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Australasian Sea Cadet Council
Chairman: Commander F. R. James, R.A.N.

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(Secretary, Australian Sea Cadet Council)

July, 1951.

H. M. The King

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(Sec., Australasian Sea Cadet Council)

For the Best Soft Drinks Always say . . .

MARCHANT'S PLEASE!
ROYAL NAVY EXHIBITION.

A distance of more than 2,500 miles is to be covered this summer in Britain by a small convoy of heavily laden lorries transporting the popular "Meet the Navy Exhibition," seen last year by more than a million people, to eighteen cities and towns in England and Scotland. The travelling exhibition has been described as a succession of "Navy Days on Wheels" as it takes to men, women, and children living in inland, and some coastal areas long distances from Naval bases, exhibits illustrating every branch of the Naval Service, when dealing particularly with Britain's position in relation to sea power, with a frankness and propriety common to the British mind, made this clear. Nor can the facts and figures be presented be in any way disputed.

Mr. Callaghan pointed out that when we started the last war the American Fleet and our own were roughly equal in manpower and in ships, but as a result of the war the position changed. When the U.S.A. came into the war—following the Japanese attack on Pearl Harbour—the Americans embarked on the biggest ship-building programme the world had ever seen. Britain finished the war with 17 aircraft carriers; the U.S.A. with part of the deck flight and a specially-built ten-foot scale model of H.M.S. " Implacable" with part of the deck flight and a hull cut-away in order that "below deck" and other engine room platforms of a modern destroyer and also an actual jet engine and the retractable undercarriage of a Naval aircraft.

THE CHANGING PATTERN OF SEA-POWER AND STRATEGY: Its Realities And Inevitabilities.

The friends of Britain across the seas, the nations that still hope through her that peace and freedom will go on, will continue in the paths it has set itself ... a safeguard and a shield for our country.

In the White Paper on "The System of Command Within The North Atlantic Treaty Organisation," published by H.M. Stationery Office on April 17, the command system as at present developed was summarised. Among other important statements, it makes it clear that the two rival Powers of East and West—Soviet Russia and the U.S.A.—has swelled into titanic proportions. Two great world wars in which she took the heavier blows and burdens in the cause of human freedom have taken a grievous toll of Britain's manhood. No longer, in terms of naval strength, for instance, is she the first among the great naval powers of the world. In the North Atlantic Treaty Organisation, it is the United States that holds the premier place in the formulation of Western policies, and in military and naval strength and strategy. The pattern of naval sea power has changed. In presenting the British Naval Estimates for 1951-52, Mr. L. J. Callaghan, Parliamentary Secretary to the Admiralty, when dealing particularly with Britain's position in relation to sea power, with a frankness and propriety common to the British mind, made this clear. Nor can the facts and figures be presented in any way comprehensively.

Mr. Callaghan pointed out that when we started the last war the American Fleet and our own were roughly equal in manpower and in ships, but as a result of the war the position changed. When the U.S.A. came into the war—following the Japanese attack on Pearl Harbour—the Americans embarked on the biggest ship-building programme the world had ever seen. Britain finished the war with 17 aircraft carriers; the U.S.A. with part of the deck flight and a specially-built ten-foot scale model of H.M.S. "Implacable" with part of the deck flight and a hull cut-away in order that "below deck" and other engine room platforms of a modern destroyer and also an actual jet engine and the retractable undercarriage of a Naval aircraft.


"It is clear that the balance of sea power has tilted away from us very dramatically during the last 10 years," said Mr. Callaghan. It surely has—dramatically the unbalanced and ridiculous position. So far from being overwhelmed by anyone else we have seen them on the seas, and we have seen them disappear from the seas. Now we have a large and friendly ally who has out-built us, partially through our decision and partly through the immense resources which she possesses; but I thought that we could afford to regard that with comparative equanimity.

He did not, however, take the view, presented by some of the British people, that "we ought to put ourselves in a position in which our Navy must, by virtue of sheer size, be as large as that of our friendly ally. That seems an impossible and ridiculous position. So far from being overwhelmed by what is happening or by the feeling that there is an end of our effort and spirit. When Britain was withstanding the Fascist forces in the Mediterranean, when and this our peacetime, was al ready and at full stretch and there never despairing fighting the Atlantic, Britain and the British people had no time to think of rivalry and a thousand years of naval tradition. They could preserve the safety of their merchantmen and maintain the will to win that Britons never failed to maintain."

"It was unanimously agreed that the Supreme Commander should be an American and that his Deputy should be British"
In this land of ours—in this Australia of kindliness, of friendship, like. It is a part of pleasant living, of good fellowship, of sensible moderation. And our right to enjoy it... this too is a part of our Australian heritage of personal freedom.

Between the two World Wars the peace-loving nations tried appeasement as a means of maintaining peace. We let Japan, then Mussolini and Hitler get away with one act of aggression after another. Finally, Hitler thought he could get away with anything and we were plunged into World War II quite unprepared. We consequently suffered disaster on disaster and only narrowly avoided total eclipse.

Since 1945 International Communism has maintained gigantic forces, while we all disarmed. It has launched one aggression after another in Berlin, Greece, Malaya, Indo China and Korea. To prevent these local aggressions leading to World War III the Democracies must make it clear to Stalin that they are united in their determination and are strong enough to stand up to him. This they can only do if they work together as a team and all do their utmost to make the largest possible contribution to the united effort.

It is as a member of the peace lovers' team that Australia must play her part, along with Great Britain, the United States and all the other peace-loving countries. None of them can do the job alone, but as a member of the team each may well play a decisive part.

To earn our place in the team we must build up our armed forces and strengthen our morale. The Communists and their fellow travellers are doing all they can to hinder the building up of our forces and to lower our morale by stopping production, fostering class hatred and decrying all those things like religion and loyalty that should unite us as a decent-thinking people.

The average Australian has no room for class hatred in his heart. I believe we all want to be honest, hard-working people. If, however, we are to continue as a free, united people, living a Christian way of life, we must be prepared to put Australia before ourselves and our sectional interests, and to work not only for what we can get out of life, but for what we can give to others. Only by hard work from everybody will we be able to develop our country and produce goods for one another and pass on to our children a worthy example and a rich heritage.

If we give way to selfishness and greed, if we lower production, if we waste our time finding fault with one another, we may yet avert the war we all dread, and save our freedom. We must be prepared to make sacrifices and to stand four-square beside the other countries who are left to be enslaved under foreign commissars.

Twice before in this century we have had to fight for our freedom and all we hold dear. I believe that if we exert ourselves now and show that we are prepared to make sacrifices and to stand four-square beside the other countries who want peace, we may yet avert the war we all dread, and save our civilisation.

WE NEED YOUR HELP TO MAKE AUSTRALIA STRONG

Never was the need so great for experienced men in the Navy, Army and Air Force. Thousands of young, enthusiastic, but untrained men are answering Australia's call for rapid expansion of our defence forces. They need your help to make them efficient sailors, soldiers and airmen.

NEW PAY RATES, NEW CONDITIONS, MAKE SERVICE LIFE TODAY REALLY ATTRACTIVE
NAVAL KING'S COLOUR PARADED

AT THE JUBILEE OPENING OF PARLIAMENT CEREMONY AT CANBERRA, ON JUNE 12 LAST, THE PARADING OF THE NAVAL KING'S COLOUR, WITH ALL THE HONOURS AND PAGEANTRY ATTACHED TO SUCH AN OCCASION, PROVIDED A COLOURFUL AND IMPRESSIVE FEATURE OF THE HISTORIC PROCEEDINGS.

By A Special Correspondent

It was a brilliantly impressive ceremony and lent added dignity to the historic proceedings in which nearly 4,000 members of the services marched past His Excellency the Governor-General (the Right Hon. W. J. McKell).

Because the King's Colour is a treasured possession it is paraded only rarely, and when, it is accorded the very highest honours. It is guarded by a Colour party consisting of a sub-lieutenant or lieutenant wearing a sword, a chief petty officer, armed with a drawn cutlass, and two petty officers or leading seamen, carrying rifles with bayonets fixed.

Neither the Royal Navy nor the Royal Australian Navy, nor any of the other Dominion Navies own a King's Colour until after the First World War, when the late King George V decided to present Colours to the Home Port and to commands afloat and abroad, as well as to the Royal Australian Navy, the Royal New Zealand Navy and the Royal Canadian Navy.

The Royal Australian Navy received two of them, one of which was kept in the flagship of the then Australian Squadron, and the other at Flinders Naval Depot at Crib Point, Vic. After King George V's death, King George VI presented new Colours, and the old Colours were laid up. One of those in possession of the Royal Australian Navy was placed in the chapel of the Bagh in 1939 and the other at Flinders Naval Depot.

One of the present King's Colours is kept in H.M.A.S. "Sydney," Baghship of the Australian Fleet, and the other in the Chamber of Parliament House, Melbourne.

When the King's Colour is received or surrendered by the Colour party it is given a Royal salute.

In Malta, on April 5 last, the Mediterranean Station received a new King's Colour which was presented by Princess Elizabeth. Two thousand five hundred men, including Royal Marines, were on parade.

After Her Royal Highness had inspected the guard of honour the massed bands of the Royal Marines of the Station past and the old Colour was trooped and marched off to the playing of "Auld Lang Syne." The new Colour, which had been conserved some days before, was then placed upon a pile of drums in the centre of the parade ground.

The Princess, having taken the Colour in her hand, presented it to a kneeling officer and said: "Throughout history, in peace and war, the Colours have been the most cherished possession of the regiments of the Army. Although the Navy has sailed under the White Ensign for 100 years, it was not until as recently as a King's Colour was introduced so that, when ashore, you would be able to carry with pride the Cross of St. George under which you serve at sea.

"It is also right and proper that the people should see the White Ensign under which the Royal Navy has protected the seas and preserved the freedom of the Commonwealth and Empire for so long.

"I leave this Colour in your keeping in the confident assurance that it will be sustained with the same devotion by the Mediterranean Fleet."

The Royal Navy is proud of its King's Colours and so is the Royal Australian Navy of its Colours which it owns. The people of Australia should be proud of them, too.
AIRCRAFT CARRIER'S EQUIPMENT DAMAGED

Above: H.M.A.S. Sydney in the Captain Cook graving dock. This damaged the "Sydney's" equipment has been detected in the gearbox of the main engine. They stripped cog over as the vessel began her trials. Measuring 4½ inches, were found. They could not have and on completion was re-named by the wife of the then displacement carrier of the Majestic class. She has a flight deck 630 feet long and 22 feet wide. A new aircraft carrier, is expected to be commissioned in 1952.

On 26th June, the Acting Minister for the Navy, Mr. Joash Francis, announced that one of the radar sets in the aircraft-carrier "Sydney" had been deliberately damaged. When making this announcement, Mr. Francis said: This will show the Australian people how close our enemy is to us, although we may think he is far away.

The Fifth Lord of the Admiralty, who is the Air Arm member of the Board, when replying to several vital questions concerning Naval Aviation recently, emphasised two particular factors: first, the primary need for more pilots; and, second, the high state of efficiency the Air Arm of the Navy has attained. The questions which led to his Lordship's statements were put to him during an interview which he granted the "News of the World" and the questions and answers were published originally in that newspaper on March 18th., as follows:

Question—The public would like to be assured that the Royal Navy is still in the highest state of efficiency, and has kept well abreast of modern invention. As Fifth Sea Lord you are particularly interested in the Arm of the Service. Are you satisfied with its strength and quality?

Answer.—Admirals are never satisfied that they have got all they require. At present, we have good aircraft, but some of them are of rather old design. We have been living on our war stocks, and it will take some time to work cooperatively, with the intention of devoting our limited resources to development and preparation to take a big ace forward at the right time. That time is now. Aircraft are now coming into service of a very high quality. These include the "Sea Hawk," the newest jet fighter of all to come off the production line in this country, which was designed specifically for the Royal Navy from its conception. If you want an example of our readiness, notice the work done by H.M.S. "Theseus" and her Air Group off Korea. The carrier and her company was not handpicked when she was detached at short notice from the Home Fleet, and yet she has achieved an outstanding and possibly unsurpassed scale of operations. At the same time she has the lowest number of aircraft accidents on record (1,500 composite deck landings without mishap) -- no mean feat in the bad weather in which they have been working.

Question—Some people cling to the idea that the Royal Navy is old-fashioned and reluctant to embrace new ideas. Is this true of its approach to the use of air power?

Answer.—No, quite untrue. I should like to remind you of three things that people are apt to overlook: First, the Navy in World War I, with its Royal Naval Air Service, was among the pioneers of aviation; second, it was barely 12 years ago—just before World War II—that the Navy was given full control of its own flying. third, the present-day Navy devotes nearly a quarter of its man-power and approaching one-third of its budget directly or indirectly to aviation.

Question—Could you say something about the use of the Air Arm against submarines which our enemies might use against us?

Answer.—The submarine threat is a very real and dangerous one. However, I do not suppose the public have forgotten the success of naval aircraft against U-boat packs in the last war, and we have come a long way since then. We have been keeping our scientists busy in developing the means of countering such developments in submarines as the "snort" and higher submerged speeds that have been introduced since 1940. For our part, we expect to get good service from the new Fairey "G.R.17," which is in fact the first naval aircraft designed exclusively to fight submarines. We are also exploring very carefully the possibility of employing naval helicopters for the defence of convoys.

Question—Have you got all the pilots you need?

Answer.—No. This is the most important problem we have to face. Even to-day we are able to meet our commitments only by stretching ourselves almost to breaking point. In view of our expansion programme, we urgently need a greater flow of volunteers, both for Regular Service and for our R.N.V.R. Squadrons, but they must be of the right type. It is my personal belief that in no other profession, or occupation, are such high qualities of skill, courage and determination required as in Naval Aviation.

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ANTI-SUBMARINE DEVELOPMENTS

The vital need to be prepared to deal effectively with the high speed warfarism of the future, if war should come, has very naturally and very splendidly brought forth a response intensely characteristic of British naval science.

Discussing the technical needs of the Navy, Mr. L. J. Callaghan, Parliamentary Secretary of the Admiralty, emphasized recently the fact that the major problem confronting naval circles centered on the introduction of new types of attack. That factor was cardinal in all our needs, and “dominated,” he said, the whole of the research and development of the Admiralty scientists’ work at the present time. Increased speed of attack meant that they had to be able to destroy, at greater distance, and that it made it more important to measure range and height earlier. A faster shell was also wanted, to increase the range, resulting in equipment and weapons that were becoming much more complex and bigger in size.

“Research was concentrated,” Mr. Callaghan continued, “on reducing size of equipment and getting lighter materials, and on finding ways of dealing, in a general way, with its effect on combating the submarine threat. Mr. Callaghan said that there was already a plan for the Fleet; thus the Navy was able quickly to develop and put into use what it wanted and in what order. The maritime effect of research was being used to bring forward 60 ships forward from reserve into commission, with the active Fleet. Other ships in the reserve Fleet were now being stored, and in stocks and stores the Navy would be in a healthy position when the ships became operational.”

Long-term proposals include the conversion of 40 destroyers to anti-submarine frigates, which will have the double advantage of providing very fast ships and saving a great deal of money, because a conventional conversion would cost about £9,000,000, whereas an anti-submarine frigate would cost about £1,333,000. A new destroyer costs about £1,750,000, more than the cost of a battleship during World War I.

A plan was also under way to modernize the Navy for the next two or three years in a large number of destroyers (without conversion) and a number of cruisers.

The position with regard to aircraft carriers was also in course of considerable improvement. The “Eagle,” Britain’s latest and longest ship of this type, was now undergoing sea trials, and a new Navy yard was pushing ahead with the “Ark Royal” and four “Hermes” class light fleet carriers, which would be able to operate the latest types of aircraft. Six of the eight “Daring” class destroyers would be undergoing sea trials this year.

The Admiralty was not proposing to resume the “Tiger” class cruisers until certain research work had been completed, and fire control had been improved.

As to new construction, the programme of vessels to be laid down during the next three years totalled 232 ships, including 45 aircraft-carriers, eight destroyers, 21 frigates (17 of which had already been ordered), and nearly 200 minesweepers, patrol boats, and the like small craft. Forty-one minesweepers had been ordered, together with 28 patrol boats, and various descriptions. It was hoped that most of the new ships would be completed at the latest by the end of 1955. The “Eagle” was already completed, the Royal Navy would have 18 fleet and light fleet aircraft-carriers, plus three in the Commonwealth Navies, making a total of 21, compared with the war-time peak number of 11 such vessels.

A new Aviation, a series of tailor-made aircraft was now coming along for the Royal Navy — aircraft which could search, detect, locate, and fire. The “Hawk” jet fighter, which would become operational in this financial year, had a performance that would rival that of any land aircraft. In addition, there was the “Wyvern” turbo-prop strike aircraft, and the Navy was attaching great importance to the “G.R.17,” a specially designed anti-submarine aircraft.

Meanwhile, the Navy had the “Zeta,” a really intrinsic aircraft, which would be coming into operation this year. The aircraft they were relying on were the “Dart” and the “Hermes,” and the “Fairey Firefly.” The “Venom,” a night fighter for operation from carriers, would be coming forward in 1952. Experiments had been conducted in flying helicopters from the deck of a fleet auxiliary, and it was hoped that helicopters and the “G.R.17” would be able to make great use of the Sono-husy.

The Sono-husy was dropped from a helicopter or other aircraft; it was used in the submarines that could not be seen and relayed what was heard to the aircraft.

The usefulness to any one weapon which was following was clearly apparent.

The common accusation against the Fighting Services that they fight a war on the last war’s methods will scarcely hold in the next war, if such there be.

“ORPHAN ISLAND” NOW A SANCTUARY.

The island of Chaya ku Ko, off the west coast of Korea, about which an interesting story was told in our April issue, has now been taken under the “wing” of the United Nations Forces. At the time this story was penned, it was remembered, that 20 orphaned children, found naked and starving in bitter cold weather, were adopted by the British Ship “Ceylon” (Captain C. F. J. Lloyd Davies, D.S.C., R.N.). The ship’s company of the “Ceylon” fed and clothed the children, chopped firewood, and left sufficient supplies for the winter.

Now a black circle rings Chaya ku Ko, but the island itself is a sanctuary in which its inhabitants—the 20 children and a woman guardian—live in peace. They lie within the shelter of the guns of British and American warships, under the “motherly” eye of H.M.S. “Ceylon.”

Thus, in the midst of war, is a mission of mercy consummated and welded into history.
COMMANDO MISSION

A raiding force of 250 Royal Marine Commandos stormed ashore on April 7th eight miles south of Songjin and demolished a section of the mainline of the south of Songjin and a coastal railway.

The Commandos, led by Lieut.-Colonel D. B. Drysdale, M.B.E., Royal Marines, and operating as part of a Combined Task Force under the overall command of Rear-Admiral Roscoe H. Hillen-koetter, U.S.N., succeeded in blowing up more than 100 yards of railway track and left a crater 16 feet deep. It was an example of good operational methods, surprise tactics, and effective gunnery.

While this raid was in progress elsewhere, a section of the West Coast, United Nations Naval Forces continued to maintain a tight blockade of the area, while the Royal Marines ashore and the New Zealand frigate "Black Swan" continued in denying the enemy access to the area of operations.

The Commandos in Korea is a history of high commando tradition. In the operations to close the reservoir, for instance, their conduct was outstandingly gallant and distinguished. Awards to members of 41 Independent Commando, Royal Marines, announced in the "London Gazette" on May 18th, are notably indicative of that.

"Victory" says the "Admiralty News Summary," were for exceptional services and great gallantry during the withdrawal of the United Nations Forces Mainline of Resistance (Northern Korea) last November from the Hungnam bridgehead shortly after the intervention of Chinese forces in the campaign.

The Commanding Officer, Major (Acting Lieut. -Colonel) Douglas Burns Drysdale, of Haslemere, was awarded the second bar to his Bar of the Distinguished Service Order, and the Military Cross was awarded to Captain (local Major) Dennis Lecoin Samuel, of the 2nd Battalion, South Australian Regiment, for their conduct of the 22-ton schooner "Ornament" off Auckland, New Zealand, on May 15th. Her passage from Suva, 900 miles last port of call, had taken 22 days. She had weathered 12 days of almost continuous hurricane, which her skipper, Captain Donald MacLeod, described as the worst he had encountered in 47 years. The "Ornament" was manned by the skipper, his 30-year-old son Ken, and three young first-trip deckhands. They arrived wearing shirts improvised from blankets, the only dry material aboard.

The former "Monowai", Mr. John L. Virtue, fell overboard five hours after the ship left Sydney for Auckland on March 15, he was rescued two hours later. A lighted buoy was dropped and a boat lowered. Eventually when the ship was under way again cries were heard and a boat was again lowered. Virtue was washed ashore and exhausted, but would have remained until much longer.

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S.S. "MILDURA" SOLD TO JAPAN.

The A.U.S.N. steamer "Mildura," so long known to Australians inter-State trade, has been sold to Japanese shipbreakers for scrap iron. The "Mildura" is more than 30 years old, and was due for a Lloyd's survey which would cost about $175,000 less than the ship's value.

Two ships, the overseas vessel "Risaldar" and the inter-State freighter "River Murchison," collied in Newcastle Harbour (New South Wales) on June 14. The "Risaldar" was on its way to sea when it is said to have swung away to the "River Murchison," tied up at Dyke End. Both vessels were damaged, but not burnt, and no lives were lost.

JAPAN TO RESUME PACIFIC SHIPPING TRADE.

Allied headquarters in Tokyo on June 12 authorised the resumption of Japanese shipping on the Japan to North America trade routes. Ships—first to run on these routes for 10 years—will probably begin to sail in July. Four Japanese shipping groups will each contribute five ships. Japanese shipping circles expect an average net profit of £35,000 on each voyage. Major ports of call will be Manila, San Francisco, Los Angles, New York, Cristobal, Boston, Philadelphia, and Baltimore.

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COAL FROM INDIA.

A message from New Delhi on May 31 said that India has shipped only 194,000 tons of 650,000 tons of coal the contracted to supply Australia by June this year. Every effort was being made, it said, to charter ships, but there was little hope that such charters could be effected.

COLLISION IN NEWCASTLE HARBOUR.

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KOREAN NAVY CITED

The Courage And Devotion To Duty Of The Officers And Men Of The Republic Of Korea Navy Was Recently The Subject Of A High Citation By The American Commander Of The United Nations' Forces In The Korean Campaign.

The "will to fight" of officers and men of the Republic of Korea's Navy was praised by United States Navy officials during ceremonies here at the Royal Naval Academy, which is modeled upon that of the United States at Annapolis, Maryland, U.S.A.

President Syngman Rhee, of the Republic, John J. Muccio, U.S. Ambassador to the Republic, and United States Senator Warren G. Magnuson, of the State of Washington, who has been studying conditions in the Far East, were present at the ceremonies.

Rear-Admiral Allan E. Smith, U.S. Navy commander of a United Nations Blockading and Escort Force, was present at the ceremonies.

PROTEST ON SUEZ

The Australian Government has formally protested to the Egyptian Government against Suez Canal shipping restrictions. Unrestricted passage through the Canal, it was stressed, remains an important Australian interest. Since hostilities between Israel and the Arab States began in 1948 the Egyptian Government had imposed restrictions on the use of the Canal. Australia has now joined the United Kingdom, South Africa, the United States, Norway and other countries in protesting.

U.K.-AUSTRALIA SHIPPING SERVICES SUPPLEMENTED

According to an Australian announcement from London May 30, shipping lines operating between Britain and Australia have secured six more ships to supplement their present services. These ships are in addition to three cargo vessels chartered earlier in May.

U.S.A. LAUNCHES ITS BIGGEST LINER

The largest and fastest passenger ship ever built in America, the "United States," was launched at Newport News, Virginia, on June 23. At full capacity she will carry 2,000 passengers, a crew of 1,000 and 148,000 cubic feet of cargo. She can be converted speedily to carry 14,000 soldiers on her 12 decks. By the time she makes her maiden voyage from New York to England and France next year, the liner will have cost 70 million dollars (£331 million). More than a third of her cost is going into troopship features. She is designed to travel at more than 30 knots per hour. Although three feet longer than the "Queen Elizabeth," she will rank in tonnage only as the world's third largest liner, behind the "Queen Elizabeth" and "Queen Mary."

"QUEEN ELIZABETH" TO THE RESCUE

The mammoth liner Queen Elizabeth, altered course in mid-Atlantic recently to go to the aid of the Norwegian freighter "Hal- lindal," adrift after a boiler-room explosion. The freighter reported she was in no danger of sinking.

SHIPPING INQUIRY URGED

A message from Naples, Italy, says that a shipyard there has rebuilt a war-damaged Roman galley. It was damaged during the last war when the retreating Germans blew up a museum. The galley has been restored as a museum exhibition piece more or less to its former place.

ROMAN GALLEY REBUILT

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"That is the reason I am here to-day. I am here to do honours to your leaders, and to each of you in the Republic of Korea Navy."

Following the presentation of awards, President Rhee said: "I am happy to have this opportunity to express Korea's thanks to the people of the United States for all the help that they have given us in the hour of our need."

President Rhee also presented Admiral Smith the Republic of Korea Medal in recognition of his services as Commander of the United Nations Blockading and Escort Force. He cited Admiral Smith for his co-ordination of the naval gunfire interdiction along Korea's coasts and the naval blockade to maintain U.N. control of the seas.

At the Chinhac ceremonies, Rear-Admiral Smith represented U.S. Vice Admiral C. T. Joy, Commander Naval Forces, Far East. Lieutenant-General John B. Coulter, Deputy Commander of the U.S. Eighth Army, and military and civilian representatives of Denmark, Sweden, Thailand, Philippines, Greece, and Union of South Africa also were present.

Ratings aboard the Pakistan frigate "Sind" testing the ship's compass for their departure for Pakistan. The "Sind" came to Australia early this year for the combined Commonwealth fleet Jubilee exercises. While she was undergoing refit in Sydney her ratings gave some luxurious beers.

July, 1951.
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**NEWSPAPER OF THE WORLD’S NAVIES**

**R.A.N. COLLEGE PERPETUATES MEMORY OF HEROIC CAPTAINS.**

The Minister for the Navy (the Hon. P. A. McBride) announced on May 17 that the Naval Board had decided to perpetuate the memory of four captains of the Royal Australian Navy who had lost their lives in the Second World War by naming entries of intermediate cadet midshipmen to the Royal Australian Naval College after them. The intermediate entries were named between 15 and 16 years.

Mr. McBride said that the cadets whose memories were to be honoured were Captain J. Burnett, of H.M.A.S. "Sydney," which was sunk with her ship's company in the Indian Ocean in November, 1941, in an engagement with the German raider "Kormoran," which was also sunk; Captain R. M. L. Walker, of H.M.A.S. "Perth," whose name was among the missing when "Perth" was sunk in the Java Sea in March, 1942; Captain F. E. Getting, of H.M.S. "Canberra," who died of wounds after his ship had been sunk off Suez Island in the Solomons in August, 1942; and Captain E. V. Dechaineux, of H.M.S. "Australia," who died of wounds in the Battle of Leyte after a Japanese "kamikaze" pilot had crash-landed his aircraft against "Australia." Mr. McBride explained that, unless the ordinary annual entry for 13-year-old boys, cadets at the College were formed into groups according to the year in which they joined. As boys who entered at 15 remained there for four years there were four such groups, named Jervis, Phillip, Cook and Flinders respectively.

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**FATHER’S DAY**

The economical tonic food provides fortify growing children against sickness and build them strongly for future years.

**CORNWELL’S EXTRACT OF MALT**

NATURE’S TONIC FOOD FOR YOUTH AND OLD.

**OMER MISSION.**

H.M. submarine "Telemachus" and a R.A.A.F. Lincoln bomber were used recently in an unavailing search for a 20ft. launch with two men aboard from Lord Howe Island. The two men set out on June 16 on a fishing trip to the Admiralty Islands but were not seen again. It is assumed their boat foundered during the heavy storms that swept Australia's eastern coasts at that period. The search was abandoned on June 19 after a petrol bottle from the launch had been found on the Lord Howe Island coast.

**NEW COMMAND FOR AMERICAN.**

General Dwight D. Eisenhower, as Supreme Commander of the Allied Forces in Europe, has appointed the Admiral Robert Carney as Commander-in-Chief of Allied Forces in South Pacific. However, the British Admiralty announced that Fleets does not come under the new Command. Under Admiral Carney are the Italian General Castiglioni, as commander of land forces and the American Major-General Scharf, as commander of the air forces. Doubtless Admiral Carney will have a British conception which, according to an Admiralty spokesman, will be provided.

**NELSON'S "PLUME OF TRiumph" STOLEN.**

In our last issue we had occasion to deplore the stealing of Britannia's Trident—the nation's traditional emblem, a British sea-mastery—from the marble figure at the foot of Queen Anne's statue outside St. Paul's, London. Now comes news of the disappearance from the National Maritime Museum at Greenwich, of Lord Nelson's "Plume of Triumph" head-dress, the nation's priceless relics. Such thefts can only be described as the work of irresponsible, yet vandalistic, barbarians. Of British blood? We'd hate to think so.

**MERCY MISSION.**

On Saturday afternoon, May 19, the submarine "Telemachus" lying at Balmain Naval Depot, Sydney, became an extra suburban post-office, but only for the period of the afternoon. The under-water "post-office" sent out telegrams to all parts of Australia, at threepence a word. Its operations were part of a special carnival which the Balmain Naval Depot arranged to raise funds for relatives of the British naval men who lost their lives in the submarine "Affray," when it met with disaster in the English Channel recently.

**FAMOUS ADMIRAL DIES.**

Admiral of the Fleet, Sir Reginald Tyrwhitt, commander of the "Harwich Force" during World War I, died on May 31. He was 81.

**NAVAL SLOOP AND UNDERWATER TELEGRAMS.**

The P. and O. liner "Strathmore," outward bound for Australia, and the Pakistan Government's naval sloop "Zulfiquar" collided in Colombo harbour on June 26. Both vessels were damaged.

**FRENCH SHIPS AT MALTA.**

The French corvettes "Kabyly" and "Hova" and the submarine "Bouan" arrived at Malta in April to take part in anti-submarine exercises with the British Mediterranean Fleet. More French warships arrived later in the month for similar exercises. The British frigates "Loch Doon" and "Loch Scaviag," the submarines "Tobard" and "Teredo" and destroyers of the 1st Destroyer Flotilla cooperated with the French ships.

**H.M.S. "GLORY" PETROL RESERVES CONTAMINATED.**

The aircraft-carrier H.M.S. "Glory" returned to Sasebo Naval Base in Japan from Korean waters on June 13, following contamination, it is said, of her aircraft petrol reserves. Press reports from Tokyo at the time indicated, however, that a R.N. preliminary investigation had ruled out any possibility of sabotage.

**MORE SHIPS FOR ROYAL CANADIAN NAVY.**

A message from Quebec on June 5 announced that the Canadian Navy is to be strengthened by the building of 12 more ships, including seven destroyer escorts. These are additional to the twenty ships already under construction.

**W.R.A.N.S. 10TH BIRTHDAY.**

The 10th anniversary of the formation of the Women's Royal Australian Naval Service was celebrated at Flinders Naval Depot, Victoria, on April 27. There were two W.R.A.N.S. officers and 31 ratings at the Depot. Twenty-one of them have been stationed there since April 9 and the other ten, who are West Australians, since April 20. The Director of W.R.A.N.S., Capt. Officer Blair Bowden, inspected them at 1.45 p.m., and then addressed them. Afterwards she attended an afternoon tea party at which the principal feature was a decorated cake with ten candles. At 3.15 p.m. W.R.A.N.S. took part in a march past of the ships company of the Depot at which Commodore Superintendent of Training, Commodore H. J. Buchanan, and Mr. H. J. Buchanan, D.S.O., R.A.N., took the salute.

**WHO MEETS LEE.**

Two Chinese laundrymen, brothers from Hong Kong, and serving in different ships of the British Commonwealth Fleet, had an unexpected union in the...
Yellow Sea. Tao Chen Lee is laundryman in H.M.S. "Comus." One night, Tao was flung against a bulkhead and lay on deck with a badly fractured leg for half an hour before being discovered. It was a difficult compound fracture and the "Comus" decided to transfer Tao to the light fleet carrier, H.M.S. "Theseus." Tao, fastened to a stretcher, was transferred at sea by jackstay and the first person to greet him when he arrived on board the carrier was Tao Chen Who, his brother, who is laundryman in "Theseus."

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

The Minister for the Navy (the Hon. P. A. McBride) announced on 16th May that the Royal Australian Navy was making plans for the formation of a reserve air squadron of multi-seat aircraft in late 1952, followed subsequently by a single-seater squadron. It was said that these would be based at Schofields, N.S.W., which at present is a R.A.A.F. Station, but arrangements had been made for a R.A.N. Air Station to be established side-by-side with the R.A.A.F. Personnel requirements are still under consideration, but in the case of officer aircrew, 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 members of the R.A.N.V.R. There will also be opportunities for others to join in certain ground capacities.

DIRECTOR OF W.R.A.N.S. PROMOTED.

The Minister for the Navy announced on June 16th that First Officer Blair Bowden, Director of the Women's Royal Australian Naval Service, had been promoted to the rank of Chief Officer. First Officer Bowden, who was a First Officer in the W.R.A.N.S. in the Second World War, was appointed to her present post last January, shortly after it had been decided to reconstitute the W.R.A.N.S. She was then in the United Kingdom. She arrived in Melbourne on March 5 and assumed duty almost immediately afterwards.

"TOBRUK" TO HAVE NEW COMMANDING OFFICER.

The Acting Minister for the Navy (the Hon. Jos. Francis) announced on June 22 that Commander W. S. Bracegirdle, D.S.C., R.A.N., who is at present attending a staff course at the Royal Naval College, Greenwich, had been appointed Commanding Officer of the Australian Battle class destroyer "Toobruk." He would leave England in the liner "Stratheden" on August 9 and assume his command on September 24. Before Commander Bracegirdle left Australia for England in February, 1948, he was Officer in Charge of the gunnery school at Flinders Naval Depot. He was awarded the Distinguished Service Cross in 1941 after he, with another officer, had, in a night air attack, towed an ammunition lighter away from a blazing ammunition ship in Pireaus Harbour, Greece. He was awarded a bar to his D.S.C. for skill, determination and courage while serving in H.M.A.S. "Shropshire" in the Leyte Gulf operations. On two other occasions he was mentioned in despatches. On graduating at the Royal Australian Naval College, he was awarded the King's Medal, which is given to the cadet-midshipman who, during his period of training, has exhibited the most gentlemanlike bearing and good influence among his fellow cadet-midshipmen.

THREE AUSTRALIAN NAVAL A.D.C.'S TO KING.

The Minister for the Navy (the Hon. P. A. McBride) announced on June 22 that two officers of the Royal Australian Navy and one officer of the Royal Australian Naval Reserve had been appointed to the King's aide-de-camp in London. They were Captain H. L. Howden, C.B.E., R.A.N., Naval Officer-in-Charge, Fremantle; Captain (S) J. B. Foley, C.B.E., R.A.N., Administrative Assistant to the Second Naval Member of the Naval Board and Director of Supply and Branch Personnel; and Commander N. D. Puley, M.B.E., V.R.D., R.A.N.R. Mr. McBride said that the only officer of the Royal Australian Navy previously appointed an aide-de-camp to the King was the late Rear Admiral Sir Francis Hyde, formerly First Naval Member of the Naval Board. No officer of the Royal Australian Naval Reserve had been so appointed before.

NEW APPOINTMENTS IN ROYAL AUSTRALIAN NAVY.

The Minister for the Navy announced on June 16 that Commander W. B. M. Marks, R.A.N., had been appointed Commanding Officer, Royal Australian Naval College, at Crib Point, Victoria. Commander Marks is at present Commanding Officer of H.M.A.S. "Bunya," which returned to Sydney on June 14 from Korean waters, where she has been serving since the outbreak of hostilities in June, 1950. He was recently mentioned in despatches for his work in the Korean area.

Commander J. M. Adams, O.B.E., R.A.N., the present Commanding Officer, Royal Australian Naval College, has been appointed Staff Officer (Operations and Intelligence) to the Flag Officer Commanding the Australian Fleet (Rear Admiral J. A. S. Eccles, C.B.E.). Commander J. A. Walsh, O.B.E., A.D.C., R.A.N., at present Assistant Director of Manning at Navy Office, Melbourne, has been appointed Naval Officer in Charge, New Guinea. He will be relieved by Commander G. L. Fowle, D.S.C., R.A.N., at present Assistant Director of Manning at Navy Office, Melbourne (Staff Officer (Intelligence)) to the Flag Officer Commanding the Australian Fleet. Commander R. V. Wheatley, D.C.M., R.A.N., now in Charge, New Guinea, has been appointed Commanding Officer of H.M.A.S. "Penguin," the R.A.N. shore establishment at Balmoral, near Sydney.

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The Navy
July, 1951.
A remarkable diving operation by a leading scaman, which enabled the British cruiser, H.M.S. "Korea," to resume a patrol in Korean waters after she had been crippled by a fouled propeller, has been commented on by the ship’s commanding officer, Capt. P. W. Brock, R.N. The cruiser’s port outer screw was fouled by a 43-inch berthing wire after she had been refuelled from a tanker. Experts from the U.S. salvage tug "Mataco" unsuccessfully worked from dawn to dark to free the propeller. Then Capt. Brock decided that his own divers would continue operations. At 8 a.m. that night Leading Seaman Flook cleared the propeller after spending two hours in a diving dress and 13 hours under water without relief. Capt. Brock said: "By using the inter-communication system it was soon obvious that Leading Seaman Flook understood the situation and was confident of clearing the wire without cutting . . ." With the assistance of hands on descending alone again, refusing offers of relief. It was clear," says Capt. Brock, "that he understood exactly what had to be done and how to do it. By hauling and veering the bights, the wire was completely cleared and secured inboard by 10:10 p.m.

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"(1) Compulsory system of re-""ries in home ports. Two days to be given to all Engineer Officers to tale over duties of discharging and ballasting whilst ship’s officers are engaged in work aboard a tanker.

"(2) Holidays to be taken at home ports, or during periods not exceeding six months or on a vessel returning to the U.K. after a lapse of six months. To enforce keeping to this time limit, a system of penalties and disqualifications would be imposed.

"(3) Senior Officers’ wives to have option of one sea voyage per year if desired.

"(4) Full day’s leave for all Sundays away from the U.K. For 40 days’ leave to be taken in two parts annually for the health of all concerned.

"(5) Freedom for work and family at least once a year.

"(6) Compulsory retirement at 55 years of age to stimulate a healthy flow of promotion. An optional retirement at the age of 60 years onwards. This means that the main Master and Chief Engineer will have put in 35 years’ service, the most precious portion, in a very exacting profession. Taking into consideration the severe strain imposed upon this Service during war years and comparing it with similar Services, this is a very logical request."

In conclusion, it is very evident that Mr. Douglas S. Tennant, General Secretary of the Navigators’ and Engineer Officers’ Union, thinks strongly on this matter. In his address to the Annual General Meeting of his Union last year, he said: "There much, I believe, be entirely separate Agreements for tankers, based on the particular circumstances of the service in which tankers are operating.

"There are now 35 million tons of tanker tonnage on the British Registry and, in my view, there should be an entirely separate section of the National Maritime Board to deal with these questions and separate Agreements entered into."

THE RATIONALISATION OF THE TANKER SERVICE

IN THIS ARTICLE THE AUTHOR SEeks TO EXPAND A BRIEF REFERENCE MADE IN THE EDITORIAL OF THIS JOURNAL FOR MAY, 1951—THE URGENT NEED FOR SPECIAL AGREEMENTS FOR THE WORLD’S TANKER FleETS, BASED ON THE POTENTIAL HAZARDS AND UNNATURAL CONDITIONS PERTAINING TO THE TANKER SERVICE.
SEA-ODDITIES

Diving for trochus shell one day in October, 1946, near Taylor's Reef, North Queensland, a pearl fisher, Demas Morelas, of Innisfail, was seized by an octopus. Morelas was operating in four fathoms of water, and had gathered about half a bag of shell, when he came to a large hole in the rock.

Suddenly a long black tentacle flashed out from the hole and fastened itself on Morelas' chest. Fighting desperately to free himself from the tentacle, he next saw the octopus emerge bodily from the hole and attempt to encircle him with the rest of its feelers. Morelas thought his time had come, but, contriving somehow to feel the feelers off, he finally shot up to the surface, which he regained with the octopus still clinging to him.

Fortunately, he came up alongside his mate's dinghy. With a great effort he managed to throw the body of the monster into the boat, where it was killed by the savage tribes, who treated the body of the monster into the Tasman Sea.

One of the most tragic wrecks on the North Queensland coast occurred in 1846, and it remained unknown to the world for sixteen years, until the sole survivor, James Murrill, was found living in 1862 among the wild blacks of the Burdekin River. The barque "Peruvian" left the doomed ship on the North Queensland coast, and next morning the only occupant of the ship's complement, the captain's brother, being drowned.

The spear used is of the harpoon type, one end of the rope being attached to the spear and the other to the boat. When the turtle is struck the rope is paid out to its full length, and away race the turtle and boat at hurricane speed. Weakened by its strenuous efforts, the turtle is ultimately captured and added to the carcass of the former. The native harpooner in action presents a fine picture of grace and power.

It appears now from noteworthy researches by Stead, Roughley, and other notable Australian marine biologists that all the smaller species of the eastern Australian rivers go back at last to the sea, generally with the floodwaters. There, somewhere fathoms deep in the ocean, they spawn, and there, for the rest of their lives, which is probably not very long, they remain.

But so not the young eels, or elvers, as they are called. These, when about a year old, having grown to about twenty inches long, and weighing over a pound, escape through the intermediate stage of being "glass eels," quit the depths of the ocean and make their way to the freshwaters of rivers, lakes, swamps, and even distant inland waterholes—thus often travelling by land—of the eastern Australian coast.

It is a migration movement that goes on at or about the same time every year in all the rivers outflowing into the Tasman Sea. How the young eels find their way to the river estuaries from probably far distant ocean depths, since no parent eel, apparently, returns to direct them, is some-
SPEAKING OF SHIPS

Tyne shipyards launched a greater tonnage in 1950 than in any year since the war and have secured orders for over twice the tonnage of 1949.

In consequence of the new Swedish manning laws for ships of over 500 tons gross the Kalmar Yard has designed a motor-ship with a gross tonnage of 494, carrying a crew of 13 against 18 in a vessel of 500 tons.

The advertising campaign for out-of-season American tourists to Europe had very successful results last year and considerable numbers crossed the Atlantic at the end of the year.

With so much Scotch whisky being shipped to the United States, quantities of Danish whisky are being imported, the greater part of it being marketed in Scotland.

The shipment of pre-fabricated houses to Australia has become quite a major feature of the British export trade and large numbers are being taken out by the liners.

A Nigerian sentenced for stowing away in a British ship has been ordered another 14 years in prison for proceedings which made a stir some years ago.

The British authorities in Germany have described the German press reports that the Bohm and Voss Yards are to be allowed to rebuild for ship construction as "out of the question." Very successful results, in spite of the plant not being complete, were obtained with small Rover-type gas turbines in the launch "Torquil" on the Thames.

The South American Passenger Conference has discussed the question of fares in relation to fluctuations of exchange, but decided on only very minor adjustments until the next meeting in May, 1951, when the matter was to be reconsidered.

Mr. Basil Sanderson has resigned from the chairmanship of the Shipping Federation after holding it for sixteen years and has been succeeded by Mr. D. F. Anderson.

The American oil companies have been making inquiries for European tanker tonnage completing as far ahead as 1953 up to ten years' time charter.

Warnings have again been issued that marriages by the Masters of British ships outside territorial waters have not been legal in Britain for 150 years.

The advertising campaign for the Festival of Britain is an international conference of naval architects and marine engineers to last two weeks.

The Royal Merchant Navy School reports that ever since the end of the Second World War it has had an annual deficit, which is likely to eventually lead to the closing of the school unless an appeal to the public for funds is successful.

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BOOK REVIEW

By A.R.


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PERSIAN GULF NAVIGATION AIDS

Aide to navigation in the Persian Gulf are now operated by an organisation known as the Persian Gulf Lighting Service, whose members are part Persian Government nominees and part shipowners using the route.
EX-NAVAL MEN'S ASSOCIATION OF AUSTRALIA

FEDERAL COUNCIL

The Federal Executive of the Association desires to remind ex-R.A.N. personnel who are entitled to receive Prize Money, for World War II, that special applications for these forms are now available. These forms have to be completed and returned by the claimants to the Director of Navy Accounts, Department of the Navy, St. Kilda Road, Melbourne. Members of the Association who are entitled to claim a share, which amounts to £6/6/- each, irrespective of rank or rating, can claim Prize Money claims forms from Honorary State Secretaries throughout the Commonwealth, or from the Naval Officer-in-Charge of each State. Federal Council has been given to understand that payment of Prize Money will be made direct into the Bank account nominated by a claimant, and if no account exists one may be opened for such special purposes.

The issue of medals and ribbons for 1939-1945 war is still being proceeded with by the medal section of the Navy Department; the inscribed medals, together with the appropriate ribbons, are being despatched by registered package post to eligible officers and men of the R.A.N. Medals that have been previously issued, unenlisted should be returned to the Department for the owner's name to be inscribed thereon. Packages should be marked with the name and address of the person to whom they are being sent.

Mr. J. K. Stafford has tendered his resignation from the office of Hon. Federal Assistant Secretary and Mr. Stafford has been co-opted into his own Sub-Section at Campsie and is desirous of assisting to expand the Canterbury - Bankstown Sub-Section. Federal Council regrets the loss of so able an officer and will later call for nominations to fill the vacant position.

VICTORIA

The State Council and all Sub-Sections have nominated and elected representatives for a Social Committee being formed to organise various forms of social entertainment in the State of Victoria. Fortescue Sub-Section recently participated in a Carnival held locally, and gained the sum of £259, which has now been placed in the Building Fund. Other Sub-Sections are hoping to follow the lead given by Fortescue, and current information is indicating that Essendon, Geelong and Heidelberg Sub-Sections are gradually increasing the capital in their respective Building Funds.

New South Wales

The State Executive is taking steps to organise and open up a new Sub-Section in the North Sydney area. Members of the Ex-Naval Men's Association and other ex-personnel interested in its formation should contact the State Secretary, Mr. R. Humphry, room 1, first floor, 77 Pitt St., Sydney, or ring him at BW 5036 between 10 a.m. and 4 p.m. New South Wales Sub-Section has elected 12 new members between January and May this year.

The Navy

Mr. Neville Pixley, formerly President of the Brisbane Sub-

Section, has been made an Honorary Aide to His Majesty The King. Mr. Pixley returned to Queensland early this year after a lengthy sojourn in Western Australia, where he was actively associated on the Services Canterbury Trust Fund Committee.

PAPUA, N.G.

Mr. Frank C. Hill, of the Education Department, Port Moresby, has been elected Hon. Secretary of the Papua Section, filling the vacancy caused by the resignation of Mr. H. J. Gillman. The Section is arranging to entertain 250 guests at the forthcoming Ball being organised by the Association at Port Moresby. Mr. N. C. Plant, State President, is being ably assisted by his Executive and Committee.

TASMANIA

Progress of the Association in Tasmania is still being maintained under the able guidance of Mr. George R. Howe, State Secretary. The Executive will consider the proposition to send along representatives to the Federal Council for the 15 months ended 31st March, 1951, show that the various Tasmanian branches have entered the following numbers of new members: Hobart, 46; Launceston, 25; Devonport, 7; and Burnie, 17; thus making a total of 95 new applicants for this period.

G.W.S.

U.S.A. SERVICE PLANES CRASH

A United States Navy plane, a four-engine patrol Private, crashed on June 21 in Puget Sound, on the West Coast of America, killing five of the ten men aboard. On the same day a United States Air Force Super-fortress crashed and exploded near San Antonio, Texas. Three of the crew of eight were killed, but five parachuted to safety.

U.S.A. SERVICE PLANES CRASH

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HELIICOPTERS FOR AIR-SEA RESCUE.

The Royal Navy is adopting the helicopter for air-sea rescue and for inter-communication between ships of the Fleet.

The first of this type of aircraft to be included in the equipment of a Royal Navy ship is now embarked in the Fleet Carrier "Indomitable," the flag ship of Admiral Sir Philip Vian, K.C.B., D.S.O., the Commander-in-Chief, Home Fleet. It is a Westland Sikorsky Dragonfly, built under licence in Great Britain. A similar helicopter was used recently in trials in the English Channel, during which landings were made on a small platform on the stern of the Royal Fleet Auxiliary "Fort Duquesne."

It is intended that all aircraft carriers and air stations in the Royal Navy shall eventually be equipped with this type of helicopter. It will be used in place of the amphibian Sea Otter aircraft which has been employed for air-sea rescue for about eight years.

The helicopter is more suitable for this type of work by reason of the fact that it can hover over a selected position and haul a man on board by means of a cable and winch. The aircraft has a crew of two, a pilot and an aircrew man. The latter may, if necessary, descend by the cable to the assistance of a person in the sea. The helicopter can also operate in worse weather conditions than the Sea Otter, which is limited by its inability to land in rough sea. The helicopter's effectiveness is limited only in conditions of very high wind.

H.M.S. "Indomitable's" helicopter recently transferred dispatches to the battleship "Vanguard" when the latter was at Villefranche, French Riviera. The aircraft landed on the anchor chains on the battleship's foc'sle. Later an officer who delivered the dispatches was hauled on board by the aircraft by the cable and winch as the helicopter hovered above the warship.

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SOME ASPECTS OF AERONAUTICAL DEVELOPMENT IN THE UNITED KINGDOM.

British Aviation development in all departments, both in the Civil sphere and the Fighting Services, except for some air crew personnel shortages, goes on apace. The trend is for yet more speed, fighting power, range, manoeuvrability, climbing capacity, ceiling and endurance.

Late in July a staff correspondent of the "Sydney Morning Herald" in London saw the latest Rolls Royce gas turbines in production and in course of development at the company's 26-acre factory area at Derby. Though he saw included the still-secret Avon jet, which carried the Canberra medium bomber across the Atlantic in the record time of 4 hours, 37 minutes. He also saw the Dart propeller jet.

"This little can be said at present," he wrote, "about the Avon, but I can describe something of the grinding excellence test carried on a production Dart, which forms the propelling power of the Vickers Viscount airliner, a number of which Trans-Australia Airlines hopes soon to place in service in Australia. Gauge needles on the control panel indicated a maximum power capacity of this gas turbine at 1,400 shaft horsepower and 5,000 pounds thrust. Four of these pencil-like engines—less than 40 inches in diameter—are the Vickers Viscount.

As a result of the overall test—aerodynamic airworthiness, rain showers, severe climatic influences, etc.—the Dart will go into operational service good for 500 hours of running between major overhauls, which is twice the period stipulated for many comparable types of piston engines at a similar stage of development.

There can be little wrong with aircraft engine development in British aviation quarters in the heartening light of these disclosures, to say nothing of even greater possibilities potentially inherent in the still-secret Avon jet.

NEW AIRCRAFT FOR THE R.N. AND R.A.N.

As for naval aviation needs, according to the London "Times", the de Havilland Sea Venom, a carrier-borne all-weather jet fighter for use by day and night, is now in quantity production for the R.A.F. and the Royal Navy. It will go into squadron service alongside the Hawker Sea Hawk and the Supermarine Attacker, both single-seat jet fighters. These three aircraft, it is claimed, will provide the Navy with a fighter defence which should be capable of dealing with any enemy.

The Sea Venom, which has a twin boom fuselage and partially swept-back wings, is equipped with radar and carries a crew of two—a pilot and a navigator-radar operator, who sit side by side in a pressurised cabin. The wing-tip tanks, to increase range, are so designed that they do not affect manoeuvrability or speed. The engine is a de Havilland Ghost turbo-jet, at present rated at 5,000-lb. static thrust, which is 66 per cent. more powerful than the Goblin turbo-jet used in the R.A.F. Vampire.

Of particular interest to us here in Australia is the recent announcement by the Minister for the Navy (Hon. W. McMahon) that the Sea Venom has also been ordered for use in Australia. This type of aircraft, he said, is to re-equip R.A.N. squadrons and be operated from all carriers of similar class to H.M.A.S. Sydney. Simplifying details of the new aircraft, Mr. McMahon said that the Sea Venom has a wing span of 41 feet 9 inches and a length of 31 feet 5 inches. It has also a faster rate of climb and a much higher ceiling than the Vampire; in fact, the Sea Venom is a naval adaptation of the Venom—adapted in turn from the Vampire—in a more developed form. The Sea Venom is being built at the Bristol Aeroplane Company's works at Pitton, Gloucestershire, where a staff of 18,000 are employed.

Other ships into which the new aircraft will go are the carrier aircraft H.M.S. "Ark Royal" and the carrier aircraft H.M.S. "Eagle," which will be completed towards the end of 1952.

It is also reported from Britain that a contract has been placed by the Admiralty with Boulton Paul Aircraft, Wolverhampton, for a considerable number of the new advanced training aircraft to be known as the Sea Balliol, for use by the Royal Navy, and this training development of the Balliol T2, which is already in large-scale production, for the Royal Air Force.

ATTACKER JET FIGHTERS ALSO FOR NEW CARRIERS.

Supermarine Attacker jet fighters now coming into front line service will, it is officially stated, be included in the Air Group of H.M.S. "Eagle," the new aircraft carrier expected to join the active fleet early next year. In announcing this at a Press Conference on June 20th, Lord Pakenham, the First Lord of the Admiralty, also announced that some such scheme was needed had become all too apparent. Indeed, the Royal Navy's shortage of air crew personnel is a serious one, "the most acute," said Lord Pakenham, "of our problems."

"We are not getting the aircrew and we simply cannot allow things to drift," his Lordship stated. "At present we get our aircrew in two ways—first from permanent officers who specialise in flying, and secondly, from the eight-year short service commission scheme which we introduced in 1948. But neither of these schemes is giving us the results we had hoped for and require. On the one hand, not enough regular officers are volunteering for flying, and what is still more serious, we have fallen seriously short in our requirements on the eight-year short service scheme. It is in the light of these two facts, and particularly the second one, that we are introducing the new scheme."

That the Royal Navy will get the aircrew personnel it needs, we may be well sure. Particularly do we stress observation in relation to the highly authoritative statement made by the Parliamentary Secretary to the Admiralty, Mr. L. J. Callaghan, speaking at the same Press conference, Mr. Callaghan was able to supply a further inducement to service potentially greater than any offering based on pecuniary gain.

"For the first time the Navy could say 'you can have the best of two worlds, you can fly and you can go to sea, and it will be real flying in the sort of planes you want to fly in.'"

The advantages accruing from the use of these latest "front line" aircraft we will, we feel, shortly reflect itself not only in the Naval Air Arm itself, but also in the general public, who seems to have seen it all so splendidly to man it. In a direct way they will add greatly to Naval effectiveness; indirectly their use may well be the main determining factor in overcoming present personnel shortages.

In short, such aircraft cannot come into service too soon.

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MARINE ENGINES—THE PROBLEM OF 1951

By A. C. HARDY, B.Sc., M.I.N.A.

(With acknowledgments to Lloyd's List Annual Review, 1950.)

The year 1951 marks the opening of the second half of the 20th Century and one is naturally tempted in a Review of this kind to speculate on what changes are likely to take place within the next fifty years. Those which have occurred in the first half are startling enough, but the speed of current technical progress, the arrival of new materials and methods of fabrication, the demands of a rapidly-changing standards of sea transport, new requirements in crew comfort and new combinations of cargo, as well as the arrival of entirely fresh cargoes, makes the task of prophecy almost impossible. The first half of the century witnessed the elimination of the sailing ship, the metamorphosis of the steam-driven ship, and the arrival of the oil-engined ship with its vast effect upon sea transport, and the year 1910 brought us to the gates of gas-turbine propulsion with the vista of atomic propulsion, though still largely theoretical, rather more clearly defined than has been the case before.

In all the years since the end of the war, production has been the keynote, and provided that shipowners could make good their wartime losses as rapidly as possible, even with ships mainly built to pre-war specifications, they were content. The great shortage of everything inevitable at the conclusion of a world war, constituted a driving force towards this acceptance of solutions to new tonnage problems, and perhaps we were not perhaps we were at least expedient. That period having passed, we have time to ponder on their brains in steep and, in consultation with their advisers, try to determine exactly what they require for the future, bearing in mind that the life of an average ship is still with good luck upwards of a quarter of a century. Designers and builders of hulls, machinery and electrical equipment for their part now have the opportunity to turn round and see how far they can adapt to the needs of what is still conventional shipowning and the many and great improvements which science now offers. For these reasons, I think we are correct in the assumption that the next few years at any rate will see some big, rather remarkable developments in marine engineering and we have been able to see the shadow of these things coming in what has taken place in the ten years.

In general, then, steam continues to improve its performance with reduction in fuel consumption and an increase in compactness for the power a unit cylinder delivers. Towards the end of the year 1940 a new vessel, the Wallend was launched, in the Swan of Hunter & Wigham Richardson Ltd., a new vessel for the Gothenburg-Tilbury service of the Swedish Lloyd, a ship powered by geared turbines taking steam from water-tube boilers and of slightly over 8,000 h.p. on a single screw. This was in contrast to her predecessor, which had four slow-speed two-stroke engines with separate exhausts, providing that space and weight con-

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August, 1951.
axially movable. This gives a sym-
metrical cylinder on the top and bot-
on the top of a box-shaped crank-
cylinder and cylinder gear arc mounted
arc thought to be capable of super-
too heavy and bulky. The new Lent:
engines in association with water-tube
at the moment lies the difficulty: all
the necessary pressure and tempera-
tions still remains a dream of the
proponents of both systems. The prac-
tically or otherwise of electric drive for
this type of propulsion is not yet
ed in units of, say, under 1,000 horse-
not greedy in size and can be
be largely dependent upon the cir-
der of the engine, where it operates effi-
pulsion as the prime mover in propelling
On the auxiliary side there is little of
electricity to be popular and almost
for driving pumps or other auxiliary
machinery of which is at present
Control gear for auxiliary motors has not made
any noteworthy progress as regards
compacts, but this is governed to
some extent by the fact that the de-
light is too inconsiderable to be
deliveries are not as rapid as ship-
with switchboards the trend in Great
engine is important to the
still lays in favour of open
keentered the sphere of its possible application.
the completion of the first trawler to be
for a reduction gear between the engine and the
crew, or the builders.
non-reversing types who depend upon
an increasing tendency to burn boiler oil in the
which is presumably limited
the navigating bridge merely by ad-
justing the pitch of the propeller from a
control stand on the bridge.

This tendency to vest the control of
the ship directly in the bridge rather
than by transmitted order to the
engine-room appears to be on the in-
nCREASE, and in certain ships built for
trawler characteristics laid down in
1910 to operate in the Greenland
water; but also the direction of motion of the
two pinions on opposite sides of
and equipped crow's nest on
ice, not only the engine speed but
her time away from port with but

the engines and increases the ability
of the ship quickly to come alongside


The question as to whether ships
are exploring the possibilities in this
for many specific duties, and nearly
all harbor craft come within the

In respect of progress in this direc-
tion, the year 1910 saw the
arriving at the start of an era in which
we are fully alive not only to the speed
of goalpost masts. The navigating

never been heard of the steam side of the
rather by the fact that the de-
light is too inconsiderable to be
light is too inconsiderable to be

the rules for the measurement of net
continuous power. It is pointed out that
both-opposed-piston two-cycle engine
recalls that during 1910 the "Lamm-
er" was fitted with an opposed-piston
engine consisting of a cylinder of
about 10,150 tons. This ship, the
speed of which is presumably limited
for the greater part of
her time away from port with but

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converted to efficient sailors, soldiers and airmen.

NEW PAY RATES, NEW CONDITIONS MAKE SERVICE TODAY REALLY ATTRACTIVE
NELSON'S "PLUME OF TRIUMPH"

In its June issue this journal had occasion to comment in no uncertain terms on the despicable thieves, from its "Cape," joined the Navy as a Cadet in December 1919 and as announced on May 22 will in December succeed Admiral of the Fleet Lord Fraser of North Russia as Admiral of the Fleet.


during the subsequent operations in Calabria.

In its June issue this journal had occasion to comment in no uncertain terms on the despicable thieves, from its "Cape," joined the Navy as a Cadet in December 1919 and as announced on May 22 will in December succeed Admiral of the Fleet Lord Fraser of North Russia as Admiral of the Fleet.

Admiral Sir Roderick R. McGrigor, C.B., D.S.O., who as announced on May 22 will in December succeed Admiral of the Fleet Lord Fraser of North Russia, as of course in the National Maritime Museum at Greenwich, of Lord Nelson's "Plume of Triumph," presented by the Sultan of Turkey is as follows:

In the possession of a Bridport family. It was sold in 1898 and bought by another member of the family. The possession of a Bridport family. It was sold in 1898 and bought by another member of the family.

In the possession of a Bridport family. It was sold in 1898 and bought by another member of the family.

The Cheltenham or Diamond Aigrette worn by the famous admiral in his cocked hat. A reward of £100 has since been offered for information leading to the arrest of the thief or thieves and the recovery of the Cheltenham. A description of this priceless National relic was given recently by the "Admiralty News Summary," and is as follows:

The Cheltenham was presented to Nelson after the Battle of the Nile, 1798, by the Sultan of Tur-
NATO EXERCISES
Illustrating The Fine Bond Of Unity And Mutual Spirit
Of Co-operation Existing Among The Allied Navies
In The North Atlantic.

The Navies of the European nations united under the North Atlantic Treaty Organisation are taking part in a further series of combined exercises during the present European summer in the North Atlantic.

A number of exercises were planned calling for co-operation on an increasing scale in the use of a unified system of communications and a common tactical doctrine. In all about 100 ships, including a large minesweeping force, representing six nations bordering on the European North Atlantic seaboard, are or will be assembled.

The nations taking part are Belgium, Denmark, France, Netherlands, Norway, and the United Kingdom, and the ships comprise an aircraft carrier, 4 cruisers, 12 destroyers, 11 frigates, 12 submarines, about 50 minesweepers, and some coastal craft.

A measure of the bond of unity and the spirit of cooperation existing among the six nations participating is found in the fact that tactical control, which in 1949 and 1950 was vested in the British and Dutch, respectively, is now vested in the French. Under French control, the commanding Officer being Vice-Admiral Com- mandant I'Escadre, Vice-Admiral Com- mander-in-Chief, Portsmouth, Admiral Sir Arthur J. Power.

The British, Danish, French, Netherlands, and Norwegian Navies are contributing their major warships to a force to be assembled for these exercises, and the maritime aircraft of several of the participating nations are also playing their part. The first of the series of exercises took place in the approaches to the English Channel in June.

During the following month (July) important minesweeping exercises will be held near the Dutch coast. Minesweepers from Belgium, France, Netherlands, and the United Kingdom, numbering about 50 in all, will take part. This force, which will be larger than a similar force employed in minesweeping exercises last year, will be under Dutch operational control, the Officer in Command being Rear-Admiral C. W. Slot.

British mine-layers and minelaying aircraft will lay dummy mines for these exercises and ships proceeding to Netherlands waters will take part in a two-day convoy exercise while on passage. These exercises will be under British control, conducted by the Commander-in-Chief, Portsmouth, Admiral Sir Arthur J. Power.

North Atlantic Treaty Organisation Exercises are also taking place in the Mediterranean this summer. Representatives of N.A.T.O. countries with Naval units in the Mediterranean, which include Great Britain, United States, France, and Italy, met in Malta during May to carry out a joint study of some of the problems that may face the four Navies in war. The study took the form of a large-scale "chart exercise" in which the participants were given a hypothetical, but quite probable, war situation and then each "operated" his national forces in co-operation with other "commanders." An analysis of such an exercise will, it is hoped, point the way to even closer cooperation between the four Navies in the future.

In addition to the foregoing tactical exercises, combined exercises, lasting about three days, in which British and Netherlands naval, military and air forces took part, was held at the end of the English spring. This exercise was initiated by the Flag Officer Central, Europe, Vice-Admiral R. Jaujard, and conducted by the Commander-in-Chief, Netherlands Home Station, Rear Admiral C. W. Slot.

The Netherlands light cruiser "Tromp," two British destroyers (the "Opportunity" and the "Blesdale"), two Netherlands frigates and a number of British and Netherlands M.T.B.'s, landing craft and motor launches, co-operated with Netherlands military forces in bombardment and amphibious operations, and Netherlands aircraft engaged in attack and support some of the exercises. The exercise was designed to provide valuable experience in inter-service and international co-operation, and to try out systems of command and communica-

Replying to questions in the House of Commons recently, Mr. Callaghan, Parliamentary Secretary to the Admiralty, said that considerable progress in standardisation had been made by the Royal Navy, the Royal Canadian Navy, and the United States Navy — the three navies which would be contributing most to the North Atlantic Treaty Organisation.

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The NEW FIFTH SEA LORD.

Rear-Admiral E. W. Anstice, C.B., who will succeed Vice-Admiral M. J. Mansergh, C.B., C.B.E., in September, is an officer of wide experience, particularly in matters of Naval Administration, having served in several aircraft carriers and in important aviation shore appointments during the Second World War. The announcement of his appointment as a Lord Commissioner of the Admiralty, Fifth Sea Lord, and Deputy Chief of the Naval Staff, (Air), was made on May 7. He is fifty-two years of age.

The Fleming has been swift. In August, 1945, he was appointed Commodore, Flying Training, and three months later he took command of the R.N. Barracks at Lee-on-the-Solent, the Aviation Depot. He was lent to the Royal Australian Navy in 1946 and served there as Fourth Naval Member of the Australian Commonwealth Naval Board.

He returned to the United Kingdom in 1948 and on promotion became the Flag Officer Commanding the Training Squadron. During the Western Union Naval Exercises in 1949 he flew his flag in the battleship "Anson." He was subsequently appointed Flag Officer, Flying Training.

He was appointed C.B. in the New Year's Honours List, 1950.

The Australian battleship destroyer, H.M.A.S. Anzac, being prepared at Garden Island for service in Korean waters. Able Seaman J. E. Cooper and Leading Seaman F. Seymour are seen fitting the ship's crest to the bidge.

H.M.A.S. Anzac, sent to Korean waters, after 10 months service in the war zone, Admiral C. T. Joy, United States Naval Commander-in-Chief, sent the Canadian destroyer "Athabaskan," the following signal: "Athabaskan has served the United Nations effort in Korean waters honourably and bravely and it is with deep regret that I note her departure for a well-deserved rest. To the Commander, Officers and men, my sincere 'well done.' Rear-Admiral A. K. Scott-Moncrieff, who commands the British Commonwealth Fleet, signalled: "Thank you for your good work during your time out here. Happy homecoming to all."
BRITISH HOME FLEET FESTIVAL VISITS.

The British Home Fleet visited more than fifty ports and waterfront resorts in the United Kingdom during the months of June and July of this year. It formed the largest “showing the flag” programme in British Home Waters since before World War II.

Many of the visits were in connection with the Festival of Britain, and most of the ships were thrown open by their Commanding Officers to large numbers of visitors, including organised parties of adults and school children. Many of the ships were floodlit at night when anchored off shore or in harbour. The spectacular effect of this display of naval efficiency and pageantry was most impressive.

The visits were made during the Home Fleet cruise when ships of the Fleet are not engaged on exercises or other forms of manoeuvres or drills. The ships were dispersed over a wide area between Wick and Stornoway in the North, Penzance and the Scillies in the West, and Southwold and Margate on the East Coast. Several popular resorts on the South Coast of England, including Bournemouth, Brighton and Hastings, were also visited, together with ports in Wales, Northern Ireland and the Isle of Man. Among the many ships included the aircraft-carrier “Indomitable,” flag-ship of Sir Philip L. Vian, K.C.B., K.B.E., D.S.O. (the Commander-in-Chief, Home Fleet), the light aircraft-carrier “Indefatigable,” the cruisers “Vanguard,” flag-ship of Rear-Admiral St. J. A. Officer Training Squadron Other visiting ships were the aircraft-carriers “Victorious” and “Formidable,” the battleship “Hood,” the battle-cruiser “Prince of Wales,” the light cruiser “Dido,” and the destroyers “Shields” and “Swiftsure,” and many other vessels.

NEW LONDON HOTEL FOR M.N.

The Merchant Navy Welfare Board have announced that their new London Hotel for Merchant Navy seafarers has been opened at 19-21 Lancaster Gate, W.2. This hotel, where restaurant, lounges, and full bar facilities are available, is most modern in service equipment, and provides single and double rooms all with hot and cold water, and with radio-rediffusion installed in each bedroom. Charges are moderate.

SMUGGLING RACKET BROKEN.

It is now claimed that the British Customs Department has broken the back of the smuggling racket into the United Kingdom. The number of seizures have been doubled in the last three years and their value multiplied several times.

HULL (U.K.) EDUCATION GRANTS.

Candidates undergoing a course of study in the Hull area for Extra Master or Extra First Class Ministry of Transport certificates of competency can now make application for grants towards the cost. Full details of the procedure to be followed in making application to the local Education Authority can be obtained from the individual nautical training establishments in Hull.

SEAFARERS’ MEMORIAL CHAPEL.

A chapel to commemorate the men of Lincolnshire (England) who died at sea during the Second World War was dedicated at Lincoln Cathedral on June 2. The service was opened by Admiral Lord Toovey.

AWARD TO SHIP’S OFFICER.

Mr. Alexander Smith, Chief Officer of the S.S. “Deedon,” has been presented with the Royal Humane Society’s testimonial on parchment for his rescue of a boy from Whitehall Harbour, South Shields on January 19. and his value multiplied several times.

LAST OF THE WINDJAMMERS.

The four-masted barques “Pamir” and “Passat,” which have been laid up in the United Kingdom since October, 1949, have been sold to a Belgian firm. The barque “Viking,” which has been lying at Rotterdam since June, 1950, was recently reported as being the subject of negotiations which, if successful, would lead to her use as a floating hostel for students at the University of Cambridge.

LONDON BRIDGE.

The old nursery rhyme, “London Bridge is Falling,” seemed on the way to coming true late in June. A strong Thames current swept a pontoon carrying a large crane against the bridge, and the banjo-shaped hulk caught in the stonework. As the hulk swung back it dragged masonry with it, shattering the balustrade for 30 yd.

DENNY-BROWN STABILISER.

The liner “Chusan,” which recently completed her maiden voyage to the Far East and on which a Denny-Brown stabiliser is fitted, reports very successful results in damping out rolling with the aid of that equipment. Homeward bound, the “Chusan” had to contend with fairly heavy weather conditions, including a strong North-East monsoon in the China Sea, as well as gales in the Mediterranean, the Bay of Biscay and the English Channel, but, said one of the officers, the passengers suffered no discomfort at all when the stabiliser was used. It is understood that at least one major liner company is very interested in the success of the ex-
OVERLOADED TANKER.

The captain of an American oil tanker was recently fined £100 with an additional penalty of £240, by the Swansea magistrates. He had pleaded guilty to overloaded his tanker £2,400, by the Swansea magistrates. He had pleaded guilty to having overloaded his tanker.

TELEPHONES FOR MERCHANT SHIPS IN PORT.

It would be ridiculous in these modern times to attempt to run an office or factory without the aid of a telephone, yet how many ships that come into port have a telephone placed on board as an aid to the shipmaster and his officers in their port work? A very small number indeed. Yet, as the “Merchant Navy Journal” points out, in the little port of East London, South Africa, as far back as 1910, this public amenity was fitted on board as soon as the ship tied up. If this could be done forty years ago why has the system not been adopted more universally? If we use a wide generalisation and say that in the great ports of the United Kingdom a telephone is still the only means of oral communication, it will be near enough correct, and for men who pride themselves on their efficiency and business acumen, it is certainly surprising that shipowners themselves do not insist on telephonic facilities for their ships in port.

NEW ZEALAND LAW FOR DESERTERS.

Under the New Zealand Shipping and Seaman Act deserters convicted in New Zealand ports now remain in custody until a ship is available for their deportation.

“DOLABELLA” REACHES FREMANTLE.

The British tanker “Dolabella,” which slipped out of Abadan, Persia, late in June, reached Fremantle on July 15. A few minutes after she berthed work began unloading her 11,000 tons and 700 drums of oil—the last oil cargo to leave Abadan. Her master, Captain Norman Clarke, a 38-year-old Yorkshireman, said: “We were perhaps lucky to get away, but I think there has been much ado about nothing.” He said he saw no Persian war craft, nor did he receive a message from the Persian authorities regarding the tanker. He expected to proceed to Sourabaya, Indonesia, after leaving Fremantle.

HELICOPTER AIR-SEA RESCUE DEMONSTRATION.

The helicopter as an air-sea rescue craft has not been long in demonstrating realistically its efficacy on the job. On the day Able Seaman J. McPherson, of Strood, Kent, fell into the Yellow Sea from H.M.S. “Glory,” it was a lucky thing for him that official naval photographer, Australian Auxiliary “Wave Premier.” McPherson’s leg was caught in a bight of rope and he was pitched overboard wearing oilslicks and heavy sea boots.

The pilot of the helicopter, Lieutenant H. R. Gordinicr, United States Navy, noticed that everyone on the British carrier was running aft. He sensed something was wrong and flew over her. Photographer King, who was taking newcastle shots of the replenishment operation, saw a line of lifebuoys stretching out from the carrier and noticed McPherson struggling in the water.

The helicopter swooped over the struggling seaman. To make room for McPherson, Photographer King volunteered to jump into the sea wearing his Mae West and there he supported the half drowned man.

King put a sling round the man’s body and McPherson was hauled up. McPherson, was in such an exhausted condition that he could not be hauled into the cabin of the helicopter. So with his head inside the aircraft and the rest of his body hanging out, and the crew holding on to him, the helicopter flew back to the carrier.

Naval Photographer King, whose home is at Pinner, Middlesex, England, was picked up some minutes later by a boat from the Canadian destroyer H.M.C.S. “Huron.” “It was quite fun,” he said. “If only I had had a waterproof camera I could have got a good shot of the helicopter rescue . . . a sort of fish’s eye view,” When he returned to the “Glory” he was sent to the sick bay for a few hours. In the next bed was McPherson. He grinned a welcome to his rescuer. “Thanks a lot,” he said, “it was pretty lonely swimming there.”

JET BOMBER BREAKS RECORDS

Australia’s first jet bomber, the English Electric Company’s Canberra photographed on its arrival in Australia after a record-breaking flight from England. Although the pilot of the plane, Wing-Commander Derek Comming stated, before leaving England, that the plane would not be trying to break records on the run, the Canberra took only 21 flying hours and travelled 10,200 miles at an average speed of nearly 489 miles an hour, or about 8 miles a minute. Wing-Commander Comming, who is chief R.A.A.F. pilot, said: “I have flown practically every aircraft in Australia, and this jet beats the lot.” The plane was met on its arrival at Canberra by the Minister for Air, The Hon. William McMahon—“S.M.H.”
COST OF NEW SHIPS

In the House of Lords recently, Lord Teynham opened a debate on the cost and condition of British shipping. He drew attention to the difficulties encountered in the replacement of old tonnage due, he claimed, to the fact that shipowners were unable to build up sufficient depreciation funds owing to a "penal taxation" which represented a current levy on an important industry that provided about one hundred million pounds a year in invisible exports. The cost of replacement of a ship was now approximately three times what it was before the war, and the depreciation allowed by the Inland Revenue (under taxation) was only on the original cost of the ship. He urged the abolition of the "balancing charge" which, introduced in 1943, had the effect of renouncing depreciation in allowance given over the life of a ship.

Post-war building had resulted in a different orientation of types, he said in effect. Passenger and cargo liners were now 8,000,000 tons as against 9,500,000 tons in 1939, but the ships were more efficient, faster and carried more passengers, which tended to offset the decrease in tonnage. We had less tonnage in medium and smaller tramps--600,000 tons against 1,900,000 tons before the war--tramps of larger tonnage had increased, and at 4,500,000 tons the total exceeded 4,300,000 tons before the war. There was plenty of employment for that tonnage. The bulk of it now had speeds more than ten knots, and 60 per cent of the cargo and passenger lines now exceeded 14 knots. Ships under construction or on order for United Kingdom owners to-day totalled 1,800,000 tons, and the total order book was about 3,400,000 tons. We had in our yards at least sufficient work to last us until 1952, and perhaps well into 1953.

Viscount Runciman, in turn, stated that nearly one-quarter of the British dry tonnage was more than 20 years old, and one-seventh was already more than 25 years old. Costs of shipbuilding had increased, and at 4,500,000 tons the total exceeded 4,300,000 tons before the war. There was plenty of employment for that tonnage. The bulk of it now had speeds more than ten knots, and 60 per cent of the cargo and passenger lines now exceeded 14 knots. Ships under construction or on order for United Kingdom owners to-day totalled 1,800,000 tons, and the total order book was about 3,400,000 tons. We had in our yards at least sufficient work to last us until 1952, and perhaps well into 1953.

Lord Lucas, Parliamentary Secretary, Ministry of Transport, reiterated the Government to the debate, and that the shipping industry had been responsible for some of the greatest achievements in our developments since 1945. "Today, the total tonnage exceeded 17 millions against our pre-war tonnage of 16.9 millions," he continued. "Our new building is steadily being and is reducing the amount of tonnage in the very old age groups 20 years and over. Our merchant Navy, last in many respects faster than it was in 1939."

"DIVINA" and "TRUCULENT" COURT ACTION.

The High Court action brought by the Admiralty against the Swedish ship "Divina," which was in collision with the British submarine "Truculent," has been settled out of court. The action was settled on the basis of the "Divina" being 25 per cent, in fault and the "Truculent" 75 per cent, in fault.

H.M.S. "OCEAN" TO ACTIVE FLEET.

Aircraft carrier H.M.S. "Ocean," now being refitted at Royston, to join the active fleet on completion of her trials.

POLISH NAVY REMEMBERED.

Admiral Sir Rhoderick McGregor, K.C.B., D.S.O., unveiled at Devonport a plaque in memory of Polish naval officers and men who fell in the Second World War. The ceremony, which was held at the principal Polish war-time base, was attended by senior officers of the Polish Navy, including its war-time Commander-in-Chief, Admiral Swirski.

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TWOS YEARS SURVEY WORK.

H.M. Surveying Ship "Dalrymple" (Lieutenant-Commander J. Grattan, D.S.C. and Bar, R.N.) returned to Plymouth on March 20, on completion of two years of hydrographic surveying work in the Persian Gulf and the Mediterranean.

MIDGET SUBMARINE.

Admiral Sir Max Horton, G.C.B., D.S.O., speaking at a reunion meeting of the 11th Submarine Flotilla Association in London, said that the sinking of a midget submarine loaded with explosives was first put to the Admiralty in 1913 it was rejected. Mr. Churchill, then First Lord of the Admiralty, marked on the docket that it was more suited to Japanese temperament than our own. The idea was again rejected in 1924, and it was until 1940 that the first "chariot" was constructed.

"HAVOCK"S BATTLE ENDS AT CHATHAM.

The Battle Ensign of H.M.S. "Havock," one of the most famous destroyers of the Royal Navy in World War II, has been found a final resting place in St. George's Church in the Royal Naval Barracks at Chatham. It will be placed in the position it will occupy in the nave of the Church beside the battleflags of celebrated Naval ships of the two World Wars. After the Narwik Battle in which Captain B. A. W. Warburton-Lee, who commanded the destroyer "Havock," was fatally wounded and posthumously awarded the first Victoria Cross by a Naval Officer in World War II, the "Havock" battle ensign was flown at the foremast on all of the celebrated Naval ships of the two World Wars, in the Mediterranean, in the Indian Ocean and in the Atlantic.

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CHANG KAI SHEK'S ATTACKS ON BRITISH SHIPPING.

On December 1, 1950, Mr. John Rankin, Socialist M.P. for Tradeston, Glasgow, asked the Foreign Secretary in the House of Commons how many British ships had been attacked or intercepted by Chiang Kai Shek's Nationalist Government of Formosa since June of that year, and what had happened to the S.S. "Car-ducus," her master, and her crew. M. Ernest Davies, Foreign Under-Secretary, replied that four British ships had been intercepted by the Chinese Nationalists since June and three attacked. After protests to the Provincial Authorities by H.M. Consul at Kansu, all had been released. On 18th September, the "Car-ducus" had been released, together with her British master, officer and crew, with the exception of 12 Chinese, who were tried and convicted of offences against the law in force in Formosa.

TRIBUTE TO MERCHANT NAVY

Speaking at the annual reunion of the Western Approaches Command, 1939-45, Admiral Sir Martin Dunbar-Nasmith, V.C., R.N., referred to the loyal manner in which the Merchant Navy as a whole had accepted the wartime restrictions placed on it by the Royal Navy.

The Royal Navy, in taking over the control of the operational side of that great service, had to bear in mind that the efficiency, seamanship, quality and splendid powers of endurance of the masters, officers and men of the Merchant Navy were the product of a system of independent sailing and the acceptance of full responsibility by the masters for their course, speed and all appertaining to their ships.

He said he had been greatly impressed by the loyal manner in which the Merchant Navy as a whole accepted the change and strove to overcome the many difficulties inseparable from such a drastic reorganisation of its usual routine, difficulties which the naval officer sometimes might not fully appreciate. It was well to remember that while the Merchant Navy had been strenuously endeavouring to accommodate itself to those new conditions, it had also had to maintain a large number of the most experienced masters, officers and men, who belonged to the Royal Naval Reserve and were required for duty in the expanding Navy. What an achievement on the part of those who remained and kept the life-blood of the country and the Empire flowing in the splendid way they did. The courage of the men of the Merchant Navy was beyond all praise.

In war, the two services were automatically drawn together; in time of peace, which he hoped they might one day be able to enjoy again, there was always a danger of the two arms of the sea power drifting apart. "I suggest," he concluded, "that the initiative for keeping them together lies with the Royal Navy, for the Merchant Navy do not get much leisure while in port.

Admiral of the Fleet Lord Fraser (First Sea Lord) and Commodore Sir David Bone respectively replied to the cementing toast of "The Royal Navy and the Merchant Navy."

Incidentally, we cannot have too many of such memory-stirring gatherings in which the men of the two great sea services can meet and mingle with mutual welding sympathy and understanding.
PERSONAL PARAGRAPHS

RECENT APPOINTMENTS.

One of the fifty volunteer R.N.V.R. officers who have been recalled to the Service in the present emergency, Lieutenant-Commander V. W. E. Eden, has been appointed to the command of H.M.S. “Cockatrice,” one of the Algerine class of fleet minesweepers, the latest and most efficient vessels of their kind in the Royal Navy. Lieutenant-Commander Eden, who gained wide experience of mine sweeping during World War II., will be the first R.N.V.R. officer to command a ship in the mine-sweeping flotilla of which the “Cockatrice” will form a part.

Another recalled officer, Lieutenant-Commander E. R. Baker-Smith, of Putney, has been appointed to command H.M.S. “Lyndsay,” also an Algerine Class minesweeper.

Commander J. M. Adams, O.B.E., R.A.N., the present Commander, Royal Australian Naval College, has been appointed Staff Officer (Operations and Intelligence) to the Flag Officer Commanding the Australian Fleet (Rear-Admiral J. A. S. Eccles, C.B.E.).

The Acting Master for the Navy (the Hon. Jos. Francis) announced on July 9 that Commander T. M. Symnot, D.S.C., R.A.N., had been appointed Commanding Officer of H.M.A.S. “Shoalhaven” and Senior Officer of the First Frigate Flotilla.

Commander Adams is a graduate of the Royal Australian Naval College, is at present Naval Officer at Flinders Naval Depot. He passed out of the College in 1934 and was awarded the King’s Medal for having, during his period of training, exhibited the most gentleman-like bearing and good influence among other cadet midshipmen.

He was appointed the Distinguished Service Cross in the Second World War for distinguished service and gallantry during the invasion of the south of France and was mentioned in despatches for good service in the withdrawal from British Somaliland.

Before he went to Flinders Naval Depot as gunnery officer in August, 1949, he was gunnery officer of H.M.A.S. “Australia” and fleet gunnery officer on the Admiral’s staff.

Commander W. B. M. Marks has been appointed Commander Royal Australian Naval College, at Crib Point, Victoria. Commander Marks is at present Commanding Officer of H.M.A.S. “Bataan”, which returned to Sydney recently from Korean waters, where she has been serving in the outbreak of hostilities last June. He was recently mentioned in despatches for his work in the Korean area.

Commander J. A. Walsh, O.B.E., A.D.C., R.A.N., at present Assistant Director of Manning at Navy Office, Melbourne, has been appointed Naval Officer in Charge, New Guinea. He will be relieved by Commander G. L. Bowle, D.S.C., R.A.N., at present Staff Officer (Operations and Intelligence) to the Flag Officer Commanding the Australian Fleet.

Captain R. V. Whealstry, O.B.E., R.A.N., now Naval Officer in Charge, New Guinea, has been appointed Commanding Officer of H.M.A.S. “Penguin”, the R.A.N. shore establishment at Balmoral, near Sydney.

Commander J. M. Adams, O.B.E., R.A.N., has been appointed Commanding Officer of the Second Frigate Flotilla.

Commander (L) Knox, at present Fleet Electrical Officer of the Australian Fleet, saw service in the last war in the North Sea, the Atlantic, the Arctic Patrol, the Red Sea, and the Pacific. He commanded the H.M.A.S. “Quiberon” from 1945 to the end of hostilities. Commander Knox was born at Sydney in August, 1913.

LIEUT. C. B. BATTERHAM is at present in the United Kingdom. In the Second World War he was the Operational Commanding Officer of a party of “human minesweepers” who took part in underwater clearances of mines, bombs and booby traps along the coasts and in the canals and docks of France, Belgium, Holland and Germany. Lieutenant-Commander Batterham was born at Williamstown, Victoria, in 1906.

LIEUT. COMMANDER BATTERHAM is at present serving at Navy Office, Melbourne.

The First Naval Member, Vice-Admiral Sir John Collins, chatting with recruit K. McIvor, of Sydney, at Flinders Naval Depot, Melbourne. Vice-Admiral Collins visited the depot to meet National Service trainees who went into camp recently.

August, 1951.
SEA-ODDITIES

One of the deepest mysteries of the sea centres around the disappearance of the SS "Anglo-Australian," a British freighter. She cleared Cardiff, South Wales, early in March, 1938, bound for Vancouver, British Columbia, by way of the Panama Canal. On March 14 she reported she was off Azores, and no comment was made to that contrary, presumably all was well on the vessel. The "Anglo-Australian" did not reach the Panama Canal. Nor from the day of her message to this has anything ever been heard of her. She just disappeared, leaving no sign, message, nor even the smallest piece of wreckage that might give a clue to the fate which had overtaken her. The "Anglo-Australian" was a sturdy well-found ship of 5,500 tons, not easily sunk in so short a time. It must have been sudden. Yet, whatever disaster befell her, it was a swift one. The wireless operator would have best known the fate of the "Cataquai", as C. B. Bede Maxwell says in that fascinating book, "Wooden Hookers."

Numberless islands and reefs in the Pacific have been evolved by coral-building animals. These animals look like sea anemones, differing from them in the fact that they secrete lime under the sides of the body, thus forming the coral. This coral is therefore the skeletal remains of the myriad builders that have died; and the living animal is called the polyp. Most of these animals live in large colonies, with their bodies connected to one another. Beneath them are the stony remains of their ancestors extending downwards for miles. Until ages have gone by in the building of that great depth of coral rock. At Funafuti in the Ellice Group these coral remains extend to a depth of more than 1,000 feet.

What transformation has taken place in the corals and the relative man made of the sea east coast of Australia and west coast of Africa. However, although the dugong may appear like a lovely siren to the more romantic sailormen of ancient days, disillusionment follows when it is met face to face under the harsh light of day. It is a sluggish, unintelligent and perfectly harmless mammal, which loves lazily to browse and wallow on the sea grass common to the shallow waters of the tropics. It is, of course, quite common on the north and east coasts of Australia and it is south as Moreton Bay. The aboriginals capture the dugong by means of long, heavy harpoons, either from a canoe or a stabling erected above a patch of "dugong grass" where it habitually feeds. Dugong flesh is very palatable, perhaps resembling pork more than any other meat, and is esteemed by both whites and blacks.

The Pacific is the largest of the world's oceans. The distance across the Pacific at its widest part is about 11,000 miles, or half the way round the earth; it has an average depth of nearly three miles, and in one spot near Mindanao Island, in the Philippines, it is 64 miles deep. In this place the highest mountain on earth, Mount Everest, would lie with its peak more than a mile below the surface of the sea.

The New Zealand frigate "Tuitira," which recently returned to her homeland, shared with the other frigates of the United Nations' naval forces the dull routine of escort and blockade patrol duties during her 10 months service in Korean waters. Once she was continuously at sea for 46 days. During this time she was anchored for only six days refuelling and revictualling at sea. On other occasions she controlled and "mothered" Republic of Korea minesweepers who were sweeping a large area for suspected mines off the coast of Korea. Among the signals she will treasure was one from Rear-Admiral Smith, U.S. Commander of the United Nations' Blocking Force. It read: "To Lieutenant-Commander Hoare, his officers and crew of Tutira. Your hard fighting ship has performed many duties in a highly efficient manner. It has been a pleasure to have you under my command. Goodbye! A pleasant journey home. Well done."

The mermaid has existed in man's fancy ever since he first went down to the sea in ships, and nearly every country has its own legends concerning it. What first suggested its possible existence? Some say it must have been sudden. While helpless relatives looked on, more than fifty emigrants died, adults and children. Nothing could be done. There were no medicines to administer. Sufferers must get better unaided—or die.

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CHIEF OF STAFF NORTHERN EUROPE.

Captain H. Dalrymple-Smith, (Retd.), has been appointed for duty with the Ministry of Defence as Chief of Staff to the Commander-in-Chief, Northern Europe, and has assumed his appointment.
SPRINGING OF SHIPS

The new oil refinery at Shell Haven on the Lower Thames has started work as weeks ahead of schedule time, and will eventually have an output of over 2,000,000 tons a year.

In Germany and the United States there is a considerable movement advocating the use of fast-running reciprocating steam engines on modern ships instead of diesels.

With the successful use of boiler oil in diesels, engineers are now planning new types of rugged strength and of greater power than hitherto regarded as advantageous for tankers.

A French company has been established to exploit a new form of stabilising means by means of jet of water which has proved effective in experiments with a 3ft. launch.

In order to overcome the strong objection of many shipping companies and others to cargo packed in bales, the British Standards Institution has established standards for satisfactory drums made of that material.

The Board of Trade has greatly simplified the formalities necessary for the import of goods for re-export, but those imported from a number of countries are outside the concessions.

There has been discussion among marine engineers as to whether the gas turbine cannot be developed for merchant ships to work in conjunction with a reciprocating diesel engine.

Cargo has been salved and landed at Liverpool from the wrecked Liberty "Ornosa" torpedoed off Bardsey Island in 1918.

After having converted two or three "Liberty" steamers into merchant ships, with increased speed, the Italians are now talking of replacing them altogether with faster and more modern ships.

Further bitter complaints have been made concerning the passenger facilities to the West Indies under the British flag, a long waiting list being reported.

Mr. W. Lambie, the American marine engineer, has secured valuable information in experiments which made a sharp distinction between "singing" and "whistling" propellers.

The American Bureau of Shipping is supervising the building of the giant tankers recently ordered from British yards.

Messrs. Wm. Doxford and Sons, Sunderland, have been experimenting with running their intended new diesel plants on heavier oil than has ever been used before.

The old anchor which has been preserved in Haiti as having belonged to the "Santa Maria," flagship of Christopher Columbus, on very flimsy evidence, is on loan to the authorities at Genoa, Italy, for a year.

The Portsmouth Dockyard Engineering Department is experimenting with an "airborne" bearing in which the shaft runs on a cushion of compressed air 1/100th in. thick supplied through numerous nozzles all round it.

As the new Royal National Lifeboat Institution (Great Britain) lifeboats are being built with armature galleys so that the men can be rescued even when something hot to eat and drink.

A second bridge is proposed over the River Thames at Sydney, New South Wales, to take five years to complete and to have a lifting section for shipping.

The Messageries Maritimes Company (of France) is reviving the names of "Pierre Loti," "Jean Laburde," and "Caldeonien," going back a good many years, among the ships it has now on order.

Mr. H. Hogarth and Sons, Glasgow, are the latest tramping concern to go in for tankers and have ordered one of 16,000 tons deadweight from the Caledon Yard.

H.M.S. "President" at the new Royal National Lifeboat Institution (Great Britain) is now taking of replacing them altogether with faster and more modern ships.

The exercise, known as Exercise "Red Dagger," was planned by the former Royal Marine Forces Commanders in H.M.S. "President," headquarters of the London Division R.N.V.R., and the Task Force consisted of 22 landing ships and craft, operating with the support of 1,000 men, a majority of whom were London Reserves of the Royal Marine Volunteer Force.

It was the first combined amphibious exercise organised by Permanent Volunteer Reserves and the largest and most advanced Reserve Forces operation to take place in the South of England.

The landing was made on a stretch of coastline four miles east of Lulworth Cove, its purpose being to establish a beachhead in Worpwarow Bay, link up with an Infantry Division cut off by a strong "enemy" force, and later to advance to the Dorchester-Wareham Road to deny lines of communication and use of ports to the enemy.

The terrain on this part of England's South Coast, which is ideally suited for training purposes, presented considerable obstacles to the task force. Rising to several hundred feet were scaled by some of the attacking troops and the shingle beaches offered little cover for the landing.

Ships and craft of the “invasion” fleet were manned largely by men of the R.N.V.R. and R.M.V.R. They sailed from Portsmouth and called at Worbarrow Bay, link up with a Volunteer Reserve Commando, a Territorial Armoured Division, Territorial Commanding the 56 (London) Volunteer Reserve Commando and a Royal Marine Forces Volunteer Reserve Commando and a Royal Marine Forces Volunteer Reserve Commando.

The ships proceeded during the night to take up positions for a dawn landing on a front of about one and a half miles. The troops went ashore from landing craft under cover of a simulated naval bombardment, for which the destroyer H.M.S. "Finisterre" was bombarding ship.

An air umbrella was provided by South Africa of the Royal Naval Air Station at Stretton, Warwick, Worcestershire, and No. 1832 R.N.V.R. Squadron based at Kulham, near Alington, Berkshire, and carrying about 1,000 men.

The exercise was known as H.M.S. "Unobtainable," the purpose of the exercise, was to establish a beachhead in Worpwarow Bay, link up with an Infantry Division cut off by a strong "enemy" force, and later to advance to the Dorchester-Wareham Road to deny lines of communication and use of ports to the enemy.

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AUSTRALIAN SEA CADET CORPS

NEW SOUTH WALES DIVISION.

Two very important events have taken place within the Corps recently. The first was the Ceremonial Opening of Parliament at Canberra on 12th June. One Officer and thirty-two Cadets from the N.S.W. Division proceeded to the Naval Camp at Burnie, Tasmania, on Saturday, 9th June, where they were joined by two Officers and thirty-one Cadets from the Victorian Division. After settling into the Camp life the Cadets were taken over by Petty Officer Rose, R.A.N., Gunnery Instructor. On Sunday, 10th, a full dress rehearsal was held. The Cadets were provided with white belts and gaiters and both Divisions were provided with white belts and gaiters and both Divisions were dressed in white belts and gaiters. The Cadets were taken over by Petty Officer Rose, R.A.N., Gunnery Instructor. On Sunday, 10th, a full dress rehearsal was held. The Cadets were provided with white belts and gaiters and both Divisions were dressed in white belts and gaiters.

The second important event for the N.S.W. Division was the Annual Church Parade held at the Dockyard Chapel, Garden Island, on Sunday, 24th June. A large number of Cadets from Sydney Area Training Units attended the Parade, which, as a result of the Sailing List, was attended by many of the Cadets from the other Units. It was a great sight to see the Sea Cadets Corps in action, with the white belts and gaiters shining in the sun. The Parade was commanded by Sea Cadet Lieutenant J. Chalmers, R.A.N., and the Band played the hymns. It was the first big "occasion" in the history of the Sea Cadet Corps, but the Cadets were more eager than ever to help the Sea Cadet Corps. Rear-Admiral Showers, R.A.N., Lieutenant H. M. Nicholls, R.A.N.V.R., assumed command of the Band, and Mr. David Milner of the Hobart Company. Recruits are coming along well and it is hoped that, when uniforms have been received, they will be able to participate in ceremonial functions in connection with the arrival of Sir Ronald Cross, Governor-Defence of Tasmania.

FAMOUS ADMIRAL BURIED AT SEA.

The ashes of Admiral of the Fleet Sir Reginald Tyrwhitt Bart., C.C.B., D.S.O., D.C.L., who died on May 30, were scattered at sea off Harwich, an area with which he always associated himself. During World War I, he was Commander of the Harwich Naval Forces. The ceremony was performed at the request of the Secretary of State for War, Sir John Hope, K.G., K.B.E., and is a memorial service held in Westminster Abbey.
The Queensland Section has had a very enjoyable series of meetings during the first half of 1951, with a promise of further happy gatherings to come. Due to our State President’s (Mr. Arber) drive, some excellent speakers had addressed us, including Dr. Love, who spoke on "Medicine in the Forces," and Mr. D. Locke, Queensland Manager of the Aips Insurance Co., whose subject was "Insurance and Its Methods." Mr. Arber himself spoke on "Quick Frozen Foods," so our knowledge has been widened a little from these talks.

Papua New Guinea.

This Section is endeavouring to have a Regional Committee of the Services Canteens Trust Fund established in the Territory. The Trustees will give the matter of representation further consideration. The Section has advised the Federal Secretary that it anticipates being able to assist through the courtesy of the Postmaster-General, during the coming February, the Section has advised. Delegates from Port Moresby to attend the forthcoming Federal Conference, being held at Brisbane next February. The Section is making a small presentation to Mrs. Trower as a mark of appreciation for her services and for providing an excellent supper at the recent Naval Ball held at Port Moresby. At the time of going to press there were three candidates for the position of Section President, namely, Messrs. Plant, Triggs and McDonald. The incoming Committee will arrange for a Fancy Dress Ball, to be held at some future date, to augment the Section's funds to provide entertainment for personnel visiting Naval ships.

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Adequate Defence of Our Merchant Shipping.

In the solution of the tremendous problems which inevitably confront the British Commonwealth in time of war, the British Merchant Navy has its colonial and traditional part to play as an essential element of transport. The solution of these problems in part rests, obviously, on the basis of the Merchant element of transport. The solution of these problems and their consequent preparation can be very safely assumed.

The Lords of Admiralty are well aware of the need for that preparedness under threat of war can be very safely assumed.

At the beginning of this year, defence courses for Merchant Navy masters, officers, and men were prepared and recommenced by the Admiralty, with the concurrence and collaboration of the British Ministry of Transport and the various essential representative bodies of shipowners, officers, and men.

The institution of these precautionary measures cannot be too highly commended. Many officers and men of the Merchant Navy were not at sea during the last war, and it is with the aim of familiarising these officers and men with the special duties and conditions that would be theirs if war broke out that the measures in question have been adopted. Naturally, too, officers and men with war-time experience well, by attending the courses, be able to refresh their mind on these matters and bring themselves up-to-date.

Four M.N defence training centres, each with a Lieutenant-Commander of the Royal Navy as instructor officer, have been set up in the United Kingdom. They have been established at: H.M.S. "President," King's Reach, Victoria Embankment, London, E.C.4; H.M.S. "Eagle," Saltibather Dock, Liverpool, 3; 130 Whitefield Road, Govan, Glasgow, S.W.1.; and H.M.S. "Calliope," Vickers-Armstrong Ltd., Elswick, Edgware Road, Newcastle-on-Tyne, 4. All four centres are local headquarters of the R.N.V.R.

The defence courses prepared for the Merchant Navy are similar to those held before and during the second world war, with, of course, the introduction into them of the lessons learned during and since the war, including the knowledge gained of the atomic bomb.

The complete defence course for officers consists of Parts 1 and 2, each comprising ten three-hour sessions, Monday to Friday inclusive. Part 1 covers trade protection, convoy work, communications, radar, defence against submarines, defence against mines, damage control and fire-fighting, and gunnery (general, surface, and anti-aircraft).

The instruction period for the complete course is one week, and it is hoped that officers will take the course in one piece. If, however, that is not possible, the sessions may be taken separately and in any order at any centre, always providing that courses 1 and 2 are taken first and sessions 8, 9, and 10 consecutively.

Part 2 comprises gunnery (general), gunnery (special, two sessions), A.A. control (two sessions), gun instruction (three sessions), and recognition. The gunnery subjects in Part 1 must be taken before the gunnery subjects in Part 2. Certain sessions must be taken consecutively.

The defence training course for men comprises 20 three-hour sessions from Monday to Friday, spread over two consecutive weeks, or if this is not possible, over two separate weeks. In this, sessions (3 days) are spent on gun instruction and sessions (3 days) on practical aimimg. The remaining four sessions are recognition, ammunition, A.B.C. defence, and damage control and fire-fighting. Courses at each centre are normally restricted in numbers to 20 officers and 20 men.

All masters and officers, including cadets or apprentices, whether employed at present or not, are eligible for the Officers' courses, and all men between the ages of 18 and 50, whether employed or not, are eligible for the men's course.

There is no living-in during the courses. Daily return travelling up to a distance of 50 miles from the place of instruction are refunded on application. Masters, chief officers, chief and second engineers are allowed first-class travel. Personnel from a greater distance than 50 miles are refunded full return fare to cover the period of the course undertaken. For meals, officers are allowed 6s. per day and men 5s. per day.

While attending courses personnel receive, in addition to appropriate travelling and meal allowances, payments as follows:

(a) Personnel on articles—Normal appropriate pay for the period of pay from their employers.

(b) Company service employees not on articles—An Admiralty training allowance equal to the amount they would have received in unemployment benefit (the balance of pay between voyages is paid by the employers).

(c) General service employees and unestablished seafarers not on articles—An Admiralty training allowance equal to the amount they would have received in unemployment benefit.

In addition, general service employees receive establishment benefit on completion of the whole course or of a part thereof, those who attend are given a certificate of attendance signed by the instructor officer. This certificate is made to fit inside the discharge book, where it should be kept.

In commending these defence measures for our mercantile marine, we are prompted to a great extent by the memories of what happened in 1914. In those carefree times the prospect of war was not taken very seriously, and when war did come not an officer or man would have failed to give him the word for a clear lead on Merchant Navy defence.

A large part of the present-day Merchant Navy officer is more familiar with the stern realities of war-time conditions and duties than his predecessors probably ever were. The ports of the times unfortunately demand the re-establishment of this scheme for the defence of our Merchant Shipping, for if it be driven from the seas we lose.

It is therefore certain that every officer and seaman who is able to take these defence training courses will do so.

In a nutshell, the success of the British Merchant Navy depends, as it always has depended, on the character and ability of those who take its ships to sea. Those who take its ships to sea have never failed it yet and will not fail it now.

First Lord's Tribute to Adm Admiral Sherman.

News of the sudden death in Naples recently of Admiral Sherman, American Chief of Naval Operations, was received in London with profound regret. Two days before he died Admiral Sherman met the British Chiefs of Staff in London and discussed naval matters of mutual interest with the First Sea Lord and Chief of the Naval Staff (Admiral of the Fleet Lord Fraser of North Cape). On hearing of Admiral Sherman's death the First Lord of the Admiralty (Lord Pakenham) sent the following message to the United States Navy Department in Washington: "I am most deeply distressed to learn of the sudden death of Admiral Sherman. The meeting with him on the occasion of my meeting with him. I wish to express on behalf of myself and of my colleagues on the Board of Admiralty our profound sympathy at the death of this distinguished officer."

The First Sea Lord said in London that the death of his "old friend" had been a great shock. "He was a man just as much respected by our Navy as by the American Navy, particularly by those men who knew him in the Pacific."

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"IF YOU WANT AN EXAMPLE OF OUR READINESS, NOTICE THE WORK DONE BY H.M.S. "THESEUS" AND HER AIR GROUP OFF KOREA," SAID VICE-ADmiral M. J. MANSERGH, FIFTH SEA LORD RECENTLY. READ WHAT FOLLOWS.

After operating in Korean waters since last October, steaming more than 36,000 miles and expending more than half a million rounds of small arms, machine gun, and 20 mm. shells, the light fleet carrier “Theseus,” commanded by Captain A. S. Bolt, D.S.C., R.N., is now back in the United Kingdom from the Far East.

In their last sorties in the war area, aircraft from the “Theseus” struck at Chinese Communist forces from the east and west coasts of Korea. A long series of intensive operations saw the “Theseus” working with the United States aircraft carrier “Bataan.” An aeroplane friendly to the ship and on others returning from earlier sorties in the shortest possible time. “It was as if the ship had been a Batsman’s life was worth to wave the ‘Theseus’ and one from the U.S.S. (carrier) “Bataan” were also engaged in air-sea rescue work. Before she left Korean waters the “Theseus” and embarked airmen have set high standards for all aircraft carriers during their most effective tour of duty with the United Nations Naval Forces.

We have admired your quiet and efficient performance during earlier operations, two of which were the First Sea Lord, Lord Louis Mountbatten, who was the First Sea Lord, being captured in the Far East.

The “Theseus” and one from the U.S.S. (carrier) “Bataan” were also engaged in air-sea rescue work. Before she left Korean waters the “Theseus” and embarked airmen have set high standards for all aircraft carriers during their most effective tour of duty with the United Nations Naval Forces. We have admired your quiet and efficient performance during earlier operations, two of which were the First Sea Lord, Lord Louis Mountbatten, who was the First Sea Lord, being captured in the Far East.

The helicopter from the “Theseus’ and one from the U.S.S. (carrier) “Bataan” were also engaged in air-sea rescue work. Before she left Korean waters the “Theseus” and embarked airmen have set high standards for all aircraft carriers during their most effective tour of duty with the United Nations Naval Forces. We have admired your quiet and efficient performance during earlier operations, two of which were the First Sea Lord, Lord Louis Mountbatten, who was the First Sea Lord, being captured in the Far East.

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BRITISH MERCHANT NAVY SERVICE

Dealing With Some Aspects Of The New Agreements With Shipowners As They Affect Officers, And With Special Problems Relating To Service In The British Mercantile Marine.

In recent issues of the "Merchant Navy Journal," details were given by Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers Union, of an approach which it was intended should be made to the shipowners on behalf of officers, designed primarily to secure increased rates of pay and a revised salary structure. Also that the Chief Engineer's position be dealt with separately, and that special problems relating to service in tankers be dealt with directly with the tanker owners.

"Meetings of the National Maritime Board at which these and other matters were discussed," writes Mr. Tennant in the latest issue of the "Merchant Navy Journal," were subsequently arranged and held on 8th December, 1950, and on 16th, 17th and 24th January, 1951. A separate meeting was held with the tanker owners on 3rd February.

"At the last of these meetings," continues Mr. Tennant, "agreements were finally negotiated, after much deliberation and discussion, and were accordingly published as they affect the individual officers. They include a steady increase in the rates of wages; compensation for loss of hours; provision for increased pay while on leave; and increased payment for overtime.

"The approval of these views later expressed by those present was emphasised by the unanimous adoption by the meeting of certain resolutions providing for the regulation of hours; provision for increased pay while on leave; and increased payment for overtime.

"The rise of wages has been met with universal concurrence. It is a matter of great satisfaction that the agreed rates of pay and the revised salary structure are being paid in full and without any deductions.

"The interests of the individual officers are inextricably bound up with the fortunes of the whole. It is the duty of every officer to play his part in the success of the British Merchant Navy. In this connection, I feel impelled, in addressing the N.E.O.U.'s Annual General Meeting in October last, to draw attention to this problem. I feel that a complete solution of the 'drift from the sea' must be found in the interests of the individual officers, the company, the industry, and the country. It is the duty of every officer to play his part in this solution.

"Much has been done," concludes Mr. Tennant, "on behalf of officers, but much remains to be done in the future. The British Merchant Navy is in a better position to offer a satisfactory and attractive career to certificated officers in both departments. It is the sincere hope of those who work for the establishment of a minimum wage, that the result of the agreement will be to stem the 'drift from the sea.'


WE NEED YOUR HELP TO MAKE AUSTRALIA STRONG

Never was the need so great for experienced men in the Navy, Army and Air Force. Thousands of young, enthusiastic, but untrained men are answering Australia's call for rapid expansion of our defence forces. They need your help to make them efficient sailors, soldiers and airmen.

NEW PAY RATES, NEW CONDITIONS, MAKE SERVICE LIFE TODAY REALLY ATTRACTION.
GAS TURBINE CRAFT FOR R.A.N.

DEALING WITH THE NEW ROYAL NAVY GAS TURBINE RESEARCH AND DEVELOPMENT PROGRAMME ANNOUNCED RECENTLY.

Work is now complete on the installation of the power unit in the Royal Navy's second gas turbine craft, a "pocket sized" unit, operating at about 100 horsepower, has been installed in the 92 ft. Dockyard Harbour Launch 1964. It is a Rover Gas Turbine weighing 600 lb. in place of a 2½ tons diesel engine.

This craft and Motor Torpedo Boat 5559 (formerly M.G.B. 1959), the first craft powered by a gas turbine unit to go to sea, made a series of demonstration runs in the Thames during the Festival of Britain Gas Turbine Week (June 18-23). It was announced during the week in question that the Admiralty will shortly launch the first two patrol boats powered by gas turbine engines.

The development marks a new phase of the Navy's research in this important new field of marine propulsion. Hitherto the policy has been to install gas turbines in place of other engines in naval craft up to frigate size.

Among the distinguished guests who made trips up and down the Thames in the two vessels were Lord Pakenham, who recently succeeded Viscount Hall as First Lord of the Admiralty, and Lord J. Callaghan, Parliamentary Secretary to the Admiralty, and Sir Frank Whittle, the jet pioneer.

These craft are examples of the Admiralty's gas turbine research and development programme, which include larger and more advanced arrangements, such as a specially designed unit for a frigate and another for the former steam gunboat "Grey Goose." The Harbour Launch 3964 is the Royal Navy's first craft to rely entirely upon gas turbine power. A faster and more spectac-ular result could have been achieved had the engine been installed in a smaller specially designed hull, but the present boat is ideally suited to the object of the research. Because the engines of coastal craft, ships, boats, and harbour launches have a very large number of component parts they have always presented a major maintenance problem. While in their present state of development, small gas turbines use more fuel than reciprocating diesel engines, they have less parts. Only by trial in routine conditions can the reliability and maintenance abilities be assessed. Harbour Launch 3964 will now go into service at Portsmouth to assist in this assessment.

While this research proceeds the Rover Company is developing an additional component (a heat exchanger) which it is hoped will turn into useful energy, heat wasted in the present engine. A disadvantage of the gas turbine unit at its present state of development is the high rate of fuel consumption. But the advantages are quick and smooth acceleration, its promise of more power for less space in ships, and its simplicity of design, and, lastly, the ease of maintenance.

Incidentally, it is of interest to know that the Admiralty has set up a committee, consisting of experts in the present and future fuel and other oil quality problems, affecting or likely to affect the Royal Navy. It is under the Chairmanship of the Hon. R. C. Geddes, who is now engaged in the British shipping industry and is particularly concerned with tankers and the transport of oil supplies. Invitations to serve on this Committee have been accepted by representatives of the British Gas Turbine Company, General Electric (Department of Scientific and Industrial Research, Britain), and by representatives from the Oil Industry.

SEA-GOING SCIENTIFIC OFFICER APPOINTED.

We have had occasion to place emphasis recently in this journal on the work achieved by British naval science in its efforts to solve effectively the major problems confronting the Admiralty, particularly in relation to the predicted-increased speed of attack. Now comes an official announcement to the effect that the first sea-going scientific adviser to the staff of a Commander-in-Chief in the Royal Navy has been appointed.

He is Mr. R. J. Gossage, a Principal Scientific Officer in the Royal Naval Scientific Service. His appointment to the Director of Operational Research and as Fleet Scientific Officer to the Commander-in-Chief, Home Fleet, dates from May 21, 1951.

The appointment is significant in that it reflects the Admiralty's determination to strengthen the link between Research and Development, and to ensure that science plays its full part in operational planning.

Mr. Gossage is by training a physicist. He joined the Admiralty scientific staff in 1939, and became one of a team of Naval Officers and Scientists, who were engaged in a series of studies of the magnetic and electromagnetic phenomena associated with ships.

He has recently passed successfully through the Royal Naval Staff College at the R.N. College, Greenwich, and the Joint Services Staff Course, and has acquired a background of knowledge of naval operations and staff duties. His last appointment, which he held for two years, was in the Department of Research Programme and Planning at the Admiralty. In this time he has gained a wide and authoritative knowledge of the life and customs of the native tribes.

Mr. Gossage is a native of South Wales, and was educated at Newport Grammar School, and the University of Wales, where he gained a first class degree in physics. After a period of research at the National Physical Laboratory where he took part in a series of studies of the magnetic and electromagnetic phenomena associated with ships,

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A Working Party was constituted by the British Ministry of Transport in 1948 to review the arrangements then existing concerning ships’ aids to navigation other than those of a radio nature. In such circumstances it was imperative to make the review as wide and as thorough as possible. Representatives of the Ministry of Transport, the Admiralty, and organisations concerned with the subject under examination, including the Merchant Marine Service Association and the Navigators’ and Engineer Officers’ Union, served on the committee, whose work was interrupted by the 1948 International Conference on Safety of Life at Sea.

This interruption led to some delay, but the report is now to be published.

In its Report, submitted firstly to the Minister, the working party recommends that notices should be issued about the installation, be tested at the Admiralty Compass Observatory, and that they should be so as to avoid interference by magnetic material. Even steel rings in officers’ caps, it is pointed out, may affect compasses.

Perhaps the most notable achievement of the Working Party was to produce a standard specification covering the quality and performance of magnetic compasses. The need for such a specification has been felt for a long time, and is a pre-requisite of the testing of compasses at the Admiralty Compass Observatory.

The specification will be adopted—if it has not already been adopted—as a British standard by the British Standards Institution. The Working Party also sets out the conditions governing the issue of certificates to compass adjusters, and the syllabus of examination for compass adjusters.

The Working Party recommends that all new seagoing ships should have at least two magnetic compasses; that every new magnetic compass should, before its adjustment for the treatment of merchant seamen in ships.

For the second award no nomination may be made until the Regulations have been published. These regulations were published in the spring of 1950, and the first award is to be made in 1951.

The Working Party has aimed primarily at producing a code which leaves ample room for competitive variety, and for improved methods.

One of the proposed notices sets out the minimum standards to which the provision and maintenance of compasses in seagoing ships should conform. These standards have been agreed with all the interests affected, and are in fact already in practice among shipowners today.

For example, it is proposed that all new sea-going ships must have at least two magnetic compasses; that every new magnetic compass should, before it is adjusted for use, be tested at the Admiralty Compass Observatory; and that they should be so as to avoid interference by magnetic material. Even steel rings in officers’ caps, it is pointed out, may affect compasses.

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CORRECT, PROMPT, AND SATISFACTORY CLAIM SETTLEMENTS

IMPORTANT.—Don't neglect to insure all your assets to
their full value against all possible contingencies.
Failure to do so may involve you in serious financial loss. All claims of
business written (except Life) at lowest current rates.
Insurance experts at your service.

THE FARMERS' & GRAZIERS'  
CO-OPERATIVE GRAIN INSURANCE  
and AGENCY COMPANY LTD.  
23-25 MACQUARIE PLACE, SYDNEY

INFORMATION OF ANY KIND ARE INVITED

The 50-tonner built on the Macleay.

A 50-ton single screw vessel was recently launched on the
Macleay River, north coast of New South Wales. It is the first
must craft of any size to be built there in many years. Named "Cheerio,"
it was constructed by Mr. Bruce Jamieson at his mill at Frederick-
son over the last three years. Mr. Jamieson is also the owner skip-
per. The party which gathered to see the little vessel off the slip,
found that "Cheerio" had launched.

A belated bottle was broken over it. The vessel, 60'
feet long, drawing 9 feet 6 inches, has a white hull with a
green and white funnel. A mast at the bows is fitted with a der-
rick for hauling deep-sea fish aboard. The saloon, which is
also white, and equipped with a refrigerator, can seat 23.

An 85 h.p. Gardner diesel engine, con-
trolled from the bridge, is install-
ed. The vessel can do 8 knots.
Within the engine room, there are
two berths for the deck crew,
toilet facilities, auxiliary and
pumping equipment and switch-
board. An interesting point about
the engine is that it has a reserve
h.p. of 125. Forward of the en-
gine room, there are 12 more
berths, and 2 berths for the master's
at the rear of the bridge. A cabin
for the master adjoins the bridge.
A second cabin
berths two officers. "Cheerio"
was built for service on the Bar-
tier Reef, and 13-day excursions
are planned from Bowen. It is
the second vessel of the same
name. The first was taken over
by the Navy during the last war.

ASK FOR SIRIUS RUM!

DEARTH OF JUNIOR OFFICERS.

For some time now shipowners
have experienced a shortage of
junior officers. Substantially im-
proved pay and conditions appear
to have failed in keeping certifi-
cated men at sea and the position
does show little sign of improvement.
Recent inquiries amongst some of
those who have left or are about
to leave have made it clear that
the financial prospects of com-
mand make no appeal and cer-
tainly afford no inducement to
continue at sea when jobs are so
easily available on shore.

There may be other answers, of course.
But certainly one answer to the
question would appear to lie in
the fact that in the Merchant
Navy today, the plums are no
longer at the top. Let the master's job thoroughly attractive
and it is generally felt that officers
will remain at sea and seek to
gain it. Unless this is done, the
British Merchant Navy may well
fall into decline through lack of
certificated officers to keep it
healthy and strong.

DEATH OF JUNIOR OFFICERS.

BRITAIN'S SHIPBUILDING INDUSTRY.

About 20,000 square feet of
floor space in the National
Maritime Museum, Greenwich, has been
made available for continuing the
pictorial and model displays of
British maritime history, which has
exhibited elsewhere in the
Museum, reached the time of the
Napoleonic Wars. The new
floor space, which was requisition-
ted last year, embraces the
cast wing of the Museum build-
ing, where it will be possible to
show many exhibits which have
not previously been on view to
the public, covering the period
from 1815 to the present day.

Emphasis is being given to the
history of British maritime develop-
ments since 1851, the year of
the Great Exhibition, showing
the transition from sail to steam,
and the use of iron and steel in-
stead of wood in ship construc-
tion.

Radar equipped ships.

Mr. V. M. Roberts, of the Brit-
ish Thomson-Houston Co. Ltd.,
Rugby, England, the retiring
chairman of the Radio Communica-
tion and Electronic Engineer-
ing Association, said at the an-
nual meeting of the Association,
in London, that their marine sec-
tion up to the end of 1950 had
-equipped 1,200 merchant ships of
various countries with British
commercial radar.

The 10,000-ton "Tullahoma"
collided with the freighter "P.
and T. Adventurer," 7,600 tons,
early on the morning of August
4 off the coast of Washington
State, U.S.A. One man aboard
the "Tullahoma" was killed and
three others injured. The "P.
and T. Adventurer" was holed
and her forecastle flooded, but was
able to stand by the tanker. Planes
and tugs were sent out from
Vancouver to assist the
"Tullahoma," which had her
engine-room flooded.

CHARGED WITH EXPORTING COFFEE.

The third officer of a Finnish
vessel was fined £20 by the Sun-
derland, England, magistrates on
a charge of exporting coffee. A
Customs officer stated that he
found 30 lb. of coffee in a parcel
in the coal hoppers of the vessel
at Sunderland South Docks. A
further 23 lb. were found in the
officer's cabin.

FIRST WOMAN "SPARKS".

The first woman radio operator
on an Australian ship, Miss
Dorothy Smith, is to be found at
the transmitter of the interstate
freighter "Karawara." She's every
bit a cheery one, too. But don't
offer up that old sailorman's
"blue" about a woman in a crew
bringing bad luck to a ship. That
"blue" about a woman in a crew
bringing bad luck to a ship. That
is said to have fallen in Neptune's locker
long ago. Besides, "Sparks" can
spark all right.

AUSTRALIAN CARGO RECORDS.

Shipping records are fast be-
ning made and broken in Aus-
tralian waters. For the third time
since June, the Australian cargo

record, which had stood for some time at about 10,000 tons, was broken when the freighter "Munster Castle" reached Sydney on August 7 with more than 15,000 tons of general cargo. The "Derrymore" recently discharged 12,000 tons, and, at the end of July, the "Trevalyor" unloaded 12,668 tons.

THE FAMOUS "CUTTY SARK.
It was suggested that the famous clipper "Cutty Sark" of 1869, moored off Greenwich for several years past, should be taken throught bridges to King's Reach for the Festival of Britain, but it proved impossible.

BRITISH COASTING TRADE.
It was stated in the House of Lords that every 41 of gross earnings by the British coasting trade was 10.10d. went on wages, salaries, pensions and State Insurance, 1s. 10d. on bunkers, stores, and material, 4s. 5d. on insurance, 3s. 10d. on insurance, 5d. on additional depreciation, 4d. in dividends and 3d. was carried over.

NORWEGIAN SHIP DISASTER.
Eight men and a woman were rescued and seven bodies were found in a Danish fishing vessel in the North Sea on August 13. They were from the Norwegian ship "Bess." Nothing further has since been heard of the ship or of the 11 other members of the crew and eight passengers who were aboard the ship. It is feared that they were lost.

SIGHT TESTS.
Merchant Navy candidates taking the Ministry of Transport Sight Tests are now faced with a new type of Letter Test Card. This was brought into use on 1st March, 1951. The change has been made by the Ministry to bring its type of card into line with those used by the majority of other sight-testing authorities, and has resulted in a simplification of the style of letter with a slight increase in the proportion of length to breadth. It should be noted, that although the type of card has been slightly altered, no change is contemplated in the standard of visual acuity required of candidates.

AN ADVENTUROUS TOW.
The 7,285-ton freighter "Stanforth," adrift and helpless in mountainous seas for 10 days off the Victorian coast, was towed into Sydney Harbour on the afternoon of 18th August. It was an adventurous tow. The "Cappo" (7,174 tons) also assisted in the tow and stood by the disabled vessel for days. The "Stanforth" was on her way from Nauru to Geelong, Victoria, with a full cargo of phosphates. At Sydney the "Stanforth" replenished her oil bunkers and continued her voyage to Geelong.

AN ADVENTUROUS TOW.
A steam piston head, weighing nearly two tons, was last month flown from America to Sydney by a specially-chartered Pan-American Skymaster. The aircraft made a hurried trip from San Francisco with the piston head for the disabled ship "Santo Celli." Recently in Sydney, freight charge for the piston head is $1,500, unloaded at Mascot, was $1,600.

FESTIVAL OF BRITAIN EXHIBITION.
This year the Seafarers' Education Service organised an exhibition called "Spaime Time at Sea." Exhibits include models, handcraft, paintings, drawings, photographs and written work, all the work of seafarers in their leisure-time. Books and libraries, a panel of photographs illustrating crew accommodation and an exhibit representing the work of the British Ship Adoption Society were also on show. The Exhibition, which was opened by Mr. C. E. Wurtzburg, President of the Chamber of Shipping of the United Kingdom, was held from May 21 st to June 1st inclusive, on board H.Q.S. "Wellington," Temple Stairs, Victoria Embankment, London.

BRITISH LIFEBOAT WORK.
The Royal National Lifeboat Institution has given rewards for the rescue from shipwreck of 467 lives in 1950. That was 71 lives more than in 1949. Lifeboats went out to the help of foreign vessels, belonging to 17 countries, on 100 occasions and rescued 70 lives.

LOSS OF EFFECTS.
A new Agreement has been negotiated on the National Maritime Board governing compensation for the loss, by one member, of an officer's personal effects, professional tools and instruments, technical books, etc. It came into operation on March 1st, and represents a very considerable advance on old compensation rates which had become inadequate as a result of the increased cost of living and the general inflationary trend.
A message from Washington states that the U.S. Civil Aeronautics Board has granted to Los Angeles Airways the country's first permit to operate a helicopter taxi service.

The Navy

**TANKER EXPLODES.**

Twenty-five persons, including three British merchant Navy officers, were killed and others were missing, believed killed, in an explosion and fire aboard the British tanker "Dukap," Singapore harbour early on August 20. The explosion occurred while the tanker, owned by the Anglo-Saxon Petroleum Company, was loading petroil for the Philippines at Pulau Bukom, a storage island five miles from Singapore. Eight thousand tons had been taken aboard. Two survivors of a loading gang said that the tank they were filling overflowed and a flash ignited vapour from the vents of the other tanks. Though the other tanks themselves did not catch fire the tanker vessel exploded. A tug towed the ship from her wharf preventing the flames spreading to 250,000 tons of petrol and oil at the island storage.

**TROCHUS PILLAGING IN ISLANDS BY JAPANESE.**

The Minister for the Navy (the Hon. William McMahon) said in Canberra on August 3, that the report published in the press that morning about the pillaging of Trochus shell and copra from islands north-west of Manus was substantially true. The pillaging was at present an isolated case and the first of its kind since the war. This sort of thing could not be allowed and steps were being taken against a recurrence. The Royal Australian Navy had vessels for petrol duties but they were normally employed on training duties. This training must necessarily take priority over other commitments unless and until exceptional circumstances arose.

**HELICOPTER TAXI SERVICE.**

A message from Washington states that the U.S. Civil Aeronautics Board has granted to Los Angeles Airways the country's first permit to operate a helicopter taxi service.

**THE EXAMPLE SPLENDID!**

Vice-Admiral Philip K. Enright, C.B., D.S.O., U.S. Navy, who has just been promoted to the rank of Rear-Admiral, was presented at Devonport Dockyard, where he was serving as a Forwarder, to begin his Naval Career on the lower deck, recently visited the Royal Naval School and H.M.S. "Ganges" where he was educated and received his preliminary training. He is one of three "ex-Ganges" boys who have received Flag rank in the Royal Navy. At H.M.S. "Ganges" Admiral Enright took the salute at a march past on the parade ground of nearly one thousand boys, and afterwards made a tour of the establishment of which he could recall so many pleasant memories.

**NEW U.S. NAVAL CHIEF.**

President Truman on August 1 nominated Admiral William Feltcher, Commander-in-Chief, U.S. Atlantic Fleet, to succeed the late Admiral Forrest Sherman as Chief of Naval Operations. Washington observers say that Admiral Fletcher's promotion may provide an opportunity to reopen the question whether an American or a Briton should become Atlantic Naval Commander. The American President has nominated Admiral Lynde McCormick to succeed Admiral Fletcher as Atlantic Fleet commander. Admiral McCormick was previously Vice-Chief of Naval Operations.

**H.M.S. "COOK" TAKES SCIENTISTS TO SPITZBERGEN.**

Having embarked a party of scientists at Gourou, H.M. Survey vessel "Culgoa" (Captain K. St. B. Collins, O.B.E. D.S.O. R.N.) left Lyness on July 27 for Spitzbergen. The scientists are members of the Oxford and Cambridge University expeditions which will carry out geological and glaciological work on the island. Arrangements for the "Cook" to take the scientists and their party back to September in September were made through the Defence Services Research Facilities Committee, under the auspices of the Royal Society, amongst assistance between the Armed Services and the Learned Institute. Amongst the scientists on board are Mr. J. M. Hartog of Oxford, Mr. W. B. Harland of Cambridge and Mr. B. Olsen of Oxford.

**NUDES BANNED BY U.S. NAVY.**

The United States Navy recently rejected Donald Potter because he had a nude female form tattooed on his arm and refused to get it removed or keep it covered. He joined the U.S. Army and retained his nude.

**NAVAL NATIONAL SERVICE TRAINEES GO TO SEA.**

Four hundred Naval National Service trainees at Flinders Naval Depot will spend six weeks at sea. Some of them began their sea time in August. They learnt this on August 15 when the Commodore Superintendent of Training at Flinders, Commodore H. J. Buchanan, addressed them. The Commodore said each man would go to sea in either H.M.A. Ships "Helix", "Collac" or "Cowra" for two three-week periods. He said the Navy wanted to make their sea-time as interesting as possible, so it had been arranged that they would visit ports of Australia other than where they lived. Victorian's would visit the New South Wales coast and have a week-end in Sydney. New South Walesmen would visit Adelaide and Hobart. Commodore Buchanan commented on the keenness and the way they had settled down in new surroundings in a period of under three weeks. He briefly explained the prospects offering for a career in the permanent Navy for both officers and men.

**H.M. SUBMARINES TO VISIT LONDON.**

As part of the ceremonies to mark the Fiftieth Anniversary of the Submarine Branch of the Royal Navy, and in connection with the Festival of Britain, it is intended that two of His Majesty's Submarines shall visit London during the period 18th-28th September.

**SUNK BATTLE OF NILE SHIP LOCATED.**

It is reported from Paris that divers have located the remains of one of three French warships which were sunk by Vice-Admiral Lord Nelson's fleet in Aboukir Bay on August 1, 1798. Copper, timber, and three cannons have been brought to the surface. It is believed that only two French frigates were allowed to escape in the Battle of the Nile, which followed the discovery of the French Fleet by Lord Nelson in Aboukir Bay, at the mouth of the Nile.

**U.S. NAVY TO ENLIST 10,000 "WAVES."**

Captain Joy Hancock, Director of the U.S. "Waves," disclosed recently at a Philadelphia meeting, attended by a thousand women, that the regular U.S. Navy's target is 10,000 "Waves" by July, 1952. This is triple the strength of the present "Waves," as the women's branch of the U.S. Navy is called.

**CANADIAN DESTROYER "ATHABASKAN."**

The Canadian destroyer "Athabaskan," christened by the American Ambassador, will begin its operations in company with the U.S. Battleship "Missouri."
ed over 60,000 miles in Naval operations and spent 202 of her 273 days in Far East service in Korean waters. She wore the Flags of four Admirals whom she carried on passage during her Korean service. Vice-Admiral W. G. Andrewes, formerly in command of the British Commonwealth and Allied Fleet; Vice-Admiral A. D. Struble, then Commander of the U.S. 7th Fleet; Vice-Admiral The Hon Sir Guy Russell, Commander-in-Chief, Far East Station, and Canada's Vice-Admiral Grant "Athena" was one of the destroyers which carried out the epic navigation of the Chinnam. 

H.M.A.S. "ANZAC" LEAVES FOR KOREA.

The new Battle class destroyer "Anzac" left Sydney for Korean waters on August 30 to relieve H.M.A.S. "Warramunga" temporarily until the arrival of H.M.A.S. "Bataan". It was announced that she would sail by way of Darwin, King Kong and Kure and reach her destination towards the end of August. The Minister for the Navy (Hon. W. McMahon), in making this announcement, said that it had first been intended that "Anzac" should accompany the aircraft carrier "Sydney" to the Brisbane area and be detached to continue her passage to the Far East just before "Sydney" visited Brisbane from August 3 until August 10 for Show Week. The cancellation of "Sydney's" visit had altered the plans made for "Anzac" which ultimately departed from Sydney Harbour unaccompanied. H.M.A.S. "Warramunga", which had been serving in the Korean area since last September, would sail from Kure for Sydney for leave and refit shortly after "Anzac" had arrived. "Bataan", which returned to Sydney last June after having served in the Korean theatre for a year, would, following leave and refit, depart for Japan on August 31. When "Bataan" reached the Far East, "Anzac" would return to Australia.

FLOATING DOCK CROSSES THE ATLANTIC.

The Admiralty floating dock No. 5, one of the largest floating docks in the world, left Bermuda early in July on a long voyage across the Atlantic to Falmouth, towed by H.M. Tugs "Reward" and "Warden." The dock, for long a landmark at the Bermuda drydock, which is now closed, took just on a month to make the voyage. In charge of the operation was Lieutenant-Commander Norman Hunter, R.N., commanding the "Reward."

WHALE WATCHING.

The Minister for Air and Navy (Hon. W. McMahon) said on August 17 that R.A.A.F. aircraft engaged in training flights over the north-west coast of Australia were watching for whales, at the request of the British National Institute of Oceanography, which wanted information on the migration of whales. As pointed out in the May, 1951, issue of "The Navy," the National Institute of Oceanography was founded in 1949 to take over the work of "The oceanographical group at the Admiralty Research Laboratory in Britain.

FOUR DESTROYERS FOR RED SEA.

Four destroyers - "Chequers," "Chevron," "Chivalrous," and "Chevalier" - of the 1st Destroyer Flotilla, sailed from Malta on July 16 for the Red Sea. It was announced they would visit Masa and Aiden.

R.A.N. SENT TO ASSISTANCE ON "WAHINE."

The Minister for the Navy (the Hon. William McMahon) announced on August 15 that immediately on receipt of information that the S.S. "Wahine" was aground the Naval Board ordered H.M.A.S. "Barcoo" to proceed to the stranded ship with all despatch. "Barcoo" was at the time in the Coral Sea on its way to Manus. She was 1500 miles from where "Wahine" was ashore on March 1st. "Barcoo" is an anti-submarine training ship of the R.A.N.

**In the advertisement on the right:**

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VICE-ADMIRAL SIR JOHN COULLS VISITS PERTH AND ADELAIDE.

The First Naval Member of the Australian Commonwealth Naval Board (Vice-Admiral Sir John Collins, K.B.E., C.B.) visited Fremantle and Port Adelaide during August to inspect naval establishments and installations and members of the Royal Australian Naval Reserve under training. While he was at Fremantle, he also inspected national service trainees. He did not see any national service trainees at Port Adelaide because those called up in South Australia are undergoing training at Glinders Naval Depot, Crib Point, Victoria.

FORMER AUSTRALIAN NAVAL MEMBER TO COMMAND "EAGLE".

News has been received in Melbourne that Captain G. H. L. Willoughby, was appointed to command the Royal Navy's newest and biggest aircraft carrier "Eagle" from the contractors, Harland and Wolff Ltd., at sea on 31st October. "Eagle", whose full load displacement is 45,000 tons, will be commissioned on 6th November and working up will be begun eight days later. Captain Willoughby has had wide experience in air-craft carriers, having been in command of several of them in various capacities and in the Second World War commanded one of them, H.M.S. "Activity," on the supply route to Murmansk.

AWARDS TO M.N. MEN.

The George Medal was recently awarded to A. H. Dec, D.C.M., R.N., who, as Commanding Officer, during the war had assumed the direction of a rescue attempt off the coast of China. He was also awarded the Bronze Medal in recognition of his outstanding services in the rescue of a fellow-member of the crew of the small ship "Nassarius," who lost his life in the rescue attempt. The master of the "Nassarius," Captain W. D. Speakman, the chief engineer, Mr. E. Parry, and the storekeeper, Mr. D. M. Bain, received the King's Commendation for Brave Conduct. The events for which the awards were made centred round the outstandingly courageous rescue of the "Nassarius" and her passengers from a sunken tank.

NEW FLAG OFFICER TO COMMAND AUSTRALIAN FLEET.

The Prime Minister (the Right Hon. R. G. Menzies) announced the appointment of Rear-Admiral J. D. E. E. R. F. Parham, C.B., C.B.E., as Flag Officer Commanding the Royal Australian Fleet. The period of appointment would be two years and would date from about 1st October, 1951. Rear-Admiral Parham, who was appointed Flag Officer Commanding the Royal Australian Fleet in October, 1949, had been Director of the Naval Staff College from January until December, 1950.

R.M. COMMANDANT-GENERAL.

The Commandant-General, Royal Marines, Lieutenant-General Sir Leslie C. Hulks, K.C.B., C.B.E., has been promoted to the rank of General from May 31st, 1951.

NEW DEPUTY CHIEF OF R.N. PERSONNEL.

The appointment has been announced of Rear-Admiral R. S. V. Shore, C.B., D.S.O., as Deputy Chief of (R.N.) Naval Personnel in succession to Rear-Admiral J. A. S. Eccles, C.B., C.B.E., who was appointed Flag Officer Commanding the Australian Fleet in October, 1949, and whose term having been completed, would return to the United Kingdom shortly after Rear-Admiral Eaton's arrival in Sydney.

Captain (D) of the Sixth Destroyer Flotilla, Rear-Admiral J. W. M. Eaton, C.B., C.B.E., has been made Flag Officer Commanding the Royal Australian Navy and the Commonwealth in the last two years. He has flown his flag in the destroyer "Gallant" during most of the period in which the R.A.N. carrier air groups have carried out their sea training in Australian waters, and has seen them reach their present high standard of efficiency.

He has, on several occasions, directed combined operations in which ships of the Australian Fleet, the New Zealand Squadron and submarines of the Royal Navy have been fully engaged. Early this year he directed operations in which Australian and New Zealand ships, a Royal Navy destroyer and submarines of other British Commonwealth Navies, which were visiting Australia for the Jubilee celebrations, took part.

Mr. Menzies explained that Rear-Admiral Eaton had, until recently, been Director of the Naval Staff College at Greenwich. He had an excellent record in the Second World War and took a very active part in attacking the enemy's supply lines from Italy to North Africa, and in the Sicily campaign.

While in command of the destroyer "Mohawk" in 1941 he was awarded the D.S.C. for coolness, skill and enterprise during an action in which an Italian convoy and its escorts were sunk between Sicily and Tripoli.

Two years later he was mentioned in dispatches for gallant and distinguished service and unwavering devotion to duty in operations which led to the capture by Italy of Allied forces.

From March until July, 1942, Rear-Admiral Eaton was commanding the carrier "Sydney." He was appointed to command the "Eskimo" and held that command until the end of hostilities.

He was then appointed commanding officer of the aircraft carrier "H.M.S. Somalil," and Captain (D) of the Sixth Destroyer Flotilla of the Home Fleet. In October, 1942, he took command of the cruiser "Sheffield" and assumed shore duties. He was afterwards appointed commanding officer of the cruiser "Sydney" and held that command until the end of hostilities.

He was then appointed commanding officer of the aircraft carrier "H.M.S. Victorious." Under his command "Eskimo" was one of the warships which escorted the King when he sailed from Tripoli to Malta in April, 1941. "Aurora" during the war.

Later, "Eskimo" helped to support the landings on Sicily and was one of the warships which escorted Rear-Admiral Eaton took her back to Malta without further mishap and

Naval ratings on board H.M.N.Z.S. "Taupo" discuss their Korea experiences while on an electric switch does their washing. Left to right: Stoker Mechanic John Armstrong, Seaman John Fenton, Stoker Mechanic Bill Bedggood and Stoker Mechanic John Armstrong.

--Courtesy S.M. Herald

"Euryalus" relieves "Mauritius".

The cruiser "Mauritius" (Captain E. O. F. Price, O.B.E., R.N.), of the East Indies Fleet, was anchored off Abadan, Persian Gulf, during the early part of the war. She was relieved by H.M.S. "Euryalus" (Captain P. L. Collard) from the Mediterranean Fleet, and at time of going to press the "Euryalus" was still in service there.

September, 1951.
SEA-ODDITIES

Few waters of the globe have so infinite a variety of fishes as the tropic seas of Torres Strait. Monstrous great sharks, as large as whales, grey nurse sharks, upwards of 20 feet in length are in abundance, as well as huge sword-fish and great sail-fish, sawfish, reef eels, conger eels, dongoa, king-fish, and giant guppies.

Sword-fish up to 900 lb. in weight have been harpooned by the Torres Strait Islanders. The sword-fish generally found here is the "broadbill", or true sword-fish: and specimens of these have been known to attain a length of 15 feet.

Saw-fish, too, will go up to 16 feet in length and half a ton in weight; and gropers eight feet long and 600 lb. in weight are by no means uncommon.

The sword-fish, that speediest and perhaps finest of all big-game fishes, these have been caught in the coastal waters of the Straits up to ten feet long, and the natives tell tales of sail-fish far out in the Coral Sea of even more gigantic dimensions.

We mostly picture a small fish as a helpless creature, but the 18-inch piranha of the Amazon River would make a tiger cat seem tame by comparison. There are many trampled on the river by a native. Suddenly she felt a terrible blow and, jerking her hand up, was horrified to see a piranha darting away. The next instant the fish dropped off carrying with it two joints of the middle finger.

The Northern Mariannas, also known as the Ladrone Islands, of which Guam is the largest and most important, as discovered by Ferdinand Magellan on his famous voyage of discovery round the world in 1521, and claimed by him for the Spanish Crown. Strung like beads along an arc of the great volcanic ring known as the "Ring of Fire", the Ladrone Arch, this group consists really of a submarine mountain-chain raised again from the sea-bottom by volcanic forces still active in that locality.

Magellan called these islands Islas de Las Velas Latinas—Islands of the Latten Sails—because he was immensely impressed by the extraordinary sailing powers of the native "flying proas", with their huge triangular sails made of matting. His followers, however, annoyed by the natives' persistent pilfering, particularly of articles of iron, changed the name to Islas de Los Ladrones—the Islands of Thieves—a name that clung to them ever since. It was not until 1668 that the official name of Las Islas Marianas was bestowed upon them.

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By now the Royal Navy's top-secret ship, the cruiser "Cumberland", will have put to sea for a series of major experiments which are expected to have a great bearing in determining the type of warship Britain will build in future years.

For the past two years the "Cumberland" has been undergoing a refit at Devonport Dockyard, and has now emerged as the Royal Navy's first major ship of the jet and atom age.

An intricate system of remotely controlled, automatically loaded and rapid-firing guns is part of the ship's equipment. The guns are directed by an "electronic brain" (distant control, in short) which is capable of finding the range and bearing of the target in a split second.

The cruiser also carries anti-aircraft guided missiles, high-altitude rockets, short-range rocket batteries, and long-range V2 type guided missiles for attacking targets well below the horizon as well as guided torpedoes.

The appearance of the "Cumberland" today seems to indicate that the Navy gunners of the future, under cover from atomic blast and radio-activity, might never see the high-altitude aircraft at which they are shooting.

The "Cumberland" has been fitted with stabilising fins to prevent rolling. It is the first time that these devices have been used in a big warship, although a similar type of stabiliser has been fitted to the new P & O passenger liners and a few destroyers have them in trials as an aid to gunnery. (Incidentally, the stabiliser here being put into use was described fully in the May, 1951, issue of this journal.)

Although 26 years of age and one of the oldest active warships in His Majesty's Navy, the "Cumberland" is now one of the most modern.

Many people express doubts of the development of the fighting efficiency of the British Navy, that we always begin a war with the last war's weapons. Here is direct evidence in complete refutation.
SPEAKING OF SHIPS

The building of the New Zealand Shipping Company's new geared diesel ships is arousing considerable interest among British engineers who have hitherto been far less enthusiastic on the system than those on the Continent.

Under the treaty between India and Japan, India will export tea, manganese ore, coal and cotton and import various goods including industrial machinery, dyestuffs and steel.

B ath Australia and New Zealand are trying to secure a greater proportion of British immigrants than they are getting now: the aim is 30 per cent, to Australia, and even more, to New Zealand.

It is anticipated that Britain will this year spend £70,000,000 in dollars more than in 1930 in Canada, principally on foodstuffs, timber and pulp with a good deal of metal.

During the 1910 ice-free season on the St. Lawrence the seven "Beaver" ships of the Canadian Pacific carried over 350,000 tons of cargo westward and nearly 350,000 tons eastward.

Mr. Bernard C. Curling is retiring from the position of secretary to the Institute of Marine Engineering before the end of 1911, a post that he has held since 1930.

British shipbuilders and ship-repairers have framed a scheme for recruiting and training apprentices on a national basis instead of entirely by individual yards.

A good deal of trouble was caused by a consignment of Spanish oranges to London whose cases had labels including a perfect replica of a pound note, some of which were cut out and passed in pubs.

The Oska Shosen Kaiya (of Japan) has received permission to establish the first post-war regular Japanese service to Brazil and the River Plate via Durban, on to which it is proposed to put seven ships.

Three seamen from the Swedish vessel "Swansound" were fined £1,400 at Liverpool for attempting to smuggling into Britain 86,000 cigarettes.

Huge deposits of manganese have been discovered under the Pacific between Hawaii and Wake Island, and how to get at the metal is another matter.

The Ministry of Transport issued a special invitation to British shipowners to purchase the remaining eight American-built Baltic-type steamers ("jeeps").

The Ministry of Transport is investigating the advantages of a "capsule" compound engine for low powers, with a small turbine to move it from the dead centre in starting.

Discussions are taking place as to the possibility of constructing an oil pipeline between Southern Rhodesia and the port of Beira, Portuguese East Africa.

The tendency of certain types of welded ships to develop corrosion in the bottom plating is being investigated by Lloyd's Register.

The P & O Line is again putting the "Himalaya" and "Chusan" and the Orient Line the "Orcades" and "Orion" on the cruising business this season.

The walls of the new big dry dock to be constructed by Smith's Dock and Wolsley, of North Shields, are to be of Larsen sheet steel piles instead of the mass concrete which is usual, and many other novel features are suggested.

The Cunard liner "Caronia" sailed on her round-the-world cruise in the United States only half full owing to the international situation.

Casualties to motor and steam vessels of over 500 tons gross in 1910 numbered 6,893 against 7,063 in 1949, and 7,739 in 1948.

The Coast Lines Limited have transferred the motorships "Garlick Coast" and "Baltic Coast" to their South African interests and have renamed them the "Zulu Coast" and "Cape Coast" respectively.

Several of the Houlder Line's refrigerated meat ships are running on the Shannon, Savill and Albion service from New Zealand during the stoppage of supplies in the River Plate.

German engineers have been discussing the advantages of a "capsule" compound engine for low powers, with a small turbine to move it from the dead centre in starting.

The Egyptian swimmer Mareeh Hassan Hamad, 34, on the night of August 16 won his country's (the second) international race, France to England, across the English Channel. He won by one minute.

A 17 stone 4 lb. giant took 12 hours 12 minutes to swim the 21 miles from Cap Gris Nez, France, to the place where he landed on the rocks at Shakespeare's Cliff, Dover. An Egyptian won the race last year, so Egypt retains the title.

He was awarded £1,000 first prize from the "Daily Mail," sponsor of the race.

A minute after Hamad pulled himself ashore, Roger Le Morvan, 27, of France, touched land three miles to the east. Le Morvan had refused to give up, despite various attacks of seasickness. He will receive £200.

The third to land was Abd El Rehim, 42, also of Egypt. Last year he won the race in 12 hours 42 minutes against the third Egyptian in the race, Saied El Araby. She beat by 39 minutes the women's record for a Channel swim held by Florence Chadwick, of Britain.

Miss Fisher tripped smartly up the beach and said: "I am as fresh as a daisy and could swim back to France." She will receive £1,000 first prize as the first of the six women competitors who finished the race.

Winnie Roach, 25, of Canada, came seventh, and will receive £75 as the second woman across.

The oldest competitor, William Barnie, 55, a Scot, who swam in tartan shorts, made history by being the first man to swim the English Channel twice in one season. Finishing strongly, he came up the beach singing "The Rose of Tralee" and followed it with "I Belong to Glasgow."
BOOK REVIEW

WHITE Ensign—Southern Cross

By Henry James Feakes.
(Ure Smith Pty. Ltd., Sydney)

The late Rear-Admiral Feakes will always be affectionately remembered in Australia, where he spent much of his life and did such fine work in the development of the Royal Australian Navy. This splendid volume of naval history is the result of his enthusiasm and patient research over many years. Apart from chronicling his own career and experiences, the book traces in detail the growth of Australia’s fighting ships, it adds sketches of the characters and personalities of the men who sailed them and commanded them, and the whole record is enriched by more than 50 drawings and photographs of warships from H.M.S. “Victoria” to the latest H.M.A.S. “Sydney.” (We are indebted to Sun Newspapers for permission to reprint this review.)

No person associated with the Navy can be without this book!

White Ensign -- Southern Cross
A HISTORY OF THE NAVY IN AUSTRALIA
by H. J. Feakes

THE LATE REAR-ADMIRAL HENRY JAMES FEAKES, C.B.E., of Sydney served for nearly forty years with the Royal Navy and the Royal Australian Navy. His naval service was closely allied with the development of the Royal Australian Navy and his varied posts brought him into close contact with many whose names are linked with the growth of Navy in Australia.

White Ensign—Southern Cross is not only a valuable historical record but is a colourful story including many interesting anecdotes drawn from Admiral Feake’s own experiences and informative character sketches of notable naval and political figures.

A great amount of research has gone into the book and its interest is increased by the many illustrations.

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Describing Some Of The Very Successful Air Strikes Made By British Aircraft In The Course Of A Thousand Sorties flown from Aircraft Carrier H.M.S. “Glory.”

The wonderful service performed by H.M.S. “Theseus” in Korean waters, in the course of which the famous aircraft carrier and her Air Group were awarded the coveted Boyd Trophy, is being successfully emulated by her successor, H.M.S. “Glory.”

Nearly a thousand sorties an average of fifty a day—against enemy targets in the Korean war zone have been flown by Naval aircraft operating from H.M.S. “Glory,” the light fleet carrier which relieved H.M.S. “Theseus.” Lieutenant-Commander F. A. Swanton, R.N., of Manningford Abbotts, Marlborough, has made the 2,000th landing of the 14th Carrier Air Group since they left England in April.

The “Glory,” commanded by Captain K. S. Colquhoun, D.S.O, R.N., recently completed one of the most successful series of strikes against the Communists in North Korea, in the course of which her pilots destroyed and battered supply trains, blew up ammunition dumps and caused considerable casualties among enemy troops.

Her aircraft expended nearly 60,000 rounds of 40 mm. ammunition, more than a thousand rockets and 180 bombs in these attacks, which resulted in the sinking of seventeen junks and the damaging of 76 others and the total destruction of 59 buildings containing troops and war stores. More than a hundred 0x57 guns formed part of an ammunition train were destroyed and also eight transformer stations. Nearly three hundred casualties were caused among enemy troops.

A Firefly pilot by Lieutenant R. E. Wilson, R.N., of Stourbridge, Worcestershire, was damaged by flak during these attacks and he and his observer, Lieutenant I. R. Shepley, R.N., of Hatch End, Middlesex, scrambled ashore when they were forced to come down in the sea off the enemy coast. The “Glory’s” helicopter picked them up. Another pilot forced to “ditch” his aircraft was Lieutenant (E) P. Watson, R.N., of Stranraer, Wigtownshire. He was picked up by the frigate, H.M.S. “Black Swan.”

During another operation, Sea Fury aircraft from the “Glory” flew across Korea to give close air support to South Korean troops on the East Coast. They successfully rocketed and strafed enemy troop positions and destroyed a headquarters post and gun positions.

For the first time H.M.S. “Glory” bore the flag of Rear-Admiral A. K. Scott-Moncrieff, D.S.O., and bar, who commands the British Commonwealth and Allied Fleet in Korean waters.
FEDERAL COUNCIL.

It has been brought to the notice of Federal Council that many members of the Association are owning homes with figures at such a high level: it is expected that building costs will still rise further, in view of this situation and the lack of housing accommodation for members and prospective members from amongst ex-Royal Naval personnel, the Federal Executive has written to the Prime Minister, requesting the raising of the limit to the existing housing loans for ex-Servicemen. Councillors advocate that, where necessary, a sum up to £3000 should be made available, by way of loan, to each ex-Serviceman desirous of building a new home or for purchasing one already constructed.

Federal Council is deeply concerned over reports made to various State Secretaries by members, ex-personnel of H.M.A.S. "Reserve," have been informed that their applications for a share of the R.A.N. Price Money have been received and that they are not eligible to participate in the distribution as it was considered "Reserve" was not classed as a sea-going ship. The Council intends to take the subject up with the Ministry for the Navy.

NEWS FROM STATES.

Victoria.

Mr. G. Donaldson has written to his Essendon Sub-Section Hon. Secretary telling him of the present whereabouts in England. Sandringham Sub-Section members intend to hold quite a number of social functions in the coming months.

Officers and members of Latrobe Valley Sub-Section worked extremely hard to make a success of their first Annual Ball, which was held at the Mornell Town Hall on Friday, 10th August. The Ladies' Auxiliary of the North-Eastern Sub-Sub-Section, at Wanaratta, is working in close cooperation with the members of the locality.

New South Wales.

Mr. F. Calvert, a prominent member of the Paramatta Sub-Section, was elected State President at the 4th Annual Conference, held at the Anzac Memorial Board-room on 28th July. Mr. C. Pring has since resigned as N.S.W. representative on Federal Council. New Sub-Sections have now been formed in both the Chatswood and Ryde districts. Large numbers of new applicants for membership are expected to be received from these areas in the coming weeks. Several members of Sydney Sub-Section will transfer to the Sub-Sections nearest their own homes.

South Australia.

Port Pirie, the last established Sub-Section, reports to Mr. W. A. Palmer, State Secretary, that an additional five new members were enrolled in July. The South Australian Theatre Proprietors Council has advised the State Executive that it is making a donation of £52/10/- to the Naval Memorial House, Peel St., Adelaide. The State Council is assisting the Port Adelaide Sub-Section with funds to help improve the local club.

Western Australia.

Officers of the State Council had the opportunity of entertaining the Federal President, Mr. F. F. Anderson, during his visit to Perth last month. Mr. W. W. Wayman advises that local Ladies Auxiliaries are still expanding in membership and has requested a further supply of brooch type badges for the ladies. Mr. A. Burwash, Goldfields Sub-Section State Councillor, has been nominated to the position of State Treasurer.

Queensland.

Mr. G. M. Archer was re-elected State President at the Section's Annual General Meeting, held on Monday, 6th August. Two Vice-Presidents were also elected at the same meeting; they were Messrs. E. L. V. Clifford and H. Giles. The Section has now authorised the installation of a telephone for Mr. W. Macdonald.

Australian Capital Territory.

Owing to the extremely bad weather experienced in the National Capital during July last, the Section failed to obtain sufficient attendance of members to form a quorum and the regular monthly meeting was deferred until the normal Annual General Meeting in August. The Federal Executive has been advised that Mr. K. White has taken over the duties of Hon. Secretary of the A.C.T. Section from Mr. I. Campbell.

Papua—N.G.

The members at a recent meeting decided to continue to hold the regular monthly meetings at the same address in Port Moresby. The Hon. Secretary has requested the local Naval Officer to supply him with R.A.N. ship movements so that the Section may be able to arrange entertainment for the visiting ships' companies.

G.W.S.

RECENT RELEASE ON NAVAL ALLOTMENTS.

The Department of the Navy announces that, with a view to expediting payment of Naval allotments, a new form of certificate will be issued to allottees in respect of allotments payable through Post Offices. The new certificate comes into operation on the allotment pay day 5th October, 1951.

In order that the new certificates may be issued in time for the 5th October payment, Naval allottees should return their existing certificates immediately after collecting allotment due on 21st September.

The existing certificate may be handed to the Postmaster after payment to 21st September, for return to Navy Office, or, if this is not convenient, it may be returned direct to the Director of Navy Accounts, Navy Office, Melbourne.

After 5th October, it will not be necessary for certificates to be returned to Navy Office for alteration in the amount of an allotment. This will be made by Postmasters on advice from Navy Office.

Where transfer to another Post Office is required, allottees should return their existing certificates to Navy Office as formerly.

September, 1951.
THE IMPORTANCE OF FILMS

The Fourth Sea Lord (Vice-Admiral The Earl Mountbatten of Burma), the President of the Royal Naval Film Corporation, presiding at the 12th Annual General Meeting of the Corporation stressed the importance of films for the Navy.

He quoted a letter from Admiral Sir Patrick Brind, then Commander-in-Chief, Far East, which read: "Before leaving the Far East Station, I should like to place on record my thanks and those of the officers and men of this station for the excellent services of the Royal Naval Film Corporation, and to stress the importance of the work of the Corporation to the morale of the Fleet in Korea.

"A film library has been established in the forward area and ships exchange films when in company. Recreation facilities at the main Fleet base are meagre, but in any case it is not always possible to give leave from ships when they are there owing to the very short periods spent in harbour; the value of programmes, already high, is therefore greatly increased. Up to date news films are particularly appreciated as they not only show happenings at home, but occasionally show the sailors themselves which is always popular."

Subsequently, members of the Film Industry who had been present at the meeting were entertained to lunch by Admiral Mountbatten. Vice-Admiral A. C. G. Marden, the Second Sea Lord, was also present.

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