Ex-Naval men of the Permanent Naval Forces (R.A.N.) up to age of 45 years and with a minimum of 3 years' service may be enrolled in the R.A.F.R. providing period between date of discharge and date of enrolment does not exceed 5 years.

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

Annual training is 7 days each year if enrolled within 12 months from date of discharge, or 14 days each year if enrolled after 12 months from date of discharge.

Pay and allowances during training will be at R.A.N. rates and, in addition, a retainer of £21 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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SUNSHINE, VICTORIA
The new "Triangle" bomber — the Avro A698 — is being described by Britain's aircraft constructors as a British aircraft, reducing wing-loading and providing increased space for fuel and payload, which would give it "a considerable degree of immunity" from ground and air defences, Mr. Sandys added.

In an addendum to Mr. Sandys statement, the managing director of the constructing company, Sir Roy Dobson, of A. V. Roe and Co. Ltd., declared: "The Avro bomber flies faster, higher, and further with a bigger load more economically than anything else in the world. Every claim and theory we have advanced in favour of the Delta design has been conclusively proved."

The test pilot of the Avro, Wing-Commander Roland Falk, said after the flight: "I am very happy with the aircraft's performance generally."

A photograph of the new aircraft shows the "flying triangle" bomber — the Avro A698 — made a successful 15-minute maiden flight over the field.

Indeed, apparently — and on good grounds — the Avro A698 has been accepted even before the aircraft made a successful 36-minute maiden flight over the field. The four jet engines are buried well in the roof of the wing. The new plane is, of course, for use by the R.A.F.

Britain now has six super-priority production jets. These machines are the:
- Vickers Valiant, a four-jet bomber claimed to be the most formidable weapon of war in its class.
- Gloster Javelin Delta-wing twin-jet fighter and "atom-bomber destroyer," said to be unchallengeable by any fighter in the world in radar-detection range and manoeuvrability as well as speed, climb and altitude.
- Hawker Hunter — the fastest fighter in level flight it is now flying.
- Supermarine Swift, which, like the Hawker Hunter, is of the swept-back-wing type.
- Fairey Gannet, a turbo-prop plane for Naval operations, hailed as a new "submarine killer."
- Canberra twin-jet bomber, which is claimed to be the highest-altitude medium bomber in the world, and which is now being produced for the Royal Australian Air Force and the United States Air Force.

Complementary to all this, we are in a position to state that, from information supplied by the Admiralty News Summary, several new types of Naval aircraft recently carried out deck landing trials on board H.M.S. "Eagle." These were the Fairey Gannet (Armstrong Siddeley "Double Mamba"), the De Haviland Sea Venom (D.H. "Ghost"), the Hawker Sea Hawk (Rolls Royce "Nene") and the Hawker P.1052 (Rolls Royce "Nene").

The first two were prototypes and had landed on the deck before the Sea Hawks were produced and made a large number of catapult launches as well as landings. The Hawker P.1052 and the Supermarine 508 were making their first deck landings.

The P.1052 is a swept wing version of the Sea Hawk and is used for aerodynamic research. The purpose of landing on this aircraft (the "Eagle") was to give the test pilot a feel of experience of deck landing swept wing aircraft. Lieutenant Tom Innes, R.N., made the landing on May 17, and subsequent take-offs and landings were shared between him and Lieutenant A. R. Facer, R.N., both test pilots at the Royal Aircraft Establishment at Farnborough.

The "free" (unassisted) take-offs were remarkable for the short run required, and the landings for the "tail-down" attitude on the approach.

The Supermarine 508, a prototype and the production model will be a better version with its unusual "butterfly" tail, it will be remembered by those who saw it at the 1951 Society of British Aircraft Construction Display. Flown by Mr. Liddell, the test pilot, it made its first deck landing on May 18. A number of free take-offs and landings was made. Its quick take-offs and phenomenal climb were conspicuous.

In addition, and finally, while the spectacular planes of war are commanding, quite properly, the major attention, much admiration is also being bestowed on Britain's amazing airliner, the De Haviland Comet. This aircraft has built Britain four years ahead of the world in jet passenger transport.

MODERN ACCOMMODATION IN MERCHANT NAVY SHIPS.

In the course of a commentary in a recent issue of the "Merchant Navy Journal," Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers' Union, pays striking tribute to the high water mark reached by some shipping companies in the provision of accommodation in many Merchant Navy ships.

"One of the most striking of all developments in the [British] shipping industry over the past ten years," he writes, "has been the improvement in standards of accommodation for British seafarers.

"He cites the case of the tanker "Cresta" (16,636 d.w. tons), built by the Greenock Dockyard Co. Ltd., for the Hadley Shipping Company. A suite of rooms is provided for each senior officer, whether navigating or engineering, which comprises a bedroom, a day room, and a toilet. It is interesting to note that the chief, second, and third engine officers' accommodation is at the far end of the upper poop deck, and is a self-contained section. The saloon and the smoke rooms for the officers are arranged at the far end of the poop. The saloon is fitted out with electric washing, drying, and ironing machines, and a large drying room.

Mr. Donald Thomson acknowledges that the vessel during the trials on the invitation of the Company, and therefore he can speak with personal knowledge of the high standard of accommodation provided for the whole of the personnel serving in the vessel. Only by personal examination can one realise the full effects of the comforts provided.

"Over and above the personal comforts, there are the latest facilities for navigational purposes, including Sonar, Decca Navigator, Echo-sounding, Direction Finder, etc. In general, seafarers and shipping officials are without reservation to appreciate the efforts that are being made in British ships to make life at sea more attractive to those who follow it."

If the drift from the sea is to be fully arrested, he probably before anything else, will be the improvement of its accommodation.

"Mainbrace," the N.A.T.O. powers' big exercise for maritime forces, both sea and air, ended towards the end of September when the largest number of warships since World War II was located in Northern waters.

Many of the ships, including H.M.S. "Eagle," the U.S.S. "Wisconsin" and other vessels representing seven of the eight nations concerned, were the Thirty-day defensive manoeuvres, entered Oslo Harbour, where an exercise critique was held on board H.M.S. "Eagle." At the same time other British warships which had taken part in the exercise proceeded to visit Denmark and Sweden and other Norwegian ports, and many United States ships visited ports in the United Kingdom.

The exercise was attended by some of the officers of the eight nations—Belgium, Canada, Denmark, France, the Netherlands, Norway, the United Kingdom and United States. A total of more than 17,000 personnel were assembled in the Oslo area.

High ranking Officers present included Admiral Lynne D. McCormick, U.S.N., Supreme Allied Commander, Atlantic, and General Matthew B. Ridgeway, Supreme Allied Commander Europe, both of whom had manned joint forces available for the exercise: Admiral Sir Patrick Bradfod, of the Royal Navy, Commander-in-Chief Allied Forces Northern Europe, who conducted the exercise; and many subordinate commanders among whom were Admirals Sir George Creasy, Commander-in-Chief Allied Forces Northern Europe, and Admiral Sir George Creasy, Commander-in-Chief Eastern Atlantic; Air Marshal Sir Alick Stevenison, Air Commander-in-Chief Eastern Atlantic; Vice-Admiral Felix B. Stump, U.S.N., Commander U.S. Seventh Fleet, Rear-Admiral J. H. F. Crombie, Royal Navy, Commander Northern Sub-Area; Rear-Admiral G. W. G. Simpson, Royal Navy, commanding all submarines; Air Vice-Marshal H. L. Lyford, R.A.F., commanding shore-based aircraft in the Northern Sub-Area.

Most of the 160 ships taking part in "Mainbrace" assembled in the Clyde and the Forth before the exercise began. It was the biggest assembly of operational warships in these areas for many years.

Over half of the ships were in the Clyde, where Admiral Creasy flew his flag on H.M.S. "Vanguard" before transferring to the Maritime headquarters at Pitreavie from where he controlled the ashore operations.

Vice-Admiral Stump was in the U.S.S. "Wisconsin" and Rear-Admiral A. D. Doyle, U.S.N., who commanded the aircraft forces consisting of the U.S. ships "Midway," "Franklin D. Roosevelt," "Wasp," and "Intrepid," H.M.S. Ships "Eagle," "Illustrious," "Theseus," a H.M.C.S. "Triumph," and H.M.C.S. "Magnificent," was in the "Midway." Commonwealth cruiser forces included H.M. Ships "Swiftsure" and "Superb," H.M.C.S. "Quebec" and H.M.N.Z.S. "Belle"; the "Bellona" was carrying out a cruise in British home waters. There were in all more than 80 Commonwealth ships of various types concerned in the exercise.

The maritime sea and air forces in "Mainbrace" operated in support of land and air forces in Northern Europe, where it was assumed that "enemy" land forces had occupied certain territory. Air power played a very important part, and the mobility of the carrier forces enabled them to carry out a great variety of tasks.

The carrier aircraft operated in support of the Fleet, to keep the shipping lanes open, and to back up land, air and sea forces in Northern Europe. Land-based and flying-boats operated from bases in the United Kingdom and Norway to support the Fleet by carrying out anti-submarine and reconnaissance patrols.

Under attack by submarines and aircraft, the Carrier Task Force sailed North from Scotland, encountering heavy seas and winds of gale force which for a time stopped the operation of carrier aircraft. This force operated in support of the land operations in Northern Norway, where cruisers and destroyers bombarded the Lofoten Islands. Simultaneously, the American, British, Norwegian and Danish light forces operated in the Baltic.

When the situation in Northern Norway had been stabilised an amphibious landing was made by a reinforced battalion of United States Marines, numbering more than 1,000 men. The force was transported from the United Kingdom under the command of Rear-Admiral Rufus E. Roed, U.S.N., in his flagship the U.S.S. "Mount Olympus." Here again weather took a hand in the proceedings. It caused the amphibious force to use an alternative landing beach instead of that originally favoured.

The landing was made on Jutland and was unopposed, but during the ship-to-shore movement the Marines were subjected to simultaneous attacks by aircraft, and further hazards were provided by submarines, coastal forces and mines. But as went ashore they were supported by hundreds of carrier-borne aircraft.

The lessons of Exercise "Mainbrace" will be studied for many months by all the nations concerned, but one of the most important features which immediately emerges is the remarkable collaboration which took place among all the forces concerned in its many phases; in ship-versus-ship actions; in air actions in support of military forces ashore; in submarine attack and counter-attack; in mine-laying operations; in minesweeping; in raiding by fast cruisers in support of convoys; in bringing...
raiding cruisers to battle, etc. Lawrence Kemeyes, family of Cefn Mably House, Michaelstone, near Cardiff, and the earliest record usually quoted of him is his command of the “Gallego” under Sir Walter Raleigh during his voyage to Trinidad and up the Orinoco in 1595. Next year he was sent by Raleigh in the Darling to continue the exploration and brought back glowing accounts of the wealth of the country. He seems to have shared for a time Raleigh’s imprisonment in the Tower in 1603, and was foremost in urging the undertaking of the ill-fated expedition of 1618.

The Lodgestone is mentioned in an inventory of the possessions of the Kemeyes family in 1630, and has been handed down in the family to the present representative, who has so generously allowed this national treasure to be exhibited at Greenwich. This lodestone is approximately 1 in. by 1 in. by 1 in., and is believed to have been reset in silver about 1700. It is of the type formerly carried by seamen when on long voyages in order to "retrain" the compass needles when they became demagnetised. This is an extremely strong one, having a magnetic moment of 1900 c.g.s. units, i.e., approximately equivalent to a bar magnet 8 in. long and 1 in. diameter.

As circumstances dictate. Weather may well interfere with the exact performance of pre-arranged plans for operations, but conditions forces are not the slaves of weather, as those which are experienced may well be. That is one of the really valuable aspects of exercises such as Mainbrace."

The Navy

The Lodgestone, which is a bar magnet 8 in. long and 1 in. diameter, was used by sailors on long voyages to retrain compass needles that had become demagnetised. The Lodgestone was exhibited at Greenwich.

Her Majesty’s Survey Ship “Challenger” recently arrived at Portsmouth after a two-and-a-half-year voyage round the world, during which a distance of 75,000 miles has been steamed. The “Challenger” left Plymouth on May 1st, 1950, with instructions to extend the knowledge of the configuration and constitution of the deep oceans and to carry out normal survey work at specific places removed from the working areas of the regular foreign survey ships.

The eighth ship of the name, built at Chatham in 1931 as a fishery research vessel, was taken over by the Admiralty still under construction. Since 1932 she has been employed continuously on surveying and oceanographical duties in all parts of the world, from Labrador to the Far East. The ship is 250 feet long and of 1,400 tons displacement. She carries a crew of 98 officers and men under Commander W. Ashcroft, D.S.C., R.N. Included in this total are three scientists led by Dr. T. F. Gaskell. Seventy-four of the present ship’s company have been with the ship since leaving England.

The “Challenger” has modern echo-sound gear for deep ocean surveying, and, in addition to bottom sounders, was equipped with echo-sounders for investigating the top few inches of the sea floor, and with bottom sounders. An echo-sound system was developed by Cambridge University Department of Geodesy and Geophysics for deep water investigation. Regular observations are also made of sea-surface temperatures, surface plankton, magnetic variation, and of any interesting natural phenomena such as bird life. After a winter spent in Japanese waters, during which a survey was made of Ominato harbour, the ship sailed via Hong Kong, Singapore, the Sunda Straits, Colombo, Seychelles and Aden. Experiments were carried out en route, and two months were spent in the Mediterranean areas where gravity measurements have been made in the past. A final set of observations was made in the Atlantic during the 16-day run from Gibraltar to Portsmouth.

H.M.S. “Challenger” has followed the 1872-76 cruise of the well-known oceanographical ship of the same name. The old “Challenger” laid the foundation for modern studies of the oceans, being the first ship to...
TRAFFALGAR DAY CELEBRATIONS
COLOURFUL DISPLAYS AT MELBOURNE AND SYDNEY.

Was there ever a more traditional victory in British Naval annals than that of Trafalgar? Vice-Admiral Lord Nelson, in destroying the combined French and Spanish fleets, just went on victoriously being victorious, and, in so doing, paved the way for the ultimate defeat of Napoleon on the Spanish Peninsula and at Waterloo, thus saving not only Britain from invasion, but also all Europe from continued and utter subjugation.

It was a battle of undying renown for British Naval arms and men. All the world knows the story. The historic signal flown from the masthead of the "Victory" had indeed been obeyed.

But victories so great are rarely won without losses of corresponding magnitude: Nelson in his greatest hour of victory lay dying on the deck of his famous flagship.

Yet what an inspiration that heroic death and that famous victory has been to British arms and men. The traditional fighting spirit of Nelson still goes on undimmed and unfailing in the ships and men of the Royal and Commonwealth Navies.

British fighting spirit is unquenchable and unbreakable.

To commemorate the Battle of Trafalgar, which took place on October 21st, 1805, the Royal Australian Navy, on Saturday, the 18th October, presented a Trafalgar Day display at the Garden Island Naval Base, Sydney, which was open to the public. About 33,000 people attended, a large proportion being children. They streamed into the base from "bus, car, ferry and on foot. The displays were varied and many. Probably the most exciting was that by H.M. Submarine "Tactician," when she submerged in the Captain Cook Dock, demonstrating her Snorkel breathing apparatus. While the submarine was submerged, two crew members used her escape gear.

H.M.S. "Australia" and four R.A.N. ocean-going minesweepers, "Waga," "Coonta Mundra," "Colac" and "Cowra," were open to visitors. The R.A.N. boom defence vessel "Karangai" was on view in the Captain Cook Dock.

The other main attractions at the celebrations were:

- Two sailor's hornpipe performances by members of the W.R.A.N.S. on a barge in the dockyard.
- An aquatic display by Navy personnel and members of the Garden Island Swimming Club.
- A demonstration of firefighting on a burning aircraft with high-pressure foam hoses.
- Navy divers working under water.
- Rides high over the dock in two 50-ton cranes.
- A demonstration of air-sea rescue with radio conversation from a fighter plane amplified over a public address system.
- Displays of Naval equipment. The celebrations were attended by the Minister for the Navy (the Hon. William McMahon), Rear-Admiral H. A. Showers, Flag Officer in Charge, N.S.W., conducted the Minister around.

Earlier in the day, Navy personnel, Sea Cadets, Sea Scouts, and Sea Rangers paraded through the city streets and laid a wreath on the Cenotaph. The parade left the Cenotaph and swung into Martin Place along Hunter and Elizabeth Streets.

The annual Naval Thanksgiving service was held at Garden Island chapel at 10.45 a.m. on the following morning, Sunday, 19th. The preacher was the Port Chaplain, Rev. J. A. Wilson.

Offices and men of the Royal Australian Navy and the Merchant Service also attended the annual commemorative service at St. Andrew's Cathedral. The house flags of many of the merchant shipping companies were carried in procession and placed in the Sanctuary at the Cathedral. The lessons were read by Rear-Admiral C. J. Pope and Sir James Bisset.

Official representatives included the Minister, the Hon. William McMahon, the Captain of H.M.S. "Australia," Captain J. C. Norrie, and Captain F. J. Murchison, of the Marine Service Board.

The Trafalgar Day ceremony by the R.A.N. in Melbourne was watched by about 30,000 people. The Governor of Victoria, Sir Dallas Brooks, with the First Naval Member, Vice-Admiral Sir John Collins, took the salute at the march past. Officers and ratings of Flinders Naval Depot took part in a fine display of Naval arms and work.

(Continued from page 9)

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(Continued from page 9)
ENGINEER M.N. EXAMINATIONS

In a notice to shipowners, shipmasters and candidates issued by the Maritime Ministry of Transport in London (No. M339), details are given of the manner in which the regulations relating to the examination of engineers for the Merchant Navy are modified in consequence of the introduction of the alternative system of training. The amended regulations will be incorporated in the next edition of the regulations (Exn. 1a), but will come into force immediately (Acre, 9.6). The details referred to are given hereunder and are as follows:

1. Full Time Students in Mechanical Engineering.— Paragraphs 16, 19 and 20 of the regulations will be amended so as to provide that candidates who have completed an approved full-time course of study of at least three years (see paragraph 62) will be required to spend a minimum of 21 months' service up to a maximum of nine months, providing the individual periods of such training are of not less than one month's duration. Periods up to an aggregate of six months may be spent in a works apprentice training scheme for fitters and turners, or on similar training in technical school, or college, or university workshops. Subject to this, vacation periods must be spent on the fitting and erecting, erecting or repairing of machinery of a suitable size, either in the works or outside of the type normally approved by the Ministry under paragraph 16 of the regulations.

2. Suitable workshop training carried out during technical school, or college, or university vacations must be allowed to count towards the required 21 months' service up to a maximum of nine months, providing the individual periods of such training are of not less than one month's duration. Periods up to an aggregate of six months may be spent in a works apprentice training scheme for fitters and turners, or on similar training in technical school, or college, or university workshops. Subject to this, vacation periods must be spent on the fitting and erecting, erecting or repairing of machinery of a suitable size in accordance with paragraph 16 of the regulations. Paragraph 19 of the regulations, which relates to the reckoning of workshop service performed during vacations, will be amended by the substitution of "one month" for "four months."

3. Sea Service Requirements. — (a) Day work at sea. The scope of paragraph 31 will be extended in such a way as to enable day work performed at sea other than that carried out within the engine and boiler rooms of a ship, or by a ship's engineer, to be accepted for a second-class certificate, provided it is engineering work of a suitable nature. Such work is, however, to be conducted under the superintendence of an officer and the maximum allowance under this paragraph will remain at six months.

(b) Remission of sea service. — Paragraphs 48 and 49 of the regulations will be amended to allow three months' remission of sea service for both second- and first-class certificates to those candidates who, before commencing their qualifying sea service, have passed the examination for a second-class certificate or who have secured a qualification comprising off-duty wholly or in part from the time of the examination for a second-class certificate. The minimum periods of actual sea service required for the obtaining of second- and first-class certificates will, however, remain at six months, and such candidates will be allowed no further remission of sea service. Under these paragraphs for time spent at sea or college.

The details in question end here. However, in further connection with this subject, it is possible that there may be some points of doubt, and in the event of any doubt, the applicants are requested to point to the fact that, each year, awards of parchments and cheques are made by the Navigating and Engineer Officers' Union to the two engineer officers who obtain the highest marks in the British Ministry of Transport's examinations for Extra First Class certificates of competency respectively. These awards are made possible by a legacy left for the benefit of engineer officers. The awards are presented to the winners in the N.E.O.U.'s Head Office at London, this year the presentation was personally made by Lord Winster, President of the N.E.O.U.

Salvaging Sunken Floating Dock.

Operations are at present under way by the British Admiralty Salvage Organisation to raise the Admiralty Floating Dock No. 9 at N. E. O. U. H.Q., which sank at Spithead in the early months of World War II. The work is being carried out on behalf of the British Iron and Steel Corporation (Salvage Ltd.).

If no unforeseen difficulties are encountered, it is hoped that the Dock, which has a lifting capacity of 50,000 tons, will be raised this year.

If this proves possible, every effort will be made to prepare the Dock for towing to the United Kingdom before the start of the monsoon season next year. A preliminary survey was carried out from a Bar class vessel under the direction of Mr. R. T. Brannam, an Admiralty Boom Defence and Salvage Officer.

To assist in the raising attempt the Royal Fleet Auxiliary "Salvator" has arrived at Singapore from Portsmouth, England, and Mr. C. L. Black, O.B.E., the British Admiralty Salvage Officer, has also arrived recently to direct the planning and initial organisation.

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October, 1932.
NEW BRITISH ANTI-SUBMARINE AIRCRAFT

The British Admiralty has announced that a new anti-submarine aircraft, the Avro Shackleton Mark II, has passed its first flights. The aircraft, powered by four Rolls-Royce Griffon engines, and carries a crew of ten. The wingspan is 120 feet.

"SWIFTSUIRE" ESCORTS H.R.H. THE DUKE OF EDINBURGH

H.M.S. "Swiftsure" (Captain Sir R. W. Stirling-Hamilton, Bt.), wearing the flag of Flag Officer Flotillas (Home) Rear Admiral W. G. A. Robson, D.S.C., acted as escort and guard ship to His Royal Highness The Duke of Edinburgh, K.G., during his visit to Helsinki for the Olympic Games.

SUNKEN GERMAN SUBMARINE PACKED WITH FOOD AND SKELETONS

A German submarine sunk by the Royal Air Force during the last war in the Little Belt just before V.E. Day was found by salvors to be packed with food and to contain a large number of skeletons. It is thought that the skeletons are those of prominent Nazi officials.

BRITISH SQUADRON'S EAST AFRICAN CRUISE

Ships of the British South Atlantic Squadron were returning to Simonstown at the end of July after a cruise on the East Coast of Africa. The ships taking part were the cruiser "Bermuda," wearing the flag of the Commander-in-Chief South Atlantic (Vice-Admiral Sir Herbert Packer, K.C.B., K.B.E.), and the frigates "Aracoel" and "Nereid." Among ports visited were Durban, East London, Port Elisabeth, and the Portuguese East African port of Lourenco Marques.

R.N. HOSPITAL SHIP ORDER CANCELLLED

The British Admiralty has confirmed that the order it placed for a 10,000-ton hospital ship has been cancelled. The vessel was to have replaced the Royal Navy's present hospital ship "Maine," 7,515 tons, now in Korean waters, and was expected to cost about £2 million. It was being built in the Clydeyard yard of Barclay, Curle, and Co., of Whiteinch, Glasgow. In a reply to a Parliamentary question the First Lord of the Admiralty, (Mr. J. P. L. Thomas) has stated that the order was cancelled because of the need at the present time to devote the limited resources available to improving the fighting efficiency of the Royal Navy.

U.S. DESTROYERS COLLIDE

Two United States destroyers collided 50 miles off San Diego on the California coast on August 13, but both were able to head for port under their own power and were only slightly damaged.

R.N. PARTY BOARDS SHIP IN ATLANTIC

Reuter's correspondent in Gibraltar reported on September 8 that a British corvette sent an armed boarding party on to the British steamer "Athelduke" in the Atlantic after the master had radioed for help in quelling trouble aboard. The steamer, escorted by the corvette, arrived at Gibraltar on September 6. It further stated that court charges were about to be taken against seven British members of the "Athelduke's" crew of having assaulted the master and his officers.

FIRST R.N.V.R. PILOTS' FIRST FLIGHT TO KOREA

Three pilots of the Royal Naval Volunteer Reserve are probably by now operational sorties against enemy targets in North Korea. The pilots are members of a regular R.N. squadron in the Far East. They constitute the first R.N.V.R. pilots to undertake flying duties in the Korean war zone, and they will serve with No. 803 Squadron embarked in H.M.S. "Ocean" for about six months. In June last the Royal Navy took control of No. 1832 Squadron to make the 1,500 miles flight from U.K. to Malta for fourteen days' training in the Mediterranean, where sorties were flown against attacking forces in Exercise Beehive II (fully reported in September issue of this Journal) in which five N.A.T.O. nations took part.

U.S. WARSHIPS VISIT YUGOSLAVIA.

The United States Navy heavy cruiser "Salem," 17,500 tons, flying the flag of Vice-Admiral J. H. Cassady, Commander of the U.S. Sixth Fleet in the Mediterranean, and five other American warships anchored off Split, Yugoslavia, on September 11, for a four-day courtesy visit. Marshal Tito and Admiral Cassady met on September 12.

CIVIL LORD VISITS R.N. AIR STATIONS.

The Civil Lord of the British Admiralty (Mr. S. Wingfield Digby, M.P.) visited Royal Naval Air Stations in Scotland recently. He first went to the R.N. Air Station at Lossiemouth to inspect work now proceeding to enable the station to carry out operational flying training with the Navy's new types of jet aircraft. Important progress is also being made in the provision of married quarters. About 200 houses have been completed and others are under construction. Later, Mr. Wingfield Digby visited the Royal Naval Air Station at Milltown.
LOS OF THE FRENCH SUBMARINE "LA SIBYLLE"

Admiral Lambert, Maritime Prefect of the naval port of Toulon, said on September 27 that the loss of the French submarine "La Sibylle," which dived and failed to surface during exercises in the Mediterranean on September 14 with the loss of her total complement of 48, had been attributed to a breakdown of the diving rudder. Wreckage floating on the surface indicated that "La Sibylle" was crushed to pieces by the weight of the great depth of water into which she sank. "La Sibylle" was one of four submarines lent recently to the French Ministry of Marine by the British Admiralty. As H.M.S. "Sportman" she had a fine record in the Mediterranean during the war. She sank a 38,000-ton enemy supply ship and damaged a 12,000-ton tanker on her first patrol.

H.M.S. VISITS ISTANBUL.

Two aircraft-carriers, a cruiser and destroyers arrived at Istanbul (known still to many people as Constantinople) for a six days' visit during the British Mediterranean Fleet's recent summer cruise, but the visit was curtailed when precautionary redispersions of ships were made following the loss of her total complement of 48, had been attributed to a breakdown of the diving rudder. Wreckage floating on the surface indicated that "La Sibylle" was crushed to pieces by the weight of the great depth of water into which she sank. "La Sibylle" was one of four submarines lent recently to the French Ministry of Marine by the British Admiralty. As H.M.S. "Sportman" she had a fine record in the Mediterranean during the war. She sank a 38,000-ton enemy supply ship and damaged a 12,000-ton tanker on her first patrol.

H.M.S. "CEYLON" RELIEVED BY H.M.S. "NEWCASTLE"

H.M.S. "Ceylon" (Captain G. A. Thring, D.S.O., R.N.) has left Korean waters to refit at Singapore after returning to the East Indies Station. She has been relieved by H.M.S. "Newcastle" (Captain W. F. H. C. Rutherford, R.N.).

H.M.S."Ceylon" is the veteran British ship of the Korean war.

In two years she has served in the Far East, the "Ceylon" spent 470 days at sea in the war area and steamed, more than 80,000 miles. Her six-inch guns have fired nearly 70,000 rounds at the enemy on both coasts of Korea, as far north as Chongjin on the 42nd parallel on the East coast and Sonchon on the West coast.

The "Ceylon" entered the war in August, 1950, with the standard of the Argyl and Sutherland Highlanders flying from the peak and the Argyl's Pipeband playing from "Y" turret as the ship landed the first British troops on Korean soil at Pusan. The 1st Battalion of the Argylls had been carried from Hong Kong. It was a tight squeeze to get them all into the ship, but the soldiers' comfort was ensured by the order "Every Jack looks after one Jock."

The "Ceylon" took part in the Inchon landings, the siege of Wonsan, and gave powerful support in operations to retain the West Coast islands. She alternated in the duties of senior ship on the West Coast, mainly with H.M.S. "Belfast" and with H.M.S. "Kenya." She liberated and brought medical and other assistance to many of the islands. On one of them, the ship's company laid out a soccer pitch.

Royal Marines from H.M.S. "Ceylon" carried out the first raid on the West Coast well behind the enemy lines. They subsequently made a number of successful coastal raids, two in collaboration with the ship's company of the New Zealand frigate, "Rototiti."

These pictures, taken on board H.M.A.S. "Coles" in the North Sea, show ships of the Royal Australian Navy's ocean minelaying flotilla at work. ABOVE: With H.M.A.S. "Coles" in the North Sea, showing the line to swing one of the floats over. The floats keep the sweep from sinking. ABOVE (Right): The float in the water. The float is swung away from the minelaying craft. The picture BELOW (Right) shows one of the floats with "shark's teeth" decorations added by crew.
The Shaw Savill Line announce the placing of orders for two further twin-screw motor cargo vessels for employment in the Australasian and New Zealand trades for the carriage of refrigerated and general cargoes. One of the new vessels has been ordered from Swan Hunter & Wigham Richardson Ltd. of Wallsend-on-Tyne and the other vessel will be built in the yards of Vickers Armstrong, Walker-on-Tyne.

Each vessel will have an overall length of about 512 feet, a breadth of 69 feet, a depth of 41 feet 6 inches and a gross tonnage of 12,000 tons. They will be of the complete superstructure type and modern lines with a straight well-raked rounded stern, cruiser stern, two masts and a single oval funnel. The engines of these vessels will be capable of developing 12,000 B.H.P. which will ensure a service speed of more than 16 knots. The Swan Hunter vessel will be engined with Doxford opposed-piston type diesel motors while the new Vickers ship will have the latest design of Harland & Wolff opposed-piston diesel engines burning boiler oil.

The Shaw Savill Line has at present building with Harland & Wolff, Belfast, two refrigerators and general cargo vessels of the same type as those now ordered, one of which (the "Cedric") was launched at Belfast in May last. The "Cedric" is expected to sail from London for Australia on her maiden voyage, as announced in a recent issue of this Journal, in November next. The name of the second vessel, which will be launched later this year, will be "Cymric."

SUB AREA COMMANDS, SACLANT.

In April, 1952, when the names and titles of the Subordinate Commands of SACLANT were announced, it was stated that the titles of the Sub-Area Commands were still under consideration and that it was possible those given then might be changed. Consideration of the titles of the Commands has now been completed, and the following changes have been agreed to:

The Naval Sub-Area Commands of Vice-Admiral Sir Maurice Mansergh, K.C.B., C.B.E. (Commander-in-Chief, Plymouth), previously announced as "North Eastern Atlantic Sub-Area," will in future be known as "Central Sub Area." That commanded by Rear-Admiral J. H. F. Crombie, C.B., D.S.O. (Flag Officer, Scotland) previously known as the "Northern European Sub Area," will be known as "Northern Sub Area."

The areas of the commands of these Flag Officers which lie within the United Kingdom Home Station Command will be known as "Western Approaches" and "Northern Approaches" respectively.

The decision has been made with a view to meeting the competition of the new U.S. liner, the "United States."
213 SHIPS LOST IN 1951.

Lloyd's Register shows that no fewer than 213 ships of 100 tons and over were lost through various causes during the year 1951. The total tonnage lost was 260,839. The United States lost the greatest tonnage-14 ships, totalling 49,889 tons. The British Commonwealth lost 38 ships, and Britain 20.

BEACHED VESSEL REFLOATED.
The 5,496-ton British freighter "Shahzada," which was beached in Double Bay, Sydney, on the night of September 12, after a collision in the harbour with the Commonwealth Shipping Line freighter "River Loddon," was refloated on September 14. She was berthed later at No. 1 Glebe Island, where emergency gangs of wharf-labourers unloaded her damaged cargo. The "Shahzada" slid off easily from her beached position with the aid of only one tug, at the first attempt to refloat her. Plates on the "Shahzada" were stove in just forward of the bridge on the port side and part of the bridge was carried away, and she took in water rapidly. The "River Loddon"'s bow was severely damaged, but she took in little or no water and was easily moored at Woolloomooloo and later moved to No. 8 Wharf, Pyrmont.

NEW APPOINTMENT TO SYDNEY MARITIME S.B. RECOMMENDED.
The New South Wales State Cabinet had recommended to the Governor the appointment of the Sydney Harbour Master (Captain Murchison) to the vacancy on the Sydney Maritime Services Board, the Premier (Mr. Cahill) said on September 15.

LINER SINKS, BUT ALL SAVED.
A message from New York on September 8 reported the loss of the 6,000-ton Canadian Pacific liner Princess Kathleen. The liner ran ashore 10 miles north of Juneau, Alaska, early in the morning of September 7 in dense fog and later slipped off the rocks and sank. The 300 passengers and the 115 members of her crew were all saved. Most of the passengers were American tourists. The master of the liner, Captain Graham Hughes, had the passengers removed from the ship a few hours after she struck and then remained aboard with his crew until an hour before the ship slid off the reef and sank in deep water.

SEAMEN'S WAR PENSIONS BILL.
The Seamen's War Pensions and Allowances Bill passed through all its stages in the Australian House of Representatives and has since become law. The Bill provides that Australian Merchant Navy seamen, and other seamen on vessels of the World War II, shall receive benefits similar to those given to ex-service men under the Repatriation Act.

SHIPS FAULTY MAIDEN VOYAGE.
The French Line announced recently that its new ship "Flandre," which experienced many technical troubles on her maiden voyage to America, will make only one more trans-Atlantic crossing this year. Ten sailings—five each way—have been cancelled, because of "repairs involved in correcting the mechanical fault which manifested itself during the inaugural voyage." The next scheduled sailing for the "Flandre" is from Le Havre on December 11.

U.K.-AUSTRALIA FREIGHT RATES REDUCED.
Freight rates on goods shipped from the United Kingdom to Australia were reduced by 12 per cent on September 15. The reduction has been effected by (1) abolishing surcharges of 10 to 15 per cent that had been imposed to cover delays in Australian ports, losses on vessels chartered for outward-bound trade, and (2) raising the basic freight-rates in produced in April, 1951, by 10 per cent. This, in effect, makes a reduction of 12 per cent, on the rates charged prior to September 14.

WAKE ISLAND SWEPT BY 140-M.P.H. TYPHOON.
The 140-m.p.h. typhoon which struck Wake Island in mid-September left the island practically devastated and its 750 inhabitants temporarily homeless. The steel hangers of the Pan-American Airways were snapped in two and its upper part crashed Mountainside near, which was destroyed in parts destroyed nearly every facility on it, but no one was killed, though some were injured. A previously-rehearsed typhoon plan kept casualties to a minimum. Pan-American Airways ordered the evacuation of all its 230 workers from the island, including the "lay-over" air crews.

NEW CUNARDERS.
The Cunard Steamship Company has placed orders with John Brown and Company of Clydebank for two ships for their Canadian service. Each will measure 21,592 tons and will have a speed of 18 knots. They will be equipped with 20-knot vessels of about 20,000 tons, with first- and tourist-class accommodation.

LOSS IN SAN FRANCISCO BAY.
A message from San Francisco on September 27 reported that the Swedish merchant ship "Los Angeles," collided with a fishing boat in San Francisco Bay on the night of September 26. One woman was killed and another woman and a man are missing. Two other people on the fishing boat, which sank, were rescued.

JAPANESE SHIP LOST IN UNDERSEA VOLCANIC ERUPTION.
The Japanese Cunabas announced on September 28 that it had definitely decided that a scientific observation ship with 31 Japanese, including nine scientists, aboard, had been blown to pieces at the scene of a recent undersea volcanic eruption. The ship had been missing since September 23. The scientists were investigating the eruption in the sea about 200 miles south of Tokyo.

NEW AUSTRALIAN SHIPPING LINK WITH SOUTH AMERICA.
To commemorate the 50th anniversary of Royal Interoccean Lines, the company announced on September 11 that it has decided to operate a regular South America-Australian cargo and passenger shipping service. Experimental ships with this in view have shown that there is sufficient trade to maintain a regular service. The company has built a motor ship, "Strat Banca," for the South America-Australia service.

"AORANGI" TO BE WITHDRAWN FROM SERVICE.
The 17,941-ton liner "Aorangi" will end her service between Vancouver and Sydney after she completes her voyage to Sydney on May 25 next year, the Union Steamship Company of New Zealand, as agents for the Canadian-Australasian Line, announced on September 28. It said the vessel was now in her 28th year, and that operation of the Pacific service beyond May 25, 1953, could not confidently be maintained.

STRANGE DISAPPEARANCE OF ISLAND FREIGHTER.
Hopes for the safety of the motor freighter "Awahou" (452 tons) have practically faded to vanishing point. After wide sea and air searches, one of the foremost areas being undertaken by a divers' team to the area of H.M.A.S. "Australia," organised rescue operations have now been abandoned. A vague radio message picked up in Adelaide on September 10 is believed to have been sent by the "Awahou". It is thought that the ship, which was outward bound from Sydney, was then about 60 miles from the Sugarloaf—a small island north of Lord Howe Island. Since then no trace of the small island freighter, or of her crew, or of any wreckage that could have been part of her, has been located, and it is believed that the ship and her complement of 18 have definitely been lost.
PERSONAL PARAGRAPHS

PROFOMTO ADMIRAL OF THE FLEET.

Recently the British Admiralty announced that in view of the distinguished and outstanding services during the last war of Admiral Sir Philip Vian, Her Majesty had approved as a special case his promotion to Admiral of the Fleet to date 1st June, 1952, superannuam to the present Establishment of Admirals of the Fleet. The Admiralty in making this announcement added that Admiral Sir Philip Vian has now reached the top of the Admirals list and no further Naval appointment can be offered to him. Normally, therefore, he would shortly have to be placed on the retired list in his present rank of Admiral, and would then have been ineligible for promotion to Admiral of the Fleet.

NEW THIRD SEA LORD.


VICE CONTROLLER.

Rear-Admiral W. W. Davis, C.B., D.S.O., and Bar, has been appointed Flag Officer (Air) Mediterranean in succession to Rear-Admiral E. M. C. Mackay. He succeeded Rear-Admiral W. W. Davis, C.B., D.S.O., and Bar, has been appointed Flag Officer (Air) Mediterranean in succession to Rear-Admiral E. M. C. Mackay. He succeeded Rear-Admiral W. W. Davis, C.B., D.S.O., and Bar, has been appointed Flag Officer (Air) Mediterranean in succession to Rear-Admiral E. M. C. Mackay. He succeeded Rear-Admiral W. W. Davis, C.B., D.S.O., and Bar, has been appointed Flag Officer (Air) Mediterranean in succession to Rear-Admiral E. M. C. Mackay.

BRITISH DEPUTY CHIEF OF NAVAL PERSONNEL (TRAINING).

The appointment of Rear-Admiral Maxwell Richmond, D.S.O., C.B.E., as Deputy Chief of Naval Personnel (Training) and Director of Naval Training has been announced by the British Admiralty. He succeeded Rear-Admiral C. F. W. Norris, C.B., D.S.O., in July, Rear-Admiral Richmond was appointed to succeed Rear-Admiral D. M. Levins, C.B., D.S.O., as Deputy Chief of Naval Personnel (Personnel Services) in 1947.

CAPTAIN PROMOTED REAR-ADMARIL.

The promotion of Captain Leslie Newton-Brownfield, C.B.E., A.D.C., R.N., to the rank of Rear-Admiral in Her Majesty's Fleet has been announced by the British Admiralty, the promotion to date 8th July, 1952.

COMMODORE R.N.

BARRACKS, PORTSMOUTH.

Captain Sir Robert W. Stirling-Hamilton, Bart., has been appointed Commodore, Royal Naval Barracks, Portsmouth, and will hold the rank of Commodore 2nd Class while in this appointment.

R.N. RETIREMENTS.


FAR EAST STATION APPOINTMENT.

Captain R. F. Leonard, D.S.C., has been appointed Captain of the Far East Station, and as Chief Staff Officer to Flag Officer Second in Command, Far East Station.

DEATH OF CAPTAIN JOHN COLEMAN.

The death recently occurred in London of Captain John J. Coleman, who knew all members of the Navigators and Engineer Officers' Union as an able official of that Union as well as a firm friend to those who go down to the sea in ships. Captain Coleman served through the various officer ranks in ships trading to the Baltic, River Plate and Mediterranean. In addition he saw service on the Canadian Lakes, and on the Venezuelan Maracaibo-Arvu oil tramps. He also served as an Assistant Dockmaster. His last appointment, prior to taking up his Union work, was as Master of a British collier.

DEATH OF BRITISH ADMIRAL.

Admiral Sir Percy Grant, who was Commander-in-Chief, Mediterranean Station, from 1919 to 1921, died, age 84 in London, on September 8.

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ports, Portsmouth, and will hold the rank of Commodore 2nd Class while in this appointment.

A UNITED STATES PAINTING TO COMMEMORATE KOREAN BATTLE.

The inference to be drawn from the details which have been related is clearly manifest. The fact that every intended surprise move by the enemy this time has been foiled by their own men who speak for itself. Nor are the deeds of the past as they relate to the war in Korea in any way forgotten, as the following will show.

A ceremony took place in the office of the Commandant General Royal Marines at the Commandant General's house, 12/12, in which he was serving as ap-

prentice when she was wrecked on the Tasmanian Coast in 1907.

Captain T. V. Roberts joined the Aberdeen Line in 1909 as 4th Officer in the "Milites". He served with the R.N.R. throughout the First World War and on returning to commercial service in 1919 he was given command of the ex-German vessel "Grefels", becoming Master of the "Milites" in November, 1919. He later commanded several other vessels of the Shaw Savill and Aberdeen & Commonwealth Line, including "Hobourne Bay" "Largs Bay" "Euripides" and "Arau", being master of the last-named vessel when she was taken over as a transport in Sydney by the Admiralty at the outbreak of World War II. Returning to England Captain Roberts again took over the "Largs Bay" and later commanded the "Corryvreckan" and "Esperance Bay", and from the latter went ashore in England in March owing to ill health.

Captain Roberts, who has many friends in Australia and New Zealand, is, on board the Shaw Savill Motor Liner "Wakeera" bound for Australia, accompanied by his wife. The "Wakeera" is due in Sydney at the end of October and Captain and Mrs. Roberts are continuing their journey to Queensland where they will take up residence.

The painting was brought to the United States of America by Lieutenant H. A. Chisholm, United States Marine Corps, at the ceremony at the Chase Reservoir, Korea, on November 29th, 1930, when 41 Independent Commando operated with commendable gallantry under the command of the 1st United States Marine Division. It depicts the historic meeting of the two corps at the Reservoir.

The presentation was made by Colonel Torrey, United States Marine Corps, who was accompanied at the ceremony by representatives of the U.S. Marine Corps at present serving in London.
Nothing is more fascinating in Mother Nature than the way she has perfected the art of camouflage. Camouflage for protective purposes is, as we have often sought to show in earlier pages of this feature, a common characteristic in Nature, both among land-living creatures and creatures of the sea. But there is also, as you know, camouflage for aggressive purposes: in short, as an aid to the capture of prey. A notable example in this respect is to be seen in the grim camouflage of the angler fish.

This fish lies in hollow it makes for itself in the sea bottom, and keeps quite still, its tone and pattern blending perfectly with its surroundings. It has a huge flat head tapering to an insignificant body whose outline is obscured by tags of skin along the sides. The foremost supporting ray of its dorsal fin is very long and has a tassel of skin at its tip. This is the angler's "fishing-rod," and it is generally kept in a flat position along its back, but at the approach of a small fish the "rod" is raised above its head and jerked to and fro, while the tassel at its tip wriggles as though it were a bunch of tiny worms. The approaching fish swims near this alluring but, and in a fashion of the second the angler's huge mouth opens and engulf it.

An Auckland (N.Z.) fisherman recently lassoed and caught a 10-foot mako shark off the North Island's east coast. The shark took the "rod" in its jaws, as we might say, its head was raised, its body was wriggling, and the angler was able to wriggle the line over the side of the launch. The mako, recently lassoed and caught a 10-foot mako shark off the North Island's east coast.

The mako followed the boat, feeding on the two and a half year old fish, which ended on September 27th. The British Admiralty's survey ship "Challenger" docked at Portland Town Naval base at the highest of the undersea mountains, about 700 feet, is about 400 miles off Cape Vincent, in the Atlantic. The "Challenger" also found several more mountain ranges in the Pacific. It is expected that samples of sea bottom materials taken during the soundings will solve many scientific problems concerning the geological nature of deep-sea beds.

A large seal of the spotted sea leopard kind came ashore at Coogee Beach, Sydney, on September 5th. The seal was about eight feet long, and, as it waddled up the beach and rolled in the sand, it attracted a crowd of people in no time. Fishermen were caught in a flat position long ago, but at the approach of a small fish the "rod" is raised above its head and jerked to and fro, while the tassel at its tip wriggles as though it were a bunch of tiny worms. The approaching fish swims near this alluring but, and in a fashion of the second the angler's huge mouth opens and engulfs it.

The "Belfast" (Capt. A.C. A.C. Duckworth, D.S.O., D.S.C., R.N.), the frigate "Amethyst" (Commodore A.R. L. Butler, R.N.), rocket ship PC702 and aircraft from the United States carrier "Bataan" squared recently in a two days' battle for one of the West Coast islands of Korea.

The ships were carrying out their normal patrol duties when a signal was received that the island in question had been invaded: three South Koreans in a small fishing boat confirmed this. One of the "Belfast's" small craft, which went close to the island to investigate, was met by a hail of machine-gun fire and one Royal Marine from H.M.S. "Belfast" was slightly wounded.

The "Belfast" assumed command of the operation and controlled U.S.S. "Bataan," aircraft in continuous strikes against enemy forces on the island. The shore batteries which had so far remained silent opened up on the "Amethyst," who promptly returned the fire and sank the junks that had brought the invaders. Another battery ranged on the "Belfast," who eagerly accepted the challenge and, after a hot exchange of shots in which the "Amethyst" was straddled and shells fell close to the "Belfast," the superior armament of the cruiser and the frigate silenced the enemy.

During the night, Republic of Korea forces landed on the island and at dawn, backed up by the "Belfast's" covering fire and strikes from U.S.S. "Bataan," aircraft, they slowly cleared the island of the enemy. The battle continued all day, and by night the island was completely in South Korean hands. The enemy forces suffered heavy casualties.

"Belfast"

SEAL-ODDITIES

McKenzie contrived to make a noose from a piece of rope 1-inch thick. This he dropped over the head of the mako, which at once struggled to get away, but with each lunge of its body the rope tightened around it. After towing the launch inshore, the mako swam into shallow water, where the men killed it.

British scientists found uncharted mountains under the sea during the two and a half year voyage which ended on September 27th. The British Admiral's survey ship "Challenger" docked at Portland Town Naval base. The highest of the undersea mountains, about 700 feet, is about 400 miles off Cape Vincent, in the Atlantic. The "Challenger" also found several more mountain ranges in the Pacific. It is expected that samples of sea bottom materials taken during the soundings will solve many scientific problems concerning the geological nature of deep-sea beds.

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October, 1952.
SPEAKING OF SHIPS.

The Cunard luxury liner "Caronia" carried 288 passengers at total fare of £64,700 on her recent 23,000-mile cruise from New York round Africa and India.

At Southampton, England, recently, the master of the Greek tanker "Polytimi Andreadis" was fined £1,800 and costs for overloading his ship by 1,122 tons, making an excess profit of £7,571.

In the latter part of 1931 short sea traders' stevedoring charges rose by about ten per cent, bunker by 22 per cent, insurance by 10 per cent, and wages by 30 per cent.

The Barrow Deep lightship is to be withdrawn—may already have been withdrawn—and replaced by a more modern one with a better light and a diaphone foghorn instead of a siren.

Details of how a labourer contrived to stow away in the liner "Queen Elizabeth" and reached America were kept secret in court "in the interests of the public."

In answer to a suggestion that the fine for overloading ships should be considerably increased in view of the recent overloading epidemic, the British Ministry of Transport pointed out that the maximum penalties were laid down by Act in 1932 and legislation would be necessary to change them.

In view of the number of ships which have been in trouble while being moved to the scrapping yards, the masters of the British Ministry of Transport have discussed with representatives of the interests concerned whether existing arrangements could be improved.

No questions were asked in the Italian Senate as to who paid the £130,000 fines passed on those who were alleged to have been concerned with smuggling tobacco in the ship "Donna Betta."

The Central Transport Consultative Committee decided that the British canals are making every effort to improve the traffic with the existing vessels and crews, but additional barges and more trained crews are badly needed.

Indian shipowners complain that under the present rules native crews on their ships are far bigger than is necessary for the work done.

The Polish Government recently followed the example of the Czechoslovak authorities in suggesting a barter of Polish goods for Persian oil.

The Spanish Compasia Transatlantica is completing two 14,500-ton passenger ships for the New York service and contemplates the construction of two more of 24,000 tons each.

Bizarre-shaped funnels of every kind were a conspicuous feature in recent German competition for a fast cargo ship design.

The Cunarder "Lifeline" has been equipped with "Lifeline" has been equipped with "Lifeline" has been equipped with a metal articulated diving suit, but her owners have definitely stated that her target is not the wreck of the "Lusitania" as had been rumoured.

For its last year before voluntary liquidation Billimek's Stanhope Steamship Company made a profit of £1,160,987 against £482,411 for the previous twelve months. No final dividend is being paid on the ordinary stock in view of the reconstruction scheme.

Liberty ships have been fetching over £350,000 on the second-hand market, and the British standard steamer "Winston Churchill" was recently bought by the Italians for about the same price.

In spite of the efforts of the Irish ports to persuade their Government to concentrate on handysize ships, vessels of 9,000 tons deadweight have been ordered.

Several Japanese shipping authorities are said to have indicated that their country does not intend to return to the passenger business in the near future but will concentrate on cargo ships and tankers.

The Ceylon Legislature is preparing a bill to amend and consolidate innumerable orders relating to merchant shipping, based on the British Merchant Shipping Acts.

Australia is still Britain's best customer and last year bought twice as much from the United Kingdom as did the United States.

Risdon-Beazley's salvage ship "Lifeline" has been equipped with a metal articulated diving suit, but her owners have definitely stated that her target is not the wreck of the "Lusitania" as had been rumoured.

During 1951 the British Life-saving institution's lifeboats rescued 406 lives, 116 of them being from foreign ships belonging to 13 different countries.

ROYAL CANADIAN NAVY
TO HAVE MODERN CARRIER

Canada is to have a new aircraft carrier to replace the "Magnificent," now on loan to the Royal Canadian Navy. It was announced by the British Admiralty in London that arrangements had been completed for Canada to purchase the new aircraft carrier.

The ship, one of the "Majestic" Class of light fleet carriers, was laid down towards the end of World War II, but her construction was suspended in 1946. Plans have now been revised and on completion the new ship will be a completely modern one, capable of handling jet aircraft.

The British Admiralty stated that "modifications will include strengthening of flight deck and elevators, and improvements in deck arrester gear. The new British steam catapault, capable of launching jet and heavy types of aircraft, will be fitted. This catapult has proved itself capable of launching jet fighters from an aircraft carrier even when it is head on downwind and also in certain circumstances of doing so lying alongside and downwind. Normally, carriers must turn into the wind and may have also to increase speed to launch aircraft. This type of catapult, as has already been reported in this Journal, is also being adopted by the United States Navy and the Royal Australian Navy.

This new aircraft carrier for the Royal Canadian Navy is being built in the yard of Messrs. Harland and Wolff, Belfast. She will not be ready for service for some time and the "Magnificent" will be retained in service in the Royal Canadian Navy in the meantime.

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This well-known writer and expert on the Merchant Navy and the sea takes us with authority through the history of ships and sea craft — their development, building, manning, handling, functions. And he does it all with a fine knowledge and sympathy and an accuracy of detail. Indeed, his line knowledge and sympathy and affection for the sea takes us with authority. This authoritative and well-set book by two lecturers at the Sir John Cass school of navigation, London, is written primarily for students preparing for the British Ministry of Transport Examinations for Certificates of Competency as First Mate, Master, Extra Master, and Compass Adjuster. It includes all the various astro- nomies and Extra master standard, a full description of terrestrial magnetism and the magnetism of a ship. The cause of compass deviation are analysed, and the methods of correction are carefully explained. The book contains 19 half-tone illustrations of modern marine compass equipment and accessories, 39 diagrams in colour, 109 line drawings, and 4 charts.

THE WAR IN KOREA.

Admiral the Hon. Sir Guy Russell, K.C.B., C.B.E., D.S.O., Commander-in-Chief of the Far East Station, completed a visit to the Commonwealth ships in the mid-July.

Accompanied by Rear-Admiral A. K. Scott-Moncrieff, C.B., D.S.O. and M.B.E., who commands the Commonwealth and Allied ships off the West Coast of Korea, Admiral Russell saw the light fleet carrier "Ocean" launch strikes against enemy lines of communica- tion in North Korea. At one time he saw steaming in formation the carrier "Euryalus", and "Unicorn", the cruiser "Belfast", and a destroyer escort which included H.M.A.S. "Bataan", H.M.C.S. "Noska", and S.S. "Marsh."

During his visit also the British Commander-in-Chief on board the American battleship "Iowa", flagship of Admiral Clark, Commander of the United States Mediterranean Fleet, with a direct direction the Commonwealth ships are placed. He visited by air a United States Task Force which at that time included the U.S.S. "Philippine Sea", "Boxer" and "Bon Home Richard." He flew off the "Boxer" the following day to return to his Fleet off Western Korea.

U.N.'S SOLDIERS IN KOREA.

PUBLISH PAPERS FOR TROOPS AS LINK WITH HOME.

The United Nations Third Infantry Division in Korea is publishing six foreign language newspapers. Among them is "Front Line" which runs off 3,500 copies of every issue and is which is edited by U.S. Sergeant George Ashley, of Cincinnati, Ohio — a student of fashion designing in civilian life. For the news items Sergeant Ashley depends on the broadcasts from Tokyo, which are heard in Korean Worships each day. His timely and interesting publication includes latest world news, unusual features, sports results and humorous cartoons. For Korean members of the Division, the "Front Line," is translated into a Korean edition which appears four times a week. In both the English and the Too-Jong, also includes material which would be of interest only to Koreans.

U.S. 8-JET BOMBERS ON ORDER.

A message from Washington on August 13 stated that the United States Air Force has ordered the new 8-jet Boeing B-52 heavy bomber into full-scale production. Plans to order the Corvair B-60 have been abandoned. The B-52 is designed to replace the B-36—said to be the largest bomber in service.

NEW AIR LINK WITH FAR EAST.

The fortnightly Qantas air service to South Africa, which began on August 28, now includes an other direct air-link with the Far East. At Cocos Island, the Qantas Skymaster Service from Singapore will make a stop at the Corvair Constellation on its way to South Africa. Passengers to the Far East from South Africa connect with the Skymaster for Singapore on the Constellation on its way to Australia. Ports of call of the Skymaster Service from Sydney are Perth, Cocos Island, Djakarta and Singapore.

REDEMPTION AND RE-ESTABLISHMENT BENEFITS FOLLOWING SERVICE IN KOREA.

BY INSTRUCTOR CAPTAIN F. G. REDNALL, M.A., R.A.N.

Director of Educational and Vocational Training, Royal Australian Navy.

The Commonwealth Government has recently made available many benefits to discharge in Korea since 24th June, 1950.

Besides the Repatriation Pensions and Medical Benefits for those who become casualties or are invalided, many of the Re-establishment privileges which were available to ex-Servicemen after World War II have been continued. Members of the R.A.N. who have served in H.M.A. Ships, which have been designated for duty in Korea, will enjoy this extra work. An important condition is that a member must be discharged from the Service within two years of the completion of his Korean service. Another condition is that a period of service away from Australia of approximately six months is required. Members are able to satisfy these conditions there are many opportunities. For instance, while looking for a job or awaiting a new one there are re-establishment allowances or loans. The Reconstruction Training Scheme is to be continued for such members and a course for a trade, business, or profession can be obtained for those eligible. The ex-Servicemen's Legal Aid Bureau will give legal advice and assistance to those in need of such assistance. Finally, the War Service Homes Scheme is continued for Korean War Service and financial assistance is available for a home. For this last benefit there are no time limits other than the starting date of June, 1950.

There is a pamphlet called "Pensions, Medical Treatment, and Other Re-establishment Benefits" published by the Repatriation Commission. This gives a lot of important information. If you are interested, Education Officers in Ships and Rehabilitation Officers in Discharge Depots hold this pamphlet and can give information.

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The Federal Executive has requested the Editor of "The Good Neighbour," the monthly pamphlet of the Department of Immigration, to publish the Aims and Objectives of the Association, together with a list of the names and addresses of the various Hon State Secretaries. It is felt by the Executive that further information regarding the Association is desirable for the guidance of ex-Naval personnel arriving in Australia from Great Britain, and also for those who have not yet become subscribers to "The Navy" Magazine. Migrant ships "Strathaird," "Esperance Bay" and "Himalaya" are due to arrive at Sydney early in October.

Victoria: Mr. E. M. Smith has been elected State President of the Association in Victoria; Mr. C. Hall being Immediate Past President.

Queensland: Mr. A. C. Nichols has resumed his Association activities after a short period of illness. Members of the State Executive interviewed the Federal President during a recent trip to Brisbane.

New South Wales: The State Executive and Metropolitan Sub-Sections are organising a Smoke Social, to take the place of the Annual Dinner, usually held close to the Trafalgar Day Anniversary.

West Australia: The Federal Council's representatives at the last Zeebrugge Memorial ceremony (Mr. N. B. Bicker) has now returned to the West after a business and holiday visit to England. Mr. Bicker was accompanied on his trip by his wife and family.

Papua-N.G.: The Naval Ball which the Section held during July last was a complete financial success. It is intended to hold the usual social gathering on Trafalgar Day; this year it will take the form of a Dinner. A suggestion has been made to hold a Pirates' Ball for the Section and should sufficient support be forthcoming for this event it may be arranged for a night in November.

South Australia: Mr. W. A. Palmer (State Secretary) is always pleased to see interstate members when they visit the Naval Memorial House, situated at 23 Peel St., Adelaide. The House Trustees are hoping to extend still further the club-room facilities they have in mind.

Australian Capital Territory: Mr. H. N. Campbell (Section President) and his Executive are contemplating a new drive to enrol additional members in the coming months, when, with the warmer weather, it is hoped to organise regular social evenings again.

Tasmania: The State Executive Committee held a meeting at Burnie on Saturday, 16th August. Each branch is invited to attend; this gives the local members a chance to make personal contact with their Executive officers.

C.B.E. (Military Division): Captain (now Commodore 2nd class) David Hugh Harris, R.A.N. ("Sydney").


Distinguished Service Cross: Lieut.-Commander Walter George Bowles, R.A.N. ("Sydney").


Distinguished Service Medal: Observer Iingordon Churchill Hughes, R.A.N. ("Sydney").


Mr. McMahon said the citations to the awards were remarkable for the high praise they bestowed on the officers and men concerned.

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October, 1952.
ATOMIC PLANE FORECAST WITHIN TEN YEARS.

How long will it be before the first atom-powered plane takes to the air? Relatively, not very long, it seems. An American university engineering professor said on August 14 that such a craft could take the air within ten years. He added that atom planes would have to be as big as the giant American B-36 bombers. If they worked, said Professor Newman Hall, who made the announcement, they probably would be able to fly around the world without re-fuelling. Two different U.S. companies, it appears, were now working on two separate models of atom-powered planes. However, atom-powered civilian aviation was "still a long way off," Professor Hall concluded.

BRITISH AIRMEN MAKE AVIATION HISTORY.

Calmly and without fuss, or even great publicity, three British airmen on August 26 made aviation history by flying a Canberra twin-jet bomber across the Atlantic and back in a day. They maintained an average speed of 606 miles an hour. The three airmen were Mr. R. P. Beamont (32), the English Electric's chief test pilot; Mr. P. Hillwood (32), co-pilot; and Mr. D. A. Watson (37), navigator. They had breakfast at Aldergrove, Northern Ireland, and lunch at Gander, Newfoundland. And they set down at Aldergrove again after a total elapsed time of 9 hours 54 minutes. Two hours were spent at Gander to re-fuel. Headwinds of 100 m.p.h. at 45,000 feet prevented them breaking the East-West record of 483.91 m.p.h., held by Beamont and Watson, but the winds helped in a record West-East crossing of 205 minutes.

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Hon. Secretary: Lieut. Commander (S) L. T. Evans, R.A.N.V.R.

Tasmanian Division

Patron: Vice-Admiral Sir Guy Wyatt, K.B.E., C.B., R.N. (retd.).

The Right Hon. Mr. A. R. Park, M.H.A.

Hon. Secretary: P. F. Morris, Esq.

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WHO IS RESPONSIBLE—MASTER OR PILOT.

The question of who is responsible for the safe navigation of the ship is one that has more than once been commented on in the columns of this journal. A recent stranding in which such casualties occurred has been commented on in the columns of this journal. The master or the pilot for casualties occurring in particular. The question of who is responsible for the safe navigation of the ship remains a paramount consideration.

One such suggestion was that the pilot should be given more statutory responsibility for the safety of the ship, and the master's burden correspondingly reduced.

"It is not difficult, however," Mr. Tennant concludes, "to envisage some of the embarrassing situations which could so easily develop from a division of responsibilities. I am sure most [ship masters and navigating officers] on reflection would not wish to see any change. The master, with the assistance of his officers, must, at all times, be responsible for the safe navigation of the ship.

R.N.R. JUNIOR SEAMAN ENTRY.

The new scheme recently worked out by the British Admiralty and shipping organisations to enable boys joining the shipping industry to enrol at the same time in the Royal Naval Reserve, provided they have completed a specified amount of training either in the Sea Cadet Corps or a sea training school, has been well received in Britain and serves to emphasise very successfully how essential it is to ensure that good facilities are provided at all times.

Of the minimum age of entry is 16 years. Boys will join as Junior Seamen with advancement to Ordinary Seamen at the age of 17 

BRITISH MINEWATCHING SERVICE.

Since recruiting for the new Royal Naval Minewatching Service opened in Britain in January of this year, some 2,800 applications for enrolment have been made to Command Minewatching Officers at Portsmouth, Plymouth, Chatham, and Rosyth up to 30th June last. Many applicants living in distant parts of the country, particularly in hazardous waters where they have gained a high reputation for skilled seamanship and shiphandling, have shown very marked interest in the scheme, because it is in the interest both of the boys and of the shipping companies that they should join their first ships with this valuable additional training behind them.

Moreover, the Royal Naval Reserve is not only a source of supply for the British Navy of trained officers and ratings in war time; it is also a link which helps the Royal and Merchant Navies to the assist each other in peace complement. More recruits are, however, required, if the forces of nine N.A.T.O. nations took part, while training courses in basic minewatching are in progress for officers and Chief Minewatchers.

BRITISH SHIPPING INDUSTRY THREATENED BY BUILDING COSTS.

The terrific increase in the costs of building new ships is causing deep concern and considerable comment in British mercantile marine today. The costs are rising so steeply that it is almost impossible for owners to set aside, even from the good profits they are making, sufficient funds to allow for depreciation, in consequence, among tramp ships and cargo liners a large percentage have reached the obsolescent stage with no bright prospects of adequate replacement.

Indeed, it is felt that unless the present British Government—and, of course, any other government that might follow it—showed a greater understanding and sympathetic attitude to the position, the crisis in a great deal of the British shipbuilding business, on which Britain so greatly depends, would be gravely jeopardised. This journal is not stating the owners case—they are quite capable of looking after themselves. All we are doing is drawing to the Government's attention that at is at least in full sympathy with the owners' endeavours to rectify the Government's attitude as speedily as possible.
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THE LESSONS OF THIS YEAR’S NATO EXERCISES

By NEWELL HALL,
(Daily Telegraph Naval Correspondent)

With the ending of “Mainbrace”, the big exercise which was held to test the coordination of eight British, American, combined air forces and limited land forces, and the ability of the Atlantic and Europe Supreme Command to meet the challenge of conventional defence, this year’s heavy programme of NATO searair exercises is practically completed. Since the “Mainbrace” training programme opened in January, more than twenty large and small exercises have been held at sea. All of them have had the common aim of welding the allies into a smooth-working defensive team.

From all these exercises may be drawn four important lessons—

1. That, so far, NATO has not enough overall strength to meet the demands which may be made upon it in the unhappy event of war being precipitated by a potential aggressor.

2. That NATO, while commanding overwhelming strength at sea and therefore having the inestimable advantage of flexibility, has not nearly enough ships to control the vital Atlantic communications and give all possible help to the allied land forces;

3. That the sea forces are making substantial and, indeed, unexpectedly good progress in cooperation.

4. That there are weaknesses in communications between the allied ships at sea. The existence of “snags”, at this early stage of international team-work is not at all surprising. It would be surprising if there were none. Discovery of such weaknesses is welcomed, for, once found, they can be eradicated in future exercises.

Two really big NATO practices have been held at sea this year, both of which have been directed by British Admiral Sir Patrick Brind, C-in-C. Northern Europe, from his headquarters at Oslo. The other was by Admiral Arthur Power, C-in-C, Channel Command, at “Mainbrace”, the Portsmouth headquarters of Admiral of the Fleet Sir Arthur Power, C-in-C, Channel Command, in Manchester. It was directed by British except one—Canada’s Magnificent. But many more, he said, were wanted. Both he and Admiral Power have also repeatedly stressed the need for more minesweepers — those “little ships” of which there can never be enough. He also wants more maritime aircraft for anti-submarine patrol duties.

Speaking later at a press conference in Paris, General Ridgway said that the SHAPE forces were also inadequate. On the other hand, he declared that although he did not have adequate forces for covering forces on an emergency D-Day basis, and would not have them in the coming months, he was confident “to the nth degree” in the ultimate outcome.

The General added that the lesson of “Mainbrace” was that even with “thoroughly inadequate forces on the ground”, there would...
The sharp increase in the number of young men who acquired Second Mates’ certificates of competency during 1936 and 1937 does not appear to have had much effect on the manpower situation since many shipping companies are still searching round trying to fill their junior officer berths. The increase in the number of Second Mates’ certificates issued during the past two years, of course, is due to the large number apprenticed immediately after the end of the war.

As far as total figures for all ranks of the British Merchant Navy are concerned, there appears to be little change from the experience of previous years.

At 74,423, the manpower turnover remains remarkably high and, in fact, beyond comparison with any other industry.

The factor must indicate a certain degree of inefficiency in that a large number of entrants into the service are trained in various duties, unnecessarily, since they do not remain at sea. The latest figures do not reveal any signs of an improvement nor do they encourage the hope that more merchant seamen will be content to stay at sea for a reasonable number of years.

It is realized that this seafaring manpower problem is not restricted to the British Merchant Navy, but it is more obvious in the United States than in the United Kingdom, and it is this which constitutes the chief difficulty in manning British coasters at times. Nor, unhappily, is it possible to see any prospect of improvement, so long as alternative employment is available on shore. In deep sea ships as soon as a voyage extends beyond twelve months, crew trouble increases.

The Mercantile Marine Service Association (of Great Britain), in its recent 95th annual report, suggests that “shipowners would find it to their advantage to arrange for general reliefs of crews of ships which are away from home for more than twelve months. The use of charter aircraft for this purpose,” it concludes, “would in the end save money.”

Among the newcomers were the United States forces, which had not previously been found in strength in North European waters. In many of the ships of the various navies some of the operators were only partly trained. Nevertheless, in bad weather, and taking into account all the other adverse conditions, they did well.

Generally, the results were beyond expectations, and undoubtedly “Mainbrace” was a great success. That ships of the allied navies have been able to work well together as a team in this and all the other 1952 NATO exercises, following a common procedure, and using a unified signal system expressed in English, the official language of NATO, is a truly remarkable achievement—one that a few years ago would have been thought not possible.
NEW MARINE POWER FORECAST

Sir Wilfred Adye, leading Scottish shipbuilder, when speaking as the guest of the Sydney section of the Institute of Marine Engineers on October 3, forecast that there would soon be a revolutionary change in the principle of ships' engines.

"We must be on the verge of some new type of marine propulsion which will replace the present types.

-Aluminium and aluminium alloys cost more than steel but I think we will see an extensive development in the use of light metals in shipbuilding. If steel continues to be scarce it may drive some of us to use light metals instead.

Sir Wilfred went on to comment on the current food and oil demand as well as the need for big ore carriers, and said:

"People today are looking more towards the consumption of fresh food, and this has caused a heavy demand for refrigeration ships. The world hungry for oil demands the construction of many tankers, some of them up to 40,000 ton deadweight carrying capacity. Even bigger ones are on the drawing board.

There is also a demand for big ore carriers to handle production of new ore fields.

Incidentally, Sir Wilfred Adye is managing director of the Burntisland Shipbuilding Company Ltd., and chairman of Hall, Russell and Co. Ltd. Sir Wilfred's shipyards are building two ships for the Australian trade—a 4,500 ton motor cargo ship for Huddart Parker Ltd., and a 2,100-ton collier for J. and A. Brown and Abermain Seamans Colliers Ltd. In all, his yards are building more than 50 ships costing about £20,000,000 sterling.

ANSWER TO SUBMARINE UNOFFICIALLY REPORTED.

The Naval Correspondent of the "Daily Express" stated in London on October 27 that the United States Navy Department had asked the British Admiralty to extend the stay of the British frigate "Rocket" at Key West, Florida, where she is demonstrating Admiralty secret weapons.

He said that the "Rocket" would probably stay another three weeks at Key West before going on to demonstrate her secret weapons to the Royal Canadian Navy.

The "Rocket," he said, carries equipment which detects and fixes the position of a submarine, aims and fires a multi-barrel under-water bomb-thrower, follows every evasive movement of the submarine, and keeps on the job until the target is sunk.

He said that the underwater bombs have far more power than the 300-pound amatol-filled depth charges used in World War II.

The Royal Navy is now sure, after 18 months of trials, that it has perfected the "answer to the submarine," said the "Daily Express" correspondent.

Amplifying the statement, the "Daily Express" claimed that forty-four R.N. Reserve Fleet destroyers were scheduled to be fitted with the new weapon if it succeeded, but few were as yet completely ready due to the shortage of material.

The correspondent said that there is some prospect that once again a British invention may have to be turned over to the United States for quantity production unless a greater production effort can be made in the United Kingdom.

NAVIES COULD STRIKE FAR INLAND

Admiral Fechtler, United States Chief of Staff, Naval Operations, is reported to have said recently that U.S. Navy planes carrying atomic bombs, could easily span Europe at its narrowest point, the 750-mile neck between the Baltic and the Black Seas.

"The Navy," he continued, "is no longer shackled by the historic barriers of the shore line, nor by the range of its ship-born guns, but can strike powerful blows deep into enemy territory."

He drew the following illustration of the potential striking range of carrier-borne aircraft:

"If you take a chart of the world and draw upon the earth's land masses a line which is 600 miles from the sea, you will have a picture of the range to which Naval power can be extended over land."

Speaking of Russia's plans, Admiral Fechtler quoted Viscoun Palmerston, who later became Prime Minister of Great Britain, as saying of Czarist Russia in 1838:

"She is always pushing as far and as fast as she can go without war, but whenever she finds that perseverance in encroachment will lead to forcible resistance she will pull up."
SIX SHIPS OF AUSTRALIAN FLEET VISIT MELBOURNE

The aircraft carrier H.M.A.S. "Sydney" and five other ships of the Australian Fleet arrived at Port Melbourne on October 30th. Some of them remained there for seven days and some for eleven days.

"Sydney" was wearing the flag of Rear-Admiral J.W.M. Eaton, D.S.O., D.S.C., Flag Officer Commanding the Australian Fleet, and was commanded by Captain H.J. Buchanan, D.S.O., A.D.C., R.N. The other ships were the cruiser H.M.A.S. "Australia," commanded by Captain C.J. Morrow, D.S.O., D.S.C., R.A.N., the Battle class destroyer H.M.A.S. "Tobruk," commanded by Commander J.S. Mowley, D.S.C., R.A.N., the frigate H.M.A.S. "Shoalhaven," commanded by the Senior Officer of the First Frigate Squadron (Captain S.H. Beattie, V.C., R.N.), and the frigates "Murchison" and "Macquarie."

All the ships, except H.M.A.S. "Australia," which has just completed a training cruise to New Zealand, were in the Mont Bello Island area with other ships of the Australian Fleet during the recent testing of the British atomic weapon.

On their way to Port Melbourne "Sydney" and "Tobruk" stayed at Fremantle from October 14th until October 22nd. They arrived in Port Phillip Bay on October 27th, and "Sydney," escorted by "Tobruk," engaged in flying training for at least part of the three days that elapsed before the two vessels berthed at Port Melbourne.

"Shoalhaven" and "Macquarie" arrived at Fremantle on October 13th and remained until October 16th, when they left for Albany. They reached Albany on October 17th and sailed from there on October 20th for Adelaide.

Off Albany they were joined by "Murchison," which left Fremantle on October 19th and arrived at Adelaide. The three frigates reached there on the following day.

The four ships departed from Adelaide on October 28th and berthed at Port Melbourne with the other vessels of the Fleet two days later.


"Australia" spent two days at Westerport before continuing her passage to Jervis Bay and Sydney. H.M.A.S. "Sydney" and "Tobruk" went direct to Jervis Bay and then on to Sydney.

INNOVATIONS IN ROYAL NAVAL CLOTHING.

A number of innovations in the clothing of officers and ratings of the Royal Navy is under consideration.

Specimens of new white plastic topped caps for both officers and ratings have been made and are undergoing preliminary trial. If ultimately approved for general issue, the Royal Navy will issue a white topped cap all the year round at home and abroad. White topped caps are always worn in warm climates, but on home stations blue topped caps are worn during the winter.

Specimens are being prepared of warm detachable linings for both officers and ratings' raincoats.

Foul weather clothing has been under review for some time and a range has been devised to meet requirements both in temperate and tropical areas. Specifications of waders for tropical conditions have been made and are undergoing preliminary trial. If ultimately approved for general issue, the Royal Navy will issue waders for tropical conditions.

World's Best Outboard Motor

The Seagull outboard is unbeatable. Operational performance, the 40 lb. weight, 3M H.P. at low altitude, screened by the other five MIG's. Aircraft from H.M.S. "Ocean" had three encounters with MIG's in the Yellow Sea during operations against targets at Chinnampo. In addition to the plane destroyed by Lieutenant Carmichael, three others were damaged and ten driven from the area. Two R.N. Sea Furys were hit but the damage was of a minor nature and neither pilot was hurt. Pilots went on to carry out further sorties against rail and road bridges, gun positions, factories, and a transformer station.

FOR WORK -- FOR FUN

BRITISH SEAGULL

The World's Best Outboard Motor

THE 31 4 H.P. MODEL

For endurance, reliability and endurance, the 31 4 H.P. Seagull outboard is unbeatable. Operating in still water or on the open sea, the Seagull Never overseas of 4 and 5 tons. Available as a standard model or with a clutch for complete manoeuvrability it gives the large 10 lb. propeller at 1,500 R.P.M. without any wasted churning of water, yet has power to spare.

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BRANCHES: MELBOURNE, NEWCASTLE, LISMORE, WAGGA, HAY.
Careers for Aircraft Pilot and Observer Officers in the R.A.N.

Current applications for appointment as pilots or observers with commissioned rank in the Royal Australian Naval aviation are being invited and may be lodged each State on Thursday, 13th September. Those eligible to apply were young men who would be at least 17 years and six months of age and less than 21 years and eight months on each respective closing date.

In making this announcement on September 12, the Minister of Defence, Mahon, said that applications for appointments would be considered on the basis of merit, with preference given to those who had been recommended by the Royal Australian Navy's recruiting service. Successful candidates would be promoted to the highest rank on the Navy's latest promotions list. The R.A.N. would have embarked upon a career promising for themselves and of the greatest importance to their country.

ROYAL NAVY MINEWATCHING SERVICE RECRUITMENT.

Reports from Portmarnock, Plymouth, Chatham, and Rosyth show that nearly 3,200 applications have been received for enrolment into the young Civilian reserve organisation of the Royal Navy's Minewatching Service. Satisfactory progress is being made in recruiting men and women in this service to plot the positions of unexploded mines. The air war is being made in many parts of the British Isles, although the figures for certain areas, including the coast of Scotland and South Wales, are below expectations.

An encouraging feature of the early recruitment into the service, however, has been the high proportion of volunteers who have expressed their readiness to undertake full-time duties in the event of emergency.

Throughout England, Wales, Scotland, and Northern Ireland, there is a strong movement of women enlisting to join the Minewatching Service and in the principal navigable waterways. The Service is open to men and women aged 45 and 26 years and over, respectively, who live near the sea, and they are expected to attend lectures and demonstrations in their localities.

NEW JAP. SHIP LOADS WOOL.

The second Japanese merchant ship to visit Sydney since World War II, the 6,700-ton vessel "Kokoku Maru," arrived in that port on October 3. The ship was the steamer "Kokoku Maru," which arrived in Sydney last year, its paid capital being £270,000 in 10/- shares.

OIL FIRE ON SYDNEY HARBOUR.

Flames, leaping 100 feet high, spread half a mile along the Balmain mainfront front of Sydney on September 4 when petrol leaked from a tanker and caught fire. The petrol had leaked from the Norwegian tanker "Ringfridd," moored at the Atlantic Company's wharf, Balmain. The fire was described by the Port of Sydney Harbour Master (Captain Murchison) as the 'dumbest thing Sydney has had in a major waterfront disaster.' Huge columns of smoke belched up from the burning oil and the tanker's Chinese crew and oil company's employees fought desperately to stop the blaze reaching the "Ringfridd." Eventually, the authorities took control of the fire, and prevented any major damage.

CHINESE SEIZE BRITISH SHIPS CARGO.

The British Chinese coast freighter "Admiral Hardy" (1,929 tons) steamed into Hong Kong on September 22 minus her 813-ton cargo. It was removed from her while she was detained by a Chinese (presumably a Nationalist) gunboat for four days at White Dog Island, 400 miles north-east of Hong Kong. The "Admiral Hardy"'s master (Captain W. B. Hosking) said that the gunboat intercepted his vessel on September 8 in the Fochow Estuary and fired machine gun bursts across her bows. At White Dog Island, an armed boarding party locked the freighter's crew in their cabins while the entire cargo of flour, oil, and other items was unloaded. The "Admiral Hardy" was then ordered to return to Hongkong.

WHALING COMPANY PAYS HANDSOME DIVIDEND.

The North-West Whaling Company Ltd., paid out its ordinary shares a 20 per cent dividend for its first full year of operation. The final dividend of 10 per cent followed an interim dividend at the same rate. The Company was formed in Australia last year, its paid up capital being £270,000 in 10/- shares.

20 BRITISH FISHERMEN FEARED DROWNED.

A large crowd on the wharf at West Circular Quay on October 11 watched the old Orient liner "Ormonde" cast off on her last trip from Australia to Britain. From the tip of her after mast and tethered to the ship's rail, "Ormonde"'s paying-off pennant—210 feet long—denoting 35 years of service—bellowed out in the breeze. From Garden Island in the Royal Australian Navy added its farewell tribute to the many others with a flash from a signal lamp. It read: "Good luck. Very sorry the Grand Old Lady will not be visiting us again. Wish all members of the ship's company a happy commission in"
their next ship.” Amidships, the “Ormonde” broke out a gay string of flags which bore the signal: “Good-bye. Best Wishes. Thank you, Sydney.”

BIG PROFIT BY AUSTRALIAN WHALING COMMISSION.

In its annual report issued on October 14, the Australian Whaling Commission shows a profit of £348,554 on its first year’s operations, covering July, 1951, to March 31, 1952. The report says that the profit was partly due to the whale oil prices obtained overseas. It is not expected that this rate of operational profit will be maintained, however. The world market had receded considerably, the report adds, and the Whaling Commission could not anticipate the same profit in the current year.

MOTOR TANKER “AURICULA”.

The Anglo-Saxon motor tanker “Auricula” has been running her diesels on boiler oil of 2,000-3,000 seconds viscosity since October, 1949, and her engines, opened up early this year, was found to be in excellent condition. Her experimental piston rings of ductile cast iron are said to have proved most promising.

RESTORATION OF RIVER DEE IN COURSE OF INVESTIGATION.

Investigations are in progress as to the possibility of restoring the channels of the River Dee to take ships up to 2,000 tons at a cost of £1,500,000. The primary aim of the investigations is to relieve the pressure on the River Mersey.

JAPANESE FISHING BOAT WRECKED.

One member of the crew was killed and 20 others, including the captain, were found to be missing from the wreck of a 64-ton Japanese fishing boat which was lost off Shigama Harbour, near Sendai, north-eastern Japan, in the early morning of October 19.

LUXURY LINER AGROUND.

The Canadian National Steamships’ newest luxury cruise ship, “Prince George,” 5,700 tons, ran aground in dense fog 130 miles north of Vancouver on October 18. She was returning to Vancouver from a cruise in northern British Columbia and Alaska. The vessel damaged her starboard propeller and punched a small hole in her bow below the waterline. She was able to finish her voyage under her own power, escorted by tugs. All of the 274 passengers and crew escaped injury.

WHALING SHIP STEERED LIKE MOTOR CAR.

An Australian Whaling company is reported to be chartering the new Danish whaling ship “Kista Dan”, which can be steered and controlled by one man, sitting at a wheel as in a motor car. The “Kista Dan” recently completed a whaling season off Greenland where it is said to have been successful.

FIRST WINTER GALE HITS BRITAIN.

The first of the Northern season’s winter gales hit the coast of Britain and western Europe on October 13. A 60-miles-an-hour gale in the English Channel on the night of that day delayed the “Queen Mary” four hours outside Cherbourg. The U.S. liner “America” bound for New York from Bremenhaven, sheltered off the Isle of Wight for two hours.

NEW TYPE U.S. FREIGHTER.

The first of America’s new “Mariner” class cargo ships, claimed to be the fastest and largest in the world, was delivered to the United States Maritime Administration on October 8. The Administration, which has ordered 35 of the new type, turned...
of the ships have already been launched and have enough speed to outrun "Mariner" class ships will carry the ship over to the American
11,000 deadweight tons of cargo for launching in October.

"AORANGI" BUFFETED.

The Australia-bound "Aorangi" with 450 passengers, was caught by 15

JAPAN NOW SECOND LARGEST SHIPBUILDER.

Reports indicate that Japan is now the second largest shipbuilder in the world. Britain, however, still keeps well ahead as world leader, according to Lloyds

LOST PROPERTY:

Ex Royal Marine Commando Purser of the "Moreton Bay," Bill Pook, says that it is not only in trams and buses that people leave things behind. When stages for passengers had disembarked from the "Moreton Bay" in Sydney recently about 50 items of personal property, ranging from sunglasses to valuable wristlet watches, were unclaimed. Other items included swimming costumes, compact powders, money, propelling pencils, umbrellas, etcetera.

R.V.N. CREW OF DESTROYER.

Except for a limited number of key personnel on the Royal Navy, the entire ship's company of H.M.S. "Trafalgar," Battle-Cruiser, was opened on October 26. When stages for passengers had disembarked from the "Moreton Bay" in Sydney recently about 50 items of personal property, ranging from sunglasses to valuable wristlet watches, were unclaimed. Other items included swimming costumes, compact powders, money, propelling pencils, umbrellas, etcetera.

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come to Greenwich, London, in August. She was the 6,941-ton cruiser "Raimondo Montecuccoli" which saw active service against the Allies. She brought 134 cadets from the Italian naval college at Leghorn for a five-day visit to London.

RUSSIA RETURNS LOANED WARSHIP TO BRITAIN.

H.M.S. "Lincoln," which was loaned to the Soviet Union, was returned to the United Kingdom in 1944. She left for London on September 29. The master, Captain Alexander McLean, an American citizen, was decorated for his part in the Canadian Navy operations on D-Day in World War II, and four of his officers remained aboard the tanker when a cargo ship took off the crew of 40 on October 10. The spiky reef had ripped gaping holes in the "Wicissa" hull. The "stay put" officers remained aboard to assist in possible towing operations and prevent the 1,850-ton ship from being seized for salvage. Meanwhile she was in danger of being frozen in by the winter freeze off Baffin Land. The latest information was that U.S. Navy air and surface craft were racing against time to rescue the five officers who remained aboard.

U.S. NAVY TANKER AGROUND AMID ARCTIC ICE.

The United States Navy tanker "Wicissa" ran aground on Polaris Reef, only 200 miles south of the Arctic Circle, early in October. The master, Captain Alexander McLean, an American citizen, was decorated for his part in Canadian Navy operations on D-Day in World War II, and four of his officers remained aboard the tanker when a cargo ship took off the crew of 40 on October 10. The spiky reef had ripped gaping holes in the "Wicissa" hull. The five "stay put" officers remained aboard to assist in possible towing operations and prevent the 1,850-ton ship from being seized for salvage. Meanwhile she was in danger of being frozen in by the winter freeze off Baffin Land. The latest information was that U.S. Navy air and surface craft were racing against time to rescue the five officers who remained aboard.

CHINESE NAVAL BATTLE.

A small naval battle was waged between Chinese Communist gunboats and Chinese Nationalist light naval craft off Lingting Island, about 20 miles south-east of Macao, on October 27-28, according to Hongkong Chinese Press reports on October 29. It is not known how the battle ended.

HUGE FAST BOMBER FOR U.S. NAVY.

Press reports from Washington (D.C.) on October 22 state that seven men were killed when Communist shells hit the United States destroyer "Leu" off the coast of Korea. The report did not indicate what structural damage, if any, was done to the ship.

NAVAL MEMORIAL UNVEILED BY DUKE OF EDINBURGH.

The Australian Naval Commissioner in London, Sir Thomas White, on October 15 attended the unveiling by the Duke of Edinburgh of the Naval War Memorial. Sir Thomas was accompanied by Captain J. B. Foley, R.A.N., and two Australia Heads of State, Mr. T. Strange and W. H. Bunning.

TEN APPRENTICES FOR NATIONAL NAVAL SERVICE TRAINING IN R.A.N.

The Minister for the Navy (the Hon. William McMahon) announced on September 9 that ten apprentices were to be selected to form the capital crew which would carry out their Naval National Service Training this year in the ships of the Royal Australian Navy. Other apprentices would receive similar training in subsequent call-ups. It was said that five apprentices had joined the aircraft carrier H.M.A.S. "Sydney" on August 29 and that the other five would embark in the cruiser H.M.A.S. "Australia" on September 5. They would serve in these and other ships of the Fleet for the next 14 months, with the rank of Probationary Midshipmen, R.A.N.R. (S). All of the apprentices had already undergone a two-weeks' course at Flinders Naval Depot (Victoria). The apprentices who had more than twelve months sea-going training in the Merchant Navy, would acquire a knowledge of duties with which they might be faced in war, whether serving in a warship or Merchant ship. Emphasis would be placed on practical work, especially the handling of wireless and radio communications. The Minister said that the naval training these apprentices would receive in Australian warships would be in keeping with the traditional association between the Royal Navy, the Royal Australian Navy and the Merchant Navy.

H.M.S. "DALRYMPLE" DISCOVERS CORAL SHOAL.

H.M.S. "Dalrympie" discovered a coral shoal a mile square in the Northern approaches to Zanzibar, on the east coast of Africa, and the Union Castle Line's "Warwick Castle" was warned of it just in time.

HUGE CROWD INSPECTS R.A.N. SHIPS AT PORT MELBOURNE.

Police aid had to be called in on November 1 to help sailors control the crowd which rushed to inspect R.A.N. ships berthed at Port Melbourne during Melbourne Cup week. More than 75,000 people packed the waterfront warships. The official opening was at 2 p.m., but huge queues had formed long before that time. In the subsequent struggles to reach the gangways, women fainted and children became lost.

At one stage two unconscious women in the middle of a thick crush of visitors were passed waiting ambulances over the heads of the crowd. The aircraft carrier H.M.S. "Sydney" proved to be the centre of attraction.

NELSON STATUE TO BE CLEANED.

Nelson's statue in Trafalgar Square, London, is to be cleaned and restored to its former glory in time for Queen Elizabeth II's Coronation next year. The 170-foot statue, 170 feet above the ground, was due for a clean-up until 1966. Normally it is scrubbed every 20 years. Only the figure on the pedestal and the bronze panels at the base of the column will be cleaned. The column itself has not been cleaned since its erection because the removal of the dirt from its surface would probably damage the stone. The steeplejacks appointed to the work will look the statue over for signs of decay.

ZULU DECK HANDS AND GREASERS.

The M.V. "Africa" arrived in Sydney recently from South and East Africa, via Torres Strait and Brabane. Amongst the crew is a Zulu seaman, James Nhlovu, which in his own language means "Great Elephant." He is one of nine Zulu deckhands and three Zulu engineerroom greasers in the "Africa" and passengers say that the Zulu proved excellent seamen. Nhlovu, aged 31, says his forefathers were great warriors. At home he has a wife and five children, of whom one of the police force in Pretoria and another is a deckhand like Dad!
NEW C-IN-C, FAR EAST STATION

The British Admiralty has announced the appointment of Vice Admiral C. E. Lambe, C.B., C.V.O., to be Commander-in-Chief, Far East Station, in succession to Admiral the Honourable Sir Guy H. E. Russell, K.C.B, C.B.E., D.S.O. The appointment will take effect in March, 1953.

NEW FLAG OFFICER AIR (HOME)

The appointment of Vice Admiral J. A. S. Eccles, C.B., C.B.E., as Flag Officer Air (Home), in succession to Vice Admiral C. E. Lambe, C.B., C.V.O., has been announced by the British Admiralty. The appointment will take effect in January, 1953.

FLAG OFFICER BRITISH TRAINING SQUADRON

Rear-Admiral J. F. Stevens, C.B., C.B.E., has succeeded Commodore B. J. H. Herath, C.B.E., as Flag Officer British Training Squadron. He has hosted his flag in H.M.S. "Implemalec".

PROMOTIONS TO REAR-ADMIRAL

In addition to Captain Leslie Newton Brownfellow, C.B.E., A.D.C., R.N., the notice of whose promotion was published in the October issue of this journal, the following R.N. Officers have been promoted to the rank of Rear-Admiral in Her Majesty's Fleet: Captain Robert Francis Elkins, C.V.O., A.D.C.; Captain (Commodore First Class) George Barney Hamley Fawkes, C.B.E.; Captain Richard George Gower, O.B.E., D.S.O., A.D.C.; Captain (Acting Rear-Admiral) Walter Thomas Couchman, D.S.O., O.B.E., A.D.C.; Captain (Commodore Second Class) Malcolm Walter St. Leger Scarlett, C.B.E.

FLEET ENGINEER OFFICER IN HOME FLEET

Captain J. E. Bolt (E), R.N., has been appointed to the battleship H.M.S. "Vanguard" as Fleet Engineer Officer to the Commodore-in-Chief, British Home Fleet.

COMMAND OF H.M.S. "SHEFFIELD"

Captain J. G. T. Inglis, O.B.E., R.N., has been appointed in command of H.M.S. "Sheffield", and as Commodore, Second-in-Command, America and West Indies Station, and will hold the rank of Commodore Second Class in this appointment.

FLEET M.O. FAR EAST STATION

Surgeon Captain T. G. B. Crawford, M.B., B.Ch., R.N., has been appointed for duty as Fleet Medical Officer on the staff of the Commodore-in-Chief, Far East Station and as Port Medical Officer, Singapore.

SECRETARIAL APPOINTMENT TO ADMIRALTY

Mr. Rupert Spier, M.P. for the British constituency of Hexham, has been appointed Parliamentary Private Secretary to Commander A. H. P. Noble, D.S.O., D.S.C., M.P., Parliamentary and Financial Secretary, British Admiralty, and to Mr. Simon Wingfield Dug-oby, M.P., Civil Lord of the British Admiralty.

DEPUTY DIRECTOR AIR WARFARE, BRITISH ADMIRALTY

Captain A. J. T. Roe, D.S.O., O.B.E., R.N., has been appointed for duty in the British Admiralty as Deputy Director Air Warfare.

DEATH OF LIEUTENANT-COMMANDER F. BOLT

We regret to have to announce the death, on October 22, of Lieutenant-Commander Frederick Bolt, formerly of the Royal Navy and the Royal Australian Navy. Lieutenant-Commander Bolt died at his home at Mt. Foley, Wentworthville, N.S.W., aged 78, and was buried at St. Bartholomew's Cemetery, Prospect, not far from Wentworthville. Born in Devon, England, Lieutenant-Commander Bolt served many years in the Royal Navy before he came to Australia in 1911 and joined the Royal Australian Navy. He leaves four sons and two daughters, all of whom live in Victoria.

ROYAL MARINE ORDERLY TO DUKE OF EDINBURGH

Corporal (Acting Sergeant) Gershon Mandelund has been selected orderly to the Duke of Edinburgh. He began duties at his home at Mt. Folly, Wentworthville, N.S.W., aged 78, and during Captain Zuyderhoudt's 34 years at sea in the Netherlands merchant marine.

HOLLAND REWARDS GALLANT SERVICE

The Netherlands Consul-General in Australia, H.E. van Ravenstein, presented Captain J. W. George Creasy, K.C.B., C.B.E., (Sir John Lang, K.C.B.) in the battle-cruiser "Swiftsure", the fast minelayer "Apollo", and destroyers and frigates of several squadrons, proceeded to Invergordon towards the end of August for weapon training, on completion of which H.M.S. "Eagle" joined them after embarking the English Channel and Irish Sea.

The British Home Fleet took part in Exercise "Mainbrace", the large scale eight nation N.A.T.O. Exercise conducted recently in North European waters, and subsequently ships paid short visits to North European ports. They returned to the United Kingdom early in October and it was expected that the First Lord of the British Admiralty (the Right Hon. J. P. L. Thomas, M.P.) and the Secretary of the Admiralty (Sir John Lang, K.C.B.) would visit the Fleet at Rosyth.

It was the last voyage of the Daring Class destroyers to carry out further sea training during November and would be followed by that of H.M.S. "Diamond", one of the newest destroyers in the Royal Navy, and the second of the Daring Class destroyers to come into commission.

November, 1953.
A desperate battle with a giant octopus put an Indian engineer in hospital for a week or two last year. He was lucky to be there and not dead. The man was swimming at Juhu Beach, Bombay, when he felt something soft brush against him. He tried to kick it away, but powerful tentacles wrapped themselves around his waist, thighs, chest and arms, and he was finally numbed by the discharge the octopus gave off. So began what appeared to be a losing battle for survival. As fast as he tried to kick it off, another would grab him. Finally, he kicked himself free, severely shocked and with his limbs bruised and blistered by the octopus' suction cups. On the face of it, one can only think that the octopus took alarm at something or other.

Camouflage occurs greatly among life-forms in the realm of the sea. In the bright and dim world of the shallow sea, and on the floor of the shallow sea many marine life forms show a great degree of resemblance in form and colour (faded into their environment, so to speak) in their natural home, and some animals show a detailed likeness almost to their natural prey. The chameleon prawn, for instance, exactly resembles the colour of the weed to which it clings motionless during the daylight hours, whether it be green, red, or brown, and changing its colour as required. Somewhat similarly, in a sandy pool shrimp, pressed flat against the sand or buried under the sand, remains almost invisible unless disturbed. In fact, many shallow shore fish show a wonderful blending of tone and pattern with the environment in which they are found. The flat fish found offshore are particularly notable in this respect. All these creatures see their background and unconsciously or automatically respond by adjusting their tone and colour, and sometimes their pattern, to it.

Here we have protective camouflage in its highest forms.

The male fighting-fish of Siam, which is aptly called the gamecock of the sea, makes a teapot of its water when his fancy turns to thoughts of love he presses his suit with such fervour that the female fish has sometimes to leap out of the water to evade his dangerous, fierce love-making. After mating, however, the roles are changed. It takes all his time to prevent her from devouring their progeny. It is not surprising that the offspring of such a ferocious parentage, must be reckless and overpowering to life of self-seeking and almost perpetual battle and strife. Though these fish seldom exceed 3 inches in length, they would put a shark to shame for sheer ferocity. They fight each other on sight. These fish are so fierce and unrelenting that even the victor is generally so battered and torn, especially about the fins, that it is unable to fight again.

Mutton-birds, noddies, terns and gannets make up the large majority of the bird inhabitants of the Great Barrier Reef. But there are others, and very interesting others, too, for instance, the frigate-bird. One may see him on occasions circling on motionless wings high up in the sky, keeping his eager eyes upon the gannets and terns working food below. The frigate-bird lives by piracy almost exclusively, and the gannet and terns are his chief victims. Let but one of the other take a fish and start to fly with it towards its nest on some near-by island, and the frigate-bird is in relentless pursuit of it. To avoid the attack of the robber the gannet or the tern, which he will drop its fish and, as the glimmering prize falls seaward the frigate-bird, with a sudden flashing swoop, has captured it ere it can reach the water.
The efforts of the South African Marine Corporation to build new tonnage or buy second-hand vessels have been thwarted by prices and delayed delivery.

The P. & O. and Orient Lines, each putting two big ships on to Mediterranean cruising during the recent European summer, immediately received far more applications for passage than they could satisfy.

Shipowners in Britain are still receiving heavy claims for broken cargo grass estimated to equal a number of whole bales and are advised only to allow whole bales actually received on board to be broken up for broken stowage.

Mr. J. A. Billmeir, without committing himself to definite figures, said that he anticipated that the holders of each 1s. unit of ordinary stock in the old Stanhope Company would receive about 35s. in cash, in addition to a fully-paid £1 share in the new company.

The Chinese Communist authorities are trying to beat the British and American embargoes by sending their exports to satellite countries in Europe.

Seafarers visiting Odessa found that a Russian docker had to spend the whole of his pay for five weeks to get a new suit.

An American tanker master who overheard his ship was charged with "inattention to duty" and had his certificate suspended.

Brazil and Spain both have 16 per cent of their tonnage counting vessels of 100 n.t. and over, more than 25 years old.

The Comand Liner "Britannic" earned about $500,000 dollars on her two months' Mediterranean cruise from New York.

The decision of the Liverpool magistrate that refreshment bars on shipboard had to observe the same hours of opening as on shore is to be the subject of an appeal.

The salvage of the abandoned Dutch motor coaster "Westkust" by the Hull Trawler "Savonella" in December was amicably settled at £17,000 without going to court.

The Icelandic reservation of fishing rights under the recent decision of the International Court cover some of the best grounds and will hit the Hull, Fleetwood and Grimsby trawlers particularly hard.

Another attempt is to be made to salvage the French brig "Telemaque", which foundered off the mouth of the Seine in 1890 with the French royal jewels on board.

A "wash" claim by the steamer "Tiltington Court" against the G.S.N. Co.'s excursion motorship "Queen of the Channel" was dismissed on the ground that the steamer was badly moored with unequal strain on the ropes.

The British shipping industry's gross earnings in the second half of 1951 increased by £7,000,000 over the first half, but its expenses increased by £47,000,000.

Swedish shipowners are contributing largely to the cost of the conversion of the converted "Viking" into a stationary training ship at Gothenburg; a German offer for her has been refused.

The Turkish State shipping concern has changed its name from "Devlet Denizcilik ve Limanlar Istriki Genel Mudurlugu" to Denicilik Bankat Turk Anonim Ortakligi.

The new Indian mercantile ensign is to be a red flag with the national flag in the upper canton next to the staff, and ships manned by a proportion of naval personnel will wear a similar flag but blue.

Owners of fast cargo ships are suffering very severely from the congestion of dry-dock facilities of a type which suit their dimensions and shape and are often having to despatch them with foul bottoms with greatly increased fuel consumption.

The Canadian National (West Indies) Company is discarding the passenger ships "Lady Nelson" and "Lady Rodney" at the end of the Canadian summer as so many tourists to the West Indies are now travelling by air.

A practically perfect dug-out canoe has been discovered at Short Ferry, near Lincoln, England, similar to the famous Brigg dug-out which was destroyed at Hull museum during an air raid.

While carrying out a patrol off the West Coast of Korea the British cruiser "Belfast" (Captain A. C. A. C. Duckworth, D.S.O., D.S.C., R.N.) was attacked by a shore battery.

The cruiser was straddled and, in subsequent salvos, hit by one 76mm. shell which exploded in one of the mess decks. Four Chinese ratings were injured, one of whom died later. Damage to the ship was unimportant, and after silencing the battery with her six-inch guns, the "Belfast" resumed her patrol.

The "Belfast" also came under enemy fire when she assisted Republic of South Korea forces to retake an island which had been invaded by the enemy. The ship was not hit.

In keeping their round the clock vigil off the West Coast of Korea, ships of the Commonwealth and Allied Navies contin-

This new Penguin reprint, now available, by H. M. Tomlinson, the author of "Gallions Reach," first published in 1923, is a notable addition to this famous library.

The truth of this will be accepted by everybody who reads this enthralling romance of adventure and sea, for "Gallions Reach" not only presents a perfect museum of life on a British tramp steamer but also envelops its reader in the life which its characters at other times live, both in the atmosphere of mercantile London and the maritime Orient.

The author has a rare sense of dramatic values, true to life characterization and (for all seafarers) a most intimate and accurate knowledge of the sea and all those who go down to it in ships. Mr. Tomlinson has done what few novelists of the sea other than Conrad have succeeded in doing—makes one understand life at sea, as seafarers knew it in the form which creates reality and a taste for more. How salty is the idiom and its retention! Familiar recollections of things experienced personally come to mind; old haunts and situations of some earlier voyage are re-visited or relived; half-forgotten memories are rekindled and warmed into life.

The story opens at night on the Thames estuary on a steamer moving up the river at half speed, with yellow glows "low in the shadows that were Kent and Essex." And Jim Colet, the central figure of the story, is aboard the steamer.

But seeming ineradicable fatality, fate, destiny—it call it by what name you will—is in wait up there in Gallions Reach.
Australia has received advice from Conference in London. Another Ex-Naval Men- Association of Associations to become affiliated to the United Nations. At the decision with regard to affiliation to the United Nations, it was decided to await associations, representing about five British ex-Service organisations before making a final decision with regard to affiliation with the United Nations. The five British ex-Service organisations joining the World Veterans' Federation, which is one of the largest non-governmental organisations in the world, enjoys consultative status with the United Nations. Its main aims are:

1.-To maintain peace and international security by the application in letter and in spirit of the San Francisco Charter, by respecting the rights of man and the fundamental freedoms set forth in the Universal Declaration of the Rights of Man adopted by the General Assembly of the United Nations on the 10th December, 1948.

2.-To defend the material and spiritual interests of ex-Servicemen and war victims by all legal and constitutional means through the exchange of information on legislation concerning them.

3.-To establish permanent relations between the national associations and international organisations of war veterans and war victims in all countries.

4.-To study ways and means of reducing tensions likely to cause international discord.

Its international rehabilitation programme has been described by Dr. Harold Balme, British consultant to the U.N. W.H.O. and U.N.C.E.F., and chairman of the U.N. Working Party on Rehabilitation, as the most remarkable effort that has ever been attempted in this field.

The main projects in this rehabilitation programme are:

(a) The planning of courses in England on limb-fitting and the rehabilitation of impuercs for countries where no adequate facilities exist.

(b) The convening of a conference of medical experts to investigate the needs of brain-injured war veterans who have been described by Professor Makki in Finland as "the forgotten soldiers.

(c) The setting-up of a tree "talking book" service for veterans in Europe.

(d) The setting-up of an International Information Service to serve as a clearing-house between governmental and non-governmental organisations throughout the world.

(e) The establishment of a model Centre for the Blind in England.

(f) The establishment of a Travelling Exhibit demonstrating the latest prosthetic devices and surgical developments for people who have lost limbs, been blinded or paralysed, or suffered other disabilities.

(g) The building-up of a Social Department to study the needs of disabled ex-Servicemen in different countries of the world.

(h) And, finally, the organisation of an international conference on limb-manufacture and limb-fitting to discuss modern methods in this field.

The World Veterans' Federation has also launched a plan for direct aid to disabled ex-Servicemen in fourteen European countries. This plan is sponsored jointly with the Cooperative for American Remittances to Europe (C.A.R.E.). C.A.R.E. is a non-governmental, non-profit co-operative organisation founded in 1946 by a group of charitable institutions in the United States to send parcels to individuals in European countries which had suffered in World War II.

The five British ex-Servicemen's associations, representing about 700,000 members, announced their decision to join the World Veterans' Federation that was formed in 1950 to campaign for "peace with freedom" and to promote an international rehabilitation programme for disabled ex-Servicemen. They are The Royal Naval Association, The Royal Artillery Association, The Grenadier Guards comrades' Association, The Royal Signals Association and The Royal Air Force Association.

Many other veterans' associations in the United Kingdom, the Commonwealth of Nations and the colonial empire are expected shortly to follow the lead given by these five associations.

Britain is the sixteenth member of the World Veterans' Federation whose strength now stands at 94 ex-Servicemen's organisations with a membership totalling 15,500,000. The other member nations are: France, United States, Canada, Norway, Denmark, Holland, Belgium, Luxembourg, Italy, Yugoslavia, Greece, Turkey, Israel, Philippines and Pakistan.

The World Veterans' Federation, which is one of the largest non-governmental organisations in the world, enjoys consultative status with the United Nations.
OPTIMISM IN MALAYA.

Of five fighting fronts opened up by Communism within 4,000 miles of Australia's northern coast—Burma, Indo-China, Korea, the Philippines and Malaya—the last named is beginning to hold out most hopes of the eventual suppression of terrorism.

Methods of combating the terrorists adopted under the leadership of General Templer are drastic, even harsh, but they are proving effective. In short, they aim at depriving the terrorists of arms, ammunition, information, and supplies, thus rendering them helpless.

The terrorists owed much of their earlier successes to the aid they extorted from underprivileged Chinese squatters living on the edge of the jungle. Under threats, these squatters not only provided food and supplies, but also information about the movements of whites and Government forces.

The first task was to provide these Chinese with new homes in resettlement villages, where they could be assured of economic security. That process has been in operation for several years, and many thousands of settlers have been moved.

Now the inhabitants of the resettled village are being urged to give information to the authorities. It is recognised that the villagers fear reprisals by the terrorists if they expose them, but the authorities insist that willing or unwilling cooperation between the villagers and the terrorists must be ended.

If the villagers help the authorities, they will be protected, even to the extent of being moved to safer areas. If they continue to conceal the terrorists, action will have to be taken against them. Secret questionnaires from the villagers are now being examined to see whether this new method of collecting information is effective.
S.S. "United States"—Pride of the American Merchant Marine, the largest ship ever built in the United States and the third largest in the world.

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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December, 1952.
NAVAL DEVELOPMENTAL DEMONSTRATION BY BRITISH ADMIRALTY.

Acting patently on the desire that nothing should be left undone to attain an even higher efficiency in the Naval service, the British Admiralty during September inaugurated a private demonstration-week at the Admiralty Engineering Laboratory, West Drayton, Middlesex.

The exhibits and demonstrations were of the widest nature and splendidly presented. Scientists, engineers, and technicians both in industry and Admiralty service, together with some 300 industrialists and their representatives, attended.

The stimulus it gave to the exchange of ideas and towards creativeness, must unquestionably reflect itself in the whole structure of Naval administration and technique. This journal has repeatedly stressed the importance of science in Naval efficiency and preparedness: and this further example of the British Admiralty's awareness of that importance cannot but be studiously followed and endorsed.

It is a policy to which we, as an island nation also dependent on sea communications for our economic and national safety, must fully subscribe.

The Admiralty Engineering Laboratory, which exists for research and to test machinery and equipment for Her Majesty's Fleet, is divided into three departments: mechanical, electrical, and ordnance. In the mechanical department, the Delta, the new triangular engine developed by Messrs. Napier's for the British Admiralty, could be seen through a glass panel in its soundproof test chamber. Other diesel engines and test rigs for gas turbines were also exhibited.

In the electrical section, a scientist was seen attempting to find out why ordinary torch batteries fail even when not used. The "death" of a battery is not generally due to its being used too much but to the irregular corrosion and resultant puncture of the outer zinc container. If a cure can be found, the torch battery will have a much longer life as well as at sea. Also in this section there was a machine for simulating the effect of near explosions on electrical fittings, and another for the effect of roll on delicate electrical instruments.

In the ordnance section, some of the elementary comments of gun laying machinery were on view. Of special interest was the reduction in size of these components. While World War II types can be measured in feet, the prototypes for the future are measured in inches.

The demonstration was subsequently "at home" to the British Press and the London "Daily Telegraph" correspondent, describing the work being done as it wrote:

"New electrical gear and instrument mountings have been designed for the Navy that will withstand any shock which a ship itself can stand without sinking. To ensure that radar and radio sets, light and fire control apparatus will be unaffected by severe battle conditions, specimens are mounted on a metal plate which is beaten with a 400 lb. hammer.

"Work going on at present covers everything from gun mountings to marine engines. An engine which is attracting particular attention is a gas turbine developed by the Rover Company's first gas turbine car. If tests are successful, an improved form of this engine may provide the Navy with the fastest and most maneuverable motor launch in the world.

"Tests are also being carried out on batteries as small as a wristwatch button, and on others as big as a suitcase which are used in submarines in batches of 100. The nearest is a breather pocket device which can light a torch bulb for 30 hours when dipped in sea water. It is for use by survivors of sunken submarines."

Thus the good work goes on! The results, as no doubt the reader has gathered, are most satisfactory. The Admiralty Engineering Laboratory at West Drayton has started a new chapter in the history of this country's Navy.

ROYAL NAVAL MINEWATCHING SERVICE REDUCES ITS AGE LIMIT.

Entry into the Royal Naval Minewatching Service will in future be open to younger men.

Formed in January, 1952, for the enrolment of men and women—either whole-time or part-time duties in an emergency, the Service has previously been restricted to men of 45 years and over. It has now been decided to lower the age of entry for men into the Royal Naval Minewatching Service during the 8-months period from January to August.

For enrolment into the Royal Naval Minewatching Service during the preceding January, several interesting points were made. Apparently if more men had stayed with Captain Kurt Carlsen aboard his ship, the "Flying Enterprise," a towline might have been secured 24 hours earlier than it was in the efforts to save the ship.

Emphasizing that it was in no way criticizing Captain Carlsen's decision to stay aboard the "Flying Enterprise" himself, the report says that "his refusal to accept the services of volunteers to remain on board with him is not entirely concurred with by the board, especially since the only salvage operation possible would be towing into port, in which case heavy manual labour in connection with towing equipment is entailed."

It was not until 24 hours after the salvage tug "Turmoil" arrived alongside the crippled vessel that a towline was secured. Captain Carlsen was helped by Mr. Kenneth Dancy, mate of the "Turmoil," who boarded the "Flying Enterprise."

The report describes Captain Carlsen's decision to stay aboard as "an act beyond the call of duty and an outstanding example of the best tradition of the sea."
THE ROYAL AUSTRALIAN NAVY NEEDS MORE PILOTS AND OBSERVERS
EXCELLENT OPPORTUNITIES FOR YOUNG MEN.

By a Special Correspondent.

Did you know that if you are aged between 17½ and 23½ years and are a British subject of substantially European descent you might be able to obtain a short-service commission as an aviation pilot or observer officer in the Royal Australian Navy? The R.A.N. is looking for young men in your age group who can qualify to take part in one of the most important activities in our modern Navy.

If you are selected and can fulfil the requirements of commissioned rank you will be appointed for a minimum period of seven years and may, at the end of that term, apply for an extension of four years. Service on the active list is followed by five years on the reserve list.

During your term of service, after you have been a sub-lieutenant for about two years, you may be granted a permanent commission in the executive branch of the R.A.N. and thus find the way open to the highest ranks.

You can see, therefore, that, if you think you are suitable, you would do well to consider the question of taking the opportunity which the Royal Australian Navy presents to you of engaging in an extremely interesting professional career, filled with great variety, including travel and good companionship, and giving you the chance to prepare yourself to defend your country in case of emergency.

The need for a continuous supply of pilots and observers arose when the Royal Australian Navy decided to introduce aviation after the Second World War. That decision was based on experience gained during the war which showed that the aircraft carrier and its high-speed aircraft formed the most mobile and hardest-striking weapon for use against an enemy that had until then been devised. It is still regarded in that light, and all present-day large-scale naval strategy and tactics are based primarily upon the employment of the modern carrier task force.

Now that the date of the arrival in Australia of the aircraft carrier "Vengeance," which the Admiralty has lent to the Commonwealth Government, approaches, the need for pilots and observers has increased, because, when "Vengeance" reaches this country from the United Kingdom early in 1953, the R.A.N. will have two carriers — the other one being H.M.A.S. "Sydney," and it will be necessary to provide pilots and observers for both of them.

At present some of the pilots and observers in H.M.A.S. "Sydney," and some undergoing shore-based training at the R.A.N. air station at Nowra (N.S.W.) are officers of the R.A.N. and others are officers of the Royal Navy whose services have been lent to the R.A.N. Eventually all pilots and observers in the R.A.N. except those on exchange duty from the Royal Navy, will be R.A.N. officers.

Ever since aviation was established in the Royal Australian Navy a certain proportion of pilots and observers has been drawn from among younger permanent officers of the executive branch, but the number provided from that source has not so far been large enough. That is why the proposal to give short-service commissions was adopted.

Candidates for entry as pilots or observers under the short-service system must, of course, be of high physical standard and must have reached that might be generally called the intermediate standard in education, with passes in at least four subjects, including English and mathematics.

They must have gained certificates in one of the mentioned public examinations —
- Queensland: Junior.
- New South Wales: Intermediate.
- Victoria: Intermediate or Intermediate Technical.
- South Australia: Intermediate trade school or area school.
- Tasmania: School Board, junior technical or higher area school.
- Western Australia: Junior.

If candidates with the necessary educational qualifications pass the medical board they have then to undergo tests to prove personal qualities and flying aptitude; and if they succeed in the tests they are entered as recruit naval airmen (pilot or observer). Although candidates' wishes are carefully considered the Naval Board decides whether he shall be allocated to pilot or observer duties.

Recruit naval airmen are first given three months' general naval training at Flinders Naval Depot, Crib Point, Victoria. On completion of the course they are rated probationary naval airmen. Those selected as pilots do 14 months' flying training with the Royal Australian Air Force at Brisbane, Uranquinty (N.S.W.) and Melbourne.

At the end of that training they are awarded their wings, promoted to the rank of acting sub-lieutenant and given short-service commissions of seven years. They then leave Australia to do special naval flying with the Royal Navy in England, Scotland and Ireland. On returning
to their squadrons.

Probationary naval airmen selected for observer training go directly after they have served 11 years short-service commissions after being awarded their wings and promoted acting rank for 12 months. If an officer resigns at the end of his seven-year short-service commission he is paid a gratuity of £50, but if he remains in the Navy for 15 years his gratuity will amount to £150. To become eligible for the gratuity in either instance he must transfer to the reserve list.

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SERVICES TO UNITED
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AMERICA AND THE
EAST.

FULL PARTICULARS
Furnished on
APPLICATION.

On this score, too, the "United States" has two separate engine-rooms, parallel piping systems, and extra reserves of equipment, power and supplies.

Many Standard Practices Abandoned.

From the very first, many standard, ship-building practices were abandoned. The "United States" was built in a dry dock and the "launching" achieved by flooding the dock. Prefabrication was used extensively. More than 2,000 prefabricated units were installed. Some of these units weighed up to 100 tons. The 85ft. high, 6ft. long prefabricated funnels are made of aluminum and were hoisted into position by crane.

In the great hull, there are 1,500 miles of welding. At the high speed the American liner attains, the welded joints mean an immense cut in water resistance as compared with overlapping riveted plates. On the subject of safety, the "United States" possesses an ability to withstand collision damage more than twice that required by international standards.

H.M.A.S. "ARUNTA"
RECOMMISSIONED AS
MODERN ANTI-SUBMARINE DESTROYER.

The Tribal class destroyer "Arunta", which has been undergoing refit and modernisation at Cockatoo Island Dockyard, Sydney, was recommissioned on Wednesday, November 12 and began her trials on Monday, November 17. "Arunta" has been modernised as part of the programme which the Royal Australian Navy has undertaken to prepare against the grave menace that would be presented by the fast, long-distance, long-submersible submarine in any future war.

In announcing this the Minister for the Navy (Hon. William McMahon) said that the work on "Arunta" had been completed.

NEW TYPE JET HELICOPTER

The United States Armed Services is reported to have ordered a new type ram-jet helicopter, the "Hornet", which has only two hand controls and no foot pedals. The helicopter, which will seat two, is powered by a 12 lb. 35 h.p. ram-jet engine mounted on the tip of each of two 23 ft. rotor blades. The U.S. Navy has ordered two of these helicopters, the U.S. Navy two, and the U.S. Marine Corps one for evaluation purposes. The "Hornet" weighs 360 lb. empty, can carry a load of 600 lb., and has a maximum forward speed of 80 miles an hour. The engine burns almost any type of low-cost fuel, including lower grades of petrol, kerosene, or diesel fuel oil.

Agee Pyrex, the ovenware that is tableware as well, is back again in the complete range . . . from casseroles to pie plates, from baking dishes to entree dishes, from pudding dishes to individual ramekins. You can buy them all in glorious colours—green, blue, biscuit or in clear. As your set of Agee Pyrex increases, you'll discover just how much time and trouble a complete range can save! For cooking, for serving, for storing—Agee Pyrex!

Guaranteed against breakage in oven use.

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WHOLESALE SUPPLIES ONLY.
VACANCIES OCCUR AT R.A.N. COLLEGE EVERY YEAR

BOYS TRAINED TO BECOME FUTURE OFFICERS.

The invitation to join the Royal Australian Naval College, which the Australian Commonwealth Naval Board extends to boys in two different age-groups every year, has many attractive features. One of the most important of them is that boys who are fortunate enough to be selected are provided with an opportunity to train for an unusually interesting and highly respected professional career entirely free of cost to themselves or their parents.

From the day they enter the College until they pass out to go to England for further training everything they receive—education, books, food, quarters, clothing, and so on—is given to them without charge. Apart from that, they receive either pocket money or a daily rate of pay, according to the age group to which they belong and the period they have spent at the College. As they are promoted after they have left the College, their pay increases.

The first group of boys to whom the Naval Board offers invitations for the ordinary entry consists of those who are 13 years of age. The second group, known as the intermediate entry, comprises boys aged 15 years.

Boys in the first group spend four years at the College before they go to the United Kingdom as cadet-midshipmen to serve with the Royal Navy. Boys in the second group, however, will, after January, 1954, train and remain at the College for only two years before they are sent overseas. All of them arc trained either as executive, engineering, electrical or supply and secretariat officers.

To succeed in their applications for the ordinary entry to the College, boys in the first group have to undergo an official medical examination and finally be selected by an interviewing committee. The qualifying examination usually takes place in September and the medical examination in November. Boys who are chosen join the College in the following January.

The procedure for 15-year-old boys will, from 1953 onwards, be somewhat different from what it has been in the past. Instead of, as formerly, having to pass examinations set by the various State authorities, 15-year-old applicants will be required to pass an examination that will ensure a uniform standard of educational efficiency for all of them.

Those who pass this examination will have to undergo an official medical examination and will be selected for entry to the College in the same way that 13-year-old boys are.

On entering the College in January, 13-year-old boys become first-year cadet-midshipmen. Fifteen-year-old boys, however, will, after January, 1954, train and become cadet-midshipmen in the third year.

The Royal Australian Naval College has been described as the most democratic educational establishment in the Commonwealth. Boys who become cadet-midshipmen and later permanent officers of the R.A.N. come from both Government and Private schools. They are merely asked to prove that they have good character and intelligence, are ambitious and have the personal qualities and other attributes that will fit them for the duties and responsibilities of the career they are about to adopt.

No boy can be entered at the College by his parents by the payment of fees. He has to win his place in competition against other applicants by intelligence, initiative, physique and outstanding ability. As a result, future officers of the Royal Australian Navy are selected from among the best examples of youth in the Commonwealth.

The College stands on the grounds of Flinders Naval Depot at Crib Point, Victoria, but it is a self-contained entity.

Its main building is the accommodation block, which, in addition to providing sleeping quarters, has messing facilities and other amenities.

The Commander's office and other administrative quarters, the sports equipment store, a large and well-fitted Seamanship Instructional room, containing models of ships and special appliances, the Seamanship Work-room, the sick bay and the canteen between the accommodation block and the study block.

In front of the administrative block is part of a damaged range-finder from the first H.M.A.S. "Sydney," which destroyed the German raider "Emden" at Cocos Island, in the Indian Ocean, in the First World War.

The class-rooms, physics and chemistry laboratories in the study block are well-lighted and airy. A reference library supplies a wide variety of topical and other information.

The studies at the College are both practical and theoretical and some of them are undertaken in stalls on Hanne's Inlet, on which Flinders Naval Depot stands. In addition, cadet-midshipmen undergo theoretical and practical instruction in engineering.

Other studies are devoted to academic subjects, such as mathematics, physics, chemistry, English, French, history and geography, which, although they vary more of the schoolroom than does seamanship, nevertheless provide knowledge essential to the efficiency of a naval officer. Religious instruction also forms part of the curriculum and cadets attend church on Sunday.

The College has good playing fields. They cover a large area and provide one main cricket oval and one junior oval in the summer and two Rugby football grounds and one soccer and one hockey ground in the winter.

Four en-tout-cas tennis courts are also laid down.

One of the very few cinder running tracks in Australia is maintained at the College. Officers and cadets also use a big, well-equipped, heated, tiled indoor swimming pool during prescribed hours. In summer all cadets swim every day.

MAIDEN VOYAGE.

The motor vessel "Flowrgate" (5,000 tons gross) arrived in Sydney recently on her maiden voyage from the United Kingdom with a cargo of steel, cigarettes, excavators, aluminium, etc.

The master of the "Flowrgate" is Captain William Stubbs, O.B.E., who has quite an interesting background. During the war, Captain Stubbs entered Cannes in Southern France in one of the "Gate" ships and picked up 2,000 refugees from that port which, at the time, was under German occupation. One of the passengers was the well-known writer, Somerset Maugham, who has recorded the incident in his book "Strictly Personal."
SAFETY AT SEA.

The 1948 International Convention for the Safety of Life at Sea became effective on November 18.

The United States Coast Guard announced in Washington, U.S.A., that Belgium, Britain, Canada, Denmark, France, Holland, Iceland, Israel, Italy, Japan, New Zealand, Norway, Pakistan, Portugal, Sweden, South Africa, the United States, and Yugoslavia had approved the articles of the Convention.

The Convention provides for improved standards in ship construction, fire protection, life-saving appliances, radio equipment, dangerous cargoes, and navigation generally.

The new rules include:

- Vessels having less than 20 lifeboats must carry portable radio apparatus on international voyages.
- Lifeboat equipment must include such items as a bilge pump, first-aid kit, two buckets, two buoyant heaving lines, one jackknife, and two buoyant smoke signals.
- Vessels in salt water service must undergo dry dock inspection each year.

SHIPS INTERESTING BACKGROUND:

The “Maria de Mar,” in port in Sydney’s Walsh Bay during mid-October, created a good deal of curiosity. She is the former New Zealand sailer “Margaret W” turned motorship, and her owner-master is Captain E. Sans, a Frenchman.

Her trade routes are between New Caledonia, New Hebrides, and Sydney, and she had just completed her fourth voyage on that route. She carries a deck crew of native islanders, retails the clipper bow of her sailing days, has 420 masts and an aft steering position.

BRITISH TANKER FLEET WORLD’S LARGEST.

Excluding Naval ships but including whale refiners, which can be used for oil transport, the British tanker fleet now comprises 22.9 per cent of the world’s total deadweight tonnage, against the American 22.63 per cent, which ranks as the world’s second largest.

BRITAIN’S LEAD IN MARINE PROPULSION.

British technical knowledge of jet aircraft engines may soon give the United Kingdom an unbeatable lead in marine propulsion. It is predicted that within ten years the gas turbine (jet) engine will be not only adapted for marine purposes but actually a prominent role in use in the British shipping industry. An unconfirmed report from London says that the Cunard Company, owners of the mighty “Queen” liners, plans to build a gas turbine powered liner that will run the Blue Riband of the trans-Atlantic service. Incidentally, several small gas turbine ships of the Royal Navy have gas turbines experimentally installed while a tanker, the “Aurora”, has a gas turbine propulsion plant fitted alongside her orthodox diesel engine. Advantage of the gas (jet) turbine is that it will give all the high power and smooth running of the turbine without the huge space occupied at present by boilers.

December, 1952.

MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

By AIR MAIL

NEW INTER-STATE CARGO MOTORSHIP ORDERED.

Mellwarth, McEachern, Melbourne shipping company, have placed with the Burnstane Shipbuilding Company, of Aberdeen, Scotland, an order for an Inter-State cargo motorship of 1,500 tons, with a speed of 12 knots.

SMALL BOAT’S LONG VOYAGE.

United Press message from New York on October 30 reported that the 48-foot ketch “Mira,” skippered by Dr. R. A. Davis, docked at Norfolk, Virginia, on October 29, on the last leg of a 10,000-mile, 112-day voyage from Lyttelton, New Zealand. Dr. Davis, who plans to study at Harvard University, U.S.A., is accompanied by his wife and two young sons. The “Mira’s” departure from Lyttelton was reported in our issue for June, 1952.

$1,000,000 CARGO FOR COMMUNIST CHINA.

The British freighter “Autolykus,” 4,800 tons, arrived in Hong Kong on November 4 en route to Tientsin with a cargo of textiles for China. Worth more than $1,000,000, the shipment was the first under agreements signed in Moscow last April.
VETERAN P. & O. LINER MAKES LAST SYDNEY CALL

The old 17,000-ton P. & O. "Ranhi", which was an armed merchant cruiser in World War II, arrived in Sydney on November 13 on her last voyage to Australia. The "Ranhi", launched 27 years ago, is to be taken off the England-Australia run and will probably be broken up. While on patrol as an armed merchant cruiser, she was damaged repeatedly by shellfire. Then, converted to a troopship, she carried about 9,000 servicemen. She was hit by a bomb while carrying troops in the Meditterranean in November, 1945, but was only slightly damaged. The "Ranhi" was a sister ship of the armed merchant cruiser "Rawalpindi", which was sunk in the historic and gallant light cruiser "Angelina", on November 23, 1939. The "Angelina" was an armed merchant cruiser in World War II, and was damaged in her last voyage when she reached Sydney. She had apparently been helped to escape from the shore with the crew in the western extremity of Channel Islands.

A Marine Court of Inquiry at Hong Kong found that the stranding of the British motor vessel "Angelina" was caused by the default of the Master, who also committed a wrongful act in leaving him afloat. The Court suspended his certificate of competency for six months and recommended for the consideration of the appropriate authority that he be granted a certificate of competency as first mate of foreign-going steamships during the period of suspension. In the course of the finding, the President (Mr. J. B. Low), was the following: "Undue reliance was placed on the unqualified and inexperienced Junior Officer by leaving him alone on the bridge whilst making a landfall during the hours of darkness." The "Angelina" was aground on Chi Li Pai Reef, off Haipong, whilst on a voyage from Hong Kong to Hainan. The vessel was towed by the British steamer "Kola" to Haipong.

SHIP GROUNDS, FLOATS "ANGELINA" STRANDING.

A message from British Columbia on November 19 reported that the 6,000-ton Canadian Pacific steamship "Prince", of Nanaimo, which ran ashore in Nanaimo harbour on the night of November 18, after smashing a reef, was refloated and taken to Vancouver. The vessel was drawings every few weeks £25,000 first prize. Drawn every few weeks

NEW WEST AUSTRALIAN SHIPPING SERVICE

A regular shipping service between the eastern Australian States and Auckland (W.A.) was inaugurated in November. In announcing the new service, Senator McLeay, the Minister for Shipping and Transport, said the service to Albany would operate every two months and the Esperance service every three months. The S.S. "Koomilya" will be used on the service and another ship will, later, be put on the run.

ITALIAN LINER'S MAIDEN VOYAGE

The Italian liner "Castel Felice", which arrived in Sydney on November 10 in Genoa, has made her maiden voyage, begins a new one-class service between Indian ports and Australia. The "Castel Felice" was formerly a hospital ship, which operated in the Mediterranean during World War II, and had been converted to a seven-deck liner, with accommodation for 1,136 passengers. The ship is owned by the Italian Steam Line, Genoa.

TRY, TRY, TRY AGAIN!

The Sydney couple on the ketch "Peter Gynt," Mr. Norman Rome and his fiancee, Miss Sylvia Roach, left Port Macquarie on November 18 for the fourth time, to try to sail to Lord Howe Island. The voyage left Sydney on October 16 to sail around the world, but were forced by heavy weather and sickness to put successfully in Newcaste, Port Stephens, and Port Macquarie.

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Following a visit to H.M. Submarine "Sanguine" (Lieutenant-Commander R. A. M. Henson, R.N.) in the British Fleet. The Commander-in-Chief, Mediterranean, Admiral The Earl Mountbatten of Burma, K.G., etc., and Officers of the First Submarine Squadron in H.M.S "Surprise" (Commander R. A. M. Henson, R.N.) at Tralino. Subsequently, Admiral Mountbatten paid his first official visit to Naples for the dual purpose of calling on Admiral Gorst, Italian Navy, and other senior Italian Officers, and of calling on the Commander-in-Chief, Southern Europe, Admiral Carney, United States Navy. Admiral Mountbatten then flew his flag in H.M.S "Glasgow" (Captain J. Holmes, R.N.) and was accompanied by Vice-Admiral F. R. Parham, C.B., C.B.E., D.S.O., the Flag Officer, Flotilla, Mediterranean, with his flag in H.M.S. "Forth" (Captain G. F. Pacey, D.S.O., R.N.).

The Commander-in-Chief had with him some 26 ships of the Mediterranean Fleet, including two of the fastest ships of their types in the Navy—H.M.S "Manxman" (Captain J. T. Lean, D.S.O., R.N.), the minelayer, and H.M.S "Manxman" (Captain J. T. Lean, D.S.O., R.N.), the Royal Navy's heaviest and biggest destroyer.

Other units of the Fleet have been visiting Spain, the South of France, and North Africa: others, again, are in the Suez Canal area, off the coast of Cyprus, with the Flag Officer, Eastern Area (Rear-Admiral J. A. Leves, R.N.), and with him some 26 ships of the Fleet and other shore establishments.

The visit lasted in Naples for the dual purpose of: (a) inspecting the Fleet in association with the Commander-in-Chief, Southern Europe, Admiral Carney, United States Navy, and (b) inspecting the Admiralty, the Right Honourable J. P. Thomas, M.P., who presented his statement on Britain's 1952-53 Navy Estimates. Mention of it was also made in this journal's editorial for May, 1952, in which the First Lord's anticipation that the visit would be completed this year, was cited. Powered with diesel engines, this and other craft of its type will be "117 3/4" in extreme length and will have a beam of 20 feet. Its purpose is to detect, locate and destroy submarines including midget submarines, in the approaches to defended ports. Armament will include guns, fuses, and depth charges. The objects of their visit were to inspect those applying to University candidates who are not doing their National Service, except those in the Royal Navy, and the Commander-in-Chief and other leading Italian Navy officers were welcomed by the Italian authorities and was performed in honour of the Italian Navy.

The light Fleet carrier, H.M.S "Glory" (Captain T. A. K. Mason, R.N.), flying the flag of Vice-Admiral F. R. Parham, C.B., and other destroyers, "Chieftain" and "Chevron," together with the supply ship "Eddy-deck," arrived at Barcelona on September 15th on a five-day visit. The first time that a British Naval force has visited a Spanish port since the Spanish Civil War, the last visit to Barcelona being in 1933.

A salute of 21 guns was fired as the squadron entered the harbour. The Spanish authorities had arranged a programme of entertainment for the ship's company, and on three days the ships were open to visitors.

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BRITISH MEDITERRANEAN FLEET COMMAND AND MOVEMENTS

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NEWS OF THE WORLD'S NAVIES

FIRST SEAWARD DEFENCE BOAT LAUNCHED FOR R.N.

The first of the Royal Navy's seaward defence boats was launched at the shipyard of Messrs Yarrow and Co. Ltd., of Glasgow, in August. Reference to his entirely new design of vessel was made during the ceremony of "beating retreat" carried out by the massed Royal Navy's heaviest and biggest destroyer.

The first was built by the Royal Australian Navy in Sydney and then inspected the Garden Island Dockyard, the R.N. Air Station at Novara, and other shore establishments. It left Sydney by air for Melbourne on October 20. In Victoria it called on the First Naval Member of the Naval Board (Vice-Admiral Sir John Collins, K.C.B., D.S.O., C.B.) and visited the Williamstown Dockyard, the Garden Island Dockyard, and the Australian Naval College. It returned to Sydney by air on October 23 and left later on its return trip to Thailand.

CHART EXERCISE

Exerice "East Indiaman", a control of Merchant Shipping Chart Plotters Exercise was held at Royal Navy Headquarters, Trincomalee, in September. The exercise, under the direction of the Commander-in-Chief, East Indies (Vice-Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C.) was attended by Naval, Military and Shipping authorities. It was held over five working days and represented a period covering the first three weeks of an imaginary war.
RETURN OF H.M.S. "GEOGETOWN" FROM RUSSIA.

The destroyer "GEOGETOWN," towed from Murmansk by the tugs H.M.S. "Warden," arrived at Rosyth early in September. The "GEOGETOWN" is the second of two destroyers to be returned to the United Kingdom by the Soviet Union. H.M.S. "Lincoln" having been handed over to the Soviet Union at the end of August. These ships were transferred to the Royal Navy in the United States in 1949 and loaned to the Soviet Navy four years later.

LAUNCH OF TWO M.T.B.'S FOR R.N.

The first two of a new design of Motor Torpedo Boat, Her Majesty's M.T.B.'s "Gay Arch" and "Gay Bombardier," have been launched at the Portsmouth yard of Messrs. Parkard. A most entirely of wooden construction, the hulls incorporate structural members of water resistant plywood. Of 21 feet 6 inches in length and with a beam of 9 feet 8 inches, they mount two 21-inch above-water torpedo tubes and one small gun. Their main machinery consists of conventional petrol engines by Messrs. Packard.

FIRST SEA LORD VISITS KOREAN WAR ZONE.

The First Sea Lord and Chief of the British Naval Staff, Sir Roddick R. McGrigor, G.C.B., D.S.O., left London by H.M.A.T. "Blenheim" on a week's tour of British Naval Establishments in the East and Far East, during which he was to spend a fortnight at sea with the Commonwealth Naval Forces operating in the Korean war zone.

LOSS OF FRENCH SUBMARINE "SYBILLE".

The First Lord of the British Admiralty sent the following message to the French Minister of Marine expressing confidence in the loss of the French Submarine "Sybille," formerly H.M.S. "Sportman." Please accept on behalf of the Board of Admiralty and the Royal Navy their deepest sympathy in the loss of the F.S. "Sybille" and her gallant crew.

"The Flag Officer Submarines (Rear Admiral G. W. G. Simpson, C.B., C.B.E.) sent this message to the French Minister of Marine: "Please convey to your Submarine Command the heartfelt sympathy of the Submarine Branch of the Royal Navy in the loss of the "Sybille." Many friendships recently made with members of her ship's company are a saving grace to this tragic loss.

H.M.A.S. "ANZAC" IN ACTION.

The Australian destroyer "ANZAC" silenced an enemy battery in the Chosin Reservoir area of Korea, a British Admiralty communiqué issued in London said on November 18. The enemy made a surprise attack, with the "Anzac" lay at anchor. The "Anzac" did not receive a direct hit, and had no casualties. In the action the enemy fired four 20-inch guns, and a second class of vessel were in course of construction but not launched at the end of March, 1932.

NEW R.N. AIR STATION.

H.M.S. "Goldcrest," a Royal Naval Air Station at B投产, near Harxowrerd, Farnham to be returned to the United Kingdom by the Commonwealth for use by the Royal Air Force during World War II. It will subsequently be handed over to the Royal Navy for care and maintenance. It is to be the Armament Training Station for front line fighter and night fighter squadrons.

LAUNCH OF INSHORE MINESWEEPERS.

Her Majesty's Inshore Minesweeper Number M.2001, was launched at the shipyard of Messrs. J. S. White & Co. Ltd., under the muzzles of Communist gun emplacements on the Lagan River recently to "show the flag" and was visited by more than 1000 people. The frigate's last mission was a vain search for six fishermen lost in the recent typhoon off the east coast of Malaysia.
NEW C.-IN-C.
PORTSMOUTH
C.B., his flag in H.M.S. "Newcastle" and assumed the duties of Flag Officer Commanding Fifth Cruiser Squadron and Flag Officer Second-in-Command Far East on September 25, 1952.

ADMIRAL COMMANDING (R.N.) RESERVES.
The appointment of Rear Admiral A. K. Scott-Moncrieff, C.B.E., D.S.O., as Admiral Commanding Reserves (R.N.), in succession to Vice-Admiral Sir Eric A. G. T. Brown, C.B.E., C.B., who, as previously stated in this journal, has been appointed Flag Officer Air (H.M.-c.), has been announced by the British Admiralty. Rear Admiral Scott-Moncrieff's appointment dates from January 1, 1952.

M.N. COMMODORE


DEATH OF REAR-ADMIRAL

Rear Admiral Robert Kirk Dickson, C.B., D.S.O., formerly head of the British Naval Mission, Greece, and wartime Chief Naval Information at the British Admiralty, died on September 17 in hospital as a result of an accident with a circular saw at his home at Rungwedg, Hants. Admiral Dickson was 54 years of age and served as a midshipman in World War I. He was a captain of the British Navy in World War II. He commanded the fast ship under conditions of great stress and succeeded in keeping up a very high rate of service which could only have been achieved by high efficiency of all hands from hard training under the supervision of Captain Harraty who displayed excellent qualities of Command and leadership under conditions of great stress and bad weather. All tasks asked for were accurately carried out.

NEW FLAG OFFICER, MALTA.

Rear Admiral L. C. S. Salter, D.S.O. and bar, O.R.E., Flag Officer, Malta, and Admiral Superintendent H.M. Dockyard, Malta (designate), arrived at Malta from the United Kingdom on September 22 accompanied by Mrs. Salter. Admiral Salter has served in H.M.S. Xer, "Anzac" and Vice-Admiral G. A. B. Hawkins, C.B., M.V.O., D.S.O. and bar, O.B.E., Flag Officer, Malta, during his service. In Malta, the admiral of the fleet auxiliary, Fort Dunvegan, was accompanied by Lady Margaret and their daughters in the fleet.

NEW FLAG OFFICER SECOND-IN-COMMAND, FAR EAST.

Rear-Admiral E. G. A. Clifford, C.B., hoisted his flag in H.M.S. "Newcastle" and assumed the duties of Flag Officer Commanding Fifth Cruiser Squadron and Flag Officer Second-in-Command Far East on September 25, 1952.

IN HER MAJESTY'S HONOURS LIST.

In the first Honours List published on June 5 in celebration of Her Majesty the Queen's official jubilee, the certificate of the British Empire (O.B.E.) for Rear Admiral R. K. R. Dickson, C.B.E., Citizen, Captain John Carroll, D.S.O., and bar, O.B.E., Flag Officer Commanding H.M.A.S. "Sydney," which had been recommended by the Commander-in-Chief, Far East Station (Admiral the Hon. Sir Guy Russell) read: "For devotion to duty whilst in command of H.M. "Sydney" off the coast of South America for twelve months when during which time this most efficient carrier carried a sortie record and consistently kept up a very high rate of service which could only have been achieved by high efficiency of all hands from hard training under the supervision of Captain Harraty who displayed excellent qualities of Command and leadership under conditions of great stress and bad weather. All tasks asked for were accurately carried out."

NEW FLAG OFFICER, MALTA.

Rear Admiral L. C. S. Salter, D.S.O. and bar, O.R.E., Flag Officer, Malta, and Admiral Superintendent H.M. Dockyard, Malta (designate), arrived at Malta from the United Kingdom on September 22 accompanied by Mrs. Salter. Admiral Salter has served in H.M.S. Xer, "Anzac" and Vice-Admiral G. A. B. Hawkins, C.B., M.V.O., D.S.O. and bar, O.B.E., Flag Officer, Malta, during his service. In Malta, the admiral of the fleet auxiliary, Fort Dunvegan, was accompanied by Lady Margaret and their daughters in the fleet.

CITATION TO C.B.E.

Rear Admiral C. L. Carroll, D.S.C., who is at present commanding the battleship of the United States Navy, has been recommended to his Majesty the Queen for the award of an Officer of the British Empire (O.B.E.). Mr. A. T. Gibson, C.B.E., citizen, Captain John Carroll, D.S.O., and bar, O.B.E., Flag Officer Commanding H.M.A.S. "Sydney," which had been recommended by the Commander-in-Chief, Far East Station (Admiral the Hon. Sir Guy Russell) read: "For devotion to duty whilst in command of H.M. "Sydney" off the coast of South America for twelve months when during which time this most efficient carrier carried a sortie record and consistently kept up a very high rate of service which could only have been achieved by high efficiency of all hands from hard training under the supervision of Captain Harraty who displayed excellent qualities of Command and leadership under conditions of great stress and bad weather. All tasks asked for were accurately carried out."

CITATION TO D.S.C.

The citation to the D.S.C. award to Lieutenant-Commander R. G. J. Dollard, Commanding Officer H.M.A.S. "Murchison," which had been recommended by Rear Admiral Sir Guy Russell, Commander-in-Chief Far East Station, read: "On 28th and 30th September 1951, Lieutenant-Commander Dollard showed the highest example of steadiness and imperturbability when his ship was taken under fire by enemy shore guns and mortars at a range of two miles. Lieutenant-Commander Dollard manoeuvred with great skill in a very narrow uncharted reef and extricated his ship with great success after many hits had been received by the ship. For his great devotion to duty under dangerous conditions on this occasion and many others I recommend him for a decoration."

BROTHERS AS MASTERS.

With the appointment of John L. Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the S.S. "Mahana" early this month their two sons, Major Carroll and Capt. John Carroll as Commander of the
SEA-ODDITIES

Recently there have been various accounts of new volcanoes and earthquakes in the sea—in the vast riches of food-stuffs and chemicals still awaiting discovery. A new volcano, the Easter Island volcano, was discovered recently by the U.S. Navy in the Pacific Ocean. This volcano is located in the middle of the Pacific Ocean and is about 300 miles from the coast of Easter Island.

The volcano is about 400 feet in diameter and is surrounded by a ring of hot springs. The temperature of the water in the hot springs is about 100 degrees Fahrenheit. The hot springs are fed by the volcanic activity of the Easter Island volcano.

The hot springs are a valuable source of minerals, and the U.S. Navy is interested in exploring the possibility of using the hot springs for mining.

Scientists believe that the Easter Island volcano is a part of a chain of volcanoes that extends from Easter Island to the Galapagos Islands. These volcanoes are believed to be part of a long, inactive chain of volcanoes that extends from the coast of South America to the coast of North America.

In conclusion, the discovery of the Easter Island volcano is a significant event in the study of the Earth's crust. Scientists believe that the volcano is a part of a larger chain of volcanoes that extends from Easter Island to the Galapagos Islands. The discovery of this volcano is a testament to the power of the Earth and the importance of studying its crust.
SPEAKING OF SHIPS

A number of retired Naval Officers, from Admirals downwards, are making voyages in merchant ships in order to learn the merchant seamen's difficulties in convoy and commerce protection work.

North Atlantic liner tonnages on grain parcels were some time ago drastically cut in keeping with the

Norwegian salvors have already salved 35,000 tons of scrap from the wreck of the German battle ship Tirpitz, out of the 40,000 tons which it is hoped to secure.

The figures for shipyard accidents in 1951 show a considerable decrease compared with 1950, with considerably more men employed.

The 128-foot motor oceanographic and fishery research vessel ordered by the Plymouth Biological Station from Philip's yard is to have an additional motor of 13 h.p. for the low speed necessary for certain scientific work.

Messe. Hyland Ltd., the makers of the hydraulic winches, steering gear, etc., which have become so popular recently, have been taken over by Messrs. Vickers.

Careful investigation is being made into the conflicting opinions as to the direct influence of the use of aluminium on the actual cost of new ships.

The Ellerman Group has ordered nine 15-knot ships of 10,500 tons gross, in addition to three of 4,000 tons of the "Maltesian" class, and one of 2,200 tons.

British merchants are being under-sold in a number of commodities on the South American market by both Germany and Japan.

Oil has been struck on the North-west Newfoundland coast where boring was abandoned 30 years ago on account of transport difficulties.

The Soviet Government is understood to be completing the conversion of several armed or salved liners into luxury vessels to be run on international routes.

The Hamburg American and North German Lloyd Companies have decided to install accommodation for 12 passengers in their new cargo boats.

Dockers demanded "embarrassment money" when they were called upon to handle a cargo of sanitary equipment in a Clan liner.

An immense value in lead and copper has been recovered from the First World War wreck of the Federal liner "Cumberland" by the salvage steamer "Foremost 17," originally a Port of London Authority's hopper. The "Cumberland" was wrecked near Two-fold Bay on the south south Wales coast.

Russia has suggested to Japan a barrier of coal for fishing vessels and ship repairs.

Immediately after the close of the Antarctic whaling season a number of Norwegian factory ships were fixed on voyage charters as tankers.

H.M.S. "VENGEANCE" TURNED OVER TO R.A.N. ON NOVEMBER 13.

The aircraft carrier "Vengeance," which is being lent to the Royal Australian Navy by the British Admiralty, was turned over to a R.A.N. steaming party on November 13. The steaming party of 50 officers and men arrived in England from Australia recently in the S.S. "Asturias" and will take "Vengeance" to Australia early in the coming year. "Vengeance" will be commanded by Captain H. M. Burrell, R.N., who assumed command on December 2. Prior to that she was commanded temporarily by Commander C. M. Hudson, R.A.N., who, on Captain Burrell's assumption of command, became the ship's executive officer. "Vengeance" will be Australia's second aircraft carrier—the other one is H.M.A.S. "Sydney"—and will be used by the R.A.N. until another carrier has been completed.

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A very impressive Ceremonial Parade took place at H.M.A.S. "Rushcutter" on Saturday, 15th October. It was the occasion of the Presentation of the new Sea Cadets Corps "Colour" to the N.S.W. Division of the Australian Sea Cadet Corps. Owing to heavy rain the Ceremony could not be held in the inner domain as planned. This was a disappointment to the Cadets who had been trained by Chief Petty Officer Ferris, R.A.N. However, the Ceremony took place in the Drill Hall at H.M.A.S. "Rushcutter" and was no less impressive.

The "Colour" was donated by the Navy League Ladies Auxiliary Committee. This was a belting climax to the good work done by the ladies for the Sea Cadet Corps. The President of this tireless group of ladies, Mr. H. A. Showers, has proved a great help to the Cadets by raising money through her organizing powers.

The interest shown by the Ladies' Committee has given the Officers and Cadets a tremendous heart to carry on. Had it been a fine, Sydney would have, for the first time, witnessed the Sea Cadets at their best. The weather prevented them from showing off the results of hard training under a Naval Gunnery Instructor.

The R.A.N. Band assisted with the Ceremony and they, too, had the opportunity to show themselves in full "ceremonial."

The Parade was formed up in the Drill Hall to await the arrival of Mr. G. A. Rickards, the Acting President of the N.S.W. Division of the Navy League of Australia. While awaiting Rear-Admiral H. A. Showers, the Flag Officer in Charge, Eastern Australian Area, Captain Brooks, Chief Staff Officer, Captain Tancered, Captain Buchanan, Lieutenant Commander Dixon, Mr. H. A. Showers, Lady Walker and several other important persons arrived. Mr. Rickards arrived and was met by S.C. Lieutenant Commander D. J. Mart. Deputy Senior Officer, N.S.W. Division, who conducted him to the Parade Commander, S.C. Lieutenant G. Humphrey. The Escort Company under S.C. Lieut. A. M. H. C. Cochrane of Western Australia. The presentation Mr. Rickards gave a show address, he impressed on the Cadets the loyalty and pride they owed to the "Colour" and that they were to respect the "Colour" at all times.

Mr. Showers then addressed the Parade. She asked that the Sea Cadets Corps always strive hard to maintain loyalty and pride of the "Colour" and to look on the "Colour" as a symbol of their loyalty.

The ceremony was completed by the Escort Company marching away to the stirring tone of "Hearts of Oak."

To make up for the disappointment caused by not being able to "Parade" as it had been prepared for, it is intended on some future date to "Show The Colour", when it is hoped that the Escort Company will show the same precision and efficiency that they, in a small way, showed at the Presentation Ceremony.

RESUME OF NAVY WEEK IN BURNIE

October 17—Friday.
In conjunction with the Ex-Navalmen's Association, Navy League and Sea Cadets assisted with the sale of buttons. Approximately £20 was raised for the unit.

October 19—Sunday. A dance was held in the Burnie Town Hall by Navy League.

October 22—Wednesday.
H.M.A.S. "Latribe" (Lieut.-Commander W. Evans, R.A.N.) arrived in Burnie on an official visit. During the six days spent in Burnie, the ship's company was entertained by Navy League and other organisations.

October 25—Saturday.
Burnie Cadets were invited to H.M.A.S. "Latribe" for instruction, and the Cadets had a very good time. The main item of interest was several "drops" over the side in the ship's whaler, together with interesting gunnery instruction.

in ceremonial style. On completion of the inspection, the Port Chaplain, the Rev. Williams, blessed the Colour, after which Mr. Rickards, assisted by Mr. Showers, on behalf of the Ladies' Committee, presented the "Colour" to S.C. Lieutenant W. Jackson. On completion of the presentation Mr. Rickards gave a short address, he impressed on the Cadets the loyalty and pride they owed to the Colour and that they were to respect the Colour at all times.

Association members will be pleased to learn that one of its officers, Mr. J. P. C. Watson, has been appointed to the Chairman of the newly-created Repatriation Assessment Appeal Tribunal. Mr. Watson's name was submitted in a panel of three nominees chosen by Federal Council for submission to the Hon. T. B. H. Coghlan, Minister for Repatriation.

The Federal Council has nominated Mr. H. S. Pochels (Federal Vice-President) to be its delegate to attend the forthcoming Australian Citizenship Convention, to be held at Canberra.

Mr. A. Angus McKee was elected State President of South Australia at the recent State Annual Conference. Mr. McKee has been Operating Trustee of the King George Fund for Sailors for a number of years.

Sub-Sections in Victoria have been receiving applications from quite a few W.R.A.N.S. desiring to join the Association. New members and existing members are post-war entries in the Service.

The following transfers of members have been effected over the last month or two:—Messrs. B. W. Thurlow, from Melbourne to Sydney S.S.; J. A. E. Niblett and F. N. Walker, from Sydney to Canberra; J. O. Lines, from Sydney to Canterbury-Bankstown S.S.; and B. Portway, from Chatswood to South Australian Headquarters, S.S.

It is with deep regret that Council advises the passing away of the following members:—Messrs. J. B. Bailey, G. Hutchings, T. H. Tomkinson, T. J. McGowen, W. Hard, G. E. Lighton and E. E. Wimpern of N.S.W.; W. H. Brown, J. S. Young, F. Velgaard, Mr. T. J. Cochrane of South Australia; W. R. Hughes, W. T. Bassett, J. McCullough and Ernest Satterley of Victoria, and B. T. Cochran of Western Australia.

Papua—New Guinea Section made a handsome profit from the Naval Ball which was held at Port Moresby. It has been decided to share the proceeds of the Pirate Ball between the Association and Legacy Club in the Territory.

The Federal President and Councillors take this opportunity of extending the Season's Greetings to readers of "The Navy."

G.W.S.
SAILORS ENTERTAIN CHILDREN ON CRUISER

(Above): On 26th November children of the Officers and men of H.M.A.S. "Australia" had the run of the ship when the ship's Christmas Party was held. Here some of the children are shown being kept busy defending the "Australia's" eight-inch guns against the attacks of "pirates."

(Above right): It's hard to tell who had the most fun—children or crew? In another part of the ship the "pirates deal with a "mutinous crew member."

"CONWAY" TURNING OUT GOOD "STUFF"

Sir John Nicholson, a member of the Committee of Management of H.M. (school-ship) "Conway," when addressing the 95th annual meeting of the Mercantile Marine Service Association recently, said: "It was a great pleasure to be allowed to speak on behalf of the "Conway," and he wished to state on behalf of everyone associated with her how they appreciated the fact that the Lord Mayor [of Liverpool] found time to visit the "Conway."

Sir John said that it was a most complicated business to fit in the combined requirements of the technical and general education, but boys were turned out from the "Conway" with a considerably wide education as well as the essence of their craft. The point had to be reached where they were satisfied that what was originally an experiment of transferring the ship to Plas Newydd (concerning which a detailed description was given in the May, 1951, issue of this journal) had proved to be a complete and absolute success. That was the right home for the ship, and having reached that point, it was fairly evident that before very long they would have to expand further as more room was required for playing-fields and recreation.

More than that, they would certainly be faced with completing the refit of the ship herself which, as most would remember, was under way in 1939 but was cut short by the war. They were satisfied that if she could be put into drydock once more at some future date she would be fitted for a further considerable spell of years, and he was quite sure everyone who had any association with the "Conway" would wish that to be done. That necessarily cost money, and no doubt they would find that some of their friends in the industry would not be unwilling to assist them.

In the meantime, Sir John said, he quite confidently reported that the "Conway" was doing her job. It was evident from the number of applications that parents at any rate were satisfied as to that, and he would boldly say they were right, and that the sort of "stuff" they were turning out was what was wanted by the Merchant Service of the Country.
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R.N. TUGS GET SALVAGE
AWARDS.
Salvage awards for the company
of Her Majesty's tug "Assiduous"
(Lieutenant-Commander C. W.
Stanford, D.C., R.N.), for their
part in saving the Russian steamer
"Kharkov," have been announced
in the "London Gazette." The
awards range from £103/3/3 for
a first share to £7/14/11 for a
twelfth share.

The saving of the S.S. "Kharkov"
makes interesting reading.

During foul weather in May,
1948, the "Assiduous" laboured
for four days to tow the "Kharkov,"
owned by the Far Eastern
Steamship Line of Vladivostock,
a distance of 348 miles in the
Indian Ocean. Loaded with 6414
tons of ammonium sulphate, the
steamer was in distress owing to
a fuel shortage developing after
heavy weather had been encoun-
tered.

No commercial tug being
available, the agents requested
the assistance of a tug from Naval
Headquarters, Trincomalee.

The "Assiduous" was ordered
to sea from Trincomalee, Ceylon,
and a Sunderland aircraft of
R.A.F. Coastal Command was also
dispatched to search for the
"Kharkov." The weather remained
unfavourable, with heavy seas
and a wind of gale force. After
two days the "Assiduous" made
contact with the Russian ship on
the evening of the 19th May.

The Sunderland, the crew of
which also share in the award,
which had located her a short
while before, returned to base. In
view of the weather, both the
"Assiduous" and the "Kharkov"
remained hove-to throughout
the night. Next morning the weather
had not improved, but as both ves-
sels had drifted 26 miles in an ad-
verse direction "Assiduous" passed
a line to the "Kharkov" and tow-
ing started. The "Kharkov" as-
sisted with her engines at first,
but these were stopped after a few
hours owing to the presence of
water in her remaining fuel.

"The services were performed
with great skill and high qualities
of seamanship," states a report.

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