, which was held in London in 1948, has been in course of postponement from January 1951 (the date scheduled) as the necessary number of Governments have not yet formally ratified the Agreement, the delay is not expected to be of lengthy duration, but should be by now almost at an end, when the terms of the agreement will at once come into force.
OFFICERS' UNION, PROMPTED BY THE ALIENS IN BRITISH SHIPS

The General Secretary of the Tennant, illuminately focuses at N.E.O.U., Mr. Douglas S. adequate safeguards—the means have been defeated enemy countries indefinitely, and, consequently, some British shipping companies to employ ex-enemy aliens as officers in their ships.

The broad tenor of Mr. Tennant's authoritative comment calls for serious thought and is as follows:

"It is apparent that, only some four years after the end of the Second World War, the problem of German and Japanese shipping competition is beginning to take shape again. Even the port authorities, the ports outside the United Kingdom, any other officers’ can be aliens. The only check in the case of foreign-going ships is, of course, over the manning of British ships, the majority of whose crews are British seafarers, may pick up items of information about tactics employed in the last war, and may even gain access to such knowledge, which could be turned against the Merchant Navy with damaging effect. No one can possibly imagine that the ideas of all Germans towards this country are warmly grateful.

That the Board of Admiralty is well aware of the need for adequate defence of our Merchant Shipping against any potential enemy wouched for by Captain W.H. Coomes, C.B.E., President of the Officers' (M.N.) Federation, it obviously cannot be expected, he writes in the Merchant Navy Journal, "to divulge what steps have been and are being taken satisfactorily to cope with any forseeable menace to the shipping of the free nations, particularly as we are no longer the only great power charged with the responsibility. The Navy League . . . can be relied upon for keen vigilance and public instruction on the need for adequate naval strength, and the Officers' Federation and its constituent organisations can equally be relied upon to keep in touch with the Admiralty and Ministry of Transport on related matters in which the Officers of the Merchant Navy are very particularly concerned."

R.N. CRUISER FORCE.

The plan for the re-equipment of the R.N. cruiser force is well advanced. With the cross of the Atlantic from America's west coast, he said, were particularly severe, and an increase in freight rates might induce shipowners to send more ships here. Meantime, American products such as oregon timber, bulldozers, and other earth-moving equipment, and machine tools sent to the United States can be purchased with almost any foreseeable menace. Lines of ships of the free nations are therefore being sent to the United States, to provide—under the provisions of our domestic legislation, the only great power charged with the responsibility.

"Birmingham," "Newcastle," and "Newfoundland" are now in hand. The chairman of the inquiry made in the House of Lords last year, that the Lloyd Triestino Line's new 13,000-ton motor ship "Australia" is the company's first post-war-built ship.
Masters blamed for disaster.
The U.S. Coastguard Administration, on 2nd April laid responsibility for the sinking of the U.S. naval hospital ship “Benevolence” on August 26, 1950, with the loss of 32 lives, on the master of the “Benevolence” and the master of the “Mary Luckenbach.”
The report on the finding cited the excessive speed of both vessels as the basic cause of the disaster, which occurred just outside the Golden Gate, San Francisco,” and recommended that the master of the “Mary Luckenbach” be charged with allowing his ship to proceed at an unlawful speed. No recommendation was made by the Coastguard regarding the captain of the “Benevolence” as he is under naval jurisdiction.

Revival in Japanese shipbuilding.
In a survey of shipbuilding in Japan since the war, issued in March, the Tokyo Newsagency says that Japanese shipyards have built or are building 43 ships for foreign countries. Japan’s annual shipbuilding capacity at present is estimated at 450,000 tons. Post-war income in Japan from shipbuilding amounted to $5 million U.S. dollars.

Big shipbuilding order.
The Royal Dutch Shell oil group is reported to have ordered 31 oil tankers from British shipyards. This is one of the biggest orders ever given to the British shipbuilding industry. Fifteen somewhat similar tankers are also to be built in Holland for the group. The whole programme totals 900,000 tons.

New Orient Liner.
The Orient Line announced recently that it will build a new 38,000-tonner for the English-Australia run. It expects to despatch the liner on its maiden voyage some time in 1953.

Long tow ends.
The P. and O. freighter “Palana,” holed by rocks off Mackay, on the Queensland coast in February last, reached Sydney on March 24 to undergo repairs. The 918-mile-long tow proved a slow and adventurous one. On one occasion the “Palana” and her tugs, among them the H.M.A. tug “Reserve,” encountered a 30 m.p.h. gale during which the 200-fathom-long tow chains were in imminent danger of parting.

Japanese shipping reorganised.
Latest reports indicate that Japanese shipping is being reorganised at a fast rate in a number of big groups. Nearly a dozen have been established up to now, of which the group headed by the Osaka Shosen Kaisya is by far the biggest. The group gathered round the former national company, the Nippon Yusen Kaisya, is now only third in size and importance.

Deep-water wharf for Dar-es-Salaam.
The Belgian authorities are cooperating with the British in the development of the line to East Africa. Dar-es-Salaam, building a third deep-water wharf solely for the rapidly expanding trade of the Belgian Congo.

Air pilots wanted by R.N.
The Admiralty wish it to be known that their recent announcement offering four-year engagements to civilian pilots is still open and has not been cancelled by the Government’s decision to re-enter a number of Naval Officers (including Pilots) for eighteen months.

There has already been a good response to the invitation covering half of the existing vacancies, and some 90 other enquiries have also been received.

The commissions will normally be for four years, but may extend for six years in some cases. They carry the new improved rates of pay and flying pay and a gratuity will be granted at the end of the commission, e.g., £700 for four years. The maximum age of entry is 33 years.

Pilots still wishing to apply for entry under this scheme should make application to the Secretary of the Admiralty (C.W.722), London, S.W.1.
13 HOURS ON ICE-FLOE AFTER TRAGEDY

This picture, which reached Sydney recently, shows the Anglo-Scandinavian Antarctic Expedition's ship "Norsel," blocked by ice at the expedition's winter quarters at Maushheim. It was taken shortly before disaster struck the expedition.

The man on the left, John Jelbart, an Australian doctor, the man in the centre, Bertil Ekstrom, a Swedish mechanic, and a third man, a R.A.F. corporal, were drowned.

The man on the right, Stig Hallgren, a Swedish photographer, was the only survivor of the accident. He tells his story in a dispatch answering call from the barrier where ice- at the other three men aboard.

foot ice barrier with himself and drowned.

The man rw the left, John Jelbart, an Australian doctor, the man in the centre, Bertil Ekstrom, a Swedish mechanic, and a third man, a R.A.F. corporal, were put under an oral method in their respective fields as fire fighters.

Mr. Williams explained that water fog is better suited to de-watering a knockout punch to the liver a knockout punch to the field as fire fighters. It can be built up. Supplementary to this work, a simpler form of conversion which—without the refinements—will give us ships effective by means which Britain's ocean-going anti-submarine forces can be built up. Supplementary to this work, a simpler form of conversion which—without the refinements—will give us ships effective by means which Britain's ocean-going anti-submarine forces can be built up. Supplementary to this work, a simpler form of conversion which—without the refinements—will give us ships effective by means which Britain's ocean-going anti-submarine forces can be built up. Supplementary to this work, a simpler form of conversion which—without the refinements—will give us ships effective by means which Britain's ocean-going anti-submarine forces can be built up.

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R.N. SHIPS IN KOREA.

In an explanatory statement issued in conjunction with the presentation of the Admiral’s Viscount Hall, says that some hostilities began in Korea the following ships of the Royal Navy had taken part in the United Nations operations: 4 cruisers, 2 aircraft carriers, 7 destroyers, and 1 aircraft maintenance carrier, 2 headquarters ships and a number of supporting ships, including the hospital ship “Maine.”

SUBMARINE JUBILEE.

The British Broadcasting Home Service produced a one-hour feature entitled “Submarine Jubilee” on February 2nd in honour of the first 50 years of the British Submarine Service. The programme was written by Malcolm Baker-Smith with the cooperation of Flag Officer Submarines Rear Admiral S. M. Row, C.B.E., and many submariners. Mr. Baker-Smith, who also produced the feature, is an ex-R.N.V.R. Officer. It was on November 2nd, 1901, that the first British submarine was launched. It was known as Holland No. 1.

ADMIRALTY AWARDED SALVAGE EXPENSES.

The Milne Court awarded the Board of Admiralty £16,000 salvage and £8,240 for expenses and damages sustained in salvaging the Ben Line steamer “Benledi” when she caught fire at Malta in February last.

RIVER THAMES EMERGENCY SERVICE.

The Board of Admiralty has renewed the River Thames Emergency Service, established during World War 2, as part of the Civil Defence plans.

A NAVAL OCCASION.

An example of fine initiative was given by the R.N. to accommodate guests to the launching last year at Messrs of the new carrier “Ark Royal.” This was the employment of another large aircraft carrier, H.M.S. “Illustrious,” as a “floating grandstand.” Among the many guests invited by the Admiralty to make use of this novel platform were all the masters of British ships then in port. Later, at the suggestion of the local representative of the N.E.O.U., himself a holder of a First Class Card of Trade certificate, twenty invitations for M.N. chief engineer officers were issued. As time was short, the arrangements for the selection of suitable recipients had to be improvised, but all twenty invitations were taken up. There is no doubt at all that this official recognition of the engine room department has been received with gratification and as a well-merited tribute to the professional standing of engineering officers in the British Mercantile Marine. By the same token, the recognition should also serve actively to maintain the dignity and prestige of engineering officers in regard to all such functions, and those of a like nature, in the future.

ROYAL NAVAL SPECIAL RESERVE.

It is announced in the Admiralty News Summary that the Royal Naval Special Reserve, in which Britain’s National Service men who do not join the voluntary reserve are entered for their part-time service, will commence their training in January, 1952. It is expected this reserve will reach a bearing of approximately 8,000 during 1951-72.

YOUTHS CAN BEGIN TRAINING WHEN 17.

The Minister for the Army and Navy (the Hon. Jos. Francis) announced on 29th March that youths who would become liable to train in the armed services under the National Service Act could, on reaching the age of 17, apply to the National Service Registrar to be registered for training in the armed services instead of waiting until they were aged 18 years. If the Registrar was satisfied that there was sufficient cause for any application he could register the applicant. It was expected, however, that as such an applicant would be, the call-up in September 1951 before he was 17. Mr. Francis also corrected an official statement made in Sydney recently that there would be no question of exemptions from national service training. He said that the only persons exempt were those who were mentally ill or physically unable and those who were theological students, ministers of religion or members of religious orders. Conscientious objectors would be exempt from combatant service but might be required to train in non-combatant units. Students and apprentices, as well as youths who could state compassionate grounds, seasonal occupations and similar reasons, could apply for deferment of their training, but they would not be exempt. All cases of deferment would be reviewed annually.

INDIAN NAVAL EXERCISES.

Lancaster aircraft of the R.A.F. Coastal Command, operating from Ceylon, and the cruiser “Mauritius,” of the British East Indies Squadron, took part in the Indian Naval Squadron’s annual exercises off the Indian west coast. The Indian Squadron returned to India in the first week of March.

ROYAL NAVY SEA-AIR EXERCISES.

Routine sea and air exercises were held by the R.N. in the North-Western Approaches between North-West Ireland and the West of Scotland in mid-February. The exercises were conducted from the Joint Anti-Submarine Station, Londonderry, and the important support were the destroyers “Cromwell” and “Cleopatra,” the frigates “Lion Veyie,” “Lion Train,” and “Loch Fada,” the depot ship of the third class, and the Royal Navy’s destroyers “Mauritius” and “Mauritius” and “Mauritius” and “Mauritius.” Three submarines, together with aircraft from the R.N. Air Stations at Eglington and Ballylusty, Northern Ireland.

CAPTAIN OR MISTER.

In his “Command Notes,” a regular feature of the “Merchant News” by Mr. Alfred Wilson, the General Secretary of the Mercantile Marine Service Association, has something to say on the necessity to preserve the entitlement of “Captain” customarily applied to shipmasters in the Merchant Navy. Mr. Wilson writes:

“An unfortunate tendency has recently been noted in some sections of the Press to refer to shipmasters individually as ‘Mr. so-and-so.’ Whether this is due to a meticulous urgency for accuracy or simply a mistake is not quite clear, but it is one which masters will regret.

“Actually, the prefix of ‘Captain’ is a courtesy title applied, as far as the Merchant Navy is concerned, to those who are in command of a ship. There is no entitlement to it save that of established practice and custom. At varying intervals in the past the masters’ and officers’ representatives have endeavoured to get the title authorised as, it is understood, the Royal Navy has done by an order of His Majesty in Council, but the strenuous efforts have not borne fruit. Nevertheless, the title of ‘Captain’ is universally applied by seafarers to all shipmasters when designating them by name. Whilst landmen may think the title, under these conditions, of little substantive value, the fact remains that it does play an important part in preserving discipline through the prestige it gives the bearer.

“Maintaining discipline at sea must always be a precarious job, depending above all upon the manner of the master, personality, and any practice or custom that helps to make the job easier must be defended. To call the master of a ship ‘Mr. so-and-so’ implies no rank distinction and whilst there may be a good deal to be said for a classless society, this is quite a different thing from rank distinction on board ship.

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PHYSICAL AND BIOLOGICAL OCEANOGRAPHY.

The National Oceanographic Council, recently granted a Royal Charter of Incorporation by His Majesty the King, met at the Institution of Civil Engineers, London, under the chairmanship of the Civil Lord of the Admiralty, Mr. Walter J. Edwards, D.L., M.P., early in February.

The Council consists of thirty members representative of Government departments, the learned societies, the Universities of the United Kingdom, and other organisations interested in physical and biological oceanography and in the science or branch of knowledge connected therewith. Among these members are representatives of the Governments of Australia, New Zealand, and Ceylon, which are giving generous financial support.

The purpose of the Council is the advancement of the science of oceanography in all its aspects. It is the governing body of the National Institute of Oceanography which was founded in 1949 to take over the work of the oceanographical group at the Admiralty Research Laboratory, Teddington, and the work of the "Discovery" and "William Scoresby". The "Discovery Investigations" before the war achieved an international reputation from their work on oceanography in the Antarctic, and particularly in connection with the study of whales.

"The Council confirmed the appointments of Dr. G. E. R. Deacon, D.Sc., F.R.S., and Captain (S) R. H. G. Franklin, R.N., as Director and Secretary, respectively, of the National Institute of Oceanography. Captain Franklin was also appointed Secretary of the Council and Mr. R. C. Dinnie, of the Admiralty, Assistant Secretary of the Council. An Executive Committee, consisting of twelve members under the chairmanship of Mr. W. J. R. Cook, C.B., M.Sc., Chief of the Royal Naval Scientific Service,
Concrete and water were thrown into the air when U.S. Navy Skyraider bombers from the aircraft-carrier Princeton hit the Hwachon reservoir, Korea, with torpedoes.

BOOK REVIEWS


Few ocean-going ventures of recent times have aroused greater public interest than the Kon-Tiki scientific expedition in the Pacific. Challenged to prove his theory that the South Sea islands were first settled in primitive times by people from the west coasts of South America, the author and his five colleagues set sail from Callao, Peru, on a balsa-wood raft they had built themselves. The voyage was to last three months, ending when they stranded on the Raroia Reef after having covered 4,300 miles with the aid of currents and a single square-sail. It was a fascinating journey, filled with unusual interests and of particular value to those interested in ethnology and biology. The book drifts along eventfully like the raft, and in the following quotation we find the key to the particular interests which the average seafarer will have in Heyerdahl's pages.

"The sea contains many surprises for him who has his floor on a level with the surface, and drifts along slowly and noiselessly. A sportsman who breaks his way through the woods may come back and say that no wild life is to be seen. Another may sit down on a stump and wait, and often rustlings and cracklings will begin, and curious eyes peer out. So it is on the sea too."


A collection, eminently successful, of all the different kinds of known rope splices. The illustrations of the separate formation stages of each splice are unusually clear, and the accompanying text has that clarity which leads to an easy understanding not only of the making of each particular splice, but also of the particular uses to which each may be put.

RELIEF SHIP FOR ANTARCTIC EXPEDITION.

The 5,000-ton Australian-built ship "River Fitzroy" left early in May for Macquarie Island, with supplies and a relief party for the Antarctic Expedition in quarters there. The "River Fitzroy" was selected by the Naval Board to replace the L.S.T. H.M.A.S. "Labuan" as no other vessel was available. The "Labuan", it will be recalled, broke down when returning from the Antarctic in January, and was towed into Gage Roads, Fremantle.

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BRITAIN'S ROYAL FLEET RESERVE

THIS STATEMENT, ISSUED BY THE "ADMIRALTY NEWS SUMMARY", CONVEYS THE SEA LORDS' MESSAGE TO MEN CALLED UP FOR SERVICE IN THE ROYAL FLEET RESERVE.

Royal Fleet Reserve ratings who wish to put their names down for early call-up should notify the Commodores of their depots, the Admiralty stated on February 11th. The response was immediate. In a short time a number of British ratings had already written expressing their willingness to undertake further service if required.

Towards the end of February notices of call-up were issued by the Board of Admiralty to men in the Royal Fleet Reserve and with each went a letter from their Lordships in the following terms:

"The Royal Navy, as every man who has served in it is proud to remember, has never failed to meet the tasks required of it by His Majesty's Government.

"Since the end of the last war the size of the Navy has progressively reduced, and the manning standards of the Fleet were reduced to the barest minimum. This was acceptable only so long as the international situation remained stable, and the safety of our own country and our friends was reasonably assured.

"More ships and aircraft must be commissioned, the state of readiness of ships in the Reserve Fleet must be advanced, and other items, such as seaplane defences, stores and equipment, must be overhauled to a higher degree of efficiency.

"This means a sudden expansion of our manpower requirements and the requirements are for trained and experienced personnel. This training and experience is only to be found in the Fleet and the Reserves, and the total numbers of additional men required must be met from these two sources.

"The result is that 6,000 men are being called up from the R.F.R., and active service men are being retained after the expiry of their engagements.

"The selection of the 6,000 reserve men is being made only after a careful survey of the skills and experience required, the deficiencies of the various branches and the qualifications of those who are prepared to be called up early. To select 6,000 men for actual service on any other basis would not solve the urgent manning problems of the Navy, but would only create new ones.

"As a Reservist you are being called up because the Service needs to make immediate use of your training and experience. The Admiralty is confident that you can undertake upon to accept the inconveniences involved, and to play your part in assisting the Navy to reach that state of preparedness which is called for in these difficult times."

This is no trick picture!

THE TANKER ATLANTIC DUCHESS WAS CUT IN HALF BY ENGINEERS AFTER IT HAD BEEN DAMAGED BY AN EXPLOSION. THE HALVES WERE BURIED SIDE BY SIDE IN SWANSEA DOCKS WHILE THEY WERE MADE WATERPROOF.

MORE NEW CADETS FOR NAVAL COLLEGE

A FURTHER BATCH OF BOYS FROM ALL THE MAINLAND STATES OF THE COMMONWEALTH HAVE BEEN SELECTED FOR TRAINING AT THE ROYAL AUSTRALIAN NAVAL COLLEGE.

ON the 20th March a further selection of boys joined the R.A.N.C., Flinders Naval Depot (Victoria), to undergo a two years' course at the College as a first step in their careers as permanent officers of the Royal Australian Navy. They would supplement the normal thirteen years old entry under which boys stayed at the College for four years.

In announcing this on the 20th March the then Minister for the Navy (Hon. J. Francis) said that there had been a good response to this new entry into the Royal Australian Navy and that he was certain that when this opportunity for a career as a naval officer became more widely known it would attract many more boys. Mr. Francis explained that the intermediate entry was open to boys aged between 15 and 16 years, with an educational qualification equivalent to the possession of the Victorian Intermediate standard.

After completing the two year course at the Royal Naval College they will go to the United Kingdom as cadet midshipmen, for training in a Royal Navy cruiser and at naval establishments in Britain. On completion of three and a half years training abroad they will return to Australia as sub-lieutenants.

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

SPECIAL CADETSHIPS.

CRAIG, George Richard, West Brunswick, Vic.; University High School, Queensland; BETTS, Lynn Frederick, Mascot, N.S.W., Sydney Technical College, N.S.W., Bristol Wireless, Williamstown, Victoria; TILLY, Graeme John, Cottlesloe, W.A., Perth Modern School, W.A.

ORDINARY CADETSHIPS.

Queensland.


Western Australia.

THE "TREVASSA" TROPHY

Few stories of the sea has elicited so much interest, both at the time of its occurrence and since, than the classic boat voyages of the "Trevassa."

In June, 1923, the Trevassa, when bound from Australia to the United States, undertook a voyage of 1,000 miles to the west of Fremantle. Two of her boats got away, one under the command of the captain, the other with the chief officer in charge.

The captain made for Rodrigues Island, 1,336 miles distant, which was covered in 23 days from the time of abandoning ship. The chief officer, in turn, headed for Mauritius, where he landed after sailing 1,747 miles in 25 days.

Two of these boat journeys were, at the time, believed to be the longest made since Captain Bligh of the Bounty performed his famous voyage of over 3,000 miles and a half thousand miles from the Tongataboo islands to Timor in 47 days.

The seamanship displayed by the Trevassa's master, officers and crew caught the imagination of Mr. E. Cock, Chief Manager of the Hong Kong and Whampoa Dock Company, and then Commodore of the Royal Hong Kong Yacht Club, that he presented to the Club a silver model of the captain's lifeboat complete with sails, rigging and oars, as a memorial of the achievement and as a trophy to be raced for each year by the merchant ships in Hong Kong. Standard lifeboats only, as fitted in merchant ships, were allowed to enter, and in the course of the race both sails and oars could be used to propel them along the 33 mile long contest from Channel Rocks, round the Kowloon Rock, and across the harbour to the Club's finishing line.

Every year, and sometimes twice a year, since then (except, of course, during the war) the Trevassa Trophy Race has taken place, under the auspices of the Royal Hong Kong Yacht Club. It is hoped that each year will see an increasing interest in the race and that boat crews from ships of all flags will take part. The organisers have also recently introduced the presentation of a suitably inscribed shield to each winning crew as the trophy itself has to remain with the ship's agents.

SOVIET WARSHIPS REPORTED AT SHANGHAI

Press reports from the Nationalist Government Newsagency at Taipéh, Formosa, indicate that nine Soviet gunboats and three landing craft had arrived at Shanghai, Port Arthur and Dairen, the Soviet ports on the Pacific coast.

A NEW ROAD BY LONDON RIVER

The London County Council has approved a plan to drive a broad road between the Tower Bridge and the Surrey Commercial Docks, although it will mean the demolition of a large number of small houses.
The main news of this quarter is concerned around the visit of the Canadian Cruiser “Ontario”, which was made in response to an invitation of the Commonwealth Government as part of the Jubilee Celebrations marking our fifteenth year of Sea Cadet. This visit was of special significance to the Australian Sea Cadets, as aboard the “Ontario” was a party of Senior Royal Canadian Sea Cadets who were fortunate enough to be selected to represent each province of Canada. The passage and victualling was supplied to the Cadets by the Royal Canadian Navy and the uniforms and pocket money by the Royal Canadian Sea Cadet Corps.

Cadets from all local Units formed a Guard of Honour for the Lieut. Governor at the unveiling the memorial at Cabarita on 9th May. The Lt. Governor remarked on the fine appearance of the Cadets.

T.S. “Warrego”.

“Warrego” is still enjoying the services of Mr. Tiley, who has made a great difference to the premiers and is fast becoming “Nautical.”

T.S. “Zinc”.

The Divisional Executive Officer visited “Sirius” on Saturday, 21st April and lectured the Cadets on general subjects. Acting Leading Seaman Moon was confirmed in rating after examination at Divisional Headquarters. “Sirius” Local Committee is on the job looking after the welfare of the Unit.

T.S. “Beatty”.

“Beatty” continues to increase its membership. Now the Unit has collected its quota of training equipment, the Cadets should become very efficient. “Beatty” is fortunate in having the services of very keen and efficient instructors to help them along.

They sailed from Australia with very happy memories and full of praise for the Sea Cadet Corps in Australia.

“Sydney” Training Depot is still “showing” the way in the sailing races. The continual “winning” of these races, will create keen rivalry with all cadets to outdo the idea of how to run the “fox” to earth, so we can expect some ingenious inventions.

T.S. “Australia”.

Repairs are being carried out by the personnel of this Unit. Camps are being held on board and proving successful. By holding these camps on board Units find they are able to cope with the instructional programme, and at the same time maintain the premises is practicable without interfering with the syllabus.

T.S. “Perth”.

“Perth” is progressing in strength and quality of Cadets. The Unit has a very good publicity set up in the form of Miss Commander Blackburn, D.S.O., and the Ship’s Company of the ill-fated H.M. Submarine “Alfray” of the Royal Navy. In the absence of “Perth” Hon. Chaplain, the Rev. A. E. Beegie, the service was conducted by the Rev. W. B. Fletcher, who gave a very impressive address on the glorious deeds of the Navy, Army and Air Force, particularly those who gave their lives in the 1914-1918 and 1939-1945 wars. As we stood attentively listening to the address we could hear the “ANZACS” and our glorious dead is your proud heritage.

Some of the highlights of the visit were the welcome given to the cadets by the people of the town, the visit to the training depot and the training grounds, and the visit to the naval base. The welcome given to the Cadets was very impressive, and the Cadets were very happy to be able to visit the training depot and the training grounds.

The Unit was also able to visit the naval base, and the Cadets were very impressed by the facilities available. They were also impressed by the attitude of the personnel and the way in which they conducted themselves.

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**MINE SINKINGS.**

During the four-year period from the beginning of 1946 to the end of 1949, 93 vessels were sunk by mines, and another 31 damaged, according to statistics compiled by the American Merchant Marine Institute. The Institute's statistics show the casualties in three areas: European waters, the Mediterranean and the Far East. It details 78 vessels as sunk or damaged in European waters during the four-year period, the worst year being 1947 when 27 ships in those waters were mined. In the Mediterranean, there were 13 casualties in 1946, 8 in 1947, 7 in 1948, and one in the first ten months of the year 1949. The Far Eastern waters were the least affected, with only 14 vessels sunk or damaged over the entire period. In 1946, 6 ships went down after striking mines, and one vessel was damaged.

**MAORIS CELEBRATE ARRIVAL IN N.Z.**

The Maoris recently held great celebrations in New Zealand to mark the sixth century of their ancestors arrival in that country in nine large canoes. The Maoris, of course, are Polynesians, and they have a tradition that their ancestors migrated from the island of Hawaii, which has been identified with Hawaii. With a language that is rich and sonorous, well adapted for poetical expression, and being passionately attached to music and song, the Maoris' make their celebrations memorable events.

**RETURN TO TALLER FUNNELS ADVOCATED.**

Sir Murray Stephen, the Lint-house shipbuilder, has advocated a return to the old-fashioned taller funnel in merchant ship design. He contends that the taller funnel will overcome many difficulties now experienced with funnel gases and half-consumed fuel blowing down on the boat deck.

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**MAJOR NEWS.**

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RADAR SHOULD BE AN AID, NOT A DANGER.

In Britain, as also in America, concern continues to be expressed that radar-equipped ships at sea do not always comply with the good practice known as the "Rule of the Road." The fact is, the introduction of radar, though unquestionably a great boon to the navigator as an aid to navigation, has inevitably created navigational problems that necessitate urgent attention and the earliest possible solution in which the utmost care should be taken to establish principles which would enable the greatest potential value and legitimate application of radar to be established without waiting for casualties. Nothing could be more sincerely stated, and it cannot be doubted that such an opinion will have the concurrence of every right-thinking seafarer.

However, probably the clearest expression so far given regarding this matter, pointing as it does directly to the avoidance of radar collisions in fog, is that by Captain W. H. Coombs, C.B.E., President of the Officers' (M.N.) Federation. In the Winter, 1950, issue of the Merchant Navy Journal, he says:

"The introduction of radar has inevitably created new navigational problems, particularly with reference to the application of the Rule of the Road at Sea. It follows that many thoughtful navigators have expressed their views on practices calculated to enable radar-equipped ships safely to navigate at greater speeds in fog than the existing law permits. At least one 'expert' writing with considerable authority has suggested techniques which, for example, hint that in certain 'collision situations' a slight alteration in helm would be good practice." Having regard to the fact that the Admiralty Court has time and time again stressed the advisability of the give-way ship altering course "randomly," the Council of the Officers' Federation feel under a duty to federated Shipmasters and Navigators to warn them, that the introduction of radar has in no way lessened their obligation to all concerned to adhere to the regulations for the prevention of collisions at sea. It will be recorded that the International Safety at Sea Conference, 1948, stressed that point in a recommendation to which attention has already been drawn in the columns of the 'Merchant Navy Journal'.

"Radar is unquestionably a great boon to the Navigator as an aid to navigation, but it cannot be stressed too often that its availability in no way relieves the Navigator of his duty to comply with the 'Rule of the Road'."

"It is a welcome sign that much is being written by practical men in this connection on the new problems which the use of radar presents. As, however, there is a tendency, not confined to seamen, to regard the printed word as 'gospel', I strongly recommend all those with certificates at stake, to avoid confusing well intended expressions of opinion, with authoritative advice or instruction. "The only instruction I know of is to be found in the 'Rule of the Road'—and legal decisions based thereon—and the only authoritative advice in relation to the use of radar, that of the 1948 Safety Conference, which in effect says, 'stick to the Rule of the Road' and this means Article 16 as well."

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is Your Guide to Naval Affairs

"ORONSAY" FITTED WITH RADAR

The new Orient liner "Oronsay", which arrived in Australia on her maiden voyage recently, is equipped with the latest Marconi Marine radar, direction-finding and echo-sounder apparatus to assist in her navigation under all conditions of visibility. Her radar equipment is a "Radiolocator," and for accurate long-range bearings on shore radio beacon stations she is provided with a "Lochsounder" direction-finder. The echo-sounding installation fitted in the ship is the Marconi Marine "Visigraph," a combination of the "Seavisa" and "Seagraph," the former providing the Navigator with a visual "fath" indication of soundings, while the latter traces on specially-prepared paper a permanent, undistorted contour picture of the seabed along the vessel's course. Permanent Marconi Marine lifeboat installation, each comprising a transmitter and receiver, are fitted in the "Oronsay"'s two-motor lifeboats. 
If you have ever seen a band of the Royal Australian Navy marching through a city street you will understand why the Navy holds its bands in such high regard and affection.

A naval band on the march presents a vivid picture of panoply and pomp, and, as you watch it, you will, unless you are a very dull fellow indeed, experience a sudden quickening of the pulse and a lightening of the step which you probably could not explain even if you wanted to.

There is something about a marching band that reaches right down into the heart, something primitive and perhaps almost barbaric, something that made our early ancestors fashion drums and tom-toms from the skins of animals they had slain so that they could express and listen to the rhythm and the feeling for rhythmic sound that was born in them. This feeling has persisted and grown in generation after generation of the human race and will doubtless persist until the end of time. It is one of the fundamentals of the human make-up.

A band of the Royal Australian Navy appeals to the senses both through the ear and the eye. First, perhaps a long way off, you hear the beating of drums and the high-pitched trill of the bugles. Then, as the band comes into sight, you see the magnificent figure of the drum-major, striding with great show and dignity, twirling his heavily jewelled silver-topped mace, the symbol of his office, to his long, white gauntlet, kid-gloved hands. Then the lines of drummers, with their gayly-painted, corded drums, keeping time and step with wonderful union and precision.

And then the big-bass drummer, another magnificent figure, wearing over his uniform a huge full-length tiger-skin shot by an Indian Maharajah. When Earl Mountbatten was Viceroy of India, the Maharajah presented him with 20 of the best tiger-skins they had obtained during the year and asked him to send them on their behalf to the bands of the Royal Navy, which are provided by the Royal Marines. The Royal Marines kept some of the skins themselves and gave others to naval bands in other parts of the British Commonwealth. The tiger-skin of the Flinders Naval Depot Band, which is one of its proudest possessions, was shot by the Maharajah of Bikaner.

Although there are no Royal Marines in the Royal Australian Navy, the uniform of R.A.N. bands is almost exactly similar to that worn by their bands. It consists of a resplendent blue and scarlet jacket and trousers, brass buttons, a beautifully shaped white helmet with brass fittings and white waist and shoulder belts.

When a naval band is marching and the sun is shining on its highly-polished instruments it makes a splendid sight.

Recognising the importance of role of bands in the Royal Australian Navy the Naval Board has recently approved comprehensive plans for their improvement and development. Last year it organised its teaching methods at Flinders Naval Depot and established a School of Music there. The School, modelled on the Royal Marine School of Music at Deal, Kent, is at present directed by Commissioned Bandmaster C. G. McLean, D.S.M., L.R.A.M., L.R.M.S., whose brother, Captain R. A. McLean, L.R.A.M., R.M., is Director of the School in England.

Commissioned Bandmaster McLean joined the Royal Marines as a boy 25 years ago and qualified as a bandmaster in 1933. After he had been awarded the certificate of the Royal Academy of Music in the same year he won one of the silver medals presented annually to the four best students of schools of music by the Worshipful Company of Musicians.

Members of a naval band must be able to play ceremonial, orchestral, dance and chamber music, and members of R.A.N. bands are now being trained in all those departments at the School of Music at Flinders Naval Depot.

The Depot band, itself, is kept very busy. It plays at four parades every day, and combinations from it play four evenings a week at the dance of the ship's company, at the cinema and at the Wednesday night ward room dinner. The band also plays for the church service on Sundays.

It also, from time to time, leads matches of servicemen through Melbourne, and plays at dinner parties at Government and private houses and at Government and other similar functions. Besides the band at Flinders Naval Depot, there is a band in H.M.A.S. "Sydney," flagship of the Australian Fleet. The Naval Board has approved the purchase of complete new sets of instruments for each of them. Eventually it is hoped to provide bands not only for H.M.A.S. "Sydney," but also for the cruiser H.M.A.S. "Australia" and the R.A.N. Air Station H.M.A.S. "Albatross".
SUNDAYS AT SEA

Dealing with some appropriate adjustments made to the National Maritime Board's Agreement in respect to Sundays leave and leave abroad for Navigators and Engineer Officers of the Royal Navy.

It is not always easy for seamen to keep themselves abreast of matters affecting them in their profession. This fact often works to their disadvantage; all too often, for instance, anomalies in working conditions arise, for it is only after agreements have been put into practical operation that any anomaly can be seen. A case in point was provided by the circumstances arising from the National Maritime Board's "Sundays at Sea Agreement." With special reference to this agreement Mr. Douglas S. Tennant, General Secretary of the Navigators' and Engineer Officers' Union, reported in a recent issue of the "Merchant Navy Journal" to the following effect:

"When this agreement — the Sundays at Sea Agreement — was first put into effect," writes Mr. Tennant, "it established an important principle which previously had not been recognised. Nevertheless, there did arise circumstances in the operation of the agreement which showed that, to put it no higher than on the basis of equity, further adjustments should be made. The first adjustment provided for the members to have 9 hours of leave at sea on Sunday in order to qualify for the extra leave under the agreement instead of the full 24 hours of the Sunday in question. This was a decided advantage and was welcomed by all concerned. The second adjustment was in connection with the keeping of anchor watches on Sundays. There was much confusion in the minds of many people as to whether or not anchor watches kept on Sundays should qualify for the half-day's extra leave. This matter the N.E.O.U. took to the National Maritime Board and eventually had appropriate adjustments made to the agreement."

"After these two improvements had taken place there still remained, however, the provision which allowed leave earned under this agreement to be given arbitrarily in ports abroad. This aspect of the agreement had caused dissatisfaction on a very wide basis, and I am glad it is now possible for me to announce the appropriate alteration. From the 16th July, 1950, the wording of the agreement is altered to read as follows:"

"The leave may only be taken when authorised by the Master or accredited representative of the Owner, and can be given in the U.K. to suit the convenience of the ship or abroad in accordance with the terms of Note (c) below:"

"Note (c): The seafarer cannot be compelled to take extra leave due under this Agreement at a port abroad, but if in fact he accepts shore leave by mutual consent for the specified minimum period or longer, then such time shall count as the extra leave under this Agreement.

"I would draw your attention to the contents of these two paragraphs as, short of their trimmings, they really mean that as from 16th July an officer cannot be compelled to take this leave in ports abroad, but he will be able to arrange for the leave to be taken in a port abroad by mutual agreement with the master. I think this improvement will be appreciated."

FIRE ABOARD SHIP

The greatest, most persistent and most ruthless enemy of a seagoing vessel and its crew is fire. It is true that a ship cannot run without some form of fire, but when a fire exists in an uncontrolled state due to some careless act on the part of a member of the crew it could well mean disaster to a fine ship. The fire-fighting equipment on board USNA vessels is adequate to deal with a fire quickly when a fire exists in an uncontrolled state. However, it is equally certain that fire can happen anywhere at any time and it is therefore necessary to take all necessary precautions to avoid a fire existing in an uncontrolled state.

(a) Know the location and use of all the fire-fighting equipment in and near the compartments of the ship. Always use fire extinguishers in the compartments of the ship where first aid can be given.

(b) Never use water to extinguish a fire in a compartment where a compartment is not available.

(c) Do not store anything, inflammable or otherwise, on the port of the ship.

(d) Do not keep unauthorised equipment in any working compartment.

(e) Keep all spare gear clear of electrical equipment.

(f) Know the fire regulations of the port and dock at which the ship is berthed and observe them.

(g) Always be on the lookout for little acts of carelessness which may cause a fire directly or indirectly. Constant vigilance is an absolute necessity in keeping a ship safe from the ravages of fire.

(h) See that the extinguisher you use is made for the fire you want to put out.

(i) Any form of refuse, even in approved containers, is a potential fire hazard. Remove refuse from the ship as soon as possible to prevent accumulation.

Note: In the event that you discover a fire be sure to pass the word as quickly as possible to the Officer of the Deck so that he may send help in fighting the fire.

MASTERS' AND MATES' EXAMINATIONS

THE PREVAILING EDUCATIONAL STANDARD OF CANDIDATES SITTING FOR MASTERS' AND MATES' CERTIFICATES OF COMPETENCY HAS BEEN A POTENTIALLY DAMAGING FEATURE IN RECENT YEARS IN THE GENERAL QUESTION OF BUILDING UP THE MERCHANT NAVY TO MAXIMUM EFFICIENCY. THE MATTER IS HERE REVIEWED IN SUMMARISED FORM.

Speaking at the Annual Conference of the Association of Navigation Schools held in London last year, Captain J. H. Quick, the Principal Examiner of Master and Maties, presented some very interesting details about the standard of competency exhibited by the various candidates sitting for their Certificates at the Examinations during 1949. Although able to strike a more optimistic note than in 1948, he still stressed the fact that certain decided weaknesses had yet to be overcome.

Two decided weaknesses were an inability among many candidates to express themselves and to observe; their descriptive and observational powers were poor.

Generally, however, there was, he said, "an all-round improvement."

For instance:

"In 1948, 1,173 candidates were examined for second mate, of whom 775, or 66 per cent., were successful in gaining certificates. In 1949, 952 were examined, of whom 78 per cent., were successful. That rise of 12 per cent. was a substantial one. Again, whereas in 1948 69.7 of the successful candidates passed in the first two attempts, in 1949 that figure was raised to 74.3 per cent. There were also fewer marginal men just scraping through, and there was a more marked separation between the passes and the failures in the written part of the examination. Quite a substantial number of candidates, in fact, scored between 80 and 90 per cent., which was quite good going."

Captain Quick's general criticism of candidates' work was still, however, an "unintelligible in presentation. That applied particularly to navigation papers. They lost quite a number of marks, too, in cargo work and in the elementary ship construction paper; especially on those matters which depend more on their powers of observation. That failing was apparent in all grades, and showed up in oral as well as written examination. In those matters which they should learn at sea, such as boat work and elementary seamanship, they were especially weak. There was also a general weakness in signals."

"As for the first mate's examination, there again was found improvement, but not so marked perhaps as at the second mate stage. Of 817 men examined in 1949, 613 (or 75 per cent.) passed. In 1948, of 521 examined, 131 (or 67.3 per cent.) passed. In 1949, 402 passed (or 73.2 per cent.) out of 549." Here again, many candidates lost a lot of marks in their ship construction and stability paper, and to some of them navigation, especially if, as occasionally happened, it embraced a chart question, was an insuperable hurdle. Compass paper, however, showed an improvement, knowledge of shipmasters' business was, on the whole, quite good, and knowledge of engineering surprisingly good.

However, despite the upward trend in the standard of competency in general, the special attention of all authorities should be directed to the advisability of step-by-step improvement, knowledge of shipmasters' business was, on the whole, quite good, and knowledge of engineering surprisingly good.

That, coupled with a decreasing trend in the standard of competency in general, the special attention of all authorities should be drawn to the advisability of step-by-step improvement, knowledge of shipmasters' business was, on the whole, quite good, and knowledge of engineering surprisingly good.

Moving the resolution, Mr. W. D. Irvine, reports the "Merchant Navy Journal," claimed that no building had been especially erected for the training of officers for the past fifty years. There was but meagre provision of equipment such as vessels for practical sea training, and in the senior training establishments, with perhaps one exception, ill-equipped establishments in old, dirty buildings was the general rule. The schools were spread unevenly over the country, and the arrangements for the provision of such educational facilities as travelling expenses for seafarers undergoing courses of study varied in different districts. He urged the N.E.O.U. to redouble its efforts to secure the implementation of the Merchant Navy Officers' Training Board's outline plan.

Other speakers spoke in favour of the resolution, and for the platform, it was pointed out that there was already a minimum standard below which training establishments generally could not fall without having official recognition withdrawn, but that the difference in standard between the best and the worst was such that some level-up would be essential. On the understanding that the Council undertook to look into the matter on the lines indicated, the resolution was carried unanimously.

Sincerely the authorities must realise that such a resolution is well worthy of their attention. Every facility should be provided for the best possible study of all new navigational aids — radar, Decca, W/T D/F, echo-sounding machines and gyro compasses. In this way an increasing number of candidates will come forward, and an increasing number will succeed. That, coupled with a decreasing measure of wastage in personnel, means that we should soon be assured of the necessary quantity and quality of young officers so essential to the efficiency and well-being of the Merchant Navy, in particular, and of the shipping industry of the United Kingdom and the British Commonwealth, in general.
The political tension at present prevailing throughout the world has served to emphasize the need for increasing attention to armed security measures. A high degree of efficiency on the part of the Services afloat and ashore is essential to the end that we shall not again be caught napping. Advances in technique are necessary for this attainment, but such advances are imperative and must with all speed be made. Are they being made? Naval official sources say they are.

Developments are taking place in the production of secret weapons which indicate that the scientific branch of the British Admiralty is working at top speed to reinforce the Fleet Air Arm within the next twelve months. They are the Hawker Sea Hawk and the Supermarine Attacker. The De Haviland Venom night fighter is also expected to be in operation at about the same time. Though details of these three types are secret, it is known that the performances of the Sea Hawk rival those of land-based fighters.

Chief among the new Admiration inventions is the high-speed anti-submarine weapon Asdic — a continuing duty that must materially eventuate in the attainment of a high state of efficiency. The announcement recently of these advances in technique has already considerably offset the feeling of inferiority and in security created by the disclosures in Britain's Navy Estimates that were drowned by the swirls and eddies under a ship's bottom and that such ship was travelling at over 20 knots. Not so, however, with the new Asdic; the range of this instrument in its advanced form is practically unlimited when used in cooperation with sono-buoys and carrier-based aircraft.

The sono-buoy, in turn, is essentially a radio transmitter which picks up the movements of sounds of submarines above and below water. It records a signal varying in strength according to the distance between it and the submarine and relays it back to the searching vessels. Thus, if a detected submarine is beyond the striking range of ships, aircraft can take off, tuned in throughout their flight to the signal from the warning buoy. For coastal defence the sono-buoy can be used in cooperation with shore-based aircraft, thus practically obviating the need, as appertained in the last war, to use many small vessels for patrolling duties outside ports. For delivering the death blow to U-boats, an underwater bomb fired ahead of the searching craft is fitted with a proximity fuse. The power of this bomb is sufficient to pierce the most heavily armoured plated hull from considerable distances.

The advancement of radar technique has also received considerable attention. A new radar designed to track aircraft travelling at speeds exceeding 600 miles an hour is expected almost at once to come into service. Containing more than 2,000 valves and 25,000 other components, it is the most expensive anti-aircraft equipment ever produced. It is believed that this radar will direct gunfire on to the target as accurately as the old types caught the position of slower planes. Already, it is thought, these new sets are being fitted into ships now in course of construction. They will eventually be used in conjunction with the latest ammunition incorporating photoelectric fuses, which automatically explode when the target comes within effective range of the shell's "eye."

As for new aircraft, two types of jet are being built, working at top speeds to reinforce the Fleet Air Arm within the next twelve months. They are the Hawker Sea Hawk and the Supermarine Attacker. The De Haviland Venom night fighter is also expected to be in operation at about the same time. Though details of these three types are secret, it is known that the performances of the Sea Hawk rival those of land-based fighters in speed and maneuverability.

Nor, as was pointed out in the May issue of this journal, in the general field of development the medical aspect is being neglected. Climatological and oceanographic studies are also being considerably heightened. Helicopters, which have been found eminently successful in rescue and communication trials, are in future to be fitted with operational smoking buoys, etc. They will operate from the decks of carriers and merchant craft.

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Chief among the new Admiration inventions is the high-speed anti-submarine weapon Asdic — an instrument for locating submarines by sound waves. Acting on the com- bination with the latest hunting methods, it is capable of trapping a submerged craft moving underwater at the same speed as the fastest surface craft. It is thought by naval experts that no nation has a submerged craft capable of underwater speeds greater than knots; so this weapon may act as a considerable counter to any submarine menace with which British
HOME FLEET SUMMER CRUISE

Ships of the British Home Fleet sailed from their bases on April 24 for their Summer cruise. Their programme, which will cover a period of three months, includes training exercises at Invergordon, manoeuvres, and visits to ports and resorts in the United Kingdom. Certain of the visits to ports and resorts will be in conjunction with the Festival of Britain and plans are being made for the reception of visitors in H.M. Ships. 

For the next issue of The Navy

KITTEN'S IMPRISONED PASSAGE.

A kitten which had been sealed up in an inaccessible lower hold of the freighter "Port Quebec" was released when the ship unloaded at Sydney recently. The kitten was accidentally imprisoned eight weeks before, 40 feet below decks, during loading operations in New York. Through its adventurous voyage the kitten was fed by members of the crew on milk and meat lowered down to it through a ventilator pipe.

TYPHOON STRIKES FREIGHTER.

Running into a typhoon, near Pago, 2,000 miles from the Australian coast, the U.S. 8,000-ton freighter "Angelles" had her deck cargo of timber shifted and her crew's quarters swamped on her voyage recently from Los Angeles to Brisbane. The typhoon threw passengers from their beds and only skilful handling brought the vessel through.

WORLD TONNAGE.

According to the "London Observer" world shipping totals 77,405,000 tons, but several hundred thousand more tons of deepsea vessels are needed. Fourteen million tons of the total are tied up in America's "mothball" fleet of Liberty ships built during the Second World War. The U.S. Government is restoring 100 of these Liberty ships back into service, but the maximum rate at which they can be sent to sea is probably no more than 22 per month.

PANDORA'S BOX.

In the final analysis, the loss of H.M.S. "Affray" and other vessels in the U.S. fleet was regarded as private because of the loss of H.M.S. "Affray" and vessels of all countries to serve in the fleet. The maximum rate at which they can be sent to sea is probably no more than 22 per month.

KEEP A GOOD LOOKOUT

FOR THE NEXT ISSUE OF

The Navy

June, 1951.
BURNS PHILP PROFIT UP.
Net profit of Burns Philp and Co. Ltd., at £315,264 for the year ended March 31, shows an increase over the previous year of £12,530. Dividend remains at 2s. 4d. Gross profit rose by £12,530. Reserve is again increased by £10,000.

ANCENT ROMAN SHIP LOCATED.
An ancient Roman ship, with a cargo of wine containers still stowed in her, has been located by divers in ten fathoms near Cannes in the South of France. One wonders what the containers held, French or Roman, for both nations were extensive makers and traders of wine.

ATLANTIC VOYAGE FOR DOLLARS.
Two years ago two brothers, Stanley and Colin Smith, of the Isle of Wight, sailed their 22ft. home-made sloop "Novo Espero," from Canada to England. Early in May, in the same craft, Stanley Smith and his neighbour, Charles Violet, sailed from London for New York. Colin Smith had married, this time stayed behind. The voyage, which is being made with the backing of the Dollar Exports Board and as a festival of Britain feature, is expected to take more than 90 days.

NEW OSTEND-DOVER PACKET.
The Belgian Government is building, or is about to build, a new fast Ostend-Dover motor packet to replace the steamer "Princes Astrid,"—sunk by mines in 1940—the cost to be about £1,500,000.

ITALY'S LARGEST POST-WAR LINER ARRIVES.
The Italian liner "Australia," built at a cost of nearly £4 million, for Lloyd Triestino, arrived in Sydney on May 11. Saluting Genoa on April 19 she completed the voyage in 33 days. Italy's biggest post-war built liner, the "Australia's" gross tonnage is 12,250; she is 28ft. long, and has a speed of over 20 knots. She has a fine clipper bow. The ship is also lavishly fitted, and has interior design wall paneling of light-colored wood and a highly decorative show of murals, stone mosaic and inland wood. A stone mosaic table, valued at £2,000, is placed outside the purser's office, and a handsomely carved 8ft. high figure with spear and shield representing an Australian aborigine, but more like a Matutian warrior, stands at the entrance to the first class lounge. Various of her designs, decorative but highly imaginary in conception abound. For a migrant vessel the passenger accommodation is most spacious and even lavish, and the "Australia" is bound to be a favourite ship, both on her home- and outward voyages.

LIBRARIES ABOARD SHIP.
The library section of the Seafarers' Education Service continues its effective work. In 1950 it expanded steadily. With libraries installed in 1,474 ships, more than 210,000 books were sent to sea from Selwyn House, London, its headquarters, in the twelve months, an increase of 25 per cent. over the figures for the year 1949. Honorary librarians have continued to do a splendid job once the library has arrived on board and have responded most satisfactorily to the President's appeal to cut down book losses, with the result that the Seafarers' Education Service has had to spend on new volumes.

FIRE IN BRITISH FREIGHTER.
Three Fire Brigade personnel were overcome by fumes while fighting a fire in the British freighter "Craigenw" at Victoria Dock, Melbourne, on May 27. The fire was among the 4,500-ton cargo of newsprint and about £13,000 damage was done. Ship's officers noticed smoke issuing from the ventilators, and when fumes removed the hatch covers smoke poured from the hold and flames shot 30 feet into the air. The fire was brought under control in two hours, but it was a stiff and dangerous fight while lasted. The three firemen overcome by fumes had to be assisted to the deck and taken to hospital.

CANADIAN MARINE RESCUE WORK.
The Canadian Government recently enrolled more than 200 Government vessels of all kinds in the Marine Search and Rescue Service which it inaugurated in place of the suggestion that Canada should adopt the United States Coast Guard system.

SMALL PAY SCALE.
The Japanese ships at present operating on commercial work outside of Japanese waters carry crews on only one-third of the pay scale in British ships. Unfair competition with a vengeance!

POLAR EXPLORER DIES.
A message from New York on May 28 announced the death of Lincoln Ellsworth, the polar explorer, from a heart attack. Mr. Ellsworth had had a distinguished and adventurous career. In 1926, he was a member of an expedition which flew over the North Pole in a dirigible. In November, 1935, he disappeared while flying over Antarctica but was found in January, 1936, by a plane from the Australian exploration ship "Discovery." He again explored Antarctica by plane in 1939 and claimed 81,000 square miles of land for the United States.

Mr. Ellsworth was 71.

CANADIAN OIL PIPELINE.
The first section of the pipeline to carry oil produced in Alberta, Canada, to the Great Lakes arrived at Superior in May. The line, 320 miles long and it is expected that the completed line will be finished this year.

"Warramunga" Assists in Mercy Mission

The Australian destroyer "Warramunga," while serving in Korean waters, recently took part, with ships of three other Navies, in a sequence of events which had saved the life of an officer of a Canadian destroyer who suddenly became ill with acute appendicitis.

In announcing this on May 16, the Monfort for Navy (the Hon. P. A. McBride) said that the officer was Lieutenant Michael Barrow, R.C.N., of Toronto, serving in the H.M.S. "Huron," one of the destroyers screening the Royal Navy aircraft carrier H.M.S. "Glory." He added that Barrow had been flown by the Royal Marine Search and Rescue Service to a U.S. hospital.

Two doctors then flew back to H.M.S."Glory," and, after further consultation, decided that Barrow should be brought to the United States aircraft carrier "Bataan" to confer with Lieutenant J. McBride, of the U.S. Army Medical Corps.

Both doctors then flew back to H.M.S. "Glory," and, after further consultation, decided that Barrow should be rushed to a U.S. Army hospital ashore for special icura. He was put into a stretcher and carefully passed down to "Warramunga," which had come alongside so that he could be transferred with as little discomfort as possible.

The "Warramunga" then proceeded full speed to shore where Barrow was admitted to hospital. His condition has since improved.

June, 1951.
**R.N. STRENGTH TO BE INCREASED**

This Article Conveys The Reply Given By The Then First Lord Of The Admiralty, Viscount Hall, To Critics Of The Proposals For Defence As Contained In The Navy Estimates For 1951-52.

In the House of Lords on April 11th, the then First Lord of the Admiralty (Viscount Hall) said that the Government was satisfied that the Navy Estimates, together with any additional supplementary estimates (outlined in the Editorial of the April issue of "The Navy") would make the necessary provisions in man-power, money, ships and equipment.

Lord Hall was responding to Lord Teynham, who asked if the Government was satisfied that the proposals for defence were adequate. He said that the full programme, together with current commitments when completed, would add 232 new ships to the existing naval strength. These would include powerful fleet carriers and destroyers, and the programme would also provide for 24 frigates, of which 17 were hoped that some would be completed next year. The number of ships brought into service with the Fleet from reserve would be 60. They were not yet ready to proceed with the completion of the Tiger class cruisers, for further research work was required with fire power and gunnery.

The menace so far as Russia was concerned was not surface ships, but submarines. The total Russian submarine strength was about 360 ships. The Soviet Union was also powerfully equipped for mining by sea and air and it was expected that in any future war we should be faced with greater sea mining than in the last war. Against the background of these threats Government research was being conducted and applied to ships and aircraft. Good progress was being made with naval aviation. On the whole, recruitment was satisfactory, but there was a need for additional recruits for aircraces.

Provision was being made for the protection of merchant ships during war. The Admiralty had been storing material for de-gaussing for a long time, and large orders had been placed recently. The Prime Minister had commented that the ships' strength "Lewes" was present to be used against the American port authorities. H.M.S. "Lewes," formerly U.S.S. "Conway," was one of the fifty American Town Class destroyers transferred to the Royal Navy in 1940. Gifts to commemorate the services of this class of ship have also been made to other American towns after which the ships were named. The cannon ball was returned contained in a mahogany box made from timbers of a British slopewarf, the "De Brakke," which was lost off the American coast in 1798. An inscription on the box records the circumstances under which the contents were found in Lewes, Sussex.

The thanks of the Admiralty have been expressed for the trophy, which will be displayed at the National Maritime Museum at Greenwich, London.

**FRENCH NAVY SHIP EXPLODES**

The "Adour," a French Navy landing ship loaded with troops and ammunition for Vietnam, exploded at Nhatrang, on the Annamese coast, on May 18. Several detonations occurred. The last detonation, several minutes after the first, tore the ship's deck and blew a gap 60 ft long in her side. The explosions killed at least 50 of the soldiers and ship's crew and injured 150, many of whom died. The ship went hurling into the sea with great violence. The troops and ammunition were about to be used in operations against the Vietnamese rebel forces, but it is thought that the fire which caused the explosions started accidentally below decks, whence it spread rapidly, setting off the explosives.

**H.M.A.S. "SYDNEY" FOR KOREAN WATERS**

The Prime Minister announced on May 12 that the Commonwealth Government had approved the deployment of the aircraft carrier H.M.A.S. "Sydney" proceeding to Korean waters about October next. H.M.A.S. "Sydney" would relieve the Royal Navy carrier H.M.S. "Glory" for some months, enabling the latter vessel to give both naval and air crews a well-earned rest after months of intensive operations.

The Prime Minister added that H.M.A.S. "Sydney" would make a substantial addition to Australia's contribution to the United Nations forces.

**R.A.N.V.R. AIR SQUADRONS TO BE FORMED**

The Minister for the Navy (the Hon. P. A. McBride) announced on May 18 that the Royal Australian Navy was making plans for the formation of a re-served air squadron of multi-seat aircraft in late 1952, followed subsequently by a single-seater squadron. He said that these would be based at Schofields, N.S.W., at present is a R.A.A.F. station, but arrangements had been made for a R.A.N. Air Station to be established on the site with the R.A.F. Personnel requirements are still under consideration, but in the case of officer aircrrew, it is likely that a first call will be made upon those with earlier service aviation training now in civilian life, who are still young and keen to resume flying as the R.A.F. requires them.

**VISIT OF SWEDISH WARSHIPS TO U.K.**

A Swedish naval squadron of two cruisers, four destroyers and six submarines, with a depot ship, were programmed to visit the United Kingdom in May and early June. The ships were to be a Rosyth between May 25 and 27, and at Thames ports between mid-June and July. Some of the ships were to visit Chatham, Greenwich, and Southend.

**U.S. PILOT RESCUED BY R.N. DESTROYER**

On the first day of the British U.S. exercises held recently in the Mediterranean, a U.S. pilot was rescued uninjured by the destroyer "St. Kitts" (Commander G. G. O'Neal, D.S.O., D.F.C.) in a search and attack squadrons. The pilot was flying with a search and attack squadrons when he experienced engine trouble and was forced to descend in the Tyrrhenian Sea, the south-west coast of its German coast, without difficulty and while he took his midshipman some members of his crew.
ARMS SHIP BLOWS UP AT GIBRALTAR

The Royal Navy ammunition ship "Bedenham," 1192 tons, bound from Plymouth to Malta and loaded with explosives, blew up at the ordinance wharf at Gibraltar on April 27. A lighter alongside the "Bodenham" also exploded. Actually, the explosion started in the lighter. Both ship and lighter soon after had disappeared, and next day the depth roll stood at eight. Smoke from the explosion completely changed Gibraltar and the nearby Spanish town of La Linea in shadow. Both the Anglican and Roman Catholic Cathedrals were damaged, as well as the Presbyterian Church of St. Andrew, and all buildings in the vicinity were flattened. Civilians rushed or air raid shelters as pieces of the exploded vessels fell in the main streets of the town; many schoolchildren were hurt by flying glass from the shattered windows of schools and other buildings.

Naval armament experts and secret service agents flew to the spot immediately, and rumour in Malta—not confirmed officially—is that the explosions were caused by a "doctored" depth charge.

BRITANNIA'S TRIDENT.

Britannia's trident—Britain's traditional emblem of sea mastery was broken from the marble figure at the foot of Queen Anne's statue outside St. Paul's one night last week. A watchman saw three men running round the statue inside the protecting railings. One was abashing at the base of the trident. Ultimately they jumped the railings and made off laughing. One theory is that the theft was a protest at the appointment of an American Admiral to command the North Atlantic, thus vesting him virtually with the command of the British Fleet. Whatever the motive, vandalistic souveniring of this kind cannot be too deeply deplored.

COMBINED R.N.U.S.N. FLEETS IN MEDITERRANEAN.

The largest concentration of warships assembled in the Mediterranean since World War II, in vessels of the Home and Mediterranean Fleets, one United States Sixth Fleet, took part in the combined British and American naval exercises in the Mediterranean on February 12 and 13.

MEDITERRANEAN EXERCISES.

During the combined British American naval exercises held in the Mediterranean in February, exercises were watched by Admiral Robert B. Carney, Commander-in-Chief, United States Naval Forces, the American Navy, and Mediterranean, from his flagship, the heavy cruiser U.S.S. "Columbus." Vice-Admiral John J. Bollentine, U.S. Navy, commanded the U.S. Naval Forces, the exercises, while the British Mediterranean Fleet was commanded by Admiral Sir John H. Beatty, C.B., C.B.E., and the British Home Fleet by Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O.

TRIBUTE TO COMMON-WEALTH FORCES.

Mr. Shinwell, British Minister of Defence, in a statement in the House of Commons on February 20 paid a well-deserved tribute to the work of the Commonwealth forces operating in Korea. The Minister said "His Majesty's ships and aircraft of the Royal Navy—together with those of the Royal Australian, Canadian, and New Zealand Navies—have been engaged in maintaining the blockade of the Yalu River and Korea. They have also provided gunfire and air support for the United Nations forces ashore. H.M.S. "Thecys" and her air group have particularly distinguished themselves by operating at a remarkably high intensity over a prolonged period. The weather has been severe. Our ships and aircraft have had to contend with Arctic blizzards, snowstorms, and floating ice; and the ingenuity and spirit of our men in these difficult circumstances has been beyond praise." (Cheers.)

WARSHIPS IN COLLISION.

H.M.S. "Vanguard" and H.M.S. "Indomitable" were both slightly damaged in a collision while the "Indomitable" was berthing at Gibraltar in February during the Home Fleet's Spring Cruise. The damage, however, was not sufficient to prevent either ship from taking part in the exercises and there were no casualties. The weather was squally at the time.

MEDITERRANEAN FLEET A/A TROPHY.

The Mediterranean Fleet Anti-Aircraft Trophy for the best long range shoot in 1950 was won by H.M.S. "Vigo" (Commander M. L. G. Gregor, R.N.). At the time of the shoot she was commanded by Commander R. D. Fanshaw, D.S.O., O.B.E., D.S.C., R.N. The group captain was H.M.S. "Livermore," commanded by Captain J. D. Shaw-Hamilton, R.N.

Machinery Noise Location.

Acoustical detectives are using noise circuits similar to electrical circuits to track down the sources of machinery noise. An expert tells industry how to build quieter equipment, Dr. Howard C. Hardy, supervisor of acoustics and vibrations at Armour Research Foundation of Illinois Institute of Technology, U.S.A., described the noise circuits which trace the paths of sound energy in a machine. Dealing with the subject of "Control of Noise in Mechanical Equipment," Dr. Hardy said: "Just as in a violin, the source of sound is the vibrating string. The sound waves are radiated into the air, the body of the violin. The noise engineer must be able to distinguish between the source of sound energy and the sources of radiated sound.

Once noise engineers have made diagrams of all noise energy paths in a machine, they can select the sources of sound or disconnect the circuit at some point. Dr. Hardy called the breaking of a noise circuit as "decoupling." He cited the spring mountings used on car engines. The engine shakes, but not the car itself. "There is just as much energy, but less noise," he explained.

Sometimes an experienced research worker in noise reduction can quickly recognize the grounds which cause the trouble," Dr. Hardy said. "More often, however, noise reduction comes about by careful scientific analysis, good measurements, and keen engineering insight by a team of experienced workers.

Finding the original source signal in a machine is often complicated by the fact that there are secondary sources between the energy source and the radiating surface, he added. The noises follow devious paths, all requiring careful analysis.


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CAPTAIN H. L. HOWDEN, R.A.N., TO RETIRE.

The then Minister for the Navy (the Hon. Jos. Francis) announced on April 27 that Captain H. L. Howden, C.B.E., R.A.N., Naval Officer-in-Charge, Fremantle, would retire on 3rd July and would be succeeded by Acting Captain P. Bryce Morris, A.D.C., R.A.N., at present Captain of the Dockyard and Deputy Superintendent, Sydney.

Mr. Francis said that Captain Howden, who was formerly a midshipman in the Royal Naval Reserve, joined the Royal Australian Navy in that rank in 1916. He had been a Captain since June 30, 1938. For nearly three years during the Second World War he commanded the cruiser H.M.A.S. "Hobart", and was later A.S. "Hobart", and was later

He was commanding officer of H.M.A.S. "Penguin," the shore establishment at Balmoral, Sydney, for two years. He was appointed Naval Officer-in-Charge, Fremantle, in September, 1946.

Captain Morris was a graduate of the Royal Australian Naval College. In the war he commanded H.M.A.S. "Nepal" and later H.M.A.S. "Billarar," and was Senior Officer of the 21st Minesweeping Flotilla formed for service with the British Pacific Fleet. In July, 1945, he went to Manila as Naval Officer-in-Charge, New Guinea, and organised the surrender of the Japanese forces in the New Guinea area. He had been Captain of the Dockyard and Deputy Superintendent, Sydney, since shortly after the end of hostilities.

NEW BRITISH NAVY CHIEF.

Viscount Hall, who was Britain's First Lord of the Admiralty from 1946, resigned in May and has been replaced by Lord Pakenham, previously Minister of Civil Aviation.

D.S.M. AWARDED SYDNEY MAN.

Chief Petty Officer W. A. Rose, of Sydney, has been awarded the Distinguished Service Medal. In announcing this on May 23 the Minister for the Navy, Hon. P. McBride, said that Chief Petty Officer Rose was coxswain of H.M.A.S. "Bataan" when it engaged a Communist battery on the Korean coast on August 1. When his term of service in the Royal Australian Navy expired he joined the dockyard police and is now stationed at H.M.A.S. "Kuttabul," Sydney.

COMMANDER RECEIVES MENTION.

The Minister for the Navy, Hon. P. McBride, announced on May 25 that Commander W. B. Marks, of South Yarra, Melbourne, has been mentioned in dispatches. Commander Marks, as is well known, has commanded H.M.A.S. "Bataan" in Korean waters since last June. By the time this issue of "The Navy" is published "Bataan" will have returned to Sydney for a two-months refit.

VICE-ADMIRAL THE EARL MOUNTBATTEN OF BURMA.

If rumour is correct Vice-Admiral the Earl Mountbatten of Burma is shortly to be appointed British Ambassador at Washington. This would necessitate the replacement of Sir Oliver Franks, the present Ambassador to the United States. Sir Oliver, it is said, is due for a holiday trip home shortly. However, authorities disclaim all knowledge of the reported ambassadorial change.

NEW R.N. COMMAND.

Vice-Admiral Sir William G. Andrews, who for some time was Flag Officer, Second-in-Command, Far East Station, and who at present commands the United Nations H.C.-kade and escort force known as Task Force 95, in Korea, has been appointed Commander-in-Chief of the American and West Indies Station. He will succeed Vice-Admiral Sir Richard V. Symonds-Taylor in October.

NAVY IN THE FEMALE BLOOD.

"I always wanted to join the Services. The Navy was my obvious choice," said a young recruit to the WRANS recently. She was Miss Elizabeth House, 22, of Vaucluse, N.S.W., the daughter of an English naval commander whose two sons also served in the Navy, and one of nine young women sworn into the WRANS at H.M.A.S. "Rushcutter" on April 27. Two New Zealand girls, Miss Melody Walker-Grace and Miss Wanda Lulham, also were among those who signed up.

ADMIRAL DIES.

Admiral William Rawdon Napier, aged 74, who was First Naval Member of the Royal Australian Naval Board from 1926 to 1929, died on Sunday, 8th April, at his home in Fareham, Hampshire.
THE BEGINNING OF THE MODERN BATTLESHIP

The History Of Naval Ships And Warfare Abounds In Interest, To Say Nothing Of Controversial Subjects. The Subject Discussed In The Letter Published Below From Mr. J. Clare, Mosman, N.S.W., Is A Case In Point. The Letter Is Followed By A Brief Reply From The Editor. Mr. Clare Writes:

"I have just received the March issue of your magazine and would like to comment on the article entitled "The Beginning of the Modern Battleship." Surely this is all wrong.

For many years ships had been available for shore artillery, but were not considered suitable for sea use. In 1853 a Russian squadron comprising six ships of line, two frigates, and three steamers, completely destroyed a Turkish force of seven frigates, three corvettes, two paddle steamers and two transports. The Russians used shells.

The battle of Sinope led to the intervention of Britain and France and the Crimean War followed. The navies that entered action were of iron with side armour. These ships were very heavy and difficult to manoeuvre.

In 1854 the first steel battleship "Warrior" was launched. The ship was very heavy and difficult to manoeuvre. The next day the battle began and the "Warrior" was hit by a shell. The ship was abandoned by her opponents.

"Soon after the war started, the Southern States took the Norfolk Navy yard and a number of ships were abandoned by the North, only being set on fire to destroy them. One of these was the "Merrimac," which was re-armed. It was found that it had an armoured blockhouse, as mentioned in the article, erected on the remains of her hull.

The Northern States, on hearing of this work, set out to devise and counter,"Mr. Clare continued, "and the Monitor resulted. She was completed only in time and the Monitor took the "Merrimac" at Hampton Roads, Virginia, on the afternoon of March 8th, 1862. About noon the same day the "Monitor," renamed "Virginia," attacked a group of Federal ships and sunk several of them. The next day the battle between the Monitor and the Merrimac took place. This was the first battle between armoured ships, but they were not the first ships of that type.

I thank Mr. Clare for his kind letter, and for the interesting matter contained therein, which we are pleased to publish.

Yes, Mr. Clare is quite correct—correct, that is, in his historical statement, but not quite correct in his prognostication. The real beginning of the modern battleship is not so far away. It is true, as Mr. Clare points out, that ships began to be armed with rifled guns after 1834 to keep them armoured. But they were, as Mr. Clare himself knows little, more than replicas of the old "Warrior." The "Monitor," with guns mounted on the ships' sides and capable, only of broadside firing, was built for the development of a shell. Only with the development of the turret ship, capable of firing in all directions from deck and bulkhead, were revolving batteries, cannot be used in this modern battleship be said to have begun. The "Merrimac" for the first time in history fulfilled the idea of a turret ship, and such is generally regarded as the article, as the progenitor of the modern battleship. The greatest error in the article is that it tried to encompass so large a subject in so small a space.

Mr. FRANCIS EXPRESS HIS REGRET.

The then Minister for the Navy (the Hon. Jos. Francis) expressed his deep regret when he learned that had been abandoned of rescuing any of the 75 officers and men from the British submarine "Affray." He stated that a message had been sent from the Commonwealth Government to the United Kingdom Government expressing deep sympathy at the loss of so many fine officers and men. The Minister added that he trusted that the families of those lost would find some consolation in the fact that they had died in the service of their country while learning to defend it, and, as so many other men in the Navy, had done through succeeding generations, had sacrificed their lives in the cause of duty. They were deserving of the highest praise for what they had given all the had, just as men who had died in war.

The Navy

CURBS SOUGHT ON JAPANESE SHIPPING.

According to an A.A.P. news message from San Francisco (Sydney Morning Herald, 22nd May) fourteen United States shipping lines operating in the Pacific on May 27 urged peace treaty restrictions on Japan's merchant marine activities. A programme for which was to be presented jointly to the U.S. State Department at Washington under the sponsorship of the Pacific American Steamship Association suggested.

Japan should be allowed to re-build her merchant marine in proportion to her re-entry into world trade. The base period for measuring Japan's renewed trade should be 1910-1916. Japanese ships should carry no more than one-fifth of the country's exports and imports, with the balance shared by other nations. Japanese ships should not engage in cross-trade between two countries.

Japan should abide by established rates.

United States subsidies for Japanese shipping should cease.

U.S. NAVY LAUNCH CAPSIZEES.

A 50ft. U.S. Navy launch, said to have nearly a hundred sailors aboard, capsized on May 23 in Newport Harbour, Rhode Island, U.S.A. Casualties, if any, were unknown for a time, but later reports indicate that 23 men were missing, presumed dead.

NEW DUTCH MOTOR COASTERS.

About 100 new motor coasters have been added to the Dutch merchant fleet since the war and about another fifty of the same type are under construction, but on the other hand many of the survivals of pre-war years are worn out and must soon be sent to the shipbreakers.
FROGMEN AND CANOE TRAINING

THE SECOND WORLD WAR SAW MANY NEW DEVELOPMENTS IN THE TACTICS AND 'GADGETS' OF WARFARE AND PROBABLY NONE WAS MORE SENSATIONAL THAN THE BIRTH OF THE FROGMEN. THE ERA OF THESE UNDERWATER WARRIORS HAD BEGUN AND SCHOOLS FOR THE TRAINING OF THIS PARTICULAR TYPE OF SERVICE-MAN ARE NOW WELL ESTABLISHED.

"A special Boats Section to provide training for personnel in swimming, both with and without special 'frogman' equipment, canoeing, general landcraft craft work and the use of weapons and explosives is to be formed shortly," says the Admiralty News Summary, by the Merseyside Centre of the Royal Marine Forces Volunteer Reserve in H.M.S. Irwell at Merseyside Centre, Birkenhead.

"This Section should be of particular interest to members of swimming or canoe clubs or who are interested in these pursuits, especially if they have previous Naval or Military service of this kind. It provides an opportunity to continue their practice while serving in a Volunteer Reserve Force. There are at present 20 vacancies at the Merseyside Centre R.M.F.V.R. for Swimming Canoists, at which a few have already been filled by men in the Unit. Men in the Merseyside area who join the Unit specially to serve in the Special Boats Section will be given a minimum basic Royal Marine Forces training and will then pass on to the Section."

The history of this special type of war service, though only of comparatively recent origin, is already considerable and of particular interest, not only to those engaged in it, but also to the layman. During the last war these amazing underwater warriors with long, webbed feet and rubber diving suits provided some of the most spectacular episodes of the conflict. Appearing like some H. G. Wells or Jules Verne creation, they soon established themselves as a force greatly to be reckoned with and most urgently waged against.

Italy was the first of the warring nations to adopt them and they made their first appearance on the morning of September 19, 1941, and, spectacularly enough, at no other place than the Grand Harbour of Gibraltar. One of the safest of safe places, one would have thought. But it wasn't so safe against those who had in their own unique way made it the scene of their first attack. A gentle boom in the harbour's rippled surface and the British naval tanker 'Denbydale' lay mortally stricken; a 300lb. torpedo drawn and released underwater by the first of all frogmen had smashed her underplating. Shortly afterwards, the 10,000-ton freighter 'Durham' and the 2,444-ton tanker 'Fiona Shell' settled down in the Bay of Gibraltar, seriously damaged by similar explosive weapons.

The highly incredible had happened. That attack on "the Rock's" shipping was the outcome of five years of clever experimentation by Italian scientists and the Italian Navy Department. Three torpedoes had been used and each had been drawn by two men launched from an Italian submarine in Gibraltar Bay. Later, long before Britain was able to retaliate with her own frogmen, the British battleships "Valiant" and "Queen Elizabeth" and a naval tanker were severely damaged by Italian human torpedoes in Alexandria Harbour.

The Germans also had their frogmen who, although not in total so spectacular in results as the Italians, accomplished some important missions, the most spectacular perhaps being their damaging attack on the road and railway bridges over the Waal River in Holland.

But British science and the Admiralty soon caught up with the enemy's devices and exploits. Many of the heroic deeds performed by the members of this new Section of Britain's armed forces — everyone a veritable knight of the depths — will never be known in detail because all too often there were no survivors. The job had been done, but no one will ever know how it was done or under what conditions.

The first reprisal weapon used by British frogmen was the chariot, a two-man torpedo which was ridden astride, underwater, of course. Ships were sunk, minefields were penetrated, locks and docks were blown up, patrols were spirited away from enemy coasts. British frogmen were instrumental in clearing the harbours of the Nazis Western Wall of mines and traps.

The Germans produced no lack of V.C. winners among their numbers.

The Navy

June, 1941.
BOOK REVIEWS

By A.R.


In years gone by Mr. H. M. Tomlinson, wide, open-eyed traveller, deep, warm-hearted humanist and one of the most eminent of the elder stylists in English literature, gave us such books as, among others, "The Sea and the Jungle," "London River," "Gifts of Fortune," "Gallons Reach," "Time marks," and "The Wind Is Rising," now he comes to us with one about Malay and the shipping industry of the Malayan waters. Profoundly interested in the lights and shades of the East, and sensitive to every mood of the sea and swing of the compass, Tomlinson has always seen the far and near, the past and the present, the human and the non-human, with a rare sense of humour.

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RADAR OBSERVER COURSES

According to the "Merchant Navy journal", courses in radar for navigating officers are now being held at four U.K. ports, namely, Leith, Liverpool, Southampton, and South Shields. Students taking the courses are not required to have a knowledge of electronics, as the syllabus is designed to assist navigators to appreciate the full possibilities of navigational radar and to make the best use of it. Stress is also laid on its limitations, and the safeguards necessary to keep radar in its proper perspective as an aid to navigation.

Courses last two weeks, at the end of which officers are required to take an examination, conducted by the school authorities. Successful candidates receive a Radar Observer’s Certificate, which is approved by the Ministry of Transport and based on a comparable standard for all schools.

Training for radar observation is not compulsory, but the aim is to have at least three trained radar observers in each ship fitted with radar.

H.M.A.S. "WARRAMUNGA" TO RETURN FROM KOREA

The Minister for the Navy has announced that the Tribal class destroyer H.M.A.S. "Warramunga", which has been serving with United Nations forces in Korean waters for eight months, would be relieved in August and would return to Sydney. The ship that would relieve her was the Tribal class destroyer Captain A. Brown and his training had already been in the Korean area for 10 months but would arrive in Sydney at the end of June for leave, refit and recommissioning. She would sail for Korean waters again towards the end of July, with a new ship's company.

After "Warramunga" had left, the United Nations forces the Australian ships serving with them would be "Bataan" and the frigate "Murchison".

Mr. Francis said that he knew that the Australian people were proud that ships of the Royal Australian Navy would still be playing their part in helping to restore peace. They would be able to demonstrate their pride when "Bataan" and "Warramunga" reached Sydney. If the welcome accorded the ship's company of "Shoalhaven" on her arrival home from Korea last year could be regarded as a criterion, the welcome to officers and men of the other two ships would be warm indeed.
Federal Council

The Hon. Federal Secretary has just received advice from the King George Fund for Sailors, London, indicating that Captain Stuart H. Paxton, C.B.S., R.N. (Ret.), has become the General Secretary to the Trustees of the Fund in the United Kingdom. State Executives and Trustees of the Ex-Naval Men's Association administer the King George Fund for Sailors in Australia. At the present time the joint Trustees are Messrs. Angas McKee of Adelaide Sub-Section, Charles H. Hall of Melbourne Sub-Section and Aubrey Hodgson of Sydney Sub-Section.

Trusted of the Services Canteens Trust Fund (Australia) have awarded the 1951 "Palmer and Dawson" Memorial Bursary to Master Barry Hewish of No. 1 Paterson Street, East Geelong, Victoria. Young Barry Hewish is the son of the late Sgt. A. L. Charles H. Hall of Melbourne Sub-Section and Aubrey Hodgson of Sydney Sub-Section.


The Federal Executive reports that no further progress has been made at this stage regarding the contemplated affiliation of the Naval Auxiliary Patrol Association of N.S.W. with the Ex-Naval Men's Association of Australia. Combined Executives are endeavours to finalise the proposals which will be placed before the next Federal Conference for ratification.

NEWS FROM STATES.


Mr. Cabannes has been in hospital for a number of years through a heart attack.

The Naval Men's Association of New Zealand may affiliate with the Royal Naval Association in the United Kingdom shortly.

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SUEZ CANAL RESTRICTIONS.

A Cairo Press report on May 29 says that the British Ambassador to Cairo, Sir Ralph Stevenson, has handed a further protest to Egypt against restrictions on Suez Canal traffic. Egypt takes the view that the restrictions are aimed at Israel only, and that she is doing everything possible to minimise their harmful effects on the commerce and shipping industries of other nations. Britain, France and the United States say that the searching of ships by Egypt is seriously interfering with the proper passage of traffic through the canal and should therefore be stopped.
With the threat of aggression growing greater each day, the need for rapid expansion of the defence forces becomes increasingly urgent. Especially urgent is the need for seasoned ex-servicemen whose knowledge and experience can be of incalculable value to the young enthusiastic but untrained men now answering the nation's call to arms.

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