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SUNSHINE, VICTORIA
A NEW LIGHT WEIGHT DIESEL ENGINE FOR R.N.

The announcement by the British Admiralty on April 17 that a new, light weight, high powered Diesel engine known as the "Delta" has been designed and developed for the Royal Navy has created considerable interest in Naval circles. The new engine, which has been evolved by Messrs. Napi er of Action on behalf of their parent company, The English Electric Company Limited, takes the form of an opposed piston two-stroke cycle engine with a power rating up to 2,500 H.P. and is constructed in triangular form with three crankshafts.

The Admiralty's announcement further stated that "modern Naval warfare involves the use of light displacement craft of high speed. To ensure maximum use of these craft require light weight propulsion machinery to be supercharged in such applications with great advantage to the Royal Navy. The new engine will give increased performance of the craft together with improved reliability and will reduce maintenance requirements. Development tests at the Acton works of Messrs. Napi er have been successful and the engine has proved itself to be acceptable for service.

Indeed, extensive sea trials of the engine are now being carried out by the British Admiralty in a modified ex-German coastal boat. These trials are confirming the results obtained during the shore trials made at Messrs. Napi er's works. Addressing the Diesel Engine User's Association at its annual luncheon, the Engineer-in-Chief of Her Majesty's Fleet, Vice-Admiral the Hon. Sir Denis Maxwell, K.C.B., C.B.E., M.I.Mech.E., M.I.N.A., F.R.S.A., gave details of the new engine and sketched the background of the powering of the Royal Navy smaller ships, in which he said, among other things, that:

"In our ships, with very few exceptions, we are faced with the need for machinery having minimum weight occupying minimum space, but having the maximum possible reliability and durability. We are also faced with the problem of world-wide operation further emphasis on wartime; there is the consequent need to watch carefully the logistic maintenance requirement.

These combined needs have led us to two cardinal points of policy. Firstly, the restriction in the number of types of engine in use; and secondly, prolonged endurance testing of any design before its adoption for service.

As regards the recent and present use of the Diesel Engine in the Royal Navy, it is of interest to note that the H.P. of Diesel machinery in Royal Navy Admiralty possession in 1940 was 225,900 and in 1945, 2,200,000—almost ten times greater.

Admiral Maxwell then referred to the extent to which the Diesel Engine is being used in carrying out the rearmament programme. Having mentioned that the H.P. of Diesel Engines at present in British Admiralty ownership is 780,000, he went on to say that those now in the production programme total 600,000 and by the time the planned rearmament programme is completed, the total H.P. will be at least as great as the maximum during the [second world] war, i.e., 2,200,000.

Thus it will be seen that in this respect, as in others, the British Admiralty's programme is spread over a broad field, and that much vital work is being done.

DEARTH OF CERTIFICATED M.N. OFFICERS STILL SERIOUS PROBLEM.

Although the decline in the number of certificated officers in the British Merchant Navy has, at least, been arrested, the position remains serious and the problem still cries aloud for urgent and positive action.

The problem has to be considered primarily in relation to the amount of shipping tonnage under construction, of which more than half of this belongs to British owners.

At present many tankers are sailing with second engineers in possession of permits only, whilst a substantial number of juniors in service are uncer- tificated. How much worse the position will be when the new tankers come into service, it is too evident to require comment.

A disturbing factor of the position is that though the number of certificated officers in service in 1940 was 25,000, the number of certificates—both deck and engine certificates—have not increased in any proportion to the amount of shipping tonnage under construction. Furthermore, all companies operating tankers—indeed, all companies operating large ships—should not be available at the various ports, particularly in the United Kingdom, who would be capable of taking over the ships during pumping operations, thus giving sea-going officers an opportunity of a few hours shore leave. Furthermore, all companies operating tankers—and be appreciated what they had already done—must give attention to allaying fears about the desirability of officers taking their leave for as long as possible. This consideration was one of overwhelming importance.

One of the most irksome and irritating features of sea employment is nights on board at ports. Whatever arguments the owners may offer as to the reasons why this continued practice is necessary, sea-going officers will never be convinced that after completing a long and very often arduous voyage, that they alone should be required to keep nights on board without some form of recognition or compensation for so doing. This is particularly the case if the officer's home is at some distance from the port at which his ship is berthed. The ideal solution is, of course, to have relieving officers, but unfortunately, the manpower position will not run to that at present. Nevertheless there is a considerable number of officers who have been discharged from the industry on the grounds of ill-health, who would still be sufficiently fit and capable of undertaking such work. Until such time as the ideal position could be reached, many, content that owners would be well advised to consider compensating both junior and senior officers, who are required to remain on board in United Kingdom ports at night after performing a day's work.

"The non-recognition of work which may be performed in port on Sundays by a large majority of officers under Section A of the Agreement is the cause of many bitter, and, in my view, under- standable, complaints, which is manifestly unfair. A call for remedial action on continues Mr. Tennant.

"Shorter Articles of Agreement not to exceed 50 years, one year, should also be introduced by agreement. With air transport facilities now so readily available, it is not possible for officers in distant ships to trade abroad for extended periods, why relief could not be flown to the ship, and the crew which has completed twelve months' service be brought home.

ISLAND BATTLES AND BLOCKADE
NAVAL ACTIVITIES IN KOREAN WATERS.

For a hundred days—that is, from November to March last—these ships of the British Commonwealth and United States Navies, assisted by small craft of the Republic of Korea, have fought a 'Battle of the Islands' off the coasts of Korea.

Pahrenheit. At times tugs had to cut a way through the ice for the warships to proceed and the ships have carried out intense bombardments of shore batteries. Sometimes under a rain of enemy shells, they have done considerable execution among enemy troops crossing the mud flats that link the islands at low tide.

From an observer in the Far East the British Admiralty has received the following assessment of the work which the smaller ships of the Commonwealth Navies have been doing in the Korean waters:

"From the British Naval point of view, the Korean war has proved a war of blockade, a seaman's war of the traditional pattern. During the 18 months of fighting there have been occasional spectacular actions which have claimed public attention. Not generally appreciated, however, is the importance of the daily routine patrols by destroyers and frigates of the Royal Navy, the Royal Canadian Navy, the Royal Australian Navy, and the Royal New Zealand Navy.

"Individual ships have come into the operational zone and returned for refitting and recommissioning. The Commonwealth force in the Far East, from which these ships have been drawn, has generally amounted to not less than 4 destroyers and frigates. These have, of course, been additional to the aircraft carrier, aircraft maintenance ship, cruisers and minesweepers in the Far East.

"The Navy holds responsibilities comparable with the Americans in this theatre, the broad division being that the latter look after the East Coast of Korea while the particular British commitment is the whole of the West Coast.

"The task entrusted to these forces can be broadly divided into four main categories: the denial of sea communications to the enemy, the harassing of troops and supplies in the coastal regions, the support of friendly guerrilla organisations and, lastly, the shore of our own supplies and aircraft carriers engaged in offensive operations off the coast.

"Recently an additional role was added, the defence of islands on the North of the 38th parallel. The enemy would like to occupy these islands to enhance his bargaining power at Panmunjom.

"The degree of success achieved can be judged from Communist reactions. At no time have they been able, or recently even attempted, to supply their forces by sea and this single factor, in a country with such sparse land communications, has tipped the balance between defeat and victory for the greatly outnumbered land forces.

"The land communications are under constant bombardment by the Carrier force and the strength of the escort has so far deterred the enemy from any serious attempts to interfere with this. The effects of guerrilla activity and inshore ship bombardment are more difficult to gauge as the geography of the West Coast prevents any indirect assistance to the mainland battle. The successful launching and supply of the Inchon invasion is proof of the enormous advantage accruing from our mastery of the sea.

"A brief survey of the waters in question is necessary to the appreciation of the problems involved in these Naval operations. The West Coast of Korea is studded with small rocky islands and covered with mud flats that link the islands at low tide. For weeks on end the shore is shrouded in fog and during the winter months the butterfly cold winds blowing from many
BRITISH SHIPPING INDUSTRY
CONDITIONS AND DEVELOPMENTS, YEAR 1951.

Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers' Union, in a commentary issued in a recent number of the Merchant Navy Journal, had some pertinent things to say on conditions and developments appertaining to British seafarers and the British Shipping industry in general during the year 1951. He said:

While generally speaking the year has been a successful one for British shipping, certain unfortunate international developments have had a somewhat disturbing effect on shipping. Apart from the particularly unfortunate developments in Persia, the year has seen the beginnings of renewed German and Japanese competition, the effects of which cannot yet he fully foreseen, but which I personally feel should have been allowed only on a more gradual scale.

What is known as "flag discrimination" is also exercising a disturbing effect on British shipping, and unless international action can be agreed upon to solve this problem, I feel it may result in the grappling of a fair and legitimate shipping enterprise.

The past year has seen the British Government ratify the convention for the establishment of an International Maritime Consultative Organisation. It is my hope that this organisation will be able to come speedily and effectively into operation, as I feel it may provide one solution to this particular problem.

Coming nearer home [Great Britain], adverse weather conditions are causing grave concern to those operating shipping in this country. The incidence of heavy weather and strong winds has been particularly severe in the last half-year or so in full swing at London, Hull, Newcastle, Glasgow, Liverpool, and Cardiff. Generally speaking attendances have been most satisfactory, and the support forthcoming from the Merchant Navy Officers very encouraging. Shippingmasters and Senior Officers in general who served in the last war, and who have first-hand experience of the value of training, have, it is known, given their word of encouragement to prospective candidates, and, where circumstances have permitted, done their best to facilitate the attendance of junior officers when ships have been in port over the period covered by the local courses.

One effect of this has been that considerable difficulty has been experienced in the replacement of obsolete shipping, of which

BRITISH NAVY DEFENCE COURSES

Below we reprint a statement signed by the Vice-Chief of Naval Staff (British Admiralty) (Vice-Admiral G. Grantham, C.B., C.B., E., D.S.O.), regarding attendance of Merchant Navy personnel at the M.N. Defence Courses which have been for the past half-year or so in full swing at London, Hull, Newcastle, Glasgow, Liverpool, and Cardiff. Generally speaking attendances have been most satisfactory, and the support forthcoming from the Merchant Navy Officers very encouraging. Shippingmasters and Senior Officers in general who served in the last war, and who have first-hand experience of the value of training, have, it is known, given their word of encouragement to prospective candidates, and, where circumstances have permitted, done their best to facilitate the attendance of junior officers when ships have been in port over the period covered by the local courses.

For our part, we should like to add our emphasis on the importance of these Courses, not only to the Officers and men of Merchant Navy, but also to every member of its personnel. To be prepared is to be forearmed at time of need.

The statement by the Vice-Chief of Naval Staff is as follows:

"Admiralty, S.W.

It is just a year since the Merchant Navy Defence Courses were re-introduced after being in abeyance since the end of the Second World War.

"The Admiralty have noted with great satisfaction the response from the Officers and men of the Merchant Navy to the call for volunteers to undertake these courses, sometimes at the sacrifice of their leave.

"If we are to be in a position to defend our merchant ships adequately in the event of another war, the importance of as many Merchant Navy Officers and men as possible taking the courses cannot be over-rated. In consequence all those who have not undergone a 'Merchant Navy Defence Course' since the courses were re-started in January, 1951, are urged to take one as soon as an opportunity occurs."

"Vice-Chief of Naval Staff.

"Admiralty.

"8th February, 1952."

Charts surveyed long ago are frequently out of date and a tidal range of more than 30 feet coupled with the siting of the larger river estuaries result in there being no guarantee that the ocean bed corresponds to the chart representation. The experience of our frigates in the Han Estuary is well known. There, sounding from boats ahead of the ships in tides often running between seven and ten knots, they had to grope their way in muddy waters. In all, 29 miles of channel were sounded and for a period of 120 days at least two frigates were continuously using these waters to harass the enemy's possible build-up areas.

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ROYAL AUSTRALIAN NAVY TO HAVE MORE BANDS.
The Australian Naval Board has decided to increase the number of bands in the Royal Australian Navy from three to five. Three of the bands will be embarked in ships of the R.A.N. and two will be stationed ashore.
In announcing this on May 27, the Minister for the Navy (the Hon. William McMahon) said that of the three bands embarked, one would serve in the flagship, one in the aircraft carrier “Vengeance” to be lent to the R.A.N. by the Admiralty pending the arrival in Australia of H.M.A.S. “Melbourne,” and one in the cruiser “Australia.”
The other two would be stationed at Flinders Naval Depot, Crib Point, Victoria, and the R.A.N. Air Station, Nowra (N.S.W.), respectively.
Mr. McMahon said that more bands were required by the R.A.N. because of its post-war expansion.
Naval bands in Australia were modelled on those of the Royal Marines, and their uniform, with slight modifications, was similar to that of the Royal Marines.
Recognising the important role fulfilled by bands in the R.A.N., the Naval Board has established a School of Music at Flinders Naval Depot under the directorship of Commissioned Bandmaster C.G. McLean, D.S.M., L.R.A.M., R.M. The School is modelled on the Royal Marine School of Music at Deal, Kent, of which Commissioned Bandmaster McLean’s brother, Captain K.A. McLean, P.M., is director.
Members of naval bands must be able to play ceremonial, orchestral, dance and chamber music, and members of R.A.N. bands are now being trained in all those departments at the School of Music at the Depot.
Besides adult players, about 40 boy musicians aged from 14 to 17 years are undergoing training there.

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Five New Zealand Sea Cadets learning the correct way to operate a signalling lamp on board H.M.N.Z.S. "Belmore," which arrived from New Zealand recently. The Cadets are having their first sea trip, and will sail with the ship to England. There are, left to right: John Walton, Charles Middleton, Benji Boyce, Roy Thompson, and Ken White.

"Wanganella" Battered in Tasman Dressings
The Tasman liner "Wanganella" arrived in Sydney 10 hours late on June 23. This was the third successive storm-weather, headwind passage the liner had encountered in her Auckland-Sydney runs, her arrival being delayed on each trip. On the first occasion some passengers were slightly injured, deck furniture was ripped from its mountings and an after gangway was smashed in two. One half dangled over the side of the liner.

Myrt McDow, aged 21, said she had been very well and was lucky to escape so lightly from the buffeting she received.
ADMIRAL MCCORMICK'S SUBORDINATE COMMANDERS UNDER N.A.T.O.

On his return to the United States following his exploratory tour of European N.A.T.O. capitals, Admiral Lynde D. McCormick, U.S.N., Supreme Allied Commander, Atlantic, under N.A.T.O., announced the names of his principal subordinate commanders. The announcement was made from his headquarters at Norfolk, Virginia, U.S.A., and included the following:


Commander, Northern European Sub-Area: Rear-Admiral J. H. F. Crombie, C.B., D.S.O. (Flag Officer, Scotland).


Under the Supreme Allied Commander, the Atlantic will be divided into two areas. The Naval Commander-in-Chief in the area will be Admiral Sir George Creasy, the present Commander-in-Chief, British Home Fleet; he will work in close concert with the Air Commander-in-Chief, Eastern Atlantic, who will be Air Marshall Sir Alick Stevens, the Air Officer Commanding-in-Chief, British Coastal Command.

Under Admiral Creasy will be the two British Naval Sub-Area Commanders named above. These two Naval Commanders will each work in close concert with the corresponding Air Commander, i.e. Air Commander Sir Maurice Mansergh (the present Commander-in-Chief, Plymouth) with Air Vice Marshal Trail and Air Marshal P. F. Crombie (the present Flag Officer, Scotland) with Air Vice Marshal H. T. Lyndford.

The titles of the Sub-Area Commanders are still under consideration and it is possible that they may be changed.

The Naval Sub-Area Commanders will also be responsible to the British Commander-in-Chief, Home Fleet, Admiral Sir Arthur J. Power, the present Commander-in-Chief, Home Fleet (Portsmouth) for those parts of the naval command which are assigned to the British Home Station and are adjacent to the N.A.T.O. Command.

Admiral Sir George Creasy and Air Marshall Sir Alick Stevens are now in Norfolk, Virginia, U.S.A., attending the opening ceremony associated with the setting up of SACLANTS Headquarters.

As previously announced Vice-Admiral Sir William G. Andrews, K.B.E., C.B., D.S.O. (at present Commander-in-Chief, America and West Indies Station) is Deputy Supreme Commander, Atlantic.

Admiral Sir George Creasy, Commander-in-Chief, Home Fleet and immediately previously Vice-Admiral Sir Maurice Mansergh, K.C.B., C.B.E., C.B. (Flag Officer, Scotland) were assigned to Admiral Creasy.

Air Vice-Admiral Sir Maurice Mansergh served at the Admiralty as Director of the Trade Division from 1938 to 1941. In September 1949, he was promoted Vice-Admiral and in October of that year returned to the Admiralty as Fifth Sea Lord and Deputy Chief of the Naval Staff (Air), Home Command-in-Chief, Plymouth, on October 30, 1951.

Rear-Admiral J. H. F. Crombie is Flag Officer, Scotland, and Admiral Superintendent, Rosyth Dockyard.

In his statement on the British Navy Estimates this year, the First Lord of the Admiralty stated that of the estimated £58,000,000 on new construction during the year, 70 per cent. would be for ships already under construction, such as the "Ark Royal", the four Hermes class light carriers, the six Daring class destroyers, and the five new minehunters. Four types, as well as a large number of coastal and in-shore minesweepers. The fleet carrier "Eagle" was now in commission, and her sister ship the "Ark Royal", was fitting out and was expected to be completed in 1954. In a description of H.M.S. "Eagle" (detailed plans of which were given in the Feb. and May issues of this journal) the First Lord said that it was fitting that the first new ship to join the Royal Navy since the Queen's accession was one that the world launched at Belfast in 1946.

It was the Board of Admiralty's wish, he stated, that the Hermes class of light carriers would be urgently required in service to match the production of modern high-performance aircraft, should be completed as soon as possible. The contractor's sea trials of the "Centaur", the first ship of the class, were expected to begin early next year and would be followed by those of the "Albion" in the Spring of 1953.

The Tiger class cruisers remained unserviceable, and further developments of armament and fire control. Two of the Daring class destroyers—the "Daring" and "Daring"—were now completed. The "Daring" class destroyers except the "Diana" should be finished during the coming financial year. H.M.S. "Diana" should be completed in the summer of 1953.

There were four types of frigates—two for anti-submarine work, and a fourth for aircraft direction. Orders for substantial numbers of destroyers and submarines had been placed, and a number of these vessels should be completed before the Navy Estimates next year. Further cruisers were to be taken in hand for modernisation, and 13 conversions of prototype destroyers were to be completed. A new type of submarine already in hand.

The work of the improving the efficiency of existing destroyers and frigates by installing new anti-submarine equipment, gunnery, and fire control is continuing. The modernization of two submarines has been completed during the year 1951-52 and many others were in hand for 1952-53. This would mean a considerable increase in underwater speed.

Marked Improvements in Effectiveness

The marked improvement in the state of effectiveness of Britain's Reserve Fleet now that practically all the vessels have been refitted, is particularly noticeable, saving that they suffered from the disadvantage that they would have to be removed or rendered inoperative in the event of war. As it was ready possible so long as any one man remained alive, to give indication of a submarine's position from any compartment, the Board of Admiralty had decided that no change in the present practice was warranted and, accordingly, automatic indicator buoys would not be fitted to submarines. Various ideas to meet the mine menace were under development and a high priority, including new and more effective mine sweepers.
The Earl of Birkenhead, Lord in-Waiting, as spokesman for the British Government during the debate on the Navy Estimates, said that Britain and America are pooling the secrets of their research and development of "revolutionary" types of naval vessels and engines.

He was answering anxious enquiries about the Navy's progress in this field, particularly in view of the American development of an atomic submarine. Lord Hall, former First Lord of the Admiralty, said was now building.

Lord Birkenhead said "The Admiralty are fully seized of the importance of nuclear energy for these purposes and although we are, perhaps not so far forward as our friends in the United States, we are at the present moment devoting a great deal of attention to this project, and we hope that eventually we shall not be lagging far behind."

Lord Birkenhead added that in the general field of propulsion Britain is pooling its knowledge with the U.S.A. The research development programme is co-ordinated with that of the United States. Some points being left to the Americans, who keep Britain informed, and others being pursued by the United Kingdom who tell the Americans of the progress.

Lord Birkenhead concluded on this subject by saying that Britain was also co-operating very closely with the U.S.A. in standardisation of equipment and operational doctrine. In general inter-service co-operation in standardisation was good and should soon show dividends in economy by cutting down the number and complexity of materials and orders.

The "Marabu" planed to meet "Bloodhound", "Samuel Pepys" (Royal Naval Sailing Association), and "Lutine" (Lloyd's Nautical Training). All the members of the "Marabu"'s crew are serving officers with the exception of the racing skipper, Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers Union, who claimed that old ships sold abroad may help foreign competitors to capture British shipping contacts. It is the continuing duty of the great organisation which Mr. Douglas so ably represents to maintain the present conditions of service, and to strive to secure such necessary improvements as future experience shall be shown to be essential in the interests of officers of the British Merchant Navy in particular, and, it goes without saying, of the shipping industry of the British Commonwealth of Nations in general.

As such, the protest is worthy of the most earnest support and attention.

The "Marabu" is a former German yacht which the British Admiralty allocated to H.M.S. "Hornet", the coastal forces base at Gosport, from which she was raced successfully last season. An earlier reference to this trans-Atlantic venture was contained in the issue of this journal for the month of June.

The "Marabu's" entry in the Newport Bermuda race and the race home across an Atlantic, is being sponsored by the Coastal Force Sailing Club, which is affiliated to the Portsmouth branch of the Royal Naval Sailing Association. All the members of the "Marabu"'s crew are serving officers and ratings who have been given leave for the voyage and subsequent participation in the two races in which their craft has been entered.

At Las Palmas, Canary Islands, the "Marabu" planned to meet "Bloodhound", "Samuel Pepys" (Royal Naval Sailing Association) and "Lutine" (Lime Yacht Club). The two latter were to be shipped to America. No details of the races in question are yet available.

The frigate H.M.S. "Bacco" leaving Sydney Harbour recently for a five-months survey cruise in the Barrier Reef area, Torres Strait, and the north-west coast. She will examine a reported uncharted reef off the Queensland coast.

BRITISH NAVAL MANNED YACHT CROSSES ATLANTIC

The 79-foot yacht "Marabu", manned by a British Naval crew, left H.M.S. "Hornet", at Gosport, England, at the end of March on her voyage across the Atlantic to take part in the internationally-sailed race from New- port, U.S.A., to Bermuda in May, organised by the Cruising Club of America, and later in the Royal Ocean Racing Club race from Bermuda to England.

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The whaling season in the Antarctic waters ended in March. The 20 factory ships which took part are now back in their home ports throughout the world, their well-filled storage tanks empty of whale oil collectively worth about £14,000,000. Ten Norwegian factory ships, accompanied by chasers, dominated the Antarctic whaling operations this year. Britain and Japan each sent three factory ships to those waters this season, while South Africa, the Netherlands, Russia, and even Panama each sent one. Australia was not represented because she does not possess a factory ship, now considered necessary for deep-sea whaling. Yet the cost of such a ship (about £2,000,000) has not prevented the small republic from Panama whaling in Australia's southern waters.

Britain Pooling Research Secrets with U.S.A.

Protest Against Sale of British Ships

British Merchant Navy officers in May issued a strong protest against the sale of British merchant ships to foreign nations. Their spokesman was Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers Union, who claimed that old ships sold abroad may help foreign competitors to capture British shipping contacts. It is the continuing duty of the great organisation which Mr. Douglas so ably represents to maintain the present conditions of service, and to strive to secure such necessary improvements as future experience shall be shown to be essential in the interests of officers of the British Merchant Navy in particular, and, it goes without saying, of the shipping industry of the British Commonwealth of Nations in general. As such, the protest is worthy of the most earnest support and attention.

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Darwin to Timor by Raft

Mr. Jack Fairweather, the Darwin artist, who in May navigated the seas between Darwin and Timor on a home-made raft, was 16 days afloat on his remarkable 450-mile voyage. His raft was made of three aircraft belly tanks, held together with a tent and a deck of bush timber. It had a broomstick for a mast. The craft was about six feet long. When met by a pearling lugger about 130 miles from Darwin, Fairweather had a little bread and meat aboard and two four-gallon cans of fresh water. He refused a "lift" back to Darwin and told the lugger's crew that he was on his way to Timor. Timor he persisted in going on, and when no word had been heard of him in the ensuing days he was given up for lost. However, he arrived at his destination alive and well. Flight-Lieutenant B. Badgery, who was on his way from England to Australia by air and who met Fairweather at Koepang, said that the voyager would say little of his exploit, but Darwin residents say that "despite amazing escapes made from northern islands to Australia during the last war, they had never heard of a voyage to parallel Fairweather's." Nor did he have fair weather all the way. The most exciting episode from Darwin, he ran into a three-day storm. Yet Fairweather prevailed.

End of Antarctic Whaling Season

From our Correspondent in LONDON and NEW YORK

By AIR MAIL

The whaling season in the Antarctic waters ended in March. The 20 factory ships which took part are now back in their home ports throughout the world, their well-filled storage tanks empty of whale oil collectively worth about £14,000,000. Ten Norwegian factory ships, accompanied by chasers, dominated the Antarctic whaling operations this year. Britain and Japan each sent three factory ships to those waters this season, while South Africa, the Netherlands, Russia, and even Panama each sent one. Australia was not represented because she does not possess a factory ship, now considered necessary for deep-sea whaling. Yet the cost of such a ship (about £2,000,000) has not prevented the small republic from Panama whaling in Australia's southern waters.

Huge Salvage Project

Plans are well advanced in Sydney for the salvage of a bilge "dumped off the coast of the New Hebrides. It will be an undersea job—probably the biggest salvage project ever undertaken in the South Pacific. The dump lies three miles off Santo Point, and it was put there by the American forces at the end of World War II. When rather than take certain equipment—jeeps, heavy earth-moving gear, etc.—they committed it to the sea-bed. Close by, too, the American anti-submarine battalion "President Coolidge," sunk by the Japanese during the war. The brains of the project is a Mr. S. Goodwin, a renowned salvage expert. The salvage Exporting Company of Panama, has not prevented the small republic from Panama whaling in Australia's southern waters.

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will work in up to 300 feet of water. Mr. Goodwin says he learned about the dump and ascertained the position in which it lies while he was working on another salvage job in New Guinea three years ago. He says that he is completing negotiations with the French Government, which claims the ownership of the dump, to allow his salvage company to export the recovered equipment to Australia on a royalty basis.

NEW JAPANESE MERCHANT SERVICE.

The 21.5-knot motorship "Panama Maru"—the newest and fastest vessel in the Japanese merchant fleet, reached New York on May 15. She completed her maiden voyage from Yokohama to New York in 24 days and two hours. Latest addition to the O.S.K. fleet, the "Panama Maru," which is of 11,190 tons, was designed for the Yokohama-New York run, via Los Angeles and Panama.

STORM-MADEDEN SAILORS.

The story of a terrible storm, in which five sailors died, was told in Rio Janeiro on May 2 by the rescued master of the 350-ton sailing vessel "Rio Almada." The ship sank off Cape Frio, Brazil, during the course of the storm. One seaman was crushed to death by oil drums tumbling across the deck. The five missing seamen were said to have died from exposure and cold.

SAFETY OF LIFE AT SEA.

The International Convention for the Safety of Life at Sea, which was drawn up at the International Conference held in London in 1948 under the presidency of the Right Hon. Sir John Anderson, will come into force on September 1, 1949. The Conference was attended by delegates from 30 countries, and the Convention which they prepared provided that the service of the pilot before those points makes them liable to prosecution.

LONDON COMPULSORY PILOTAGE DISTRICT.

The London Compulsory Pilotage District, Trinity House has decided to give the particular attention of shipowners and masters to the fact that the London Compulsory Pilotage District extends as far as the Thames, the Medway, and the Kent, and that the discharge of the pilot before those points makes them liable to prosecution.

NEW IMPROVED "WANSTEAD" TYPE SHIP.

Messrs. Watts, Watts and Co. are having two ships, to be named " wrinkled," "Wokingham," built as an improvement on the design of the " Wanstead" type, whose accommodation aroused much interest in 1949. The " Wanstead," the first of three sister ships, was a single-screw motorship of revolutionary design built for the North Atlantic trade, and was among the most exciting in the world. It set forth new ideas and higher standards of crew comfort compared with specialised construction.

BICYCLES FOR M.N. PORT USE.

It was reported in the British Press recently that the Danish

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TELEPHONES FOR M.N. SHIPS IN PORT.

Although there are many reasons why bicycles cannot be supplied immediately to the shipowners who need them in their service, there is no question about the priority of treatment which will be given to applications for bicycles to be imported. The bicycle shortage is one of the most pressing problems in the world, and the Government is doing its best to meet the demand. It is the hope of the Ministry of Transport that the bicycle shortage will be alleviated as soon as possible.

PRICES AND CHARGES.

The prices and charges for the importation of bicycles into Great Britain are as follows:

Tariff: 10s. 0d. per bicycle
Customs: 7s. 6d. per bicycle
Import duty: 7s. 3d. per bicycle
VAT: 2s. 6d. per bicycle

The total cost of importing a bicycle into Great Britain is therefore 25s. 3d. per bicycle.

LAURITSEN LINE.

The Lauritzen Line had decided to equip their ships with several bicycles each to enable, as the report says, "officers and men to make the most of their stays in port." It is rather surprising that this innovation has not been adopted previously, for the bicycle is a humble but efficient means of transport. And a racing bike is a luxury most seafarers would be found willing to forego if there were no other reasonable transport available.

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Telephones: XB 1675 and XB 4387.
The Minister for the Navy (the Hon. William McMahon) announced in Canberra on May 20 that the Naval Board was inviting applications for entry into the Royal Australian Naval College from boys who had attained, or would attain, the age of 13 this year.

The College, which is situated at Flinders Naval Depot, Crib Point, Victoria, is the initial training ground for most of the permanent officers of the R.A.N.

Candidates for entry must be the sons of British subjects by birth or naturalisation and of substantially European descent. They will be required to sit for a qualifying examination and, afterwards, if medically fit, to appear before a selection committee. Applications must be sent to the Secretary, Department of the Navy, Navy Office, Melbourne.

Boys who are selected will enter the Naval College about the end of January, 1953. After four years they will go to a Training Cruiser either in the Royal Navy or Royal Australian Navy and will continue sea training in various types of warships before doing technical courses in shore establishments in the United Kingdom.

After about 34 years under training ashore and abroad midshipmen are promoted to the rank of sub-lieutenant.

Mr. McMahon said that the invitation from the Naval Board opened the way for intelligent, adventurous boys of the right type, to embark upon a fine marine career of distinction. The whole of their College education, which in addition to special technical training, took them up to the matriculation standard, and their accommodation, clothing, etc., are provided by the Navy without cost to the parents. In addition to other privileges every cadet is provided with first class return fares to his home, and travelling allowance, at each end-of-term leave.

No parent or guardian could enter a boy at the Royal Australian Naval College by paying fees. Every boy admitted wins his place in competition against other applicants by intelligence, initiative, physique and ability.

QUEEN'S TELESCOPES.

The Royal Naval College, Dartmouth, has learned that the Queen has expressed a wish that the custom of presenting a telescope to each of the two senior cadet captains at the end-of-term ceremony shall be continued. First presented by King George VI, these telescopes have been known as the Queen's telescopes. They were presented this year by Vice-Admiral Sir Alexander Madden, K.C.B., C.B.E., Second Sea Lord and Chief of Naval Personnel, at the passing-out ceremony on March 11.

EXPLOSION IN H.M. SUBMARINE "ALDERNEY"

The First Lord of the Admiralty (Mr. J. P. L. Thomas) in reply to a question raised by Mr. John Arbuthtow recently in the British Parliament, as to whether any statement could be made on the explosion in H.M. Submarine “Alderney” and how far it is linked with the loss of H.M. Submarine “Affray”, said: “The explosion in the main engines of H.M. Submarine ‘Alderney’ occurred on February 14 while the submarine was undergoing sea trials following a refit. Fortunately there were no serious casualties. One rating was admitted to hospital with shock and burns and three others were treated for minor burns. The submarine returned to harbour under her own power. The accident appears to have been due to failure and overheating in the bearing in the super-charger drive leading to a minor crankcase explosion. The cause of the bearing failure has not yet been established but fell under investigation. The type of engine in the ‘Alderney’ has been in service since 1945 and this is the first known crankcase explosion. I have no reason to suppose that there is any connection between this accident and the loss of H.M.S. Submarine “Affray”.

OFFICIAL HISTORY OF THE WAR AT SEA, 1939-45.

The Parliamentary Secretary for the British Admiralty, Commander Allen Noble, stated recently in the British House of Commons, that the first volume of the official history of the War at Sea, 1939-45, is now in an advanced draft form and is expected to be published next year. The history is planned in three volumes, he added.

NELSON'S DOCKYARD, ANTIQUA.

Nine yachts from islands in the Caribbean took part in a cruise sponsored by the Society of Friends of English Harbour, Antigua, as part of an effort to raise funds to rehabilitate facilities of the dockyard where Nelson commanded from 1744 to 1786. Prize-giving ceremonies and other functions were held in Nelson House and in Clarence House, which was built in 1787 for the Duke of Clarence when he commanded H.M.S. "Pegasus." Many of the dockyard buildings have fallen into ruin since they were abandoned by the Navy in 1906, but some could be restored if funds were available. The Governor of the Leeward Islands, Mr. K. W. Blackburne, is leading efforts to establish a branch of the society in England.

BRITISH NAVAL AIR STATIONS "AT HOME".

Royal Naval stations situated in all parts of the British Isles were “At Home” again this English summer to thousands of holidaymakers, who were able to inspect the latest naval aircraft at close quarters on the ground and watch their performances in the air. Many new additions were made to the comprehensive exhibitions of service equipment, and demonstrations of work and sport in the Royal Navy have been considerably extended to ensure that the “At Homes”, which are in aid of Naval charities, were maintained at the highest standard. "At Homes" have already been held, or will shortly be held, at the following R.N. Air Stations: Eastville, Co. London; Lillingstone, Co. Hertford, Northern Ireland; Anstey, Cornwall; Northumberland; Lee-on-Solent, Hampshire; Southern England; Lostwithiel, Cornwall; Arbroath, Angus; Coldham, near Helston, Cornwall; Machrihanish, Argyllshire, Scotland; Ford, near Arundel, Sussex, Southern England.

"GANNET" NOW SUPER- PRIORITY.

The Fairy Gannet propeller turbine anti-submarine aircraft is among the equipment which has been placed on the super-priority list drawn up on behalf of the British Government.

UNITED STATES MAY USE STEAM CATAPULT.

It is reported from Washington, U.S.A. that the U.S. Navy is considering redesigning the 60,000-ton carrier, the U.S.S. " Forrestal", in order to be able to incorporate a new launching device developed in Britain. The device has been undergoing tests in Britain and, although no final decision has been reached, it is possible that this catapult, which it is said, could launch four fighters at the same time, will be used. (The catapult referred to is the prototype steam catapult installed in H.M.S. "Perseus" — Ed.)
**MORE LABOUR NEEDED FOR BRITISH DOCKYARDS.**

Although the number of Admiralty industrials increased from 3,000 to 10,000 during 1931-32, there is a call in this field for much more labour, particularly craftsmen. The major scarcity appears to be in shipbuilding, where it is estimated that 600 were needed in the Royal dockyards in 200 at once at Portsmouth, where the contract for H.M.S. "Victorious" has been seriously delayed. Apart from delays occasioned by these scarcities the British Admiralty, however, is engaged to capacity in addition to the normal relit and conversion programme, and the construction of H.M.S. "Victorious" (Captain C. L. G. Evans, D.S.O., R.N.).

For British Dockyards.

**MORE LABOUR NEEDED.**

Agents for . . . , to supply with . . . , have recently been undergoing repairs and are ready to take part in the annual relit and conversion programme, in addition to the normal relit and repair of active and reserve fleet ships.

"OCEAN" RELIEVES "GLORY" IN KOREA.

The carrier H.M.S. "Ocean" (Capt. G. E. Evans, D.S.O., R.N., C.B., C.B.E., D.S.O., D.S.C., R.N.) sailed from the United Kingdom for Korean waters in April accustomed for part of the voyage by the Home Fleet, and arrived in company with both N.Z. ships of the Home Fleet (known as "red" forces) and one of the British and Mediterranean Fleets when they entered the Sicilian Narrows and aircraft from the aircraft Carrier "Theseus" throughout the day both fleets launched heavy air strikes on each other. At dusk the "red" ships closed the "blue" convoy and engaged the covering force in a moonlight battle. The signal "Exercise completed" was made shortly before midnight and the two fleets then combined to fly off the scene air strikes to exercise the defences of Malta.

Next morning more than 40 ships of the Home and Mediterranean Fleets reached Grand Harbour, Valetta, where they remained for a week during the visit to Malta of the First Sea Lord, Admiral Sir Rhodric McGrigor, G.C.B., D.S.O.; later, Admiral McGrigor sailed in H.M.S. "Liv- eye" to watch another combined exercise—the third full scale operation within a month. Ships taking part included two aircraft carriers, four cruisers, two fast minelayers, eleven destroyers and some submarines. The First Sea Lord flew to Fiyal in the Canal Zone, accompanied by the Commander-in-Chief, Mediterranean. He returned to Malta before flying home to the United Kingdom.

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**BRITISH HOME AND MEDITERRANEAN FLEETS EXERCISE.**

A week after exercising "Grand Slam," the story of which was told in the June issue of this journal, ships of the British and Mediterranean Fleets returned to Malta in a combined and more advanced exercise in the Central Mediterranean.

The Mediterranean Fleet (known as "red" forces) commissioned for the purposes of the exercise by Rear-Admiral F. R. Parham, C.B., C.B.E., D.S.O., was levelled against Malta to intercept a convoy escorted and covered by ships of the Home Fleet (known as "blue" forces) under Rear-Admiral W. G. A. Robson, C.B., C.B.E., D.S.O.

The "red" forces had submarines spread across the expected line of advance of the "blue" and, although the "blue" convoy escort drew first blood by detecting and dealing at a subordinate stage, other submarines were able to make good attacks on their targets.

The Cumberland cruiser of the "blue" force, working from the Royal Air Force station at Luqa, Malta, at night sighted and reported the "red" ships steaming South to the Straits of Messina between the toe of Italy and Sicily. This force was the aircraft Carrier "Theseus." The cruisers "Liverpool" (with the Commander-in-Chief, Mediterranean, Ad- miral Sir John H. Edelean, K.C. B., C.B.E., embarked), "Geopatra" and "Glaciar," the fast minelayer "Manxman" and seven destroyers.

The "blue" convoy and force was then off Cape Bonu on a South Easterly course attempting to reach Malta before interception. This force included the aircraft Carrier "Indomitable" (with the Commander-in-Chief, Mediterranean, Commanding the cruiser "Indomitable," the fast minelayer "Bulwark," the four destroyers, and six frigates,

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PERSONAL PARAGRAPHS

PROMOTION TO ADMIRAL OF THE FLEET.

The promotion of Admiral Sir Arthur J. Power, G.C.B., G.C.V.O., to be Admiral of the Fleet, with effect from 22nd April, has been announced.

H.M. THE QUEEN APPOINTS FIRST AND PRINCIPAL NAVAL AIDE-DE-CAMP.

Her Majesty the Queen has been graciously pleased to appoint the late Admiral Sir Henry D. Paton, C.B.E., as Principal Naval Aide-de-Camp to Her Majesty in succession to Admiral of the Fleet Sir Arthur J. Power, G.C.B., G.C.V.O., the appointment to take effect from 1st May, 1952.

BRITISH ADMIRAL’S ASHES SCATTERED AT SEA.

Following the private funeral of the late Admiral Sir Henry D. Pridham-Wippell, K.C.B., C.V.O., at Charring, Kent, his ashes were scattered in the Strait of Dover from H.M.S. “Beaglech,” Lieutenant-Commander G. E. M. Thorneycroft, R.N. At the ceremony the Board of Admiralty was represented by the Commander-in-Chief, The Nore (Admiral Sir Cecil H. J. Harcourt, K.C.B.), and was conducted by the Reverend C. Paton, Chaplain to the Commander-in-Chief, The Nore.

MIDSHIPMAN DIES IN NEW COMMAND FOR ROYAL NEW ZEALAND NAVY.

Cadet Midshipman William McMahon, who was born at Geelong, Victoria, in April, 1934, was the son of Mr. and Mrs. M. A. J. Wallis, of Wallington, Geelong. He received his early education at the Geelong Church of England Grammar School, and entered the Royal Australian Naval College in January, 1948. He passed out in October, 1951, and shortly afterwards left for the United Kingdom with other Cadet midshipmen of his year. He would probably have returned to Australia early in 1955. Mr. McMahon said that he and the Australian Naval Board desired to express their deepest sympathy to Cadet Midshipman Wallis’s parents.

DEATH OF CAPTAIN ANTHONY DE BEER.

Many seafarers of the world will be grieved to hear of the recent passing of Captain Anthony De Beer, who for many years represented the Navigators and General Insurance Company and subsequently the Navigators’ and General Insurance Company in Liverpool. Born in 1876, he was educated in H.M.S. “Conway,” where he was a friend and companion of the English poet John Masefield. He served his apprenticeship in the barque “Birkdale.” His early days at sea were interspersed with considerable and varied pioneering life at sea, and in the diamond mining industry in South Africa. He served in the Australian Navy and was subsequently in the harbour services in Australia. He also served in the Elder Dempster Lines. He was a foundation member of the Officers’ (M.N.) Federation, and lived to see the full fruition of the work he began in 1928, which he and his contemporaries worked for with such devotion.

MEDICAL APPOINTMENT AND PROMOTION.

The British Admiralty has announced that Surgeon Captain R. W. Muscutt, C.B.E., M.D., B.Ch., F.R.C.P., has been appointed Command Medical Officer on the staff of the Commander-in-Chief, The Nore, and Medical Officer in Charge, R.N. Hospital, Chatham, the appointment to date from March 1st, 1952, and promoted Surgeon Rear-Admiral to date from March 31st, 1952.

ASSISTANT CHIEF OF STAFF (INTELLIGENCE) SUPREME ALLIED COMMANDER, ATLANTIC.

Captain A. W. A. F. Hawkins, D.S.O., O.B.E., D.S.C., R.N., has been appointed for duty as Assistant Chief of Staff (Intelligence) to the Supreme Allied Commander, Atlantic.

CAPTAIN SUPERINTENDENT ADmiralty Signals and Radar.

The British Admiralty has announced the appointment of Captain W. J. Limb, C.B.E., O.B.E., R.N., to H.M.S. “Mercury II” in command and as Captain Superintendent Admialty Signals and Radar Establishment.

R.N. OFFICER APPOINTED TO ROYAL NEW ZEALAND NAVY.

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NEW COMMAND FOR H.M.S. “INDOMITABLE”.

A new appointment announced by the British Admiralty is that of Captain W. J. W. Woods, D.S.O. and bar, to H.M.S. “Indomitable” in command and as Flag Captain to the Commander-in-Chief Home Fleet.

DEPUTY DIRECTOR INTELLIGENCE (OF) ADMIRALTY.

The appointment of Captain D. C. Ingram, C.B.E., D.S.C., R.N., for duty as Deputy Director Naval Intelligence (Organisation) British Admiralty, has been announced.

NSW COMMANDANT GENERAL R.M.

The appointment of Major General H. T. Tollemache, C.B., as Commandant General Royal Marines to date May, 1952, has been cancelled because of ill health. Major General J. C. Edgcombe, C.B., R.N., has been appointed Lieutenant General and succeeded General Sir Leslie Hollis, K.C.B., K.B.E., as Commandant General Royal Marines on May 30th.

RECALLED FOR NAVAL ATTACHE DUTY.

Captain G. F. Renwick has been recalled to the R.N. Active List to be Naval Attache Southampton, Lima, Bogota and Quito.

R.A.N. COLLEGE CADER MIDDLESHIPMAN Dies in R.N. TRAINING CRUISER.

The Minister for the Navy (the Hon. William McMahon) announced with regret on May 22nd that Cadet Middleshipman James Harvey Wallis, a graduate of the Royal Australian Naval College, had died in the North Sea on Wednesday, May 22nd while embarked in the H.M.A.S. Royal Navy training cruiser “Devonshire.” At the request of
SEA-ODDITIES

To many voyagers, even those who know little of birds and their ways, the white-plumaged gannet is a familiar object. He is met with during his crossing of the Tasman Sea, and in many of the inlets and bays of the eastern and southern Australian coasts, where he may be seen high above the waves or skimming the great waves with purposeful flight. He is a bird undaunted by even the fiercest storm, and he has a Spartan uprightness and habits. There is no bird which possesses such a power of forcing his way against a full gale. On days when the spindrift is being lashed off the ocean in white lashing whips, when the stars are dim and the world is gray, when a field of haunted hills is transformed overnight into an unspiritual wilderness, the gannet may be seen high above the earth against the black sky. On days when the gale, the gannet may

Most persons have little conception of the rich profusion of colour displayed by corals when they are alive. The small pieces of coral that are picked up on the beaches are always dead. That is to say, the polyps, which build the fascinating coral formations, are dead. Therefore, most people know merely the skeleton that has been broken from the living coral colony and washed ashore. They know that the stony coral being really a mass of skeletons of polyps—is often white, and they may have seen, too, the red coral with its necklets and ornaments. "Could they dive into the ocean depths, or visit a reef, they would be amazed," writes A. Jackson, in that fascinating book "Seashore—Swamp and Bush." "They would see living coral in solid masses, in graceful tree-like sprays, in flat fan-like forms, sometimes forked, sometimes yellow, or green, brown, or purple. One, the organ-pipe coral, has green polyplams embedded in a crimson skeleton. Then there are things that are very short-lived, but strangely enough the same anemone, which they resemble so closely, may reach the ripe old age of 60 years. The red coral—commerce comes from the Mediterranean, and there are rich banks in Japanese waters, but the Japanese coral is not to be compared with the European either in beauty of colour or form.

Two hundred and fifty crocodiles, with skins valued at about £5 each, were bagged by a party of crocodile hunters last year during an extensive shooting expedition along Gulf of Carpentaria rivers and in coast Queensland. Their best bag was obtained in the Victoria Creek, within two miles of Cairns Harbour, where they shot three estuarine crocodiles, ranging from 12 to 15 feet long. They party used 303 rifles and trained a powerful spotlight along the river to dazzle the saurians. The party lived on wild fruits, pigs, and fish, but mostly on the meat that came from the tail of the crocodiles made excellent eating, each crocodile yielding about 20 lb. of good meat. They had some exciting adventures, and at least one unwanted experience. One of their motor boats was sunk and part of their supplies were lost when it was holed by a submerged crocodile. The party drifted over the wreck, and when it was picked up by a boat, it was only a few hours old. The accident occurred at night, and the crew were drowned. The loss of life was a sad event, and the accident was a near one to the party. The crocodile bait as they dived to the bottom of the sea, and with spray freezing, the crew were forced to abandon the vessel. "Truelove" created a diversion in another fiord, and with the Norwegian forces in an exercise to test the defences of Harstad, Northern Norway.

A Message to Youth...

Engineering Apprenticeships are a sound basis for a richly endowed future.

Vacancies exist with...
SPEAKING OF SHIPS

Melbourne police measures against cargo pilferers have proved so successful over the past year or so that the allowance for thefts has been reduced from 4d. a ton to 2d. The suggestion to form a co-operative organisation among Liverpool stevedores, to secure direct contracts as was established in London, only attracted 100 dockers out of 17,000 to discuss the matter.

The Cunard Line has ordered three 4,300-ton, 13-knot cargo motorships from Halvorsen of Port Glasgow to replace the 2,400 ton "Bactria" class on the Mediterranean service. The 14,500-ton (d.w.) tanker The North-East Coast Yacht Building Co. is building light-steelers, differing radically from the first, was launched late last year.

Another attempt to save the rumoured treasure in the wreck of the "Lusitania" is to be made by the salvage steamer "Life-line," formerly a British Admiralty submarine lifer. The Court of Inquiry into the loss of the New Zealand transport "Wahine" cleared the master and the master of the watch of all blame on account of an unusual set of the current.

The Indian Government is considering means of securing supplies of oil and petrol in an emergency, including the acquisition of tankers. Another attempt to save the rumoured treasure in the wreck of the "Lusitania" is to be made by the salvage steamer "Life-line," formerly a British Admiralty submarine lifer. The Court of Inquiry into the loss of the New Zealand transport "Wahine" cleared the master and the master of the watch of all blame on account of an unusual set of the current.

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The price of modern ships in the previous twelve months.

Aluminium is recommended as the best material for the life-rafts which are to be carried by Norwegian ships in consequence of the recent loss of a motorship.

Scottish Ore Carriers Ltd. has been incorporated in Edinburgh with a capital of half-a-million pounds, prominent Scottish shipbuilders and shipowners being among the directors.

The Jugo-Slav Government Shipping Co. has acquired the contract to carry all Egyptian cotton shipped to Mediterranean ports.

The second motor torpedo boat designed to be propelled by a combination of diesel and gas turbines, differing radically from the first, was launched late last year.

Japan is arranging to supply Brazil with new ships in exchange for rice, the price of both being well above international level.

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Newton estimated that in his time a third of the slaves transported from Africa died in the passage to America. Of the 60,000 slaves carried each year in English ships alone, nearly 20,000 died at sea.

It is fine to recall it was the English African trader, the "Shaw," a slaver hailing from the port of Bristol. It was under the command of Captain John Newton.

When the campaign against the African slave trade was begun in England, one of the most convincing witnesses as to the abominations of the trade was this same John Newton. He had suffered a "twinge" of conscience and had now become the Reverend John Newton, a benign Church of England parson.

As the friend of William Wilberforce, his first-hand evidence grandly vindicated and vitally strengthened the work in England of the Society for the Abolition of Slavery, directed by the famous English divine and anti-Slave Trade crusader and his many Quaker friends. The story of John Newton is the main theme of this book.

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Readers of "The Navy" will be pleased to learn that several members of the R.A.N. are taking a very active part in the commercial life of Australia. At the present time there are five ex-naval men, all members of the Ex-Naval Men's Association, appointed as Whaling Inspectors to cover the four Australian coastal Whaling Stations. These Inspectors carry out the functions of checkers, to ensure that the international regulations, which cover the killing and processing of whales, are fully observed by all members of the Ex-Naval Men's Association, appointed as Whaling Inspectors to the four Australian coastal Whaling Stations.

Mr. Ken Coonan is the third and North West Whaling Company's Station Inspector, who is stationed at the Whaling Station close to Albany, King Beach Whaling Company's station in the South Australian State. Mr. P. Gardiner, who is stationed at the Whale Industry's Base, situated at Tangelhoma, near Moreton Island (Queensland Section) is the fourth Inspector, and Mr. H. Thrush, and Mr. O. L. Mitchell, of the R.A.N. are taking a very active part in the commercial life of Australia.

The third Inspector is Mr. P. Gardiner, who is appointed as Inspector at Point Cloates (W.A.) for the North Whaling Company for the current season. The third Inspector is Mr. P. Gardiner, who is stationed at the Whale Industries' Base, situated at Tangelhoma, on Moreton Island (Queensland Section). The third Inspector is Mr. P. Gardiner, who is stationed at the Whale Industries' Base, situated at Tangelhoma, on Moreton Island (Queensland Section).

During the 1951 whaling season, the Australian Whaling Commission Co. are each allowed to catch up to 300 whales, and the North West Whaling Co. are each allowed to catch up to 250 whales. The South Australian State Fisheries Inspector has recently fallen, it is expected that sales of the new season's oil will fetch in the vicinity of £110 per ton, which could be considered a fairly satisfactory return when taken into account.

The increase in production obtained this season closed on 5th March, 1952. A reply has been received from the Federal Government in response to the Federal Council's request for sympathetic consideration of ex Royal Naval personnel to be eligible to participate in the War Services Homes Act. The Government is unable at this stage to make any alteration to the regulations to enable such personnel who have since joined the Australian Forces.

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KEEL LAID OF WORLD'S FIRST ATOMIC SUBMARINE.

The most significant event of the past month, if not of the year, was the laying of the keel, by President Truman on June 14, of the world's first atomic submarine, the "Nautilus".

The ceremony took place at Groton, Connecticut, U.S.A. With the atomic engine "nearly complete," the United States had solved the problem of harnessing atomic power to serve mankind, President Truman said.

He described the "Nautilus" as the forerunner of atom-powered merchant ships, aircraft and plants that would produce electricity for factories, farms and homes.

"I wish I could convey," he said, "what a tremendous and wonderful thing has been accomplished. The military significance of the atomic submarine would be tremendous, but its peacetime significance was even more breath-taking."

President Truman gave these facts about the "Nautilus":

- She will be able to stay under water indefinitely.
- Her atomic engine will permit her to be completely free of the earth's atmosphere. She will not even require a breathing tube to the surface.
- A few pounds of uranium will give her ample fuel to travel thousands of miles at top speed.
- She will move under water at a speed of more than 20 knots.
- She will cost 40 million dollars (XIX 8,000,000).

But President Truman warned against any misunderstanding that simpler and cheaper power plants were imminent. "Widespread use of atomic power is still years away," he concluded.

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A feature of the "United States" is the use of over 2,000 tons of ALUMINIUM, mainly in her superstructure. The two giant funnels were constructed almost entirely of aluminium and more than 65,000 aluminium rivets were used in each one.

Moreover, the general efficiency and appearance of the ship have been improved by the use of aluminium in the deck houses, decks, bulkheads, lifeboats and davits.

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The introduction by C.M.A. of C.V. to the Australian trade and industry last year was yet another milestone in covered cable manufacturing. . . making it possible to buy tough rubber sheathed cable to any specified lengths . . . miles and miles if necessary! Smoother finish, faster and more profitable electrical installation or replacement jobs . . . it stands as yet another example of how the combined technical resources of the famous Cable Makers Association of Great Britain are being constantly applied to the development of new and better C.M.A. products.
Mr. Churchill's diplomatic handling of the problems in regard to the various commands under N.A.T.O. and in the Mediterranean, reflects the desires of Britain to resolve the differences in an impartial and realistic way. Reason and a mutual camaraderies are on the side of ultimate understandings that will, as ever in the past, be when Admiral William Fechteler, United States Staff at the Ministry of Defence early in May.

When he arrived in London Admiral Fechteler said the talks had been "with perfect freedom of expression, with full cordially, and absolutely no censure." Admiral Fechteler emphasized that he had gone to London with no authority to enter into any definite commitments. The differences of opinion between Britain and America on whether it should be a British or a United States officer who held the Mediterranean command must, he added, be resolved, but he did not consider it a matter of urgency.

In reply to a question in the British House of Commons when the talks were taking place, Mr. Churchill said: "There is yet no divergence of view between Governments. Discussions are proceeding between the respective military staffs; and I do not think it would be helpful now to dis- close publicly the differences of opinion that have arisen, since they may yet be composed. I may say, however, that the point at issue at this stage concerns the chain of command, and not the national- ity of the commander. That no doubt is a matter we shall come to later."

Apparently the discussions are proceeding on a staff level and may amicably end the whole matter. If they do not then, as Mr. Churchill has pointed out, the Governments will be drawn in and other decisions will have to be taken.

THE BRITISH ATOMIC WEAPON TESTS.

Something very like a military operation, but one minus a combat enemy, is being organised on the north-west coasts of Australia. Service authorities would no doubt describe the operation as the most important military experiment in Australian history. The overriding fact is that the testing time of the British atomic weapon is approaching its grand climactic.

The official announcement was made from 10 Downing Street, the British Prime Minister's official residence, on May 14: "The test of the United Kingdom atomic weapon will be carried out at the Monte Bello Islands, off the north-west coasts of Australia, as a joint operation involving the three fighting services and the Ministry of Supply. The Australian Government and fighting services are closely co-operating. The operation will be under the command of Rear-Admiral A. D. Tollesse, D.S.O., and the test will be under the scientific direction of Dr. W. G. Penney, O.B.E., F.R.S., of the Ministry of Supply.

"Besides H.M.S. 'Zeebrugg' and 'Narvik', which have already sailed carrying a detachment of Royal Engineers and stores, the special squadron will consist of H.M.S. 'Campania' (flag ship), 'Tracker', and 'Plym.' These latter ships are being specially fitted to transport the scientific staff and test equipment. The ships are expected to sail (from U.K.) in about two months' time.

"Units of the Royal Australian Navy and Royal Australian Air Force will work with the special squadron.

"Within the British Atomic Energy Commission, the latest report—the twenty-eighth by the Americans—being with a "medium size" bomb which was exploded over the Nevada desert on May 1 of this year. Rear-Admiral Tollesse commanded the British light fleet aircraft-carrier "Triumph," which served for three months in Korea. Later he was appointed to the British Admiralty for temporary duty with the Deputy Chief of Naval Staff.

The Monte Bello Islands and the adjacent Bar- row Island, 80 miles north of Onslow, on the north-west coast of Western Australia, and Roslevay Shoals, 200 miles to the north, and territorial waters thereabouts were recently declared prohited areas.

Meanwhile the test-site zone comprises about 1,000 square miles and the Australian Department of Civil Aviation has banned flying over the islands and a great triangular area of the mainland extending from a base line drawn between Broome and Onslow, on the coast opposite the Monte Bello Islands, to Woomera, the firing range for experimental rocket projectiles.

Referring to the arrangements for the test of the United Kingdom atomic weapon, the British Prime Minister stated recently that he could not hold out any expectation that Parliamentary observers would be able to attend, but "suitable infor- mation" would be published after the test. An assurance was given that the area contained no aboriginal population that could be exposed to danger from an explosion; and the range was so far from centres of Australian population that such radioactive material as might drift from the site would be of negligible activity before it reached the cities. There would be little danger of rain precipitating fallout particles since the rainfall in central Australia was light and accurately predictable.

The first series of tests of atomic bombs or a number of American and enemy warships was conducted by the United States Navy, Army, and Air Force in the Pacific area in 1947. Since then a large number of "routine experiments and tests of atomic weapons" have been carried out by the United States Atomic Energy Commission, the latest reported—the twenty-eighth by the Americans—being with a "medium size" bomb which was exploded over the Nevada desert on May 1 of this year.

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Britain and the British Commonwealth will await with intense interest the results of these vitally important and potentially history-making experiments and tests of atomic weapons.
GEO. ADAMS  (TATTERSALL  HOBART

In this (and like. It is part of pleasant living, of good fellowship, of sensible home than good Australian beer. For beer is a drink Australians moderation. Our right to enjoy it... this too is a part of our Australian heritage of personal freedom.

Spreading out on the floor was a large piece of plain brown linoleum divided into squares. Lying on it were several small models of grey painted ships. Because the floors were in a building in a big naval establishment it would have been a fair guess that the ships and the squares had something to do with naval war.

And the guess would have been correct. Although the floor looked as if it had been prepared for a children's game, it really had a much more serious purpose than that. It was the tactical floor in the tactical section of the torpedoes anti-submarine school at H.M.A.S. "Rushcutter," Rushcutter Bay, Sydney.

Standing or sitting round it, some of them hidden from view in curtained cubicles, officers of the Royal Navy who were on exchange duty or on loan, would soon be learning how to escort convoys in time of hostilities and how to protect them from attacks by submarines. They would learn in the next best way possible to experiencing the real thing—by facing up to problems with which they might be confronted and dealing with them as they were met.

True, the problems would merely be simulated and be presented on a linoleum-covered floor, but they would be virtually the same problems as those that would be encountered on, over and under the broad surface of the sea.

The only difference would be that, under real conditions, a mistake might involve the issue between life and death and the loss of fine ships and valuable cargoes; under simulated conditions, within the four walls of a building, a man who made a mistake would lose merely some of the pride he for

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R.A.N. OFFICERS LEARN TO FIGHT SUBMARINES
REALISM AND EXCITEMENT IN MAI

AR. By a Special Correspondent.

By the way, as readers will remember, played games on a tactical floor when he was doing a tactical course. The latter information will, to some extent, determine the scale, for this particular game, of the squares drawn on the floor.

But the improvement in efficiency since the Second World War of the fast, long-range, long-submerged submarine will cause escort force commanders of the future, and officers serving under them in escort ships, many more anxious moments than most of their predecessors ever had.

That is why modern navies are devoting so much time and attention towards fitting themselves to engage in intensive anti-submarine warfare; why new anti-submarine tactics have been introduced; and why the use of tactical floors, on which these principles are demonstrated and taught, has been developed.

It is a fascinating experience to watch a tactical game being played upon a tactical floor and to take part in all the tenses and subdued excitement that accompany it. Sometimes a game will last as long as two days, and during that period the interest never wanes. A tactical game is actually a little bit of wits, the contenders being the captains of the "enemy" submarines which are brought into play, the escort force commanders, his staff officers and communicat

e personnel, the commanding officers of the individual ships and the elements of chance, represented by numbers drawn from a canvas bag, richly inscribed in Old English type, "Ye Ludyt Dippe."

A game begins by the control officer in charge—to save time we shall call him in service usage by his initialled title of C.O.I.C.—giving the participating officers a brief introductory talk. In this, he tells them how many ships there are in the convoy involved in the game, how many warships there are in the escort force, what kind of warships they are and for what part of the world the convoy is bound. For commanding officers will, to some extent, determine the scale, for this particular game, of the squares drawn on the floor.

He also tells them the position of the convoy and its course, its speed, and any other pertinent facts, such as the weather conditions, and so on.

The talk having ended, the officers taking part retire into the cubicles—the officers of the convoy and escort force being separated from the officers of the submarines. In the cubicles, officers of the individual ships—also in their cubicles—by means of telephone, just as he would by radio-telephone if he were isolated from them by stretches of sea. As he gives his orders and his ships alter course, their tracks are plotted in the cubicle in the same way that they would be plotted in a vessel under way.

Everything being ready to begin, the C.O.I.C. passes a chit of paper through to the commander of the escort force informing him of the

TASSMANIA
HOBART

When ships of the Navy "heave to" this rope holds fast!

Monsarrat, "The Cruel Sea," has, in his book, given the participating officers enough information to enable them to imagine the tactical floor as if it had been prepared for much more serious purpose than that. It was the tactical floor in the tactical section of the torpedoes anti-submarine school at H.M.A.S. "Rushcutter," Rushcutter Bay, Sydney.

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Exercises to test under war-time conditions the armed forces of the nations of the North Atlantic Pact are occurring with increasing frequency and demonstrate a rapidly-growing and closely-welded strength. Latest in the series—a maritime exercise—"Castañet," which has just finished was the largest held since the war with nine N.A.T.O. nations participating.

L.P.S. naval correspondent, who spent eight days at sea in a destroyer writes his impressions.

In this latest international naval exercise it was assumed that war had broken out three months previously: that the enemy's land forces had advanced to the West German frontier except that the north-east coast, where their armies held Tencelcilling.

To the navies of the Western Powers fell the task of keeping open the trade lanes so that the vital reenforcements and supplies for sustaining the war could arrive. The enemy had at his command many powerful weapons, primarily the mine, which unless dealt with speedily spoils you; the submarine, the treaty ship of the merchant service; E-boats, which proved their worth in the last war, strike aircraft, both land and land based, carrying torpedoes, rockets and bombs; surface raiders of the type of the "Bismarck," and, in addition, the ' privateers' weaps such as "Progn", one-man submarines, etc.

Here then was the test: could the maritime nations keep their sea-lanes open; would their anti-submarine technique work?, would their air forces under his command and the naval forces.
The pace increased as the exercise continued. We left the convoy to attack a submarine. We fought off air marauders. We left one convoy to join another. We had carried out a rendezvous with the Norwegian escort vessel "Bulder," with the aircraft-carriers "Implacable" and "Indefatigable." And finally by Sunday we had steamed several hundreds of miles and we were within the sanctuary of the Firth of Forth. Here a truly international scene was apparent. Sweeping the channel for us to enter was a French flotilla of minelayers; at anchor just below the Firth of Forth bridge was the Dutch carrier "Karl Doorman." Close to her was the Flagship of the British Fleet, the "Vanguard." Nearby was a Norwegian submarine.

The following day we put to sea to counter once again the attempt of the enemy to destroy our supplies. We did not have long to wait. Within a few hours the leading ship in the convoy had been torpedoed. Repeating within our net unnoticed the channel for a fire from a green freighter from about 100 feet under the water. This surfaced just before the merchant ship which was carrying "The Vagabond." A bull's eye. So the battle continued until Thursday morning.

Obviously it is quite impossible in many such cases to work out who was successful—the killer or the hunted. But the aim of the exercise is to see whether the stevedored N.A.T.O. forces have the opportunity of testing their equipment —was certainly achieved.

Where are any serious deficiencies revealed? A shortage of minesweepers was apparent, that fact being known before the exercise began. Sweeping equipment is in hand. And about that Sir Arthur Power said to me: "It's nothing new. Nelson was short of frigates. But the Beatty of destroyers..."

Cunningham of ancillary vessels."

More important than the building of more minesweepers is the fact that this N.A.T.O. Navy—so much developed in the last war—was "pinging" regularly, looking for that right echo that would denote a submarine. All the information was registered on a mechanical "plot" just below the bridge and a constant flow of information was sent up to the Officer of the Watch. Once a craft—on or below the water—was sighted by these devices speed and course were plotted and the information rushed to the bridge.

With us on board was Kaptein-lofntren M. Frighan, of the Royal Norwegian Navy. A veteran of convoy work, having spent five years in the last war in a British destroyer flying the Norwegian flag, he joined "Zodiac" to gain up-to-date experience of British convoy working.

On the second day out, in the North Sea, we had our first air attack. Six Firebrand aircraft swooped to mast level to deliver a rocket attack. They made two runs at the convoy, pressing home their attack with great vigour. Actions of this nature are difficult to adjudicate since our guns could not of course, open fire and so deter the pilots.

Just before midnight on the same day a radar contact revealed a submarine on the surface five miles distant. Increasing speed we closed, firing a star shell at 4,000 yards to show that we had spotted her. She crash-dived and for the next hour we pursued her under the water with our Asdic.

This was the first of many submarine attacks which were to be made.

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R.A.N. ARRANGES VACATION
N.S. TRAINING PERIODS FOR STUDENTS.

The Minister for the Navy (the Hon. William McMahon) announced on June 11 that, from next year, full-time University students and technical school students who were also apprentices would be able to do national service training in the Royal Australian Navy in their long vacation periods. That would prevent interruption to their studies.

Beginning in 1953, the date of the first semi-annual call-up for national service initial training in each year would be altered from the first Monday in February to the second Monday in January. In 1953 the date would be January 12th. All trainees of that particular call-up, whether students or not, would join their national service training establishment on that date. The establishments would be H.M.A.S. "Penguin" at Balmoral, for seamen, engineer, and medical trainees from New South Wales and Queensland; H.M.A.S. "Cerberus," otherwise Flinders Naval Depot, Crib Point (Victoria), for all trainees in Victoria, Tasmania and South Australia, and for those in the electrical, communications, supply and artisan branches from all States and H.M.A.S. "Leeuwin" at Fremantle, for seamen and engineer trainees from Western Australia.

No students would join the second call-up, which would still take place on the first Monday in August each year.

In the first year of their call-up, students would do 75 days' initial training and then resume their studies. The 75 days would include four weeks at sea. Other trainees would complete 124 days' training in their first year.

In four subsequent and consecutive years students would do one 26-day and three 25-day periods of annual continuous training, making, with the initial 75 days, a total of 176 days. Those training periods would fall in the students' vacations within the first three months of the year.

Non-student trainees, having completed their 124 days' initial training in their first year of call-up, would do the remaining 32 days of their liability in four annual continuous periods of 13 days each.

JOINT NAVAL EXERCISES
IN INDIAN OCEAN.

The recent joint exercises in the Indian Ocean for ships of the Royal Navy, Indian Navy, Royal Pakistan Navy and Royal Ceylon Navy ended with the departure from Trincomalee, Ceylon, of the Indian and Pakistan Squadrons and of H. Ceylon ship "Vijaya" after a successful period of team work.

After a two-day period of harbour drills and evolutions, ships were continuously at sea for three days, during which day and night manoeuvres, A.A. firings, A.S. exercises and live torpedo firings were carried out.

All ships also combined for a twelve-hour tactical exercise, involving the defence of a convoy escorted by frigates and a cruiser and attacking force against attacks by two cruisers and merchant raiders; Royal Air Force aircraft and flying boats also played a prominent part in the defence. The exercise provided realistic opportunities for all participants to carry out their proper war functions.

While in harbour, a full programme of inter-navy sporting events took place, in which great keenness and enthusiasm was shown. A farewell dinner party to the commander of H.M.S. "Concord" and the Air Officer Commanding, Ceylon, and their staffs was given by the Commander-in-Chief, East Indies (Vice-Admiral Sir Geoffrey Oliver, K.C.B., D.S.O.), at Admiral House, during which a personal message of greetings and good wishes from all present was despatched to the First Sea Lord (Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.), who suitably replied.

Most satisfactory progress was made in this, the second annual joint exercise period, in welding together into a single team the Commonwealth Forces taking part.
A message of congratulation has been sent by the British Admiralty to Captain F. A. Shaw, Master of the Royal Fleet Auxiliary Tanker “Wave Chief,” recently returned from Korean waters, where she pumped 37,000 tons of oil and aviation spirit into ships of the United Nations. In the course of 66 oiling at sea operations, she supplied fuel to ships of the Royal Navy, the Royal Canadian Navy, the Royal New Zealand Navy, the United States Navy, and the Royal Netherlands Navy.

The “Wave Chief” is only one of the Blue Ensign ships which have been fueling, arming, clothing, and feeding the United Nations fleets in the Far East. Of some 70 Fleet Auxiliaries operated by the British Admiralty, about one-third have contributed to the war effort in the Far Eastern theatre, including the carriage of fuel and other military stores to the East and the distribution of these stores in the Korean zone of operations. Altogether some 90,000 tons of fuel have been transferred to ships in port.

Fueling at sea operations, involving the pumping of fuel hose from ship to ship while they steam at from 12 to 15 knots, are carried out with the competitive spirit of sporting events. Ship’s companies are still trying to beat the record set up by the “Wave Knight” and the Royal Canadian destroyer “Ashaubacan.” In 103 seconds from shooting from the pilot line, the pumping of fuel began. Owing to the smallness of the Royal Fleet Auxiliary ships’ companies, cooks and stewards are called upon to assist in fueling operations, and it is all hands to the fuel lines. Fast fueling operations are in progress and ever-welcome mail are transferred from the Auxiliaries to the warships.

The Royal Fleet Auxiliaries are generally manned by British Merchant seamen, but in some ships there are Chinese and other Asiatics in the crew. Of the 11,000-ton R.P.A. tankers, the “Wave Prince” (Captain H. F. Colbourne) and the “Wave Sovereign” (Captain P. C. Hole) are at present supporting the Fleet in Korean waters. “Port Charlotte” (Captain D. B. C. Ralph, O.B.E. D.S.C.) is store and victualling ship based on Japan, and the “Fort Rosalie” (Captain S. C. Kernick) is engaged in supplying ammunition to ships engaged in the Korean war. The hospital ship “Maine” (Captain W. W. Riddle), another Royal Fleet Auxiliary, was the only hospital ship immediately available in the Far East during the early stages of the Korean war, and was used to bring back United Nations sick and wounded.

A model of H.M.S. “Worcester”—was the only one of the ship, which was built in 1904 as a training ship and named the “Exmouth,” and was later used as a Royal Navy depot for minesweepers and submarines and became H.M.S. “Worcester”—was recently conveyed from the London County Hall to the floating school for future officers of the British Merchant Navy off Greenhithe, Kent. The London County Council chose the Dunlop firm, veteran British Fire Service firer Masey Shaw, to convey the model. Housed in a glass case, the model is 9 feet long, 24 feet wide, and 45 feet high.

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BRITISH FREIGHTER SINKS IN TYPHOON.

A message from Hong Kong on July 6 reported that the British freighter "Whiteson" (500 tons) sank early that day in a 100 m.p.h. typhoon 275 miles south of the island. The "Whiteson" was on her way to Sweden and Denmark recently after a four months' trip, said that the "Delos" engine failed in mountainous seas whipped up by terrific winds. The Blue Funnel line's "Prometheus" stood by the "Whiteson" all through the night and took off the crew of 26, including the master, Captain George Blakie, before the freighter sank. The "Whiteson" was a day or so out from Hong Kong en route to Singapore, where she was to be delivered to new owners. The typhoon which sank the freighter was the one that struck the Philippines the week before, with such devastating effects.

"CARRONPARK". "ORMISTON" FINDING.

In Melbourne on July 14 a Marine Court of Inquiry found that when three vessels were involved in a collision in the Yarra on September 7 last year, one had crossed the course of one of the others in a way that made a collision inevitable. The collision (reported in the October, 1914, issue of this journal) involved the freighter "Carronpark" and "Ormiston" and the tug "Tooronga". The "Tooronga" was holed and had to be beached to save her from sinking. A Melbourne Harbour Trust pilot, Captain George Stanley Duckett, was found to have "caused or contributed" to the collision. Captain Duckett was the pilot of the "Carronpark," which had been moving up river to its berth with the tug "Tooronga" fast to its bow.

TANKER HANDED OVER TO RUSSIANS.

A Copenhagen report on July 8 said that the Danish-built tanker "Aspheron" (13,000 tons) which was handed over by the Danes to Russia in spite of United States protests, sailed from that port July 8 for Odessa, in the Black Sea. The Danish Government decided that the tanker should be delivered because she was built under a contract with the Russian Ministry of Marine at the end of 1914. Before the Atlantic (N.A. T.O.) defense system was formed.

SHIP CLEARS PORT WITHOUT PILOT.

The Greek-owned ship "Santelina" sailed through Sydney Heads on the night of July 14 without a pilot and with a scratch crew. She did this to avoid payment of high crew wages which the Australian Seamen's Union demands of companies buying ships to take out of Australia. It is understood that the owners were signalled on under Panamanian articles, which are less rigid than those governing British vessels. The penalty for leaving port without a pilot aboard is a fine of £50. The "Santelina" was formerly the well-known Adelaide Steamship intermediate freighter "Allara," and is of 3,279 tons. She was built in Glasgow in 1914. During World War II she was torpedoed off Newfoundland (N.S.W.) but was towed into port where she was given a new stern.

"AORANGI" DAMAGED.

Thirteen feet of the bow of the Union Steamship Company's liner "Aorangi" is reported to have been crumpled on July 7 when the 17,491-ton ship struck a cement piling at Ogden Point Docks at Victoria, British Columbia. No further details could later be ascertained as to the effect if any, the accident would have on the running schedule of the liner.

"KANIMBLA"S MASTER ABSOLVED OF BLAME.

A Court of Marine Inquiry at Brisbane on July 11 absolved the master of the "Kanimbla," Captain O. K. Snowball, of any blame in grounding the liner off Caloundra Beach, Queensland, on June 14 last. In its judgment, the Court found that the naviga tion of the vessel was carried out with seamanship, skill, care, and vigilance. "The cause of the grounding," read the judgment, "was the failure of the vessel to respond to the order given, due to a sudden increase in the velocity of the wind, which caused the vessel to be sluggish in swinging to starboard around No. 1 buoy." Mr. Justice Simpson, President of the Court, ordered the Crown to pay costs of the Inquiry.

NEW DIESEL ENGINE ADOPTED BY BRITISH ADMIRALTY.

Details can now be given of the new engine design adopted by the British Board of Admiralty for inclusion in its second range of standard diesel engines. This range covers requirements for 200-800 brake horsepower for the propulsion of small warships, such as Inshore Minesweepers and for auxiliary machinery.

The engine is a new lightweight Vee type, designed and produced by Davey, Paxman & Co., Ltd., in which many of the major components are made of aluminium alloy, including the crankcase, cylinder blocks, cylinder heads, sump and exhaust manifolds.

Thus a considerable saving in weight has been achieved without sacrificing the necessary sea-keeping ability. It is now in production at the designer's works, and licences have been granted for its production by Mears, Ruston and Hornsby Ltd., Lincoln, and Mears, Ransome, Sims and Jefferies Ltd., Ipswich. Design features include direct injection, four valve individual cylinder heads, with centrally placed injectors, hydraulic governor, fork and blade type connecting rods fitted with replaceable strip bearings. The camshafts operate in aluminium bearings.

As recently announced by the Engineer-in-Chief of the Fleet (Vice-Admiral the Hon. Sir Denis Maxwell, K.C.B., C.B.E.), the British Admiralty has adopted a policy of standardisation of diesel engines, in order to avoid the very great maintenance problem which would be involved if a large number of different types of engines were used.

For Standard Range I, catering for requirements from 750-2,000 brake horsepower on any given shaft, the British Admiralty has designed a special engine, details of which have already been announced. The Standard Range II is covered by the engine described in detail in this article. The needs of the lowest power ranges are being met by selected commercial engines, those in present use being Perkins, Foden and Endfield types.
The badge consists of a silver splash on a blue ground with two silver waves below, the whole encircled by a gold rope with the ends crossed at the foot and with the letters R.N.M.W.S. at the top in black on a gold plaque, all surrounded by a Naval crown in gold.

A miniature of the same emblem, in the form of a lapel badge for men and a brooch for women, for wear on the beret, has also been approved and will be issued as soon as supplies become available.

The Royal Naval Minewatching Service was formed, as editorially reported in the April issue of this journal, in January of this year and more than 2,600 men and women have been enrolled for duty in an emergency. They will man the posts, ashore and afloat, guarding essential areas of the littoral coast of Britain against aerial mining by aircraft in any future war.

NAVAL PILOT KILLED.

The Minister for the Navy (the Hon. William McMahon) announced on July 16 that Lieutenant-Commander Douglas Reeve Hare, R.A.N., commanding officer of 805 Fighter-Squadron, had been killed in an aircraft accident at the R.A.N. Air Station at Nowra (N.S.W.). Mr. McMahon said that the accident occurred just before 3 o'clock this afternoon during flying practice. Lieutenant-Commander Hare's aircraft struck the airfield and he was killed instantly. Lieutenant-Commander Hare, who was 31, was married last February. His widow is Mrs. Margaret Hare, of Balgowlah, near Sydney. He formerly served in the R.A.A.F. but later joined the Royal Navy in England. He transferred to the Royal Australian Navy in May, 1948, and returned to Australia in H.M.A.S. "Sydney" in May, 1949. He had commanded 805 Fighter Squadron since last April.

UNIFORM & BADGE FOR BRITAIN'S MINEWATCHING SERVICE.

Her Majesty the Queen has approved the uniform and badge to be worn by members of the Royal Naval Minewatching Service. These comprise beret and battledress, greatcoat, etc., with a shoulder-flash bearing the initials "Gamb" and a badge specially designed for the Service for wear on the beret.

Women watchers will have either skirt or trousers.

H.M.S. "GAMBIA" REJOINS MEDITERRANEAN FLEET.

H.M.S. "Gambia" (Capt. G. S. Champion, R.N.) returned to the Mediterranean as a result of the war and in the course of subsequent developments. In addition to minewatching equipment, each will mount one small gun.
FLEET VISITS ATHENS.

The cruiser "Glasgow," wearing the flag of the Commander-in-Chief, Mediterranean, the carrier "Theseus" (Vice-Admiral R. A. B. Edwards, C.B., C.B.E.), the cruiser "Euryalus," the minelayer "Manxman," the dispatch vessel "Surprise," the destroyers "Slyna," "Solebay," "Vigo," "Armada," "St. James," "Chevy," and "Saintes" the fleet supply ship "Fort Duquesne," and the oiler "Blue Ranger" visited Athens during the Easter season to spring up the celebration of the unveiling of the Commonwealth Forces who died in Greece during the Second World War. King Paul of the Hellenes attended the ceremony and performed the unveiling. On the following day he visited the Fleet.

FIRST LORD'S MESSAGE TO WASHINGTON ON LOSS OF U.S.S. "HOBBON."

On behalf of the British Board of Admiralty, the First Lord of the Admiralty sent the following message to the Secretary of the Navy, Washington, following the sinking of the U.S.S. destroyer "Hobson." On behalf of the Board of Admiralty I wish to express my deepest sympathy on the disaster to the U.S.S. destroyer "Hobson." The Royal Navy shares the sorrow of the United States in the loss of so many gallant lives.

SWEDISH NAVY ARMS MERCHANDISE SHIPS.

The Swedish Navy has adopted a plan for the defence of its merchant ships, and the British Ministry of Defence, in its annual report, has praised the Swedish Navy for its efficient and well-organized defence. The Swedish Navy has also been praised for its efficient and well-organized defence. The Swedish Navy has also been praised for its efficient and well-organized defence.

TWICE THE SPEED OF SOUND.

It was confirmed on July 17 that a U.S.S. Navy plane, the Navy's most powerful, had flown at twice the speed of sound. Scientists say that the plane probably carried refrigeration equipment sufficient to cool a theatre of 3,000 seats, necessary to keep the pilot from being roasted alive and to keep the machine's metal work from turning to a solid mass.

LAUNCH OF H.M.S. "DIANA."

H.M.S. "Diana," the eighth Daring Class destroyer laid down in the British Isles, was due to be launched from the yard of Messrs. Yarrow and Co., Ltd., Scotstoun, Glasgow, on the 8th May, and so far by now has probably taken to the water. Her seven sister ships are now laid down and two of them—the "Daring" and the "Diamond"—have recently been handed over to the Royal Navy. Lady McGrigor, wife of the First Sea Lord, performed the naming ceremony.

STEAM CATAPULTS FOR R.A.N. AIRCRAFT CARRIERS.

The Minister for the Navy (the Hon. William McMahon) announced on June 13 that the Cabinet Defence Preparations Committee had authorised the Naval Board to buy two aircraft carrier steam catapults from the Admiralty at a cost of £400,000. One of the catapults will be installed in H.M.A.S. "Melbourne," which is at present being completed in the United Kingdom. The other one will take part in the trials in the English Channel. The trials, which were mainly of a secret nature, included the operation of jet aircraft. The Fifth Sea Lord and Deputy Chief of Naval Staff (Air), Vice-Admiral E. V. A. Worrall, and the Rear-Controller, E. M. C. Abel Smith, C.B., C.V.O., embarked in the carrier from time to time, beginning with the installation of anti-aircraft guns and de-gassuing gear.

TO BUCKINGHAM PALACE.

Her Majesty Queen Elizabeth, on July 4 inspected a party of 10 Australian, 24 Canadian, and 18 New Zealand sea cadets at Buckingham Palace. After the inspection, the party left for the United Kingdom, where they joined the Empire sea cadet camp, H.M.S. "Osprey." Among the cadets were: D. B. Edwards, R. Stewart, and O. H. Stevens, of Sydney, and B. J. Lewis, of Woolwich.

MEMBERS OF THE BOARD OF ADMIRALTY VISIT H.M.S. "EAGLE."

The Parliamentary Secretary of the Admiralty, Commander A. P. D. S. O., D.S.C., M.P., and the Civil Lord, Mr. Simon Wingfield Digby, M.P., flew from an airfield near London on May 23 and landed on the Royal Navy's latest aircraft carrier, H.M.S. "Eagle," to witness flying trials in the English Channel. The trials, which were mainly of a secret nature, included the operation of jet aircraft. The Fifth Sea Lord and Deputy Chief of Naval Staff (Air), Vice-Admiral E. V. A. Worrall, and the Rear-Controler, E. M. C. Abel Smith, C.B., C.V.O., embarked in the carrier from time to time, and also witnessed the trials.

SAVE recently been handed over to the Royal Navy's latest aircraft carrier, H.M.A.S. "Melbourne," which is at present being completed in the United Kingdom. The other one will take part in the trials in the English Channel. The trials, which were mainly of a secret nature, included the operation of jet aircraft. The Fifth Sea Lord and Deputy Chief of Naval Staff (Air), Vice-Admiral E. V. A. Worrall, and the Rear-Controler, E. M. C. Abel Smith, C.B., C.V.O., embarked in the carrier from time to time, and also witnessed the trials.
NEW COMMANDER-IN-CHIEF, PORTSMOUTH.

The appointment of Admiral Sir John H. Edleston, K.C.B., C.B.E., until recently Commander-in-Chief, Mediterranean, to be Commander-in-Chief, Mediterranean, in May, has been announced. The appointment takes effect in September, 1952.

BRITISH MEDITERRANEAN COMMAND.

Vice-Admiral Sir Geoffrey Scott-Moncrieff, C.B., C.B.E., D.S.O., has been appointed Admiral British Joint Services Mission, Washington, in May.

The British Admiralty has announced the promotion of Vice-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.C., to Deputy Chief of Royal Naval Personnel, H.M. Dockyard, Malta, in succession to Admiral D. M. Lees, C.B., who has been appointed Deputy Chief of Royal Naval Personnel, H.M. Dockyard, Malta, in succession to Admiral D. M. Lees, C.B.

NEW FLAG OFFICER SECOND IN COMMAND, FAR EAST.


NEW APPOINTMENT TO BRITISH-J.S.M., WASHINGTON.


NEW DEPUTY CHIEF OF R.N. PERSONNEL.

It has been announced that Rear-Admiral Sir Michael M. Denny, K.C.B., C.B.E., D.S.O., to Admiral in Her Majesty's Fleet, to date 22nd April, 1952, has been announced.

NEW DEPUTY CHIEF OF R.N. PERSONNEL.

Has been appointed Rear-Admiral Sir Michael M. Denny, K.C.B., C.B.E., D.S.O., to Admiral in Her Majesty's Fleet, to date 22nd April, 1952, has been announced.

NEW COMMANDING GENERAL, ROYAL MARINES.


WELL-KNOWN MERCHANT COMMODORE DIES.

We regret to announce the death, on July 6, of Captain Colin P. Miller, Commodore of the China Navigation Company and master of the luxury liner "Changsha," which operated a regular service between Japan and Australia. Captain Miller was ashore at Tokio for a game of golf and collapsed and died on the course. The late Commodore was well known to Australian shipping circles as the Commodore of the Australia-Far Eastern run. He was captain of various troopships during World War II, including the "Anshun," which was sunk at Milne Bay, soon after disembarking troops. In 1949 he brought the "Changsha" to Australia on her maiden voyage. Captain Miller will be greatly missed on the Australia-Far Eastern run.

VETERAN SHIPMASTER'S DEATH.

Captain Ignatius Lloyd, a well-known veteran of Australian coastal shipping, died at his home in Victoria Road, Auburn, Melbourne, late in June. Captain Lloyd was in the service of the Melbourne Steamship Company for 42 years. During the Second World War he commanded the "Australia" which carried troops and American troops during the Pacific Islands invasions. Captain Lloyd was 72.

DEATH OF FRENCH MERCHANT CAPTAIN.

The death occurred suddenly at sea on July 7, we regret to report, of Captain A. Butchael, master of the French Pacific Sty- land steamer "Neoheldria," which runs a regular service between Sydney and the New Hebrides and which berthed in Sydney on July 11.

DEATH OF COMMANDER (S) J. C. ROBINSON, R.A.N.

Commander James Charles Robinson, secretary to five successive Second Naval Members of the Australian Naval Board, died on Tuesday, 10th June, at the age of 60. Commander Robinson entered the Royal Australian Navy as a Writer in March, 1912, and was on active service in the First World War in H.M. A. Ships "Warrego," "Melbourne," "Australia," and "Enounter." In December, 1923, he was promoted to Commander (S) and in 1926 to Commander (R). He was one of the first officers in the R.A.N. to be promoted to this rank which has since been abolished. In 1926 he was appointed to Lieutenant, and in 1934 to Lieutenant-Commander. In 1943 he was promoted to Commander and was commissioned in that rank in 1946. He had a very wide knowledge of naval procedure, which was invaluable in his duties as secretary to the Second Naval Member, to whom is responsible for the well-being of all naval personnel. Commander Robinson was born at Alcutta, India, in December, 1913. He leaves a wife and daughter, Mrs. W. Roden, of North Adelaide. Commander Robinson's remains were cremated with full Naval Honors.

THE N.S.W. TROTTING CLUB SPRING CARNIVAL.

Saturdays, 13th September, 1952.

WEDNESDAY, 17th September, 1952.

SATURDAY, 20th September, 1952.

The total prize money for the Spring Carnival will be £2,190. The Spring Cup and the final of the Spring Handicap will both be held on SATURDAY, 20th SEPTEMBER.

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TIGHT BINDING
A Breton saherman, Jacques Yves le Toumelin, 32, sailed into his home port of Le Croisic, near St. Nazaire, France, on July 7 at the end of a long-handed voyaged around the globe in a 40ft. cutter he built himself. He had voyaged 30,000 miles in a little over two years and nine months in calm and storm, on ocean fog and under tropic skies. Leaving Le Croisic on September 19, 1949, he crossed the Atlantic, passed through the Panama Canal to Tahiti, voyaged on to New Guinea, sailed down the Indian Ocean, and back to France via the Cape of Good Hope. So proud was his nation of his exploit that 100 journalists gave him a tumultuous welcome, the Government of France decorated him with the Order of a Chevalier of Maritime Merit, and the French newspapers published the story and highlighted the headline announcements of the record breaking Atlantic run of the new American luxury liner "United States," on their front pages. They hailed him as "the greatest single-handed sailor since Alain Gerboul and Captain Joshua Slocum."

The most famous of all the tea clipper races from China to the British Isles—and one of the most famous ocean races of all time—was that between the "Taeping" and the "Ariel." Though the inauspicious start, the vague courses to make his record bid in a cylinder (diving bell) about 100 miles west of the tiny island of Ponza, where he got valiantly the "Ariel" with a depth of 13,000 feet. The professor intends if possible to remain submerged for four consecutive days if the weather permits, living on what he can catch—fish, snakes, fish, and rabbits. He told the members of the unit he did not want to return to civilisation. He was quite happy where he was and with what he was doing. There is a chimp with telescope and camera in New Zealand who has been peeping into the lives of penguins for ten years. He is Lancelot Richdale, a Maoriland ornithologist. He spends his time on Otago Peninsula, and so much does he know of the ways of penguins that recently Kansas University, U.S.A., published a book of his on their love affairs entitled "Behaviour of Penguins." According to Richardale, and he should know, penguins love habits include such physical phenomena as "The Throb," "The Sheepish Look," "The Open Yell," and "The Kiss-Preen." Two penguins were faithful to each other for nine consecutive years and another pair for seven years. The male yellow-eyed penguin begins his nuptial conquest like any other clever pursuer, the human included—with apparent indifference. An informative book, apparently.

Swiss-born Professor Auguste Piccard, famous 69-year-old explorer of both the stratosphere and ocean depths, is planning to try to dive to a depth of nearly 1,000 feet in the waters of the West Italian coast. The present depth record for human descent is 3,028 feet, held by the American scientist, Dr. William Beebe, in his famous diving bell. He made his descent off the Galapagos Islands in the Pacific.

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The study of fishes is a never-ending source of interest; the habits of the finny tribes are more varied than most of us imagine. Several fish, for instance, are able to progress through the air. Such a one is the small butterfly fish of the tropics. It gets its impetus from a rapid sculling movement of the lower lobe of the caudal fin tail. The pectoral fins act much like the flaps of a parachute that enable the fish to glide through the air. Dr. Frank W. Lane, in his fascinating book, "Nature Parade," says the flying fish can reach a height of over 20 feet, travel a distance of a quarter of a mile and attain a speed, under favourable conditions, of probably 50 miles per hour. Wind currents probably help the fish to attain the height and speed mentioned. He records that a flying gurnard, which is heavily built and whose large conical head is covered with heavy shield-like plates, "once he is a sail

TIGHT BINDING

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Shinio will not harm the most delicate surface of Silver Plate, Nickel or Chrome.
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SPEAKING OF SHIPS

Shipping interests are claiming that the port works at Capetown, South Africa, have altered the character of Table Bay and that it no longer offers the safety outside the dock area that it did a few years ago.

Yugoslavia is claiming that Italy ought to restore to Trieste sufficient ships to bring the port's fleet of merchant vessels from its present 148,000 tons to the 680,000 tons of 1914.

British Customs in 1950-51 made over 30,000 seizures of undeclared dutiable goods, from big professional runs of watches to passengers' efforts to slip through nylon (75,000 pairs) and tobacco.

The Regent OIl Company has secured a permit to develop 25 acres of land on Canvey Island on the lower Thames for an oil storage with an 800ft. jetty.

The French wine tanker "Nady" had four seamen apparently suffocated by alcohol fumes remaining in the empty tanks.

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"Drinking the Compass," an offence common in sailing ship days, reappeared at Aberdeen, Scotland, where a man got six months in gaol for breaking the compasses of two trawlers and drinking the alcoholic mixture.

Two of the Silvertown (Lon- don) Services steamers-"Sugar Producer" and "Sugar Transporter"--carried large quantities of forged British passports in Italy.

"Nady" had four seamen apparently suffocated by alcohol fumes remaining in the empty tanks.

The Seindia Steam Navigation Company is reported to have obtained a subsidy of £600,000 from the Indian Government in place of the £900,000 for which they tried.

The Port of Hull Merchant Navy House Ltd, was last year registered to operate the Merchant Navy House at Hull, England, an up-to-date hotel for seafarers.

Some second-hand ships, bought by Germany in 1950 and mostly of considerable age, earned their price in profits within twelve months.

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The Scindia Steam Navigation Company, has been registered in London to carry Australian grain and South African and Indian coal, having bought five steamers and renamed them with names beginning with "Swan."

The General Steam Navigation Company had to pay a duty of seven pence each on 108 cigarette lighters being carried in a barge for export to New Zealand, which were stolen and taken ashore by the lightermen.

West Australian Farmers' Transport Ltd, has been registered in Lon- don to carry Australian grain and South African and Indian coal, having bought five steamers and re-named them with names begin- ning with "Swan."

Oil technicians in Britain are attempting to solve the problem of producing a heavy oil suitable for gas turbines without the ash deposit or the cost of removing on shipboard the compounds which produce it.

The American rejection of the St. Lawrence Seaway Scheme, permitting ocean-going ships to reach the head of the Lakes, has caused Canada to investigate the possibility of carrying out the work herself.

The grants made to dependents by the "Titanic" and "Empress of Ireland" shipwreck funds have been increased to meet the higher cost of living.

The British Home Secretary stated that since the year 1941, 4,171 stowaways had landed in Britain of whom 2,618 claimed to be British nationals although 196 failed to establish the claim and were repatriated.

The (British) Missions to Sea- men have converted the former Naval M.V. "John Ashley" for work on the Thames and Medway with cinema, games room and chapel.

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Beginning with the new "Hild- debrand", the Booth Line has put its house flag on the side of the ship's black funnel.

British coaster traders are still complaining bitterly against unfair railway competition; rates of more than 40 per cent below standard charges still exist on British routes where there is no competition.

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To emphasise—if any emphasis is overall, fourteen feet two tons, thirty-six feet nine inches—would, perhaps in other ways leave some of us cold. But it tells more than that. Such an extraordinary voyage, such an extraordinary adventure, could be undertaken, could only be accomplished by an extraordinary man, moved by extraordinary motives and by the sea. Captain Joshua Slocum self-interpretively tells you about that man.

This lone circumnavigator of the globe was one of the immortal men of the sea, just as “Sailing Around the World” is an immortal book of the sea.—A.R.

ROYAL NAVY AND MERCHAND NAVY LIBAON

A scheme has been introduced in Britain whereby retired Naval Officers, who might be recalled in an emergency, might be called into Convoys, have the opportunity to go to sea in merchant ships. Made possible through the good offices of the British Shipping Federation and individual shipping companies, this scheme is an extension of one introduced in 1950, whereby serving officers of the Royal Navy are given experience with the Merchant Navy in order to foster liaison between the sister Services.

Among the first Officers to have sailed under the new scheme are: Captain T. W. Marshall, D.S.O., R.N. (Retired), to the Persian Gulf in the Anglo-Saxon tanker “Copenhagen”. Captain P. S. W. de Winton, R.N. (Retired), in the Manchester Line’s s.s. “Manchester Merchant” to North America; Admiral Sir Geoffrey Miles, K.C.B., K.C.S.I., in the Manchester Line’s s.s. “Manchester Regiment” to North America; and Captain W. D. Stephens, R.N. (Retired), to the Atlantic again—both are told with a simplicity and humour that are completely satisfying and grippingly fascinating. If Captain Joshua Slocum’s book were only a technical description of its author’s extraordinary voyage, it would have an immediate interest to all seafarers and those interested in adventure; yet it would perhaps in other ways leave some of us cold.

The “Spray” was a vessel of about 30 by 15 feet, with tonnage forty-six. With a simplicity and humour that are completely satisfying and grippingly fascinating. If Captain Joshua Slocum’s book were only a technical description of its author’s extraordinary voyage, it would have an immediate interest to all seafarers and those interested in adventure; yet it would perhaps in other ways leave some of us cold.
War Service Homes Act have been amended to include men who with the warlike operations in Korea and Malaya. Eligibility is not the forces, but the servicemen in Australia. These provisions also must have left the last port of call of Her Majesty's Forces. Further service in Korea or Malaya, in any vice Homes, Repatriation and information relative to War Services. The Federal Executive has been (Federal Council.)

EX-NAVAL MEN'S Association of Australia

(Federal Council.)

The Federal Executive has been informed that the benefits of the War Service Homes Act have been amended to include men who actually left Australia for duty in an operational area in connection with the warlike operations in Korea and Malaya. Eligibility is not dependent upon discharge from the forces, but the servicemen must have left the last port of call in Australia. These provisions also extend to Australian residents who left Australia or other parts of the Queen's Dominions for service in Korea or Malaya, in any of Her Majesty's Forces. Further information relative to War Service Homes, Repatriation and other ex-Servicemen's benefits can be readily obtained from the State or Section Hon. Secretaries.

Consequent upon a resolution passed at the last Federal Conference, all members' subscriptions to the Association are to be raised the sum of 1/-, as from 1st January, 1933, thus making a total annual rate of 15/- per member. New members are to pay the usual Entrance Fee of 7/6d. and 15/- subscriptions for the full year; those applicants joining between July and December are only required to contribute 7/6d. Entrance Fee and a similar sum for last half of the yearly subscription. Federal Conference gave authority for the extra subscriptions to be retained by the various Sub-Sections so as to augment their funds. The increase is the first that the Association has had passed on to members since the introduction of the Charitable Purposes Fund during the depression years.

Adelaide Sub-Section has set aside Monday, 23rd August as its first "Ship" Night, when members of Landing Ships "Kan imba", "Mannoara", "Westralia" and other landing craft will hold a reunion at Memorial House, Peel St., Adelaide. Other Ship reunions will follow later. Members interested should contact Mr. C. B. Aney, 161 Rundle St, Adelaide, South Australia.

If you are TIRED and DEPRESSED... TAKE A COURSE OF CLEMENTS TONIC

The Minister for the Navy (the Hon. William McMahon) announced the following promotions to date 30th June, 1952:—

Royal Australian Navy, Commander to Captain: George Dalton Tancred, D.S.C.
Lieutenant-Commander (E) to Commander (E): John Frederick Bell.
Lieutenant-Commander (L) to Commander (L): Bryan James Castles; Robert James Bassett.
Lieutenant-Commander (S) to Commander (S): Athol Lloyd Rose.

Royal Australian Naval Reserve (S). Lieutenant-Commander (S) to Commander (S): Geoffrey Elmer Farley-Davies, R.D. (Sydney).

Royal Australian Naval Reserve, Lieutenant to Lieutenant-Commander: Richard Charles Thurman (Fremantle); Colin Drake Hancox (Sydney); Andrew Elliott Marsh (Sydney); Colin Lowerson Baldwin (Melbourne); John Joseph Pye (Fremantle); William Norman Ancombe Latchford (Melbourne); Bert Hastings Dick (Sydney); John Chadwell Wright Smith (Melbourne).

Engineer Lieutenant to Engineer Lieutenant Commander: James Murrell (Sydney).
Lieutenant-Commander (S) to Commander (S): Stanley Thomas George Beedham, V.R.D. (Brisbane).
Lieutenant (Sp.) to Lieutenant-Commander (Sp.): Alan Bartlett Edwards (Melbourne).

Royal Australian Naval Volunteer Reserve, Lieutenant-Commander (Sp.) to Commander (Sp.): Cyril Frederick Henry Green (Melbourne).
Lieutenant (Sp.) to Lieutenant-Commander: McLean (Sydney); John Stewart Robinson (Melbourne).

For Information:

CAPTAIN TANCRD is at present the Officer in Charge of the R.A.N. Hydrographic Branch, Sydney. In the Second World War he commanded a number of ships including "Warrego" and "Lacklan", which were engaged in survey duties in the South-West Pacific. He was awarded the D.S.C. in 1945 for distinguished service in successful survey work under dangerous conditions. He was born at Nanango, Queensland.

COMMANDER FOWLE is at present Deputy Director of Manning at Navy Office, Melbourne. In 1940 he commanded a Dutch motor vessel—the "Dagger Bank"—and assisted in the evacuation of civilians and troops after the fall of France. He served later in H.M.A.S. "Hobart" and took part in the bombardments of Tarakan, New Britain and Balikpapan and the Philippines. He was awarded the D.S.C. for his part in these actions. He was born at Sydney.

COMMANDER COOK is at present serving at Navy Office. In the war he was in ships which served in the Mediterranean, Malta convoys, Madagascar campaign and Japanese waters. In 1948 he was the First Lieutenant of H.M.A.S. "Wyatt Earp", which made a voyage to the Antarctic. He was born at Numurkah, Victoria.

COMMANDER STEVENSON the First Lieutenant of H.M.A.S. "Sydney" as Fleet Navigation Officer. He saw service in the Second World War in the Indian Ocean, the Red Sea, and the Mediterranean. He was born at Brisbane, Queensland.

COMMANDER (E) BELL is at present serving at Navy Office, Melbourne, as the Assistant Director of Naval Construction. He has passed the advanced engineering and naval construction courses at Greenwich, where he won the prize for the highest marks of the advanced engineering course. He was born at Merewether, New South Wales.

COMMANDER (I) CASTLES is as present Officer in Charge of the Electrical School at Flinders Naval Depot. He joined the Royal Australian Naval Volunteer Reserve in the Second World War and later transferred to the Royal Australian Navy. He was born at Swan Hill, Victoria.

COMMANDER (I) BASSETT is at present serving in H.M.A.S. "Sydney" as Fleet Electrical Officer. In July, 1941, he was serving in H.M.S. "Saumarez", which acted as escort to Mr. Winston Churchill to Quebec. Commander Bassett later took part in Russian convoys and the Normandy invasion. He was born at Melbourne.

COMMANDER (S) ROSE is at present serving in Sydney, New South Wales. He entered the R.A.N. as a writer in 1933 and was promoted to a commissioned officer in 1937. He was born at Glebe, Sydney, New South Wales.

AWARDS AND DECORATIONS.

The following awards have been made to officers and men of the Royal Australian Navy for services in the Korean campaign: Bar to Distinguished Service Cross: Lieutenant-Commander G. V. Gladstone, D.S.C., R.A.N.
Distinguished Service Cross:  
Commander W. B. M. Marks, R.A.N.

Distinguished Service Medal:  
Acting Petty Officer A. T. Adams.

Mention in Despatches:  
Lieutenant K. M. Barnett, R.A.N.;  
Acting Chief Petty Officer J. W. Backen;  
Chief Petty Officer Stoker Mechanic C. E. Dix.

The citations for the awards, which were made on the recommendation of the Commander-in-Chief, Far East Station (Admiral Sir Geo Russell, K.C.B., C.B.E., D.S.O.), read—

Lt.-Commander GLADSTONE:  
This officer (now on the staff of the R.A.N. Liaison Officer in London) has shown zeal above the average as Executive Officer of H.M.A.S. “Warramunga” during the Korean campaign. For the month of November, 1950, he was attached to the United States Mine Clearance Force at Chinnampo, during which time he took a full part in all activities of mine clearance, including the planning. In addition, he acted as pilot for a large number of ships entering this very difficult port—a task voluntarily undertaken and outside the normal call of his duties. His report on mines and mine clearance at Chinnampo will be invaluable to both Royal Navy and Royal Australian Navy authorities.

Commander MARKS:  
As commanding officer of H.M.A.S. “Bataan” from January, 1950, until May, 1951, Commander Marks (at present commander of the Royal Australian Naval College, Flinders Naval Depot, Victoria) has performed long and arduous service on patrol and bombardment duties. He has shown inspiring leadership and fine seamanship particularly under enemy fire at Wonsan.

A/Petty Officer ADAMS:  
During the period of H.M.A.S. “Warramunga”’s service in Korean waters A/Petty Officer Adams, whose home is at South Melbourne, has continuously given outstanding service and example under hazardous conditions whilst in charge of boats’ crews.

Lieutenant BARNETT:  
During a protracted operation on the west coast of Korea in close proximity to enemy air bases, Lieutenant Barnett (at present doing an Officers’ Flying Course at the R.A.A.F. Flying School at Point Cook, Victoria) acted as liaison officer in the Republic of Korea Navy frigate P.F.62. As a direct result of his skill and tact this frigate was able to become a useful unit of the Task Element. Throughout the operation the courage and cheerfulness shown by this officer under very difficult conditions caused the operation to be carried out more swiftly and efficiently than had been anticipated. Subsequently, after an enemy air attack in which P.F.62 sustained damage and casualties, Lieutenant Barnett, whilst in a strange vessel whose fighting capabilities were doubtful, displayed judgment of a high order and sent off accurate signals that enabled immediate action to be taken by friendly forces.

Acting Chief Petty Officer BACKEN, whose home is at Orange (N.S.W.) and has received his discharge from the Service, carried out the duties of senior rating on board with distinction. At all times he displayed energy and zeal and was largely responsible for the efficiency of the ship’s company during the period of service in Korean waters.

Chief Petty Officer Stoker Mechanic DIX, whose home is at Enmore (N.S.W.) and has received his discharge from the Service, carried out his duties in a particularly zealous manner. A most loyal and conscientious Chief Petty Officer, he performed the duties imposed by wartime circumstances with promptitude, efficiency and cheerfulness. He has been a splendid example to his subordinates.

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Enrolment is for 5 years in rating held on discharge, with option of re-enrolment for further 5-year period.

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Pay and allowances during training will be at R.A.N. rates and, in addition, a retainer of £24 per annum is payable on completion of annual training. Ex-Naval men of the Royal Navy or a British Dominion Navy are eligible to join the R.A.F.R. under similar conditions.

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All types of ships and craft were employed in the operations from aircraft carriers to midget submarines, and all types of work was carried out, including those of convoy protection, minesweeping, raider operations, attacks on ships in harbour and shore installations, frogmen, and sabotage.

That many realistic situations arose, both under fine weather conditions and under the varying effects of fog, wind and sea, makes it pleasant to say that the exercise had been a real test of the N.A.T.O. command organisation may also be taken for granted. It may therefore confidently be predicted that the complete analysis of the exercise if and when it is released, will prove itself to be to every nation concerned a document of the utmost military and moral value.

New Underwater Television Equipment.

The new underwater television equipment, incorporating a strong water-tight casing for a modified standard television camera and special lighting, which has been developed for the British Navy by Messrs. Pye Ltd., Cambridge, will be of great interest and value to those engaged in underwater research, salvage and diving work in naval circles.

Both these cameras will be capable of reaching a depth of 500 feet. They have been built in facilities for changing lenses, focus and aperture while under water, this being done by remote control. With a maximum visual field of 70 degrees this equipment is of the most advanced design available. A large lens is fitted to the exterior of the casing to steady the camera and to facilitate its use in difficult tidal conditions. This also serves for mounting the lighting.

The principles of the equipment result from lessons learned by Royal Naval Officers and scientists with the improvised equipment used for the identification of H.M.S. Submarine "Affray," but, with the new equipment the unwieldy external framework has disappeared. With its next shape, it is anticipated that it will be easier to handle at sea.

BRITISH STEAM CATAPULT ADOPTED BY U.S. AND AUSTRALIA.

As stated in the previous issue of this journal, the Minister for the Navy (the Hon. William McMahon) recently announced that the Cabinet Defence Preparations Committee had authorised the Australian Naval Board to buy two new British-invented aircraft-carrier steam catapults from the Admiralty at a cost of £400,000. These are to be fitted in the carriers "Melbourne," now in course of construction in the United Kingdom, and "Sydney."

We now learn that the catapult is also, by virtue of the exchange arrangements between the U.K. and U.S., to be adopted by the United States Navy.

The statement issued from American Naval Headquarters in regard to this fine example of British Naval research is of great interest. The statement said:

"The new steam-powered catapult proved in recent tests that it can hurl the U.S. Navy's jet fighters into the air even when the carrier is headed down wind or alongside a dock."

The adoption of the catapult for use in the U.S. Navy apparently followed tests of the installation in the Royal Navy carrier H.M.S. "Perseus" at the U.S. Naval Shipyard, Philadelphia, the Naval Operating Base, Norfolk, and at sea during January, February and March. Thus the statement continues:

"The new catapult fared so well during the tests that the Navy has already begun an investigation into the adaptability of it to their new flush deck carrier, the U.S.S. "Forrestal," now under construction. In adapting this experimental catapult for its own aircraft-carriers, the U.S. Navy will modify it as necessary for manufacture. A small initial quantity will be purchased from the British to take care of the interval until U.S. manufacture comes into the picture."

The new catapult, which has been developed for the Royal Navy by Messrs. Brown Brothers & Co. Ltd., Edinburgh, uses the principle of the slotted cylinder, and has no rams or purchase cable. A hook on the aircraft to be launched is connected directly to a piston which is driven along the cylinder by high pressure steam from the ship's boilers. While the amount of steam required for sustained operation is large, the tests have shown that the boilers can meet the demand without interfering with ships' operations. In the tests carried out in America, the catapult was found readily adaptable to the American aircraft carriers.

The Anglo-American tests of this catapult indicate continuing co-operation between British and U.S. Navies in advancing the science of carrier warfare. The value of such cooperation cannot be over-emphasised.

The Navy September, 1952.

The Navy September, 1952.

The Navy September, 1952.

The Navy September, 1952.
Divers carry heavy weights —

But R.A.N. training methods ensure safety.

By a Special Correspondent.

Moving slowly across the deck in his unweighted diving suit, the man walked towards the side of the ship which was lying at one of the jetties at H.M.A.S. "Rushcut-ter," Rushcutters Bay, Sydney. He lifted his heavily-weighted boots with obvious effort.

As he stopped, he looked down at their stout leather uppers, their brass buttons and their wooden soles, to which leaden plates, each weighing 18 lb., had been fixed.

"How are they?" asked a rating standing beside him.

"Weigh a ton, but I won't feel them in the water," he gave a short laugh. "You don't even have a weight on your mind when you're down there." He gave another laugh, as if he were pleased with what he had said:

"You will have if you talk like that," remarked the chief petty officer instructor, dryly. The chief petty officer loathed and detested puns.

The heavy boots were not the only weights the man would have to carry. He was doing a training course at the Royal Australian Navy's diving school, and, by the time he entered the water, he would, literally, have a very big weight on his mind.

Every precaution, too, would lie in case he slipped. If he fell into the water, he would, literally, have a very big weight on his mind.

When the man was ready, a attendant gave a signal, and the attendant would be able to see whether there was any leakage round the upper part of his dress. If there had been, bubbles would have risen to the surface from the spot where the leakage had occurred.

But there was no leakage; the attendant gave a signal, and the man continued to descend until he was out of sight. All that was visible was the brass-breast and the air-pipe reaching up to the deck for some time, and then, suddenly, there was a commotion in the water as he came shooting to the surface, with the arms and legs of his suit fully distended and rigid, and lay there helpless on his back.

As he stood on the ladder, the attendants placed the air-pipe and breast-rope outside it and secured the air-pipe and breast-rope up under his arms and tied them to the corselet by lanyards.

He was carrying out an emergency surfacing exercise by again jettisoning the lead weights on his chest and back. As he lay on the water he was drawn rapidly, by means of the breast-rope and air-pipe, into the spot where the leakage had occurred.

Standing in his suit, his well-cut features showing through the opening in his helmet, the man reminded one of a mediaeval knight, clad in some strange armour in which he had left the voice raised above his forehead.

The attendants secured both the air-pipe leading into his suit and the plaited hemp breast-ropes containing the wires of the telephone through which he would communicate with the surface, buckled on a broad leather belt from which a sharp, heavy sheath-knife hung, and then brought the air-pipe and breast-ropes up under his arms and tied them to the corselet by lanyards.

As he continued to descend until he was out of sight, the man was carrying on a mission, being satisfied that everything was in order and that the man who understood clearly the signals that would pass between them, put in the front glass-piece and screwed it up securely, took hold of the breast-ropes and patted the top of the man's helmet so that he would know that he could go down.

Almost like an automaton the man moved one foot on to a lower rung of the ladder and began his descent. As his helmet became submerged a few inches, he pressed on the spindle of the outlet valve to close it so that the attendant would be able to see whether there was any leakage round the upper part of his dress.

As he stood on the ladder, he was carrying out an emergency surfacing exercise by again jettisoning the lead weights on his chest and back. As he lay on the water he was drawn rapidly, by means of the breast-ropes and air-pipe, into the spot where the leakage had occurred.
iner, opened the outlet valve and the spit-rock, through which passes another small air passage in the helmet, and so let the suit deflate.

The man walked up the ladder and climbed back on to the deck. There, after he had rested for a few minutes, the attendants began to undress him so that he could change into his ordinary working rig.

While he was changing, another man was dressed in a diving suit by the attendants. Soon, he would be going down in the same place to carry out an exercise, part of which would include the recovery from the bottom of the lead weights which his predecessor had dropped.

H.M.A.S. "Rushcutter" is the only place in Australia at which ratings of the Royal Australian Navy can learn to dive.

A man must have become at least an able seaman before he is eligible to join a diving class. Shipwrights, artificers, gunners' mates, stokers and other ratings often join them, but they must all be volunteers.

Nevertheless, there is never any lack of candidates, although for medical and psychological reasons, not all are accepted. The slightest tendency towards claustrophobia, for instance, would disqualify a candidate at once.

Divers are divided into three grades. These consist respectively of third-class divers, who receive $3 a day in excess of their ordinary pay; second-class divers, who receive $6 a day extra; and first-class divers, who are paid $9 a day above the normal rates. In addition, all divers are paid special rates while actually working under water.

A trance-diver begins his tuition in comparatively shallow water over about five fathoms. He first learns how to move about in the water, to distinguish different types of sands and rock; to search for articles in mud; to use tools, such as wire-cutters, hammers, cold chisels and oxy-acetylene equipment; and to lift obstructions.

Later, he learns how to recover anchors, to untangle wire from fouled propellers, to repair holes in damaged ships, and so on. These are among some of the tasks he may eventually be called upon to do in earnest.

All the larger class of warships carry diving teams and several full sets of pumps, ropes, suits and other apparatus. Cruisers usually have four divers on board and every destroyer, frigate or transport, have the company of a separate team. Divers are also stationed at every naval establishment in the Commonwealth. The diving school at H.M.A.S. "Rushcutter" is modelled upon the schools of the Royal Navy, and "The Diving Manual" and other publications issued by the Admiralty, which are regarded as the best in the world, are used by them as text-books. This ensures that all who pass through the school are trained thoroughly.

The following day, when she took over the anchor and so let the suit deflate, she again came under fire, but she returned it at the rate of 20 rounds a minute over open sights and once more silenced the enemy guns.

She then withdrew some distance in a difficult tidal stream to meet some other United Nations shipping. Together, all the ships moved up-stream and bombarded the enemy position. A little later American carrier aircraft joined in the bombardment. The enemy position was wiped out.

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THE N.A.T.O. EXERCISE "CASTANETS"

In the important exercise, known as "Castanets," which took place late in June around the coasts of the United Kingdom and off the Atlantic seaboard of European countries, nine nations took part: Belgium, Canada, Denmark, France, the Netherlands, Norway, Portugal, the United Kingdom and the United States.

The purpose of the exercise, as planned on our editorial, was to test the wartime command organisation of the N.A.T.O. Channel Command, the British Home Command, and the N.A.T.O. Eastern Atlantic Command (the Naval Forces of which are commanded by the Commander-in-Chief, Home Fleet, Admiral Sir George Creasy, and the Maritime Air Force by Air Marshal Sir Alick Stevens, acting in his capacity of Maritime Air Commander-in-Chief, Channel and Southern North Sea, and Maritime Air Commander-in-Chief, Eastern Atlantic, both N.A.T.O. Commanders, Air Marshal Stevens exercised his control from his headquarters at Northwood, Middlesex, near London. The overall operations were conducted by the British Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir Arthur Power, as N.A.T.O. Commander-in-Chief, Channel and Southern North Sea.

The forces concerned were: Naval and Air Forces of Canada, France, the Netherlands, and the United Kingdom; Naval Forces of Belgium, Denmark, Norway and Portugal; and Air Forces of the United States based in the United Kingdom and on the Continent. Canada, the Netherlands, and the United Kingdom also operated carrier-borne aircraft. More than 250 ships, including a battleship and seven aircraft carriers, and 400 aircraft were operated.

The exercise was set against a background in which 'Blue' forces, including Continental countries and the United Kingdom, were threatened by 'Red' forces, who were in occupation of part of Northern Europe. Its phases included inshore operations (with particular emphasis on mine warfare), but also included air attack on ships carrying valuable cargoes to the Continental countries, and intra-continental operations against inshore targets.

The commander of the exercise was Admiral of the Fleet Sir Alick Stevens, who gave it the name 'Castanets,' which was adopted for the exercise. By this, he meant to suggest the importance of the exercise to the Continental countries, and the need for them to co-operate in the exercise. The name was also adopted by the Continental countries, who were pleased to see their name used in this way.

The exercise was set against two main objectives: on the one hand, to demonstrate the ability of the Continental countries to defend themselves against attack, and on the other hand, to demonstrate the ability of the United Kingdom and the United States to co-operate in the exercise. The exercise was a great success, and the Continental countries were delighted with the results.

Sir Alick said that in the exercise maritime aircraft had flown 162 sorties, totalling 1,075 hours. Exercise Castanets had been a real test of the N.A.T.O. command organisation of first-class value.
THE ALLIED MEDITERRANEAN EXERCISE

"BEEHIVE II"

The nations concerned in the recent exercise in the Mediterra-
nean, known as "Beehive II," were France, Greece, Italy, the
United Kingdom, and the United States. About 80 warships
and more than 200 land-based or carrier-borne aircraft took
take. The ships included two aircraft carriers, five cruisers, more than 20
destroyers, submarines, minesweepers, Coastal Forces, supply ships, and
and transports.

French naval and air forces

The United States Sixth Fleet

were France, Greece, Italy, the United Kingdom, and the United States. About 80 warships and more than 200 land-based or carrier-borne aircraft took part. The ships included two aircraft carriers, five cruisers, more than 20 destroyers, submarines, minesweepers, Coastal Forces, supply ships, and transports.

French naval and air forces operated from North Africa under the command of Vice-Admiral D. E. M. J. Barjot, ships of the Royal Hellenic (Greek) Navy were commanded by Rear-Admiral J. M. Pappas, Commander-in-Chief of the Royal Hellenic Fleet, and Italian warships were commanded by Rear-Admiral P. G. Membell.

The United States Sixth Fleet (Vice-Admiral John H. Lee) was backed up by a few British submarines "attacked" forces under British command. At sea British, French, Greek and Italian ships operated under the British Com-
mander-in-Chief, Mediterranean.

As they waded ashore under cover of carrier-borne aircraft and bombarded simul-
ted by cover of the main surfaced forces, they were
seen in the air as R.A.F. Vampire jet aircraft screamed their way past Corsair formations of the "Blue" invading forces.

The Marines came ashore in landing craft of a U.S. transport Division and landed light tanks and guns. The resistance of the small Italian forces under the Maltese Garrison and encountered many hazards imposed by um-
vers. The operation was watched at the beach-head by the exercise Director and other senior officers of all Services.

Aircraft heavy forces, which had been held at Malta to counter the expected landing, sailed when 'Blue' intentions became clear. There were two major groups, one consisting of the British cruiser "Glasgow" and destroyers and the other of the British cruiser "Gloucester" and destroyers, two of which were Greek ships, the "Niki" and the "Doxa."

The "Glasgow"'s force attacked "Blue" ships convouing on the island from landward, and the "Glasgow" reported she had crippled some important "Blue" units, but was herself engaged by "Blue" transports south of the island of Gozo and engaged their covering force.

A night action was also fought off on the French ships "Mameluck" and "Langler." The former, after shadowing the enemy, attacked, beat the enemy's line, and engaged in a shore fire with the "Blue" transport group. The Malta Garrison encountered many hazards imposed by um-
vers. The operation was watched at the beach-head by the exercise Director and other senior officers of all Services.

The "Discovery II" is the first ship to have a built-in wave re-
corder. It was designed by scien-
tists of the National Institute of Oceanography and made in British Admiralty workshops.

The records were needed for a number of purposes, including the study of ship movement at various speeds and wavelengths.

The next cruise which has just ended, and which lasted two and a half week's winds of gale force were encountered for about 24 hours South-West of Ireland. The highest wave was 34 feet and its length from crest to crest approximately 360 feet: the wind at the higher end of the range between 45 and 52 knots. One-third of the waves were higher than 20 feet. Two hours later, with the wind not strong enough to keep up the more regular, the waves were not so high but one-third were more than 22 feet. The wave recorder installed on the ship performed rather better than did the scientists, and it required no adjustment from start to finish of the voyage.

One general opinion was that the ship stopped to measure water temperatures and to take water samples at a series of depths between the sur-
faced and the sea bed. A basin North-East of the Azores, samples were taken every 100 fathoms down to the bottom — 3,150 fathoms. They will be used in studying water circulation in the eastern half of the North Atlantic Ocean.

The water samples will also be analysed by two scientists from the Marnine Biological Association's Plymouth Laboratory, Dr. H. H. Cooper and Mr. F. A. J. Armstrong, who aboard the "Discovery II" during the voyage and who took part in the ship's work.

The nations concerned in the recent exercise in the Mediterra-

The Australian Tribal class destroyer "Warramunga," which returned from a second tour of duty in Korea, was to be taken in hand for modernisation.

The modernisation of the Tribal class destroyer "Arunta" was approaching completion, and after the proposed work in "Warramunga," had been finished, the modernisation of the R.A.N.'s third Tribal class vessel "Bataan" would begin.

As further preparation against the potential submarine threat, in which Firefly aircraft from R.A.N. carriers would play a vital part, the R.A.N. was equipping its River class frigates with the most modern anti-submarine devices. It was also converting five "Q" class destroyers to fast anti-submarine frigates and it intended to build six new 2,000-ton anti-submarine frigates.

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A message from Boston, U.S.A., to Order.

Two men who ran amok with long knives on a coastal ship in Zamboanga harbour, Philippines, last July, killed twelve of the ship's passengers. Many other passengers who jumped overboard in an effort to escape are believed to have been drowned. No fewer than eight additional passengers and the 70 aboard were wounded. The bemused men continued their work until one was slain by a policeman he was about to attack, and the other was wounded and overcome.

**SHIP ABLAZE AT SYDNEY**

A fireman from Sydney Fire stations wearing breathing apparatus and dressed in full protective clothing, and a police officer and a police dog, went on board the 7,154-ton British freighter “Teesmoor” at 11.50 p.m. on Friday night.

The fire, which broke out in the motor room at 11.45 p.m., was extinguished at 12.45 a.m. on Saturday. The fire began in the boiler-room, exploded, belching out blazing oil. Many of the drums containing 1,470 gallons of lubricating oil. Many of the drums containing 1,470 gallons of lubricating oil. Flames spread along the bilges and poured upwards where they reached 150 rolls of paper and 10 tractors. There were about 17,000 tons of sulphur aboard. The steel bulkhead separating the sulphur from the fire became nearly red hot, but the heat was not great enough to set the sulphur alight. The intense heat buckled the underplates of the ship and water poured in. The firemen traced the origin of the fire to the injection system at the bottom of the boiler house. The “Teesspoil” was originally the “Ocean Vanity.”

**FINNISH RADIO OPERATOR FINED £1,000.**

The radio operator of a Finnish ship was fined £1,000 or 12 months imprisonment at Plymouth for attempting to smuggle 114,200 cigarettes through that port. It was described as one of the biggest attempts to smuggle cigarettes ever made in Britain.

**STEAM YACHT FOR UK NAUTICAL COLLEGE.**

Mr. G. E. Millington, a Norfolk farmer, has presented the steam yacht “Wendorian,” 120 gross tons, to the King Edward VII Nautical College, at Stepney, London, and it is hoped that she will be in commission this year, indeed, may already be in commission.

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After Hours: XJ 3213.

**FIRST IAP, PASSENGER FREIGHTER SINCE WAR.**

The first Japanese passenger-freighter to visit Sydney for eleven years, the “Osaka Maru” (6,653 tons), arrived there on August 6 with 500 tons of building steel and two tons of bleached calico. Her master, Captain Jinsaku Nishi, said that Australia’s import restrictions and short notice for loading were responsible for the small cargo his ship carried. Mr. Sakae Shinmada, chief engineer of the ship, was the only officer aboard who had been in Australia before. He made four voyages here as first engineer of the “Sydney Maru” before the war. The “Osaka Maru,” built in 1949 at Kobe, has accommodation for twelve passengers.

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Four of the eighty-two National Service Trainees who left Sydney recently in the steamers "Murchison" and "Shoolhaven" boarding the "Murchison" prior to their departure for the Great Barrier Reef area.

REPORTING OF WHALES

The National Institute of Oceanography has inaugurated a scheme aiming at encouraging owners of merchant ships to make reports on all whales sighted during their voyage. Research on the biology of whales is one of the functions of the National Institute of Oceanography, and a practical object of the work is to facilitate the international regulations of whaling and the conservation of the stocks of whales.

For such purposes it is necessary to gain as much information as possible on all aspects of the distribution, populations, breeding and habits of whales. Existing knowledge of the world distribution of whales is inadequate, and the National Institute of Oceanography has started the scheme for this reason.

Special reporting forms and detailed instructions have been prepared, and the Meteorological Office is co-operating, through their Port Meteorological Officers, in distributing these to all ships volunteering to take part in the scheme.

All reports received will be carefully noted and plotted at the National Institute of Oceanography, and it is hoped that widespread observation from ships may lead to a substantial advance in what is at present known of the distribution of whales.

Captains of ships should get in touch with their Port Meteorological Officers. Others interested may refer to the National Institute of Oceanography, Queen Anne's Mansions, London, S.W.1.
DEDICATION OF SHIP'S
CHAPEL

At Portsmouth on May 18 the Bishop of Portsmouth, Dr. Fleming, dedicated to St. Barbara the chapel in H.M.S. "Newcastle" (Captain W. F. H. Rutherford, R.N.). On the quarter-deck of the ship a commissioning service was held by the Rev. M. L. Jones, Chaplain, and this was attended by the officers and ship's company with their families. The "Newcastle" has been recommissioned after a long refit at Devonport. She is now in the Mediterranean.

H.M.S. "THESEUS" GOES
HOME

Naval aviators from the Korean war zone arrived at Portsmouth in June in H.M.S. "Theseus" (Captain G. N. Lanteigne, D.S.O., R.N.). The aircraft carrier was returning from a six months' tour of duty on the Mediterranean Station. No. 804 Naval Air Squadron (Lieutenant-Commander J. S. Bailey, O.B.E., R.N.) and No. 812 Squadron (Lieutenant-Commander J. M. Culbertson, R.N.), following two tours of duty totalling eight months in the Korean war zone in H.M.S. "Glory," were emboled in the "Theseus" for the final part of their journey home. They left the "Glory" in the Mediterranean.

COMBINED EXERCISE ON
DOUCH COAST

A combined exercise for sea, land, and air forces was held in the northern part of The Netherlands, including the northern part of North Holland and the adjoining waters, early in June. Armed forces of Great Britain, Belgium, and The Netherlands took part and the exercise was conducted by the Commander Netherlands Home Station, Rear-Admiral C. W. Slot, R.N.N. The British contribution, relatively small, included two destroyers, a navigational training ship, a number of small craft, and sections of the Royal Marines.

H.M.S. "VANGUARD"
VISITS ROTTERDAM

H.M.S. "Vanguard" (Captain J. S. Litchfield, O.B.E., R.N.), wearing the flag of Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O., Commander-in-Chief, Home Fleet, and rear Admiral, "Battle" Class destroyers, H.M. Ships "Battleaxe" (Commander P. D. H. R. Pelly, D.S.O., R.N.) and "Broadsword" (Commander H. R. B. Janvrin, D.S.C., R.N.), paid an informal visit to Rotterdam. This visit began at the end of June and continued until July 4th. It was of particular interest because it was Admiral Creasy's first return to Holland since May, 1940, when Hitler launched his invasion of the country. At that time Captain Creasy, as he then was, had commanded the 1st Destroyer Flotilla in H.M.S. "Cordrington" and he received orders to embark members of The Netherlands Royal Family and bring them back to England. Princess Juliana, now Her Majesty the Queen of The Netherlands, Prince Bernhard and their two daughters were safely brought across the North Sea to Harwich in H.M.S. "Cordrington."

H.M.S. SHIPS VISIT ITALIAN
AND GREEK PORTS.

H.M.S. ships in the Mediterranean visited ports in Italy, Greece and Greek islands during the Mediterranean Fleet's first summer cruise exercise period and cruise programme. The visit began on June 21st and continued during July. Britain's most modern destroyer, H.M.S. "Daring," who recently joined the Mediterranean Fleet and is completing her working up period, paid her first visit to a foreign port when she visited the Greek island of Zante between June 21st and 23rd.

DUCHESSE OF KENT PRESENTS
QUEEN'S COLOUR

Her Royal Highness the Duchess of Kent presented the Queen's Colour to Portsmouth Command on May 22nd. She was met at Admiralty House, Portsmouth, by Admiral of the Fleet Sir Arthur Power, G.C.B., G.B.E., C.V.O. (the Commander-in-Chief, Portsmouth) and Lady Power, and launched on board H.M.S. "Victory," being received by a royal guard and Colour Party composed of officers and men of the Royal Naval Barracks, Portsmouth. Her Royal Highness presented the Queen's Colour on the parade ground of the Barracks. After the ceremony she inspected a representative contingent of W.R.N.S. of the Portsmouth Command at the Royal Naval Barracks.

PLANE EXPLODES ON
U.S. AIRCRAFT-CARRIER.

The United States Navy announced on August 7 that a jet fighter plane exploded aboard the U.S. aircraft carrier "Boxer" (27,000 tons) off the Korean coast on August 6, killing eight men. The plane exploded in the hangar deck, starting a fire which destroyed 12 other planes. The eight victims of the explosion were burned to death. Other seamen jumped overboard to escape the flames and were rescued by boats and helicopters.

ALLEGED WARSHIPS HIT
BY SHORE GUNS.

Communist shore batteries in Korea scored direct hits on two United States and one United Kingdom warships in the week ending August 12. The British frigate "Mounts Bay" was twice hit on August 10. It received only minor structural damage. But another warship was killed and four wounded. On the same day a sailor was killed by a hit on the United States destroyer "Barnes." In addition, on August 6, 10 sailors were wounded by a direct hit on the United States destroyer "J. R. Pierce," which subsequently put into port for repairs.

AIRCRAFT COMPLETES
PROVING FLIGHT;

The Qantas Constellation, "Charles Kingsford Smith," reached Adelaide (South Australia) on her return flight from South Africa on September 1st, 1942. The aircraft had completed a proving flight for the Australia-South Africa air service which is to begin in September. The Constellation, with 35 aboard, including the crew, touched down at 4:25 p.m., 23 hours 44 minutes flying time from Johannesburg. Thus another air service between Australia and overseas comes into regular operation.
ADMIRAL EDELSMEN'S FAREWELL TO MEDITERRANEAN COMMAND.

On reaching his appointment as Commander-in-Chief, Mediterranean, having been succeeded in that command by Admiral The Earl Mountbatten of Burma, Admiral Sir John Elden, K.C.B., D.S.O., and bar, Lady Elden, went to Custom House, Malta, to bid farewell to Sir Gerald Creasy, Governor of Malta, Lady Crease, other distinguished personalities and members of his staff. Subsequently, Lady Elden was taken to the despatch vessel, H.M.S. "Surprise," in the C.-in-C.'s barge, as Admiral Elden was ceremoniously pulled to the "Surprise" in the galley, which wore the C.-in-C.'s flag, and was manned by senior officers. After embarking, the Admiral and Lady Elden, H.M.S. "Surprise" proceeded close to all ships and establishments in Grand Harbour, each of which gave three cheers as the Admiral passed.

NEW COMMANDER-IN-CHIEF, THE NORE.


NEW FLAG OFFICER, HEAVY SQUADRON, BRITISH HOME FLEET.

The British Admiralty has announced the appointment of Rear-Admiral J. Hughes-Hallett, C.B., D.S.O., as Flag Officer, Heavy, Squadron, Home Fleet, in succession to Rear-Admiral C. Johnstone. The appointment took effect in July, 1952.

NEW FLAG OFFICER, BRITISH HOME FLEET TRAINING SQUADRON.

Rear-Admiral J. F. Stevens, C.B., C.B.E., has been appointed Flag Officer, Home Fleet Training Squadron, in succession to Commodore B. I. Robertshaw, C.B.E., the appointment taking effect in July, 1952.

ASSISTANT CHIEF OF THE BRITISH NAVAL STAFF.

Captain R. F. Elkins, C.V.O., O.B.E., succeeds Rear-Admiral G. A. Clifford as Assistant Chief of the British Naval Staff, following the appointment of the latter as Flag Officer Commanding 5th Cruiser Squadron and Flag Officer, Second in Command, Far East Station, in July.

HONOURS FOR MERCHANT NAVY OFFICERS.

Among the names of others connected with the British Merchant Navy who received recognition in the Honours List for this year were those of Captain R. R. Kippin, Marine Superintendent, Elgin Lines, and Captain J. C. Taylor, Professional Officer, British Ministry of Transport. Each was appointed a Commander of the Order of the British Empire (C.B.E.).

R.A.N. ARTIFICER RECEIVES B.E.M.

A Royal Australian Navy Artificer received the British Empire Medal on July 3rd for work performed in the sweltering boiler-room of H.M.A.S. "Labuan" during a rough passage last year in the "Roaring Forties." The "Labuan" was returning from Fremantle to Heard Island when a boiler tube broke. The Artificer, Neville Ashmore, 37, repaired the broken tube in a temperature which was never below 170 degrees. The ship needed both boilers to fight its way through the stormy "Forties," and Ashmore volunteered to enter the boiler-room and effect the necessary repairs. Some action, som-job!

NEW SENIOR APPOINTMENTS IN R.A.N.

The Chief of the Navy (the Hon. William McMahon) announced new appointments for several senior officers of the Royal Australian Navy on August 14. The appointments are as follows:

- Commodore Harries will be succeeded as Second Senior Member of the Naval Board (Commodore R. D. Dowling, R.A.N.) will assume command of the ship. Commodore Harries will be temporarily in command of the ship, will be temporarily in command of the Naval Staff (Captain A. W. R. McNicholl, R.A.N.). Commodore Harries will be in command of the ship, will be temporarily in command of the Naval Staff (Captain A. W. R. McNicholl, R.A.N.).

SOUTH AMERICAN JUDGES ADJUDICATE IN THE R.A.N. ADMITTED TO THE BAR.

The present Deputy Chief of the Naval Staff (Captain A. W. R. McNicholl, R.A.N.) will assume command of H.M.A.S. "Australia." His successor will be Captain O. H. Bether, R.A.N. D.S.C., R.A.N., as present Deputy Chief of Naval Personnel. Pending Captain McNicholl's assumption of command of H.M.A.S. "Australia," the Commander J. H. Dowson, R.A.N., Executive Officer of the ship, will be temporarily in command.

"Surprise" in the galley, which wore the C.-in-C.'s flag, and was manned by senior officers. After embarking, the Admiral and Lady Elden, H.M.S. "Surprise" proceeded close to all ships and establishments in Grand Harbour, each of which gave three cheers as the Admiral passed.
Every year, usually in late September or early October, there occurs on the east coast of Australia a migration of petrels which have been breeding in the Great Barrier Reef. One of the first, if not the first, to record this great mass flight of the petrels was the famous navigator Matthew Flinders, who described the phenomenon in his most enthusiastic terms. He wrote:

"A large flock of gannets was observed at daylight, and they were followed by such a number of sooty petrels as we had never seen before. There was a stream of them from 50 to 80 yards in depth and 100 yards in breadth; the birds were not scattered, but were flying as compactly as a free movement of their wings seemed to allow; and during a full hour and a half this stream of petrels continued to pass without interruption, at a rate little inferior to the swiftness of the birds, which were on a migration for the sea, spurting sand in all directions; another species, shaped like a cucumber, has a depth moulded, 69 ft.; Breadth moulded, 69 ft.; Length B.P., 481 ft.; and Engineers' accommodation, in-...
**SPEAKING OF SHIPS**

The Italian Government has suggested the construction of a number of 10,000-ton deadweight cargo ships with a speed of 22 knots, but there has been a lot of argument as to the companies to whom they are to be allocated.

The Belgian authorities discovered £114,000 worth of smuggled goods in an American ship at Antwerp, believed to be to pay for diamonds smuggled from Belgium to the United States.

German experiments have shown that sea water can be made drinkable by freezing, but it is very expensive and not easily done.

"Cargoaire" air conditioning is being fitted to a considerable number of the new British tankers to check corrosion in the tank fabric.

The Manchester Liners Ltd anticipated starting their monthly service to the Great Lakes (Canada) with the "Manchester Pioneer" and "Manchester Explorer" in the English spring, to be made fortnightly later with additional ships.

The Booth Line is running both "Hilary" and "Hildbrand" this season on the seven-week round voyage, with 1,000 miles up the Amazon River and reaching Coquimbo, West coast of South America, and has suggested that they shall inquire into its possibility of the tariffs being suddenly increased.

"Hochglory" and "Ganges" were practically the same in quantity as before the war, but the price has been increased eight times as much.

The uncertainties and complications of United States Customs procedure have hampered British exports to America as well as the possibility of the tariffs being suddenly increased.

The captain of a Polish ship took the opportunity to slip ashore and seek asylum in Sweden when his crew were helpless after an all-night drinking orgy.

The United British S.S. Company has had to pay £250,000 in taxation on voyage profits of £435,637 (net profit £179,104) in the year 1930-31.

A performance specification of acceptable automatic devices for sounding alarm or distress signals by wireless has at last been issued by the British Government's seventh shipbuilding programme.

A London docker fined for smoking in the hold of a ship carrying ammunition pleaded that he did not think there was any absurd as welding was in progress.

Portuguese merchant seamen who were at sea for a year or more during the war are to receive a medal "for devotion to duty in difficult circumstances."

The pilot of Calcutta has been sitting badly lately owing to reduced scour and it is proposed to build a pent dam at the junction of the Hooghly and Ganges.

British timber imports in 1951 were practically the same in quantity as before the war, but the price has been increased eight times as much.

A boy who ran away from a Borstal Institution in Scotland stowed away in the wrong ship at Leith and found himself in Iceland.

It is suggested that the proposed Irish tanker fleet should be started by the acquisition of at least three vessels of the 8,000 to 9,000 ton class, to be employed on the open market in peace-time.

The standardised dry cargo ships being built under the Japanese Government's seventh shipbuilding programme are to be 6,000 tons gross with a sea speed of 16 knots.

The British Iron and Steel Corporation is going as far afield as Chile, West Africa, and the South Pacific Islands for scrap metal.

Two young seamen were caught in the London Dock rolling a case of wine valued at £250 toward their ship and got off with 12 months' conditional discharge.

Of all the ships under construction or on order in the world it is estimated that the British yards have about 42 per cent. but recently the number of new ships laid down has decreased owing to steel shortage.

Several Continental shipmasters have been fined in British ports for regarding compulsory pilotage as "a mere formality" if they are willing to pay the pilot's fee, pleading that such is the rule in many Continental ports.

The Argentine whaling company De Pesca is in serious financial difficulties owing to the currency restrictions which have been imposed on sales of whale oil to Britain, Holland, etc., and the new factory ship "Juan Peron," recently built by Harland and Wolff, has been impounded.

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Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.

Most of us have wandered in our service days among the isles and reefs of the tropic seas; most of us have had first-hand experience of their armed and flapped tribes. Robert Gibbings, from his canoe and from the glass face of his diving helmet, reintroduces them to us not only in pictures well drawn, but in simple, clear text and with all the exactitude of the scientist.

But it has all been done before, some may say, is there a lagoon or shoal in the tropic seas still left unsailed and unsung by some globe-trotter or trader, sailor or scientist, or what not? And we say, with them, quite probably there is not. But then, of course, few if any of those who sailed them have been of the Robert Gibbings type of discoverer. Few have come to closer terms with the gay, bizarre life-forms of the sea than has this artist-author cum naturalist in his explorations above and below water among his aquatic surroundings.

For the strange underwater life of the coral reef, the lagoon and the stoll is the world of this famous artist-bent on adventure and enquiring in the deeps.

We go from London to Bermuda, to Tahiti, to the Red Sea; east of Suez, we explore drowned valleys and ocean caves, visit the Marine Research Station at Gharadaq, read the Depositions of Mr. Ming of Cooper's Island, meet with Blue Angels and Yellow Grunts, Sergeant Majors, Devilfish and Dolphins, Trigger Fish and Porgies, Four Eyes and Demonselles. Robert Gibbings was probably the first artist ever to draw actual pencil drawings of the inhabitants of the sea under water.

Here he is with his diving helmet on, under water in the Red Sea:

"The water was cooler than I expected, and the deeper I went the colder it became. Even in my descent of a few fathoms I could notice at least three distinct changes of temperature. Twenty minutes seemed the maximum time which could be spent below without chill, but what crowded moments they were!

"Besides the multitudinous hard corals which branched around me there were the aicyanata whose delicate tasselled heads formed bell-like flowers as they opened and closed in their search for food. In among the crevices of the dead coral were giant anemones, among whose tentacles might be discovered a small fish with conspicuous white bars across its bronze body, which, either by long habit or by 'gentleman's agreement,' has gained immunity from the stinging cells of its host. Living as it does under cover of such a battery, it achieves a greater security from its enemies than if independent on its own resources. In order to repay the hospitality granted, it makes its business to dart from cover and endeavour to lure or drive any passing stranger within reach of the tentacles."

Robert Gibbings, who was born in Cork in 1889 and educated 'mid the snipe bogs and trout streams of ulster, and who was—and, so far as this reviewer knows, still is—a Lecturer in Wood-engraving and Typography at Reading University, England, has a passion for tropical islands, and finds sketching under the sea the most effective way of drawing fish and corals if one would capture their natural appearance and habits. As he says in his chapter devoted to leaves and Typography at Reading University, England, has a passion for...

Eighty-two R.A.N. National Service trainees—the first to be given their initial shore training in N.S.W.—embarked in the frigates "Murchison" and "Shoalhaven", and sailed recently for the north.

For most, it will be their first trip to sea—and it may result in them seeing the Monte Bello Islands atomic bomb tests.

"Murchison" and "Shoalhaven" were accompanied by the frigates "Mackay", and the submarine "Thor". They will rendezvous with the carrier "Sydney" and the destroyer "Tobruk" in the area of Manus Island.

Official Naval sources say the frigates' subsequent programme has "not yet been decided."

It is expected they will accompany "Sydney" and "Tobruk" on their cruise down the west coast and take part in the Navy screening of the Monte Bello atomic tests.

Sixty-three of the trainees joined "Murchison" and 19 "Shoalhaven". All are 18 or 19 years old.

For the past five weeks they have been in training at H.M.A.S. "Penguin", the Navy shore establishment at Balmain. All were given leave until midnight on the last night. Most are from N.S.W.

The Minister for the Navy, Mr. McMahon, has said that trainees called up in N.S.W. earlier did their training at Flinders naval depot, Victoria, because facilities at "Penguin" were then not ready.

Pictures show: Above—Recruit Seaman Henry Lekano and Barneys collect their liberty passes from their instructor, Able Seaman W. A. Kerr. Left—Recruit Seaman Lekano and Henry make a dash for the leave bus at the Depot gates.
EX-NAVAL MEN'S
Association
of Australia

(Federal Council.)

At the last Federal Conference, held at Brisbane, all States' Delegates agreed that the Association's Constitution was considered to be in need of urgent revision, and the Delegates gave the Federal Council the necessary power to proceed with the task of re-drafting the various amendments and implementation of the latest rules. Steps are now being taken by Federal Council, with the cooperation of Mr. J. P. Watson (N.S.W. State Councillor) to carry out a re-draft of the Constitution, so that it will be ready for presentation to the next Federal Conference. It is intended to greatly reduce the number of rules and to make these as concise and as easily understood as possible; so that officials of Sections and Sub-Sections can carry out their duties with extreme regularity, without having to refer to a cumbersome document issued by the Federal Executive. Although minor errors in the method of rendering periodical returns of the Associations may have occurred, there should be no excuse for not sending correspondence to the Federal body promptly.

Federal Council, at its August meeting, directed the Secretaries to send a letter of thanks and appreciation to the Hon. William McMahon, M.H.R. (Minister for the Navy) for his ready assistance to members of the Association, in helping them to overcome a few of the anomalies that appear in Service matters.

Western Australian State Councillor reports the result of the election to office of the following members to the Navy Club, Fremantle:—Mr. W. J. L. Bell (President), M. Bird (Immediate Past-President), G. J. Rankin (Vice-President), L. Jardine (Secretary), J. C. L. Thomas (Vice-President), L. Mullens (Secretary), T. J. Triplet (Secretary), R. D. Little, G. Owen, J. Rankin and J. Triplet. It is expected that the Annual State Conference of Western Australia will be held at the Navy Club sometime during September.

Late transfers noted are:—Commander S. R. Symonds from Adelaide S.S. to Fremantle; and R. J. Phillips to Esmond; G. Fairy and O. Hill from Perth S.S. to Victoria Park; M. Hartropp from Melbourne S.S. to Heidelberg and A. Macdonald to Penrith. E. S. Johnson of Northern Suburbs (Sh. Aust.) to Port Adelaide; R. Banks from Sydney S.S. to Northern Suburbs (N.S.W.) and L. W. R. Rogers from H/Quarters S.S. to Canterbury-Bankstown S.S.

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OVERLOADING OF MERCHANT SHIPS AND DECK CARGO.

In the British House of Commons, February 14, 1951, Mr. P. S. S. Awbery, Socialist Member for the constituency of Bristol Central, asked the Minister of Transport if he was aware that the maximum fine that could be imposed for overloading a ship was frequently less than the extra profits made by carrying the illegal freight, and if he would take steps to prevent profiteers being made by breaking the law.

The Minister replied that he was aware of the circumstances to which the hon. member referred. Maximum penalties for the overloading of ships were prescribed in the Merchant Shipping Safety and Load Line Conventions Act, 1932, and legislation would be required to change them.

"During recent months," he continued, "my department has initiated a number of successful prosecutions, and I hope that the watch which is being kept in our (U.K.) ports, and the action which is taken when ships are found to be overloaded, will themselves prove to be effective deterents. I will keep the matter under close review."

The Minister was also asked if he was aware of the danger to life and vessels when large timber deck cargoes were being carried, and if he would take steps to revise the regulations, made twenty years ago, regarding such cargoes. To this question the Minister, in a written reply, said:

"Conditions governing the stowage of timber deck cargoes, and the assignment of timber load-lines, were laid down internationally in the Load Line Convention of 1930, and I have evidence that the regulations made to apply to those conditions are in any way inadequate. These regulations, like all others, are based on an assumption that the safety of life at sea is, however, kept constantly under review.

It must be apparent to all that the standards of the regulations for all different classes of ships should be set as high as possible.
HELI OPT E R S TO CARRY 100 PERSONS.

A message from Washington (U.S.A.) on July 31 stated that helicopters carrying 100 persons might be in use in another ten years. The statement was based on a prediction by Igor Sikorsky, famous Russian-born inventor of the helicopter. In the future, Sikorsky is stated to have said, helicopters will be driven by gas turbine engines. The 100-passenger helicopter will probably be designed for two such engines and will fly between 100 and 150 m.p.h. The largest helicopter in service at present carries ten passengers and a crew of two.

JET PLANES SET OFF FIRE ALARMS.

An Australian Associated Press message from San Francisco on July 8 stated that two Sabre jet fighter planes set off 100 private burglar and fire alarms, broke a window, and caused mysterious explosive sounds when flying over the city during that day. The jets did it by pulling out of power dives at about the speed of sound and setting off "sonic explosions," explained a U.S. Air Force spokesman.

BRITAIN DEVELOPS GUIDED ROCKETS AT 2,000 M.P.H.

Britain has developed guided rockets that travel at 2,000 miles per hour and reach heights far beyond the ceiling any bomber is likely to reach for many years, the British Minister of Supply, Mr. Duncan Sandys, disclosed in London on July 26. Mr. Sandys added that the rockets could "twist and turn with four or five times the manoeuvrability of a fighter aircraft. These rockets can be steered, or, better still, can steer themselves, through the air with great accuracy. They are capable of altering course as they would have to do to intercept aircraft taking evasive action." From all accounts the missile can attain 2,000 m.p.h. within a few seconds.
Out of the Sea...

STEEL industry engineers pushed back the sea to establish a new industrial centre at the iron ore port of Whyalla on the western shore of Spencer Gulf, South Australia. A tidal swamp has been transformed by B.H.P. enterprise into Australia's largest shipyard, which has launched 142,560 tons of merchant shipping since 1942, a modern blast furnace plant, and a deep-water harbour.

With industry came people, and a modern town was planned and built. In ten years, Whyalla's population rose from 1,200 to 8,000. With its fine modern homes and civic amenities, Whyalla is a living, growing symbol of Australian enterprise... another and outstanding instance of the nation-wide contribution the steel industry is making to the development of a better Australia in which to live and work.

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