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MAKE A POINT OF CALLING IN TO THE
FIRST & LAST HOTEL
(LATE CUTTY SARK)
CIRCULAR QUAY
CONVENIENT, CENTRALLY SITUATED

April, 1953.
The announcement that Admiral the Earl Mountbatten of Burma, K.G., cte., is to be the first Commander-in-Chief, Mediterranean, under the North Atlantic Treaty Organisation, simultane­ously made by the North Atlantic Council at Paris and by Mr. Churchill in the British House of Commons on December 16, was a matter of both gratification and appreciation to the services, and the peoples of the Commonwealth of Nations. It exemplified once again the British Prime Minister's diplomatic handling of N.A.T.O. problems, and undoubtedly satisfied the prediction expressed by this journal in its editorial for August, 1952, that ultimately the question would be resolved by this journal in its editorial for August, 1952, and, incidentally, justified the prediction expressed a sign, to say the least, that a healthy co-op­erative approach had prevailed throughout the inter­national relationship between the Commander-in-Chief, Med­iterranean, and the projected Middle East Com­mand, bearing in mind that the Mediterranean formed the principal means of access to the Middle East and at present appears to come under the command of the Supreme Allied Commander, Europe.

Mr. Churchill replied: "In the whole of this vast question there have been material points to bear in mind. One was that we, with all our ex­pectations, could, possible and under whatever form was agreed, be responsible for the reception end across the Atlantic Ocean, which we know so well. The second was that we should have effective control of the through communications in the Mediterranean, enabling us to dis­charge our responsibilities in the Middle East and, if need be, to create and maintain all bases and forces which we have in that sea. This had been achieved, like the other, though not in the form we had so sincerely desired, but I think that the two essentials have been effectively se­cured, and I think that it would be a great pity if it was not an occasion where there should be general agreement between both sides of the House [of Commons]."

In reply to a further question the Prime Min­ister said: "Only two of the working arrangements have been made which satisfy the dignity of the nations concerned and, which is far more important, which satisfy us. It is up to the Admiralty to make their contribution as effectively as before."

Before the N.A.T.O. announcement (similar, as we have already said, to Mr. Churchill's state­ment) was made in Paris, General Foulkes, the Canadian Chairman of the Military Committee, explained the proposals in detail to the Atlantic Community. Lord Mountbatten, as we have already said, was not hesitant to put them forward through the normal channels.

"Commanding Officers should bear in mind in forwarding applications that the two main test for an award are the value of the invention or improvement in its practical application, and the degree of originality which it possesses. The size of the award is based on these considerations, and also upon the amount of work involved in developing the device. An original idea which is simple in construction, but which nevertheless ef­fects some improvement in the working of equipment, would not be debarred from an award be­cause of its simplicity."

Awards may also be made to personnel who show marked improvements in fighting practices. Apart from the sums allocated to Commanders-in-Chief for team awards to Naval or R.M. personnel who produce good ideas for tactical plans or the tech­nical use of ships and weapons, or in connection with other staff matters directly associated with the fighting efficiency of the Fleet.
Although not historically conspicuous in the annals of the Royal Navy, the name "Vengeance" has occupied an honourable place in service records for two hundred years.

It was in the year 1738 that the first of the line, a 32-gun privateer of 333 tons, was captured in the English Channel by Captain John Elliott, in H.M.S. "Husar," and later commissioned as a unit of the Royal Navy.

Her subsequent roles included a small part in the stormy action off Quiberon Bay under Admiral Lord Hawke and, in 1760, with Captain Camadal Nightingale in command, in the actions leading up to the capture of Quebec.

The final contribution to naval history by the first "Vengeance" came in 1761, when she outfought and took as prize the "Entrepreneur," a French ship of superior size and armament. Even in retirement this small but gallant preontor continued to play a useful part for many years as a breakwater within sight of Plymouth Hoe.

The second "Vengeance," a 74-gun ship of 1627 tons, was laid down on the Thames in 1771. In 1778, Captain Michael Clements in command, saw her in action with Keppel of Hants, and in 1780, flying the broad pennant of Commodore William Hotham. Captain John Holloway in command, serving under the flag of Lord Rodney in the action against De Guichen off Martinique and at Santa Lucia.

Dismasted and badly damaged in the Great Hurricane of 1796, "Vengeance" number two returned to England in 1791, still with Commodore Hotham, in charge of a convoy carrying booty from the West Indies; her damage increased in defence of the convoy when it was attacked by a greatly superior French squadron in the Channel.

Repaired and under the command of Captain Lord Henry Paulet, the ship flew the broad pennant of Commodore Charles Thompson in the most successful combined operation of these times, with Sir John Jervis at the capture of Martinique.

Captain Thomas McNamara assumed command in 1779, and after assisting at the capitulation of Trinidid the Peace of Amiens ended her active career.

Returning to England in 1802, she was laid up and later relegated to the sorry duty of prison ship until her final disappearance from the records in 1816.

The name was not to remain absent from the Navy List for long. In 1817 a new ship was ordered and subsequently commissioned as an 84-gun, 2nd rate, of 2284 tons.

Her only contribution to naval history was made while under the command of Captain Lord Edward Russell during the Crimean War, when she took part in the bombardment of the forts at Sevastopol in 1854.

1879 saw yet another "Vengeance" laid down and later commissioned for service in the Mediterranean Fleet, a battleship of 12,000 tons, armed with 12in. and 6in. guns. She carried the name to China and back to the Mediterranean before returning to England in 1906 to form part of the Channel Fleet.

Dismasted and badly damaged in the Great Hurricane of 1915, "Vengeance" number two returned to England in 1916, still with Commodore Hotham, in charge of a convoy carrying booty from the West Indies; her damage increased in defence of the convoy when it was attacked by a greatly superior French squadron in the Channel.

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In August, 1914, she re-commissioned as flagship of the 7th Battle Squadron, flying the flag of Vice-Admiral the Hon. Sir A. E. Belith, K.C.B., K.C.M.G. Apart from the Oostend Denversion, no adventures of note befell "Vengeance" IV during the first year of World War I. Returning to the Mediterranean in January, 1915, with Captain A. H. Williamson in command, as flagship of Rear-Admiral J. M. Robbey, second in command of the fleet, she took part in the operations of Gallipoli and in the Dardanelles. It was during these operations Lt.-Commander H. C. Robinson was sent ashore from the ship with a demolition party and a covering force of Royal Marines to destroy Turkish ports. The party manned a minesweeper and, sweeping inshore under heavy fire, carried out a most successful and hazardous operation. For this action Lt.-Commander Robinson was awarded the Victoria Cross.

After a final period as flagship of Rear-Admiral E. F. B. Charlton with the East African Squadron, the "Vengeance" ended her career in March, 1917.

It was not until November, 1942, that the next and present "Vengeance" was laid down at the Wallsend-on-Tyne yard of Messrs. Swan, Hunter and Wigan Richardson and launched early in 1944 by Lady Boyd, wife of Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.O.

H.M.A.S. "Vengeance" was a light fleet carrier of the "Colossus" class of about 18,000 tons and maximum speed of 24 knots. Her normal aircraft complement is three squadrons of peacetime and four squadrons in war time, consisting of Hawker Sea Fury fighters and Fairy Fireflies for reconnaissance and bombing duties. Her full ship's company numbers 1100 officers and men, increased under operational conditions to 1300. The aircraft form the main weapons of offence and defence, but she is also equipped with a number of small calibre anti-aircraft guns.

Whilst in service with the Royal Navy under the command of Captain D. M. L. Hesse, D.S.C., "Vengeance" formed part of the 31st Aircraft Carrier Squadron which was sent to Australia in June, 1945, to join the
British Pacific Fleet, and she had the satisfaction of being present when Admiral Sir Cecil Harcourt, K.C.B., C.B.E., accepted the surrender of Hong Kong.

Returning to the United Kingdom in 1946, she was occupied on training duties, Captain J. H. F. Crombie in command, until the middle of 1947, when she conveyed the First Sea Lord, Admiral Sir Cecil Harcourt, K.C.B., C.B.E., to Norway on an official visit.

On her return to the United Kingdom the ship formed part of the Home Fleet during their Majesties' visit to the ships of the Royal Navy assembled in the Clyde in July, 1947. Later in the year "Vengeance" was called upon to make a voyage from the United Kingdom to Hong Kong and back in a non-operational role.

Early in 1949, when command- ed by Captain John Terry, C.B.E., M.V.O., she made a voyage into the Arctic to test men and equipment under conditions of extreme cold. Between 1949 and 1950, under the command of Captain (now Rear-Admiral) J. W. Cuthbert, C.B.E., and subsequently Captain R. Catto, C.B.E., D.S.O., "Vengeance" was flagship of the 3rd Aircraft Carrier Squadron in the Home Fleet, wearing the flag of Vice-Admiral C. E. Lambe, C.B., C.V.O., and later that of Rear-Admiral Caspar John.

In November, 1950, the ship assumed the duties of Training Carrier, retaining the flag and remaining in the Home Fleet. These duties ended during the Summer Cruise of 1951, when "Vengeance" returned to full operational duties as night-flying carrier, No. 814 Squadron, and subsequently awarded the Boyd Trophy for night flying from H.M. Air Station, Coldress, and from "Vengeance." After a refit in the Autumn of 1951, "Vengeance" became troop-carrier and between January, 1952 and August, 1952, she undertook two round-trips between the United Kingdom and Singapore and one round-trip between the United Kingdom and Malta, under the command of Captain H. C. M. Reffie until April, and Captain G. F. Coney, C.B.E., from May onwards. During her troopship duties she steamed 40,000 miles and transported 4,653 passengers, 112 aircraft, 496 vehicles and over 2,000 tons of stores.

The crew of the "Vengeance" were busy unloading stores and aircraft from the ship’s flight deck after her arrival in Sydney. The aircraft were stored in their "nursling" protective coverings during the voyage from England.

Service in the R.A.N. to Date.
On the 13th November, 1932, the ship was transferred on loan to the Royal Australian Navy for a period of four years, pending completion of H.M.A.S. "Melbourne" under construction in the United Kingdom. Sir Thomas White, the Australian High Commissioner in London, accompanied by Lady White and his two daughters, inspected the ship on the 6th January, 1933, when he presented the ship with a silver kangaroo.

The Commander-in-Chief, Vice-Admiral Sir Maurice Manseh, K.C.B., C.B.E., carried out his

April, 1933.
On the 16th January, this year, officers of the R.A.N. Helicopter Unit flew three Bristol Sycamores Mk.50 Helicopters on to the ship in Weymouth Bay. These are the first Bristol Helicopters to go into service with a Commonwealth Navy, and also the first aircraft Bristol has built for carrier service.

On leaving Portland the ship sailed to Colombo to embark aircraft and freight, sailing for Australia on the 22nd January. There were 22 ships of the U.S. 6th Fleet present, as well as the C-in-C, Home Fleet, Admiral Sir George Creasy, in H.M.S. "Vanguard." All were flying with mast-head flags in honour of our National Day. Opportunity was taken to allow all the men to get ashore for a few hours.

Sailing from Gibraltar on the 26th January, Malta, where H.M. Ship "Ocean" was the host ship, was reached on the morning of the 30th. Here the Captain exchanged calls with the Commander-in-Chief, Mediterranean, who was received on board formally.

The Suez Canal was transitted on the 4th February and the ship spent one day fueling at Aden on the 9th February.

After arrival at Colombo on Monday, 6th February, short demonstration flights were given by helicopters. The Ceylon Government is anxious to buy one, and opportunity was afforded them to see the helicopters in action.

Sailing from Colombo on Tuesday, 7th February, "Vengeance" entered the Australian Station on 20th February and arrived at Fremantle on Thursday, 26th February, 1933.

CAPTAIN H. M. BURRELL
R.A.N.

Born 13th August, 1904, entered R.A.N. as a Cadet-Midshipman in 1918, and graduated as Midshipman in 1922. Thereafter a normal career, serving in ships of the R.N. and R.A.N.


p.a.c. at R.N.C. Greenwich, 1933/34.

1939/40.—Director of Plans and Operations, Navy Office, Melbourne. Promoted Commander, 30th June, 1940.

1941.—Australian Naval Attache, Washington; on Staff of Chief, Mediterranean, who was called with the Commander-in-Chief, Mediterranean, who was received on board formally.

"Ford."

Trials Unit from R.N.A.S.

The fourth of the "Daring" Class destroyers, H.M.S. "Daring, "Diamond" and "Duchess," were launched — H.M.S. "Daring," was accepted into service on the 4th February and the ship was earnes out by the Service on the 4th February.

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At the 1937 Naval Review, which took place at Spithead on the occasion of the Coronation of King George VI, a total of 191 warships attended from the Royal Navy. With the contingents from Dominion and foreign navies, the total of fighting ships is certain to be well over 200. This imposing gathering of Allied naval might is to be inspected by Queen Elizabeth and Admiral of the Fleet the Duke of Edinburgh from HMS "Sur­ prise," a despatch vessel normally attached to Britain's Mediterranean Fleet for the use of the Commodore-in-Chief, and the Duke will see a flypast of 300 to 350 naval aircraft, including jet fighters and helicopters. In addition to the warships, there will be present strong contingents from the Merchant Navy and fishing fleets.

How the composition of the world's major navies has changed since 1937 will be evident. For instance, the battle fleet of the United States Navy has been almost entirely replaced by destroyers. In contrast, the British Royal Navy has retained its cruiser tradition, and a total of 22 cruisers will be on show. The ships are divided into four main groups: the Home Fleet, the Mediterranean Fleet, the Home and Mediterranean Forces, and the Home and Mediterranean Forces with the United States Navy.

Daring has the "punch" of a cruiser, and is equipped to carry out the duties of a cruiser as necessary. Since the war, many of Britain's destroyers have been reclassified as frigates and have been modified primarily to combat submarines. The composition of the force which will be at the Review demonstrates the great expansion which is now taking place in those categories of ships needed for the anti-submarine and anti-aircraft warfare which the Allies expect will be paramount in the unhappy event of any future conflict at sea.

Among the forty frigates present from the Royal Navy will be several of the new conversions from destroyers in the Reserve Fleet. These ships, streamlined and supple in the light of modern naval architecture, are unusually powerful for their size, and carry new anti-submarine weapons of terrific effectiveness. They are, in fact, prototypes of the ships which may well form a big part of the Allied major fleets in the next war.

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During its operation it will materially assist in future development of high-speed marine gas turbines with long life between overhauls.

HISTORY OF 'GREY GOOSE'

The 'Grey Goose' was laid down in January, 1941, at the Gowes, Isle of Wight, yard of Messrs. J. & W. Whitham and Co. Ltd., and was completed on July 7, 1943. It was one of her six sister ships which were actually a form of experimental flotilla of fast and powerful craft to serve as E-boat killers.

They were then officially described as "light coastal forces," and the public and the enemy were described as "light coastal forces," in order to gain operating experience in the use of these new craft. It was not to be expected that they would do much service in minor operations, for they could have been described as "destroyers in miniature" with powerful steel hulls, a displacement of 205 tons, and of 146 feet length. In spite of exceptionally heavy armament, which included three-inch guns, three-inch guns, machine guns, and depth charges, their 8,000-horsepower high efficiency steam turbines, fired from a 40 per cent load, gave them a speed greater than 35 knots.

These seven ships of the flotilla are officially credited with sinking six enemy ships and causing heavy damage to many more. Only one was lost during the action, which lasted about 25 minutes, several hits were scored on the enemy vessels and the landing was made by E-boat killers.

As was underway in the United States, they scored on the enemy vessels and the landing was made by E-boat killers.

The new gas turbines, known as G.2.5, are of 4,800-horsepower and have been based on the Beryl jet engine developed by the same company. A series of short trials at the works of Metropolitan-Vickers were made in two coast craft in order to gain operating experience. The gas turbines, which have been installed in four larger gas turbines of improved performance for installation in standard warships.

The new gas turbines, known as G.2.5, are of 4,800-horsepower and have been based on the Beryl jet engine developed by the same company. A series of short trials at the works of Metropolitan-Vickers were made in two coast craft in order to gain operating experience. The gas turbines, which have been installed in four larger gas turbines of improved performance for installation in standard warships.

PETROL SAID TO HAVE CAUSED BLAST ON "INDOMITABLE.

A British Admiral's spokesman said on February 4 that petrol caused the explosion of the aircraft carrier "Indomitable" off Malta on February 3. He said that the theory of sabotage could be ruled out completely. The explosion, in a space near a hangar, killed two men and injured 15. One man was blown overboard and is missing. The "Indomitable" arrived at Valetta on February 3 under her own power. It is believed that the damage was less than was at first thought.

NAVAL AVIATION.

In the British House of Commons on December 27, 1944, the First Lord of the Admiralty was asked what consideration had been given to the proposal to change the name of Naval Aviation to the Fleet Air Arm. He replied that such use of the term "Fleet Air Arm" was discontinued because it was felt it suggested something separate from the Royal Navy. The Air Arm, he said, was formed in 1939 and the royal designation was awarded a United States' decoration and the Legion of Merit,

The new G.2 gas turbines represent an advance in performance, according to a report written in the British Admiralty. It is a development of the Special Squadron, laid that year in the Far East. The "Glory" is a British Admiralty spokesman, who commanded the ship, was recommissioned at Devonport on November 5 with a Portsmouth crew for service on the East Indies Station. Commander by Captain M. G. Goodspeed, C.B.E., D.S.O., R.N., was in command of the Mediterranean before joining the East Indies Fleet at the end of February.

BRITISH ADMIRAL'S FLAG FLOWN IN U.S. SHIP.

Captain E. G. A. Ciffrd, C.B., Commander of the United Nations Naval Forces, operating on the West Coast of Korea, recently hoisted his flag in the U.S.S. "Bandoeng Strait" (Captain H. L. Ray, U.S.N.). The "Bandoeng Strait" is an escort aircraft carrier of the United States Navy which has an Air Group of the United States Marine Corps embarked for flying duties in support of the "Bandoeng Strait," which the United States Navy has assigned to the West Coast of Korea. During the time he was embarked, Admiral Ciffrd watched offensive flying operations in progress and visited all sections of the ship, expressing himself very satisfied with the excellent manner in which the ship is performing her important duties.

H.M.S. "NEWFOUNDLAND" HOME AGAIN.

When the "Campania" in December, found itself in trouble with some British Ministry of Supply personnel, and equipment used in the atomic test at Monte Bello Islands, Rear-Admiral A. D. Torlesse, D.S.O. Flag Officer of the Special Squadron, said that "the damage the she suffered in the Yangtse incident, came home in December, after further service mainly in Malaya, to Devonport again.

"CAMPANIA'S" EQUIPMENT NOT DANGEROUS FROM RADIO-ACTIVITY.

As far as he knew, there was a small amount of radioactivity in the test, which was being handled only by specially trained people. He had noth-
H.M.A.S. "ANZAC" SHELLS KOREAN PORT.
The Australian destroyer "Anzac" on March 17 shelled enemy gun positions in the area of Korea's West coast. In the same period the British frigate "Cardigan Bay" scored hits on a large enemy boat south of Sogwoganni.

H.M.A.S. "WARREGO" VISITS LAUNCESTON.
The Australian surveying frigate H.M.A.S. "Warrego" visited Launceston in March for that city's Centenary celebrations. The frigate arrived there on March 15. In announcing this, the Minister for the Navy (The Hon. William McMahon) said that "Warrego" had been engaged on survey duties in Bass Strait since early January. At the request of the Tasmanian Government she had been obtaining data for a chart of Lady Barron Harbour to assist shipping in removing primary products grown on Lady Barron Island. He was sure the visit of "Warrego" to Launceston would compensate the citizens of that city for the disappointment they must have felt by the last-minute cancellation—owing to unforeseen circumstances—of the submarine "Thorough's" intended visit from March 6 to March 9.

A NEW U.S. NAVY ATTACK PLANE.
The United States Navy on February 19 announced the first flight of its AJ, an attack plane capable of carrying and delivering an atomic bomb from either carrier or land stations. The flight was at Columbus, Ohio. The AJ is powered by two conventional motors and a jet engine. It carries a crew of three, and has an announced speed of up to 435 miles an hour. The U.S. Navy says it is the largest plane ever built for operation from aircraft-carriers.

R.N. PATROL BOATS ESCORT MARSHAL TITO.
Four R.N. patrol boats on March 16 relieved four R.N. destroyers escorting Marshal Tito's warship "Galeb" when the "Galeb" and its escorts entered the mouth of the Thames Estuary, after the Yugoslav President's recent official visit to England. The final 90-mile stage up the Thames to London was delayed for 90 minutes by fog.

FIRST INTERMEDIATE ENTRY PASS OUT OF THE R.A.N. COLLEGE.
About 20 cadet-midshipmen of the first intermediate entry to join the Royal Australian Naval College passed out from the College on March 6 and left for the United Kingdom about a week later to do further training with the Royal Navy. The First Naval Training Staff, Vice-Admiral Sir John Collins, K.B.E., C.B., took the salute as the passing-out ceremony afterwards presented the prizes and gave an address. The boys, whose ages range from 17 to 18, entered the College under the intermediate entry two years ago. This entry supplements the normal seven-year-old entry by which boys stayed at the College for four years. They sailed for England in the "Oreanda" which left Sydney on March 14 and Melbourne on March 17. In announcing their passing-out, the Minister for the Navy (The Hon. William McMahon) said that on their arrival in England they would serve as training cruiser "Devonshire," from which they would graduate as midshipmen.

"THEUSES" RETURNS TO PORTSMOUTH.
H.M.S. "Theseus", the British light fleet aircraft carrier, temporarily attached to the Mediterranean Fleet during the replacement in the Korean theatre of operations of H.M.S. "Ocean" by H.M.S. "Glory", returned to Portsmouth in December. On board were two Royal Naval Air Squadrons, (Lieutenant Commander P. H. London, D.S. C., R.N.) and No. 835 (Lieutenant-Commander C. E. Roberts, R.N.), who had the flying complement in H.M.S. "Ocean"—now back in the Mediterranean—during the Yugoslav President's recent official visit to England. Between them, these two Squadrons flew a total of nearly 6,000 sorties: they achieved a daily average of 76 sorties and on one record day made 123 sorties. The highest number of daily sorties by any other carrier engaged in the Korean war zone was 104 by H.M.S. "Glory."

U.S. COMMISSIONS SECRET WARSHIP.
The United States 17,000-ton cruiser "Northampton", built specifically to withstand the impact of an atomic bomb attack, was commissioned at the Charleston Navy Yard on March 9. Secretary of the Navy (Mr. Anderson) announced on March 9. Much of her equipment is top secret—communications, electronics, and ordinance,—he said.

CORONATION SHIPS NAMED ANZAC BY H.M. INDIAN DIVISION.
H.M.S. "Sydney" and H.M.N.Z.S. "Black Prince", the two warships lending the Australian and New Zealand Coronation contingents to the United Kingdom, will be known as the "Anzac Squadron," the Minister for the Navy (The Hon. William McMahon) announced on March 9. The two ships left Melbourne on March 24 and are due at Portsmouth on May 5.

FLEET CARRIER "FORMIDABLE" TO BE SCRAPPED.
The British Admiralty announced recently that it has been decided to scrap the fleet aircraft carrier "Formidable". Only a complete modernisation could fit her to operate modern naval aircraft, and this would not be justified now that H.M.S. "Eagle" is in service and H.M.S. "Formidable" is building. H.M.S. "Formidable" has been in reserve since 1948. She was built by the Harland and Wolff Ltd., at Belfast under the 1937 new construction programme and is one of the Royal Navy's oldest fleet aircraft carriers. She took a prominent part in the war in the Mediterranean and later belonged to one of the main striking units used against Japan.

THREE SHIPS LENT TO INDIA.
The British Admiralty announced recently that arrangements had been made to lend H.M. Ships "Bedale", "Chiddingfold", and "Maidstone" to the Indian Navy for a period of three years, subject to extension by agreement, the vessels to be returned to the Royal Navy in an emergeny. The ships in question are essential to the national future. Transport, in turn, relies on the oil industry for the essential motive force without which trucks would be immobilised, aircraft grounded and ships stranded in port. In fact, without oil all industry would soon cease to a standstill.

AUSTRALIA'S OIL SUPPLY.
Australia's estimated consumption of petroleum and petroleum products last year amounted, on a crude oil basis, to 30,174,000 barrels—at an income of 12.2 per cent. on 1954. Much of it was needed to keep Australia's growing transport system operating. Australia's transport industry, so vital to a land of far horizons and relatively small population, is of the greatest importance to the national future. Transport, in turn, relies on the oil industry for the essential motive force without which trucks would be immobilised, aircraft grounded and ships stranded in port. In fact, without oil all industry would soon cease to a standstill.

A NEW U.S. NAVY ATTACK PLANE.
...
New Marker Buoys for H.M. Submarines

A new type of submarine marker buoy for Her Majesty's Submarines has been approved by the British Admiralty following trials at sea.

The buoy is constructed of light metal alloy and composed of a series of capsules threaded in an annular structure, and it is ingeniously designed to combine strength, compactness, and buoyancy adequate to support warning devices. A flashing light unit is present, and active investigations are being conducted to provide the buoy with a radio transmitter.

A marker buoy may be released by a submarine if, for any reason, she is unable to come to the surface. Its purpose is to mark the position of the submarine in such a manner that aircraft and surface searching vessels can easily locate her, and thus be on hand to rescue survivors.

The functions of a marker buoy are as follows: to be strong enough to withstand the rigours of submarine conditions, yet at the same time be light and small enough to be carried in the superstructure; and of about two and a half inches in diameter.

Good riding qualities are given to the buoy by attaching the mooring line to a mild steel stirrup, which is pivoted on the inside of the inner drum and the inside of the outer drum. There are 216 of these capsules, which are of a light alloy and are about six inches long and of about two and a half inches in diameter.

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

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enport, of Sydney, sailed their 46 ft. cutter, "Waltzing Matilda," to Miami, Florida, on February 24, fifty-nine days out from Plymouth, England. The Davenport brothers are now heading for their home port, Sydney.

**"QUEEN MARY" BERTHS WITHOUT TUGS.** The 81,000-ton liner "Queen Mary" was berthed successfully in New York harbour on February 6 without the aid of tugs. With New York's tugmen out on strike, the master of the "Queen Mary" Captain Donald Sorrell, brought the giant liner alongside the wharf at her second attempt. Usually 8 to 10 tugs are used. On Captain Sorrell's first attempt, the "Queen Mary" was caught by an ebb tide just as she had nosed 900 feet of her great length into the berthing area. Rather than risk damage to the ship or to the wharf, Captain Sorrell backed out into the Hud- son River with her 210,000-horsepower engines throttled right down. After backing out again, the captain berthed his charge with only a launch to take a line to the wharf. It was a his- toric exhibition of seamanship, and passengers and spectators ashore cheered the delicate feat of the "Queen Mary" lay safely berthed.

**BLAST TEARS TANKER IN TWO: 9 MISSING.** The Liberian tanker "Angy," 9,937 tons, caught fire and exploded in a gale-lashed Atlantic on March 8. The blast tore the ship in two, and the 29 men clinging to the stern section were rescued by tugs. The captain, his wife, and all his officers, nine in all, are on the missing section. The "Angy" left the Perian Gulf port of Mena Al Ahmad on February 4, and was due at Philadelphia, U.S.A., on March 11. The lost tanker was registered in Lis- bera, but was operated by a Greek firm.

**FREIGHTER IMPALED ON ANOTHER WRECK.** The 7,269-ton British freighter "Kelvinbank," which went aground on Ocean Island late January, is impaled on the bottom by the remains of another ship, "Napoli" from Cadiz, A.O.C. on February 4, and was due at Philadelphia, U.S.A., on March 11. The lost tanker was registered in Lebra, but was operated by a Greek firm.

**BRITISH FREIGHTER AND CHANNEL FERRY COLLIDE.** The British ship "Llantrasai" (6,700 tons), bound for Mel- bourne, collided with a cargo of oars, collided in a Chan- nel fog on March 19, with the Overton-to-Dover ferry steamer, "Prince Charles." The "Prince Charles," with about 100 pas- sengers on board, went aground near the Outerunder her own power. The "Llantrasai" apparently suffered little damage, but she sent word that she needed no help.

**GOVERNMENT SEIZES TANKERS.** The United States Government on February 12 seized two Liberian tankers, American registered, and brought action against the owners of each ship for allegedly trading with Iron Curtain countries. The two tankers seized were the 10,197-ton "Seven Seas" and the 10,296-ton "New Dan- ny," both belonging to the North American Shipping and Trading Company, New York, which is owned by Greek and Panaman- ian interests. The Government charged the owners with violat- ing the maritime laws by conceal- ing the fact that they had been alerted when acquiring the vessels and claimed that the running oil behind the Iron Curt- in. The North American Shipping and Trading Company, through its lawyer, denied that the seized ships had been invol- ved in trade with Iron Curtain countries.

**SYMBOL OF UNITY**

When, on 2nd June, the Arch- bishop of Canterbury places the Crown of St. Edward on the head of "Elizabeth the Second, by the Grace of God of the United King- dom, Australia and her other Realms and Territories Queen, Head of the Commonwealth, De- fender of the Faith," he will per- form a ceremony which will be symbolic in the four corners of the world.

In many ways Queen Elizabeth will be the only bond between cer- tain parts of the Commonwealth, but she represents something which is far stronger than anything forged by armed or economic compulsion.

There is a school of thought, especially in the United States, that says that the "British Empire" is "finished." Nothing could be fur- ther from the truth. The huge sub-continent of India, indepen- dent and self-governing since 1947, recognises the Queen as Head of the Commonwealth. A strong, young Union is being built up in West Africa, controlled by the natives themselves, and one of its most urgent desires is to keep in the Commonwealth. There is a strong possibility that the Sudan, when it gains its independence in three years, will seek to join the Commonwealth. Moves are on foot for the creation of a new Dominion in East Africa, though they are still in their early stages.

The fact is, of course, that the British family of Nations has changed with the progress of his- tory. It has changed, not decayed. It is a living organism, not an inert and immovable structure.

The Boer, the French-Canadian, the Hindu, the Central and Maori will, like us Australians, turn their thoughts to Westminster Abbey on 2nd June, for Queen Elizabeth is the symbol of unity for us all.

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**Maori will, like us Australians,**

**turn their thoughts to Westminster**

**Abbey on 2nd June, for Queen**

**Elizabeth is the symbol of unity**

**for us all.**
PERSONAL PARAGRAPHS

ADMIRAL EDELSSEN AWARDED G.C.B.

Among the New Year's Honours was the award of Grand Commander of the Order of the British Empire to Admiral Sir John Edward Edelson, K.C.B., C.B.E., C.B.E.

NEW LORD COMMISSIONER OF BRITISH ADMIRALTY

Her Majesty the Queen has been graciously pleased to approve the appointment of Rear-Admiral G. Barnard, C.B.E., D.S.O., and Bar, to be a Lord Commissioner of the British Admiralty and Deputy Chief of Naval Staff in succession to Vice-Admiral H. Evans-Lombe, C.B. The appointment took effect in January, 1953.

FLAG LIST PROMOTION

The British Admiralty has announced that Rear-Admiral J. F. Hawkins, K.C.V.O., C.B., has been placed on the Retired List.

R.N. FAR EAST APPOINTMENT

The appointment in the rank of Captain has been announced of Captain the Viscount Kelburn, D.S.C., as Naval assistant to the Deputy Chief of (Royal) Naval Personnel.

NEW CHIEF OF N.Z. NAVAL STAFF

Captain Sir Charles E. Madden, Bt., R.N., has succeeded Commodore F. A. Balance, D.S.C., R.N., as Chief of the Naval Staff and First Naval Member of the New Zealand Naval Board in the rank of Commodore Second Class, with effect from February, 1953.

R.N. PILOT PRESUMED KILLED

The Australian Naval Board announced with regret on March 2 that they had received a report from the United States that Sub-Lieutenant (P) David Andrew Thompson, R.A.N., had been presumed killed in action at the time of his death was unannounced change on the Flag List was announced to date from December, 1952.

SEANCE REAR-ADMIRAL TO BE HONORARY PHYSICIAN TO THE QUEEN.

In pursuance of Her Majesty's pleasure, Surgeon Rear-Admiral S. G. Ramsford, M.D., D.S.C., R.N., has been appointed Honorary Physician to the Queen from November 6, 1952.

SEANCE ASSISTANT CHIEF OF NAVAL STAFF (WARFARE), BRITISH ADMIRALTY

Captain A. R. Pedder, R.N., has been appointed Assistant Chief of Naval Staff (Warfare) at the British Admiralty in succession to Rear-Admiral G. Barnard, C.B.E., D.S.C. and Bar, the appointment dating from January, 1953.

SECRETARY TO VICE-ADMIRAL, FAR EAST STATION

The appointment in the rank of Captain has been announced of Captain A. J. Pack, Captain (S), Vice-Admiral C. E. Lambe, C.B., C.V.O., Commander-in-Chief, Far East Station.

COMMODORE R.N. BARRACKS, PORTSMOUTH


ASSISTANT TO DEPUTY CHIEF OF ROYAL NAVAL PERSONNEL

The appointment in the rank of Captain has been announced of Captain the Viscount Kelburn, D.S.C., as Naval assistant to the Deputy Chief of (Royal) Naval Personnel.

R.N. CHAPLAIN APPOINTED HON. CHAPLAIN TO THE QUEEN.

In pursuance of Her Majesty's pleasure the Reverend F. D. Hawkins, K.C.V.O., C.B., has been appointed Honorary Chaplain to the Queen, in succession to the Reverend D. J. N. Wanson, C.B., C.B.E., Q.H.C., R.N., placed on the Retired List to date November 30, 1952.
SEAS-ODDITIES

Some half a million years ago, great changes took place along the eastern coast of Australia, as a result of which the sea levels rose, causing the land. Port Jackson, originally a great river valley, was invaded by the sea. Brooklet Bay, at the entrance of the Hawkesbury River, came into being, and in North Queensland the land was invaded by the sea, coming to the Carpentaria Coast. The land was invaded by the sea, coming to the Carpentaria Coast. The sea pressures have been more than equal in Australia, and the land, when it was studded with the delectable isles with which now lie Whitsunday Passage, was invaded by the sea, coming to the Broken Bay it the estuary of the Passage, are some of the islands were once the tops of tall mountains, and the placid blue tropic waters that lie here are home of a mammal that is never exhibited in zoos. It is the dugong, a coast animal and one that is rarely seen in the open. Much like a manatee in appearance, it grows to a length of about 9 feet. It has oval flippers, a Ro· man-like nose, and a horizontal tail-fin. It appears to feed chiefly on seaweed. The female dugong, when nursing its young, holds it to the breast with one of its flippers, and it is this action, seen from a distance by ancient and primitive travellers, which probably gave rise to the mermaid legend.

Two Byron Bay (north coast of New South Wales) fishermen on March 20 caught one of the biggest sawfish that has been captured on the eastern Australian coasts. It measured 15 feet 6 inches, and was caught in its prawning nets. The fishermen, Vic Hopkins and Jack Woodridge, said they were fishing for prawns about a mile from Byron Bay when the fish was netted. It was too big to haul into the boat so they towed it ashore and it was estimated at between 1,500 and 2,000 pounds. In its death struggle steeples the sawfish cut great holes in the nets and caused $50 worth of damage to them.

The North Australian seas are the home of a mammal that is never exhibited in zoos. It is the dugong, a coast animal and one that is rarely seen in the open. Much like a manatee in appearance, it grows to a length of about 9 feet. It has oval flippers, a Ron·man-like nose, and a horizontal tail-fin. It appears to feed chiefly on seaweed. The female dugong, when nursing its young, holds it to the breast with one of its flippers, and it is this action, seen from a distance by ancient and primitive travellers, which probably gave rise to the mermaid legend.

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HONG KONG last year found that the standing of the British motor vessel "Angeline" was caused by the default of the Master, who also committed a wrongful act in prematurely abandoning his ship. The Court suspended his certificate for six months.

Latest figures show that the Swedish Merchant Service now includes between 20 and 25 per cent of the tonnage in its crews.

The Canadian Pacific will carry three times as many tourists as first-class passengers in their newly-planned 23,000-ton liners.

Towards the middle of July last year the price of a Liberty ship on the British market was £100,000—half the price ruling during the previous January.

The possibility of combining gas and steam turbines in a single propelling unit in merchant ships is attracting attention among marine engineers more than ever.

The Hamburg American and German Lloyd Companies have installed accommodation for 12 passengers in their new cargo ships.

The British Ministry emigrant ship "Captain Cook," originally the Donaldson "Leititia," had £50,000 spent on her in her conversion to a 1,000-passenger ship.

Brazil and Spain both have trials of the new ships, which were to have been equipped with special machinery.

The Lord Chief Justice (of England) has found that the serving of drinks in passenger vessels when they are not alongside is quite legal, a custom which has been practised without question for well over a century.

The British Ministry of Transport has been offering vacancies for naval officers to serve on merchant ships as engineers.

The false S.O.S. messages which had caused so much trouble in the English Channel led to the arrest by the Belgian police of one of their own wireless officials.

Mr E. H. Watt's suggestion that as welded ships get older the repair bills are likely to become very serious has aroused a great deal of attention in the shipping world.

The new large motorships which the Osaka Shosen Karyo has built for the Yokohama-New York service have a trail speed of 21 knots.

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

The British Ministry emigrant ship "Captain Cook," originally the Donaldson "Leititia," had £50,000 spent on her in her conversion to a 1,000-passenger ship.

Britain is still suffering on the South American market from being under-sold in a number of commodities by her former enemies, particularly Germany and Japan.

A new machine, invented by Mr. D. Fraser, of Liverpool, England, indicates and accurately records with date and time all orders from the bridge to the engine-room.

Indicating the tonnage of the tanker of the future, Swan Hunter and Wigham Richardson Ltd., recently started the reconstruction of a section of their Wallsend Yard to build tankers up to 100,000 tons. The work is expected to take about two years to complete, which should be in 1954.

The Japanese financial paper "Nihon Keizat" said on April 6 that Japan probably would be 200,000 tons short of its pig iron needs this year. The newspaper estimated that Japan's demands would be 4,820,000 tons.

A Marine Court of Inquiry at

NATIONAL NAVAL COLLEGE

Twenty boys have been selected to enter the Royal Australian Naval College at Flinders Naval Depot (Victoria) under the Intermediate Entry. They entered the College on Wednesday, 11th March, as cadet-midshipmen. The boys are:

Victoria: Peter Duncan McKay, Harristown, Toowoomba.
New South Wales: Brian Charles Meredith Bigelow, Beverley Park, Kogarah; Ian Arthur Galloway, Rose Bay North; Keith Eric Denton, Murwillumbah; Paul Victor Graham, Northbridge; Kevin Allan Gullen, Rutherglen, Maitland; Donald Francis James, Mittagong; John Kevin Mark, Wagga Wagga; Nigel John Stoker, Albury; Harold Edward Francis Tooth, Chatwood.

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A Marine Court of Inquiry at
BOOK REVIEWS

The second volume of the new British Admiralty Manual of Seamanship was published early in November, 1952. The new "Manual of Seamanship" is a work in three volumes with a text and illustrations totally different from the two volume manual which served as a text book for officers and men of the Royal Navy for more than 40 years. The first volume of this new work published in 1951, was designed for young seamen and Royal Naval Training Establishments. The second volume now published is intended to serve as a text book for junior officers and all seamen from A.R. to Boat. The text book for tumor officers and the elements of navigation, intended to serve as a work in three volumes, published in 1948, will deal with the higher aspects of seamanship, including ship handling and advanced aspects of towing and salvage.

The first volume had a wide circulation outside the Royal Navy and is entering upon a second printing, bringing the total copies printed to 95,000. It is hoped that the second volume will similarly prove popular with all those concerned with ships and the sea.

The author of all three volumes, Commander A. M. Rundle, D.S.C., R.N., has received valuable editorial assistance voluntarily rendered by Commander G. A. B. Hills, O.B.E., R.N. (Revised)."WHAT WOULD NELSON THINK?"

After a ceremony in Trafalgar Square, London, on the 147th anniversary of Nelson's victory and death at Trafalgar, the Rt. Hon. J. P. L. Thomas, First Lord of the Admiralty, addressed a luncheon at the Navy League. What, he asked, would Nelson think, would he have desided from his column in the square, of the health and strength of the Navy he loved and served so well? He would find many of the same old problems rearing their ugly heads. The problem of officering and manning the Fleet was one he knew well, though it was not so grave as in his time. Instead of the Press Gang he would find the young seaman and the young officer better educated, more able to think for themselves, and quicker to learn than ever before. "It is only in the highly-skilled trades that we are running short," Mr. Thomas said.

"I am not yet quite so happy about the officer entry," wrote Mr. Thomas continued. "I am convinced that there is plenty of the right material throughout the country in every group and walk of life; but at the moment not enough of this material is coming forward. If this trend continues we shall have to face the alternative of either too few entries to meet our needs or the lowering of our standards, and that is the last thing we want to do. Somehow this problem has to be overcome, for it is vital to the future health of the Royal Navy. That is why a high-powered committee is studying ways of helping with this problem.

The Navy wants young men for its officers who are prepared to devote their lives to its service and the service of the Queen. This life does not offer great material reward. It brings a tremendous amount of parting from families and friends, but it does offer adventure, great comradeship, and the knowledge of a job well done in the Navy's traditions."

H.M.S. "ROCKET'S" ANTI-SUBMARINE DEMONSTRATION IN KOREAN WATERS.

Further information concerning the anti-submarine demonstration work in American waters of H.M.S. "Rocket", one of the Royal Navy's fast anti-submarine frigates, converted from Fleet destroyers, is now to hand. H.M.S. "Rocket" (Commander T. F. Halix. R.N.) recently returned to Londonderry following her visit to the United States and Canada.

She had been invited to the United States to enable the U.S. Naval authorities to evaluate the potentialities of the new British anti-submarine devices included in her equipment. After this evaluation had been successfully carried out, she went to Halifax, Nova Scotia, to demonstrate the new weapons and equipment to the Royal Canadian Navy.

The anti-submarine equipment, the subject of interest in America, includes a mortar weapon linked to an Asdic set through an improved electronic fire control system. The weapon itself is a three-bored anti-submarine mortar, two of which are fitted in the "Rocket." It can fire a pattern of large projectiles with great accuracy and the projectiles can be automatically set to explode at a pre-determined depth. To ensure accurate flight in the air, they are fitted with tails, similar to those on bombs, which they closely resemble.

The weapon can be trained over a wider area than was possible with earlier mortars. It is muzzle-loaded and fired electrically when the range is closed and the necessary information from the Asdic set has been automatically and almost instantaneously digested by electronic methods. The increased use of electronics is due to the improvement in the fire control system, which serves as a link between the Asdic and the weapon.

Experience with the "Rocket" and her sister ships and their equipment are proving well up to expectations and represent a marked advance in anti-submarine frigate design. The "Rocket" was originally built as a Rotherham class destroyer by Messrs. Scotts Shipbuilding and Engineering Company of Greenock and was completed in August, 1943. In the course of her conversion in 1951 at H.M. Dockyard, Devonport, her bridge and superstructure were materially altered and her armament adapted to her new role.

The following words are thanks for "Rocket's" visit were received by the British Admiralty from the Canadian authorities: "We have profited enormously from what you had to show us and to teach us. Your visit has proved invaluable to us all."
EX-NAVAL MEN'S
Association of Australia

Patron-in-Chief: Her Majesty The Queen.

FEDERAL COUNCIL
The Ex-Naval Men's Association of Australia has been fortunate in having received, over the past years, a very large measure of its success from the interest and achievements of its Life Members. The names of members upon whom the Association has conferred its highest honour are as follows:

Dr. L. J. Dunstone and Admiral Lord Mountcvans.

The Address...

Australian Sea Cadet Corps

First Tasmanian Division Cadet Camp.
Commanding Officer's Report (abbreviated).

From Friday, 9th January, until Friday, 23rd January, 1953, eighty-eight Sea Cadets from Hobart—Route March—Route, and Lectures daily during the "dog watches." The first "working" forenoon was spent by the remainder on boats away and the remainder, on the large parade ground available, sent semaphore signals to each other, marched about in a seamless manner, like rifles, tied knots, and so on. Then, that afternoon, half the ship's company embarked in boats to proceed to a beach about two miles away, whilst the remainder route-marched there by road. The separate parties changed over for the return trip.

So it was that, three days after the Camp started, when the Sea Cadets had been given a "Make and Mend" to do their dethocking, roasting the nearby hillsides, and fish, and generally enjoy themselves, and had, every man of them, represented an enemy cruiser, and a-halve at the Ship's Office asking, nay, begging, "to be taken out again in the boats," it was decided to cancel all shore instruction and spend the remaining eleven days of the Camp, in so far as possible, living and enjoying the naval yarns about the Navy the Sea Cadets had to tell them! Surely such keenness is unusual.

Throughout the Camp, routine was kept, and all hands kept time. The sea drill of a ship in Her Majesty's Royal Australian Naval, except for the time all hands were partaking in a trip afloat, Quartermasters and Bosun's mates were on watch with an O.D.O. Watches were kept by all hands, and night, volunteers for these nights, and night watches actually testing the 1st Lieutenant, Sea Cadets, and the Cadets screamed and shouted for all they were worth until the R.N.O. announced at the top of his voice, "Enemy Cruiser Sunk!" and in the ensuing silence said that that had been about one hundredth of the actual noise experienced under real action conditions.

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Some good for the ex-sailor, and I may here say that if all charitable institutions could work as honestly and commercially as the Australian Ex-Naval Men's Association, far more work would be supported per pound subscribed than are at present. All the State presidents and secretaries gave freely of their time, and not inconsiderably from their own modest purses, and when, just prior to my departure from Australia, I was elected unanimously a Life Member and awarded the Gold Badge, I appreciated that the days and weeks given to the unemployed ex-sailor were more than well worth while.

The Federal and State Councils, together with the many sub-Sections throughout the Commonwealth and Territories, are always on the lookout for active workers and interested members.

EARTHQUAKE ROCKS
MEDITERRANEAN AREAS.

More than a thousand people were reported killed when an earthquake rocked the Sea of Marmora on March 19. The Turkish town of Yenice, near Gallipoli, reported the heaviest damage and loss of life. The earthquake damaged Ankara's water supply and many parts of the city were without water. A message from the Greek island of Mitylene, in the Aegean Sea, said the earthquake killed many people and destroyed buildings. At about the same time an earthquake shook Dutch Guinea and Trinidad, West Indies—many thousands of miles away.

AUSTRALIAN SEA CADET CORPS

R.N.O. on a visit to the Camp, consisted of a very brief blackboard, illustrated talk about a cruiser in action, and was immediately followed by the appointing of a cruiser's ship's Company master and lieutenants, who were instructed to "falling them in" on the parade ground, positioning them roughly as they would be in a cruiser, and a group representing "A" Gun's crew; "B" Gun's crew; the Bridge Party; the Director-Lower's party; and another gun crew, dressed to represent by "Y" Gun's crew.

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POSTAGE ON TICKETS AND RESULTS TO BE ADDED

The Address...

Tattersall's

AUSTRALIAN SEA CADET CORPS

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less steel knife awarded to the Best Cadet. Other prizes were for the Best Leading Seaman, the Best Cook's Assistant, the Best Swimmer, the Sea Cadet who showed the most improvement during the Camp; two prizes for sketching of boats and the 1st Lieutenant's Prize for the Biggest Fish Caught.

The Camp's Canteen supplied all the needs of the Sea Cadets from films to fishing gear. It was open during the forenoon Stand Easy, when the Sea Cadets were in Camp, and every evening after supper until the evening Film Show or Camp Fire Concert started at 2000 hours. A concert staged entirely by the Sea Cadets was a huge success on the last night of the Camp. On that final evening the Camp was visited by the Senior Officer, A.S.C.C. (Tasmanian Division), Commander G. E. W. Bayly, O.B.E., M.R.N.V.R. (Retd.), who gave a thrilling, graphically illustrated description of Minesweeping off the Normandy Coast for the D-Day Invasion, and read a gracious reply to a message of Loyal Greetings (which had been sent from the Camp during its first week) to the Empire's Commodore of Sea Cadets, H.R.H. The Duke of Edinburgh.

No more fitting close to a Camp could have been experienced than this message expressing his best wishes and signed simply "Phillip." It was particularly pleasing to the Camp's C.O., who, long ago, had rubbed shoulders with another Lieutenant in a place called Corsham in England — this same "Phillip."

Finally, the Navy League held a dinner at the Camp and, hearing of the huge success that the Camp had been, made arrangements there and then to spare no effort to make this Camp only the first of many annual Camps.

(Sgd.) C. H. ARMSTRONG,
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Commanding Officer,
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Published by The Navy League, Royal Exchange Building, 54 Pitt Street, Sydney, N.S.W. Telephone: BU 5808.

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R. Neil Walford.
ANOTHER BRITISH LIGHT FLEET CARRIER LAUNCHED.

The announcement by the First Lord of the Admiralty in the British House of Commons on January 26 that another aircraft carrier for service with the Royal Navy was about to be launched, created a feeling of general appreciation and congratulation in British and Commonwealth Naval circles.

Complementary to the First Lord's announcement, the British Admiralty the same day issued a statement to the effect that H.M.S. "Hermes," the fourth of the "Hermes" Class of improved light fleet carriers, would be launched from the yard of Messrs. Vickers-Armstrong Ltd., at Barrow-in-Furness on February 16 and that Mrs. Winston Churchill would name the ship. The launch, then, is now an accomplished fact.

In many ways, the Admiralty announcement added, H.M.S. "Hermes" will be more advanced than the earlier ships of her class, the "Albion," "Centaur," and "Bulwark." She will incorporate new equipment and arrangements, notable among which will be the Angled Deck arrangement to which emphasis was laid, and details given in our editorial columns for March, 1953.

The arrangement is so devised as to enable aircraft to land on deck without any possibility of over-running the catapult operating positions or aircraft parked at the forward end of the flight deck. The immense value of this to air-sea operations needs no emphasis to Naval men.

The "Hermes" is a ship of 741 feet 6 inches in extreme length (650 feet between perpendiculars) and her beam is 90 feet. Her main machinery, consisting of geared steam turbines, is by Messrs. Vickers-Armstrong Ltd.

The ship has both steam and electric driven electric generators, connected to a ring main system, from which supplies for power and lighting are distributed throughout the ship. The standard of illumination will conform with the best practice or shore. Illumination of living spaces and offices will be effected by fluorescent lighting. The ship will be fitted with an automatic telephone system and a broadcast system to cover all living and working spaces.

That the Royal and Commonwealth Navies have nine aircraft carriers in various stages of construction and thirteen afloat, is also a matter for congratulation. Work is proceeding on seven of the nine under construction: the "Hermes" and her three sister ships, two light fleet carriers of the "Majestic" Class which are intended for the Commonwealth Navies, and one fleet carrier, the "Ark Royal." Though launched work has been suspended on the two remaining "Majestic" Class ships, it will no doubt be proceeded with when the necessary facilities can be so diverted.

LOYALTY A VIRTUE.

With the Queen's Coronation now an accomplished fact, we shall hear more and more about the feeling of loyalty. There will be few among us who will not experience a personal impulse toward loyalty as we think of a beautiful young Queen who will dedicate herself to our service.

But what is loyalty? The dictionary says: "In moral and religious philosophy, loyalty denotes the feeling of sentiment (often strong or even enthusiastic) accompanying a sense of allegiance. Actually, this is only a partial description of the term. Loyalty is a good deal more than that. Loyalty is a virtue, and as such is something greater than an abstraction. It goes beyond the static and abstract to become a positive exercise of intellectual and moral faculties."

This somewhat obscure explanation can be made clearer if we compare the exercise of intellectual and moral faculties with the exercises of the physical body. The average person deliberately exercises his body to maintain health and develop muscle. By the deliberate exercise of a virtue like loyalty one can grow in intellectual and moral strength.

In the case of the Queen, the feeling of loyalty should be based on any sense of obligation, even of duty. It should be spontaneous. When she was crowned on 2nd June, Elizabeth II. re-dedicated herself to our service. She has already twice declared her feelings about this—in her 21st birthday broadcast and in her Christmas Day broadcast last year. When she does this, do we owe her something in return?

It should be a matter of course. Between now and the future we can and should build up a greater sentiment of loyalty and affection.

H.R.H. THE DUKE OF EDINBURGH

PROMOTED ADMIRAL OF THE FLEET.

The announcement on January 15 that Her Majesty The Queen had approved the promotion of Admiral The Duke of Edinburgh, K.G., K.T., R.N., to Admiral of the Fleet will be welcomed with a deep sense of pleasure in the Naval forces of the nations over which she so wisely and courageously rules. On the same day Her Majesty approved the appointment of His Royal Highness as a Field Marshal of the Army and as a Marshal of the Royal Air Force. The promotion and appointments date from January 15, 1953.

It has been customary in the present century for a male Sovereign on his accession to assume the highest rank in each of the fighting services; King George V., however, took the position of Chief of the Royal Air Force instead of the rank of Marshal. It has been thought more suitable for a Queen to bestow these distinctions upon her Queen Anne, in 1702, made her consort, Prince husband.

The Duke of Cumberland, Generalissimo of all Forces, Constable of Windsor Castle, Lord High Admiral, Lord Warden of the Cinque Ports and Captain-General of the Honourable Artillery Company, the first of these dignities no longer exists; the third has been permanently in commission between Lords of the Admiralty since the last individual Lord High Admiral became King William IV. in 1830.

The Duke of Edinburgh now takes his place with twelve other Admirals of the Fleet, none of whom at present holds an active Naval appointment.

N.A.T.O. C.-IN-C. VISITS EUROPEAN CAPITALS.

Following the announcement of Admiral the Earl Mountbatten's appointment as Allied C.-in-C. Mediterranean, Mr. Koprulu, Turkish Foreign Minister was reported by "The Times," London, to have stated in Istanbul that he was fully satisfied with visits he had paid to Paris and Rome. He also volunteered the information that Turkish naval forces in the Sea of Marmora, the Straits, and the Black Sea would be placed under the N.A.T.O. Mediterranean command of Lord Mountbatten.

The Turkish Minister also stated that out of £80,000,000 allotted to various N.A.T.O. countries £21,000,000 had been given to Hurkey, most of which amount, it is understood, will be spent on the construction of air bases in Turkey.

Early in January Admiral Mountbatten met Gen. Ridgway, Supreme Allied Commander Europe, in Paris, and is reported to have discussed matters relating to the coming into operation of the Allied Mediterranean Command.

"The Times" Paris correspondent reported that "no date has yet been fixed for the 'activation' of the new command, but it is unlikely to be before March 1953. Lord Mountbatten is here in Paris on a personal visit. He was recently in Washington and as Secretary of State for the [French] Navy, by whom he was entertained at luncheon, together with Admiral Nomy, the French Naval Chief of Staff, and Mr. William Hayter, British Minister in Paris."
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The British Admiralty has officially announced that Her Majesty the Queen, accompanied by Admiral of the Fleet, His Royal Highness The Duke of Edinburgh, K.G., K.T., will review Her Majesty's Fleet at Spithead, on Monday, 15th June, from H.M. Ship "Surprise." H.M.S. "Surprise" is a despatch vessel normally attached to the Mediterranean Fleet, and has undergone a routine refit in the United Kingdom. As a warship, she will be painted the normal Admiralty grey. For the Review she will be commanded by Vice-Admiral E. M. C. Abel Smith, C.B., C.V.O., Flag Officer, Royal Yachts. The following information, in addition to the foregoing, has been made available by the British Admiralty:

SHIPS TAKING PART IN REVIEW:

As initially planned, it is probable that about 190 ships will represent the Royal Navy in the Review and about 300 to 350 aircraft of Naval Aviation will take part in the Fly Past. The actual composition of the Fleet will depend, of course, on the Royal Navy's commitments at the time, and the names of individual ships are not, therefore, at time of writing available. The numbers in each class of ship, however, are expected to be of the order of the following (the figures in brackets are the numbers present at the 1937 Coronation Review):

- Battleships — 1 (11): Aircraft Carriers — 8 (1); Cruisers, including ships of the "Daring" class — 12 (16); Destroyers — 20 (60); Frigates — 40 (9); Fleet Minesweepers — 18 (10); Submarines — 30 (22); and other vessels (minesweepers, surveying ships, coastal craft, etc.) — 62 (10).

The total of 191 H.M. Ships taking part in the Review compares with 142 in the 1937 Coronation Review. They will be representative of the Home, Mediterranean, and Reserve Fleets, and of those employed in the Home Commands. Royal Fleet Auxiliaries will also be represented.

COMMONWEALTH AND FOREIGN NAVIES:

Her Majesty has expressed the wish to see as full a representation of the Navies of the Commonwealth as possible. As readers know, H.M.A.S. "Sydney" (representing Australia) and H.M.N.Z.S. "Black Prince" (representing New Zealand) have already arrived in the United Kingdom to participate in the Review. Invitations to be represented by one ship have also been addressed to foreign naval powers through diplomatic channels. Nor have the Merchant Navy and Fishing Fleets been omitted or forgotten. Her Majesty the Queen has granted permission to

In comparing the figures for the 1937 and 1953 Reviews, the change of emphasis which modern conditions have brought about is clearly shown. Thus, whilst the numbers of battleships, cruisers and destroyers are smaller, the number of aircraft carriers has increased, and the considerably larger numbers of frigates, minesweepers and other smaller vessels indicate the attention being paid to anti-submarine and anti-mine warfare. This development was noted by the First Lord, the Rt. Hon. J. P. L. Thomas, M.P., in introducing the Naval Estimates in March last year.
STRENGTH OF THE BRITISH FLEET

The table below shows the strength of the British Fleet in Classes (excluding many vessels of the Fleet Train, Attendant Ships and numerous small craft) at the end of February, 1953.

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<th>Active Fleet</th>
<th>Training and Experimental Ships (Special Complements)</th>
<th>In Reserve</th>
<th>Reserve to Reserve</th>
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*Excludes submarines.
(a) Modernising.
(b) Excludes three refits for loan to India, three refits for loan to Denmark, and one refit for loan to Norway.
(c) Includes those being fitted out for mineweeping.
(d) To be transferred to the Royal Australian Navy on completion.
(f) Being completed for Canadian Navy at Canada's expense.

The state of preparedness of the Reserve Fleet has been improved during the course of the year by berthing the vessels alongside jetties as far as possible and removing certain of the ships, which are at a longer notice of readiness, to commercial ports where they are being dehumidified and maintained by contractors. It is hoped that this policy will lead to substantial savings and that, in addition, a considerable number of Naval personnel will become available to serve with the active fleet.

"CONDAMINE" RETURNS HOME.

Some three hundred relatives and friends of the 250 officers and ratings on board welcomed the frigate H.M.A.S. "Condamine" when she berthed at Garden Island, Sydney, on April 20, after 10 months' service in Korean waters.

The "Condamine," commanded by Lieutenant-Commander R. C. Sveen, is the twelfth Australian Navy vessel to serve in Korean waters since the war began. Australia has kept two warships constantly in service there. Those in Korean waters at present are the "Anzac" and "Culgoa."

"Condamine's" main duty was to patrol the Korean coast and the ship fought occasional duels with Communist shore batteries.

The Minister for the Navy (the Hon. William McMahon) and the Australian Naval Board sent congratulatory messages to the "Condamine" as she neared Sydney. Mr. McMahon's signal, addressed to Lieutenant Commander Savage, read:

"On behalf of the Commonwealth Government I welcome home you and those under your command. I congratulate you on your meritorious service in Korean waters, and trust that you will enjoy happy family reunions and restful leave.

Th: Naval Board message read:

"On return to the Australian station after completion of 10 months' arduous service in the Korean area during which period H.M.A. Ship under your command fully maintained the high standard of her predecessors, the Naval Board are pleased to extend to officers and men their sincere 'well done' and to express the hope that each may experience a happy homecoming to enjoy a well-deserved 'stand easy.'"

The transfer of the Royal Australian Naval College from Flinders Naval Depot, Victoria, to Jervis Bay, has been approved, in principle, by the Federal Cabinet but no final decision has been reached.

In announcing this in Canberra on March 27, the Minister of the Navy (the Hon. William McMahon), said the transfer could not be contemplated in the current financial year because other projects had greater priority in finance.

Mr. McMahon, who was replying to questions in Parliament, said he did not know that Navy Department assessors were at present—that is, at the time of the announcement—at Jervis Bay, but he would confirm this or find out the purpose of their visit.

He added: "Naturally enough, if the college is shifted to its traditional home, compensation would be paid to civilians at present occupying businesses at Jervis Bay."

The Jervis Bay college closed on June 12, 1951, and was re-established at Flinders Naval Depot on July 15, 1951. It has been at Flinders Naval Depot ever since.

Incidentally, the proposed transfer has been responsible for some criticism and dissent, mostly, it is thought, from civil sources since the official announcement was made.

TRANSFER OF FLINDERS COLLEGE TO JERVIS BAY

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THE 1952 BOYD TROPHY AWARD

KOREAN DUTY SQUADRONS, FLYING FROM H.M.S. "OCEAN," GAIN TROPHY.

The Boyd Trophy, presented annually for the most outstanding feat of aviation in the Royal Navy, has been awarded to the Korean duty squadrons flying from H.M.S. "Ocean," to 802 and 825 squadrons for their operational achievements in the Korean war zone.

An official statement said that during this period the offensive spirit, skill, and courage shown by the pilots of the two squadrons resulted in outstanding performance and much damage to the enemy.

The citation continues: "Statistics are quite remarkable. In 79 days of flying they averaged a daily sortie rate of 762 sorties, 123 sorties being the highest for one day's operations. A division of 802 Squadron accounted for the first MIG to be shot down by Naval aircraft.

"825 Squadron had only four incidents on the deck resulting in a deck landing accident rate of 1 in 496 landings. The highest accident-free sequence was 1,613 landings.

"It is evident that these figures could not have been attained without an extremely and consistent high operation by squadron maintenance and outstanding support from all in H.M.S. "Ocean.""

BRITAIN SAID TO BE PLANNING NEW TESTS OF ATOMIC WEAPONS

Naval officers advise that the naval correspondent in H.M.A.S. "Sydney" has stated that King Neptune and his Court boarded the Australian aircraft carrier "H.M.A.S. Canberra" yesterday morning (Tuesday, April 7) as the Antz squadron, which includes the New Zealand cruiser "Black Prince," crossed the Equator. The naval officers advised that the New Zealand New Zealand Service Contingent to the Coronation celebrations in London.

"Dolphin, Chief to Court to His Most Watery Majesty, came on board on Monday evening and ordered the ship to stop while he read a proclamation announcing King Neptune's forthcoming arrival. Dolphijn was accompanied by the Chief Bear and Bears. The Chief of Police and his Officers and Guards were also present.

The tests will be carried out, the Chief reported, with the cooperation of the Australian Government, but it is not likely that the United States will be notified in advance of the test. The test is planned for the purpose of gathering data on the effects of atomic weapons on sea water, which had been placed in the test tank at the time of writing also not known.

"The owners, the Royal Mail Line, said they had no report of casualties, only a few minor injuries. Mrs. Duncan Menzies, said he had no comment to make on the report.
“SEA-GOING SANTAS”

Christmas on H.M.A.S. “Tarangau” at Manus Island saw the beginnings of a warm friendship between the ship’s company and the children of The Spastic Centre, Mosman, N.S.W.

At this time, officers and men of “Tarangau” decided to organise a concert to help children of the Centre, and, as a result the Honorary Superintendent, early this year, received a letter from them enclosing a cheque for £199/6/0, the proceeds from the concert, and asking if it might be used to maintain a bed for a Spastic child.

The subsequent suggestion from the Centre that the money be used to add a four-bed dormitory to the country children’s hostel was enthusiastically received at Manus Island, and by return letter came another cheque and a promise that each month a donation would be sent to help towards the upkeep of the new dormitory.

A short time later four children were chosen from Queensland, Western Australia and New South Wales, and are now part of the happy family being cared for at the Centre.

Thus, the big airy room with its door inscribed “This dormitory is for the children of the Spastic Centre, Mosman, N.S.W.” has now grown to house five children, and with a further generous contribution to the ship’s welfare fund yielded £300/0/0, money allocated from the profits of the frigate’s canary, D.S.C. and Bar, R.N., commanding Korean destroyers.

The silver bowl presented with a wreath of silver by Koreans to Santa himself... Congratulating Korea’s war effort.

The silver bowl, wrought silver, was made on the island, and has been presented as a token of gratitude for the clothing, toys and chocolates given to 95 orphaned Korean children living there, by “Condamine” ship’s company. This was revealed on March 23 by the Minister for the Navy (the Hon. William McMahon). On one of “Condamine”’s visits to the island, the officers and men had seen the plight of the orphans and immediately raised their own kit-bags to give them winter woollies. The ship’s welfare fund yielded money to buy tinned fruit, meat, cheese, biscuits and chocolates. “Condamine” men promised to bring toys back on their next trip, and enough money was collected to buy more than a hundred toys which they gave to the Korean children, when the ship returned. When the ship’s gunner officer went round with the hat, one rating offered £5/0/0 which was refused. Away went the rating and promptly returned with £5/0/0 worth of chocolates.

“What a different place this world would be if we all put a shoulder to the wheel.”

SOME INCIDENTS IN THE WAR IN KOREA.

When the Australian destroyer “Anzac” (Captain G. G. O. Gat- acre, D.S.C. and Bar, R.A.N.) recently returned to her base after a patrol off the East Coast of Korea, she reported heavy snow falls and temperatures as low as 9 degrees F.

During the patrol Captain Gat- acre commanded a Task Unit of American destroyers, which “Anzac” joined. They carried out patrols in defense of friendly islands, maintained the blockade of the enemy coast, and bombarded positions and railways.

News of Australia’s Davis Cup win reached the “Anzac” while she was refuelling from an American tanker in company with United States destroyers. Two tennis racquets were promptly hoisted on the signal halyards and some amusing exchanges followed to explain to the Americans this strange signal.

Another very interesting incident concerned an air-sea rescue.

Over loudspeakers on the bridge and flight deck of H.M.S. “Condamine,” during air operations in the Yellow Sea, the voice of the Air Controller in the ship’s operations room told officers and men that one of their aircraft had been forced down by enemy flak to land in the sea.

Immediately a United States Air Force helicopter was alerted and flew twenty miles to rescue the pilot, Lieutenant Wilfred Russell Hackett, R.N., of Nottinghing, who was in an inflated dinghy. Soon afterwards in gathering darkness the helicopter landed on the ship’s deck. There the helicopter pilot and Lieutenant Hackett were greeted by Vice-Admiral Clark, U.S.N., commanding the United States Task Force Rears, Rear-Admiral Gough, U.S.N., commanding Korean blockade and escort forces, and Rear-Admiral E. G. C. Clifford, C.B., commanding Korean West coast Naval forces, who were visiting the “Glory” at the time.

A bottle of Scotch whisky was presented by Captain E. D. G. Lewin, D.S.O., D.S.C. and Bar, Commanding Officer of the “Glory,” to the helicopter pilot as an expression of his ship’s gratitude.

LINERS TO TAKE PART IN CORONATION NAVAL REVIEW.

The Orient liner “Oradora” and the P. & O. liner “Strath- naver” are to take part in the Coronation Naval Review at Spithead on June 15. They will carry official guests of the British Government.

RUSSIAN WHALER AT CAPETOWN.

The crew of a Russian whaler newly arrived at Capetown from the Antarctic smiled and waved to official guests of the British Government.

Press reporters aboard and dirted details of his catch.

The crew of a Russian whaler newly arrived at Capetown from the Antarctic smiled and waved to official guests of the British Government.
NEW LINER FOR AUSTRALIAN SERVICE

Two new 28,000-ton liners for the England-Australia run were launched during two hours of each other at British shipyards last month.

They are the Orient Line's "Orsova" ( pictured above) and the P. and O. Line's "Arcadia.

Both were started in January last year and are to be completed early next year.

The "Orsova" is being built at Barrow-in-Furness by Vickers-Armstrong, and the "Arcadia" at Clydebank, Glasgow, by John Brown and Company Ltd.

The "Orsova" will be the first ship of her size to be marless and the largest liner in the world with an all-welded hull, every inch of which has been x-rayed for flaws.

Both ships will have stabilisers to reduce rolling.

The liners will be launched by the wives of the Anderson brothers—Sir Colin Anderson, a director of the Orient Line, and Mr. Donald Anderson, the deputy chairman of the P. and O.

The "Orsova" will replace the "Ormonde" which was taken off the Australian run last year after 24 years of service.

She will carry 685 first-class passengers and 813 tourist-class passengers.

The "Arcadia" will be more conventional in outline, following the lines of the "Himalaya" and the "Oman.

She will be named after a district in Greece. Her name means "Happy."

The "Arcadia" will have a service speed of 22 knots and the "Orsova" 23 1/4 knots.

Each liner will cost £A7,500,000, or about as much as the "Queen Mary."

U.S. BUILDS ATOMIC POWER PLANT FOR SUBMARINE.

The world's first version of an atomic power plant to propel a submarine has been placed in operation, the United States Atomic Energy Commission announced in Washington on March 31.

The engine—a working model of one that eventually will power the U.S. atomic submarine "Nautilus"—has been set in operation at the Commission's testing-station in Arco, Idaho, the announcement said. It added that the engine had entered a phase of development where the atomic fuel used was sustaining a chain reaction and yielding atomic energy that could be used for propulsion of a submarine.

NAVAL MEMORIAL TRIBUTES TO QUEEN MARY.

H.M.A.S. "Shouleaven" fired a minute gun salute in Sydney Harbour on March 31, the day of the late Queen Mary's funeral.

A memorial church service was held in the Garden Island dockyard chapel at 11 a.m. Similar memorial services were also held on all other H.M. ships and establishments.

NEW PHASE OF NAVAL HISTORY PREDICTED.

Mr. Carl Hinshaw, chairman of the United States Atomic Energy Commission, said on March 31 that the development of the working model of an engine that eventually will power the U.S.S. "Nautilus", opened the most significant new phase of Naval history. He predicted that "soon the high seas may become completely untenable for surface vessels." A nuclear-powered submarine, as already explained in a previous issue of this journal, will be able to stay submerged for great lengths of time, and to travel thousands of miles without refuelling.

"SYDNEY" AND "BLACK PRINCE" SALUTE QUEEN MARY.

Forty-gun salutes were given on March 27 from the aircraft carrier H.M.A.S. "Sydney" and her escort H.M.N.Z.S. "Black Prince" in honour of Queen Mary. Both ships, carrying the Australian and New Zealand Coronation contingents, were 125 miles south of Cape Pasley when the salutes were given.

BIKINI ATOM BOMBS OUTMODED.

Admiral W. H. P. Blandy, United States Navy, who planned and commanded the atomic-bomb tests at Bikini in 1945, addressed a group in Baltimore, U.S.A., on March 29, and said a modern atomic bomb could wipe out a city the size of New York. The bombs tested at Bikini were now outmoded as a model T Ford car, he said.

NEW ONE-MAN SUBMARINE.

According to the "Sunday Sun," a new one-man submarine, the "Manta Ray," has been tested successfully by its Californian inventor. It is operated by a diving suit and a steering bar at its feet. He wears a frogman's suit and an aqualung, a recently-invented breathing apparatus to replace the old-time diver's bell helmet. Designer-inventor J. R. Monroe, said the "Manta Ray" can submerge to 500 feet, which is the limit for an aqualung diver's suit. It can say submerged for a maximum of four hours.

The submarine is noiseless and will cost about £450, mass produced.

SAVING NELSON'S "VICTORY."

The London "Daily Mail" said on April that the British Ministry of Works and the Admiralty have asked atom scientists to help save Nelson's famous old "wooden war" flagship, H.M.S. "Victory," from the ravages of that damaging wood-borer, the Deathwatch Beetle.

A committee of specialists will decide whether to use X-ray equipment to render the beetle and its eggs infertile, or whether it will be more effective and economical to use radio-active isotopes prepared from the atomic pile at Harwell. Neither method will kill the beetles, but will ensure that the present generation of borer is the last. The "Daily Mail" says that the British Government is following the experiments closely, because if they are successful they may save many thousands of pounds spent each year on maintaining old monuments.

BRITISH ADMIRALTY INVESTIGATES PLASTIC BOATS.

The British Admiralty has been investigating the possibilities of the technique for building small boats of plastic material for several years and has been keeping in close touch with developments in the United States. A recent official announcement stated that: "About two years ago, the Admiralty received two glass-fibre plastic dories. These have been subjected to trials, the results of which are fairly promising. Consequently it was decided to proceed with further investigations.
and to use the technique for boats of more complicated construction. It is possible that the technique may prove more advantageous for the rapid production of large numbers of similar craft. The investigation into this technique is further encouraged by the hope that plastic boats may be free of ship worm in tropical waters and that the trouble due to rot may be avoided."

The "Armada" originally left the United Kingdom for the Mediterranean in August, 1949, and returned to recommission in December, 1951, going back to the Mediterranean in January, 1952. She was one of the two destroyers to cover the withdrawal in the cruiser "Mauritius" in October, 1951, of the last remaining employees of the Anglo-Iranian Oil Company from their refinery at Abadan. On that occasion, she stood by while nearly 100 oilmen were transported by launch from Abadan to the cruiser in the Shatt-el-Arab river and then accompanied the ship up river to the Iraqi port of Basra, where they were disembarked to be flown home.

TWO R.N. FRIGATES BACK HOME

In another paragraph under this heading we tell of the return of the "Armada," destroyer, to the United Kingdom. After nearly two years' service with the Mediterranean Fleet, two frigates have also arrived back home. They are H.M.S. "Looch More" (Commander P. J. Wyatt, D.S.O., R.N.) and H.M.S. "Looch Craggie" (Commander P. H. Lewis, D.S.C., R.N.). The "Looch More" returned to Chatham and the "Looch Craggie" to Devonport.

SPANISH ADMIRAL VISITS GIBRALTAR

Admiral de Ozamiz Lastra, Captain-General of Cadiz naval base, paid a courtesy call on the Flag Officer, Gibraltar, Rear-Admiral St. J. A. Micklethwait, C.B., D.S.C., on January 14. The Spanish Admiral was returning the call made by Admiral Micklethwait last October. Admiral Ozamiz Lastra arrived by sea, flying his flag in the frigate "Sarmiento De Gamboa." It is the first time that a Spanish warship has visited Gibraltar since the Spanish Civil War and it is believed to be the first time for more than a century that a Spanish Admiral has arrived by sea flying his flag.

H.M. CRUISERS EXCHANGE VISITS FLEET

The cruisers "Bermuda" (Captain H. P. Currey, O.B.E., R.N.), flagship of the South Atlantic Squadron since December, 1950, is to relieve, if she has not already relieved, the cruiser "Euryalus" in the Mediterranean Fleet. The "Euryalus" will then join the South Atlantic Squadron as flagship of Vice-Admiral P. B. R. W. Williams-Powlett, C.B., C.B.E., D.S.O., Commander-in-Chief, South Atlantic. H.M.S. "Euryalus" has served several years in the Mediterranean since World War II, and began her present commission there in September, 1951.

BRITISH PARLIAMENTARY SECRETARY VISITS FLEET

The Parliamentary and Financial Secretary of the British Admiralty (Commander A. H. Noble, D.S.O., D.S.C., M.P.), visited the Mediterranean Fleet during the House of Commons Parliamentary Recess, flying to Malta early in the year. While in the Mediterranean he spent several days at sea witnessing exercises of several types of ships. During the flight from Malta to Athens on his way to join H.M.S. "Ocean" in the Eastern Mediterranean, the Parliamentary Secretary's aircraft was hit by lightning and the pilot took the machine back to Malta for safety reasons. Commander Noble later continued his journey in another aircraft. No one was hurt in the incident.

INDIAN NAVY'S NEW CREST

The Indian Navy has decided on a new crest to be used for badges, letterheads, and other forms of display. In the new design the Crown, which surrounds an anchor in the original crest, has been replaced by the three Asoka Lions, as in the symbol of the cangregus for India. The word "India" which was carried on a scroll under the old crest has been replaced by the motto "Shan no Varunah," meaning "May Ocean (God) be auspicious unto us." The words are taken from the Vedas. The original has been retained.

N.G. TRAINEES RECEIVE TRAINING IN NAVAL AVIATION

Naval National Service Trainees are now being trained in naval aviation. Thirty-seven trainees had been selected for training as naval airmen, and had been sent to Royal Australian Navy Stations. They are the first Naval National Service trainees to undergo training in naval aviation. Ten of the trainees had gone to Schofields (N.S.W.) which was commissioned as H.M.A.S. "Nirvana" on April 1, for technical instruction in the maintenance of airframes of naval aircraft. Twenty-seven are at H.M.A.S. "Albatross" at Nowra (N.S.W.) for training in aircraft handling. The remaining six are at H.M.A.S. "Cootamundra" and "Murdoch". They began their National Service training in January, 1951, and had been selected from New South Wales, Victoria, and Queensland trainees. Thirty-seven trainees underwent training in naval aviation. Thirty-seven trainees had been selected for training as naval airmen, and had been sent to Royal Australian Air Stations. They are the first Naval National Service trainees to undergo training in naval aviation. Ten of the trainees had gone to Schofields (N.S.W.) which was commissioned as H.M.A.S. "Nirvana" on April 1, for technical instruction in the maintenance of airframes of naval aircraft. Twenty-seven are at H.M.A.S. "Albatross" at Nowra (N.S.W.) for training in aircraft handling. The remaining six are at H.M.A.S. "Cootamundra" and "Murdoch". They began their National Service training in January, 1951, and had been selected from New South Wales, Victoria, and Queensland trainees.

"HIGH SEAS PIRACY" ALLEGED AGAINST EGYPTIAN NAVY

A report from London on April 18 said that an Israeli Air Force spokesman alleged on April 17 that an Egyptian warship had fired on Israeli fishing craft in the open sea 15 miles from the Israeli coast. Egyptian naval officers had then boarded and searched the boats, which later were allowed to proceed. The spokesman de-
LOITERING IN GARDEN ISLAND WATERS.

A fisherman, Frank Squadrito, 37 Bourke Street, Woodloomeeoo, was fined £5 in Sydney Central Court on April 17 for having allowed his vessel without permission to enter in Naval waters around Garden Island on April 16. Sergeant Barrett, Naval dockyard police, said it was not alleged Squadrito was doing anything but fishing at the time, but he had previously been warned out of the area. Fishermen from time to time, it was stated, had boarded warships moored in the prohibited waters around the island and stole from them.

U.S. SUBMARINE EQUIPPED WITH GUIDED MISSILE LAUNCHER.

The United States Navy on March 30 revealed it has a submarine equipped with a guided missile launcher. Officials said the U.S. submarine "Tunny" has been modified so that it can launch a "Regulus" type of guided missile. The "Regulus" missile, designed to carry a powerful warhead for blasting targets. Experts also envisioned the use of the weapon in amphibious warfare by the United States Marine Corps units. Launching equipment for the "Regulus" missile can be installed on several types of vessels as a short, the U.S. Navy said. And it can be done, it added, at relatively low cost, and with only slight modifications to the ship's hull. The Navy said the "Regulus" missile was initially developed in 1948. In appearance it resembles a conventional, swept wing jet fighter. It is about 3 feet in length.

BRITAIN SELLS NEW MINESWEEPERS TO U.S.

Britain's newest minesweepers have been bought by the United States, by which country, as in Britain, they are rated highly.

The contract for the orders, understood to represent a total of £3,000,000, was recently signed by Admiral of the Fleet Sir Gordon Walker, British Admiral at the British Admiralty, London. All the ships in question will come from British shipyards. They embody many novel features.

Twenty have already been launched under priority conditions for Britain's own use and 28 more are under construction.

The minesweepers are about 106 feet long, with a beam of 20 feet 6 inches, and are of the Inshore type, details of which were given in the March issue of this journal. They mount only one 6-inch gun but are packed with new electrical equipment capable of dealing with all types of mines, magnetic and acoustic.

They are specially designed for work in the shallow waters of estuaries, a favourable place for mine laying.

Anti-mine operations, we understand, have the highest priority in Britain's Naval defence plans.

FOREIGN LEGION SOLDIER RESCUED AT SEA.

The British freighter "Alendi Hill" picked up an emaciated, nearly exhausted man from a small raft drifting among ravensharks in the Bay of Bengal on March 27. The man stated that he was a member of the French Foreign Legion who, with a companion, had dropped overboard at night from a troopship bound for Indo-China 34 days before. His companion, he said, had died from starvation after 18 days on the raft, which measured only four feet square. The man, believed to be a Finn, was taken to hospital when the "Alendi Hill" docked in Singapore on April 1. He said in hospital that when he and his companion had left the troopship they thought they were close to the shore of Sumatra, which they hoped to reach. Instead, they were blown off course by stormy seas and were stirred into a raft back across the Bay of Bengal. The master of the "Alendi Hill," Captain E. J. Humber, said that it was a "most unusual" and a "shark nearly got him as we sailed him aboard.

LINER'S LUXURY CRUISE.

The Cunard liner "Carioca," so well known over the past few years for her luxury cruises, is to leave Liverpool on June 30, 1941, on a 100-day Pacific Ocean cruise, including calls at Sydney, Melbourne, and Port Moresby.

SHIPS FOR NORTH QUEENSLAND PORTS.

The Australian Minister for Shipping and Transport, Senator G. McLeay, said in Canberra on March 29 that the interstate liners "Manoora" and "Kanimbla" would begin trips to North Queensland ports this month (May) when the winter tourist season begins. The "Manoora," which normally maintained the service during the summer, had been laid up with engine trouble. Senator McLeay said it was hoped to improve cargo services to Queensland ports.

SOVIET AND CHINA RELEASE JAPANESE BOATS.

Two Japanese fishing boats held by Russia for six months returned to a northern Japanese port on April 5 with 25 men aboard. Three Japanese fishing boats with crews totalling 148 returned to Nagaoka on March 6 from Communist China, where they had been prisoners. They said they had received better treatment from the Communists than they had expected.

TOWED SCRAP SHIPS REACH JAPAN.

The two old Australian coastal vessels—the 6,000-ton "Dirgila" and "Hundrula"—finished their 1,000-mile tow from Sydney to Yokohama on April 6. They are expected to yield 4,000 tons of scrap metal for Japanese industry. The 1,400-ton Hong Kong trawler "Castle Peak" cast off from ships outside Yokohama and they were picked up by waiting Japanese tugs who towed them into harbour. The "Castle Peak" had towed them parallel at 45 knots. Not a single person was aboard either ship during the entire
BRITISH TANKER AFIRE: PRESUMED TOTAL LOSS.

A message from San Francisco on April 16 said that an engine-room fire early that day forced the crew to abandon the British 7,800-ton tanker "Menestheus," 600 miles south of Los Angeles. There were no casualties after the tanker had sent an S.O.S. reporting the fire, the American ship "Navajo Victory," which had rushed to the aid of the "Menestheus," left Balboa for Panama City, and arrived April 5 for Los Angeles. She is owned by the Ocean Steamship Company, Limited, of Liverpool, England.

"CUTTY SARK" APPEAL FUND.

A world-wide appeal for £250,000 was opened in London on April 19 to constitute a fund to preserve the 84-year-old, 962-ton former tea clipper "Cutty Sark." The "Cutty Sark" Preservation Society, whose patron is H.R.H. The Duke of Edinburgh, plans to repair and refit the famous old vessel, but with some of the money and with the rest to provide burials for young men to train as Merchant Navy officers. The "Cutty Sark," which after her last clipper days carried grain from Australia to Britain, later became a training ship for Merchant Navy officers. She now lies in fog off Holyhead, North Wales. Contributions to the fund can be sent to the "Cutty Sark" Preservation Society, 40 Westminster Palace Gardens, Artillery Row, London, S.W.1, England.

SALVAGING JAPS' SUNKEN GOLD.

It is reported from South Africa that the Japanese salvage ship "Twyford," 800 tons, may soon make a bid to recover gold lying in two Japanese submarines sunk off the east coast of Africa during the war. The submarines were carrying the gold from Japan to Germany. The "Twyford," at present is salving 1,500 tons of copper in the cargo of the Dutch liner "Klipfontein," which sank, as reported in the February issue of this journal, in the Mozambique Channel in January, and this job may occupy her until the middle of May. Other possible salvage jobs for the "Twyford" are five ships which U-boats sank south of Capetown in 1942-43.

SHIP RECALLED 200 MILES FOR LATE PASSENGERS.

The American steamer "Pioneer Red" sailed from Sydney on April 15 for New York without three of her passengers and had to return the following day to embark them. The passengers, from Melbourne, missed the ship because of a misunderstanding in sailing time. When the agents found that the passengers had missed the "Pioneer Red," whose first call was Panama, they recalled the ship by radio. She steamed more than 200 miles to pick up the passengers and sailed again a few hours later.

SYDNEY SEES ITS LARGEST TANKER.

The first ship to reach Sydney flying the Liberian flag, and the largest ever to enter Sydney Harbour, the 20,007-ton oil tanker "Adrias," birthed at Balmain on April 18 on her maiden voyage. Built by Japanese shipyards near Yokohama in 15 months, the "Adrias" began her trials on February 5 and then sailed to the Mexican Gulf to load fuel for Australia. The 114-foot tanker cost her Greek owners four million dollars. She is manned mostly by Greeks but has nine Japanese in her crew. Each member of the crew has his own cabin, partially lined with mahogany and containing a writing desk, a bath, and central heating. In addition crewmen have their own giant washing machine, a smoking room and mess room, both furnished in modern design.

FOUR COLLISIONS OFF BRITISH COASTS IN ONE DAY.

Ten ships were involved in four collisions in long-prevailing heavy fog off the coast of Britain and Holland on March 28, March 29, and April 1. Of the four ships that sank, the German ship "Waldemar Sieg" (4,877 tons) and the Dutch motor-ship "Sparrnestroom" (1,077 tons) collided in a dense fog among heavy seas 4 miles off Dover. Fifteen people were saved by the "Waldemar Sieg" from the sinking "Sparrnestroom" but one from the latter ship was reported missing. A woman cook went down with the "Waldemar Sieg" from the sinking "Sparrnestroom" but one from the latter ship was reported missing. A woman cook went down with the "Waldemar Sieg" from the sinking "Sparrnestroom" but one from the latter ship was reported missing. A woman cook went down with the "Waldemar Sieg" from the sinking "Sparrnestroom" but one from the latter ship was reported missing. A woman cook went down with the "Waldemar Sieg" from the sinking "Sparrnestroom" but one from the latter ship was reported missing.

BRITISH FREIGHTER REFLOATED.

The British freighter "Milborne," carrying a cargo of highly explosive raw carbide, was refloated on March 20 seven hours after she had run aground in fog off Holyhead, North Wales. The crew twice abandoned ship because of the danger of an explosion of water reached the cargo, but they stayed aboard when the ship was refloated on the high tide and taken in tow.

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EARL MOUNTBATTEN PROMOTED ADMIRAL.

The British Admiralty has announced that Acting Admiral the Earl Mountbatten of Burma, K.C.G.B., etc., Commander-in-Chief of the British Mediterranean Fleet and First Commander-in-Chief of Mediterranean forces under the North Atlantic Treaty Organisation, has been promoted Admiral in Her Majesty's Fleet. The promotion dates from January 27, 1953.

ADMIRAL HARCOURT CREATED G.B.E.

Among the New Year's Honours conferred upon officers of the Royal Navy and its Reserves was that of the Grand Commander of the Order of the Bath upon Admiral Sir Cecil Halliday Jepson Harcourt, K.C.B., C.B.E.

ADMIRALTY CONGRATULATES ADMIRAL OLIVER.

The Board of Admiralty took the unique step of sending their warm congratulations to Sir Henry Francis Oliver, G.C.B., K.C.M.G., M.V.O., LL.D., on the occasion of the 25th Anniversary of his promotion to the rank of Admiral of the Fleet. They and his fellow officers of the Royal Navy would become the Commander-in-Chief, Atlantic Fleet, did much to lay the foundation of the success of the Royal Navy in the Second World War.

ADDITIONAL APPOINTMENTS.

A change in the Flag List, to date January 27, 1953, was announced recently with the retirement of Admiral Sir Cecil H. J. Harcourt, G.C.B., K.C.B. Admiral Harcourt has been placed on the Retired List.

TWO VICE-ADMIRALS CREATED K.C.B.

In the New Year's Honours, Commander-in-Chief of the Home Fleet, C.B., C.V.O., and Vice-Admiral (S) William McBride, C.B., C.B.E., respectively, have been created Knight Companions of the Order of the Bath.

ADDITIONAL CHANGES.

The appointment of Rear-Admiral G. Willoughby as Flag Officer Training (R.N.) in succession to Rear-Admiral W. T. Couchman, D.S.O., O.B.E., the appointment to take effect in June, has been announced by the British Admiralty.

NEW CAPTAIN OF H.M.A.S. "VANGUARD.

The appointment in the rank of Captain, of Captain R. A. Ewing, D.S.C., to H.M.S. "Vanguard," in command of theHome Fleet, has been announced by the British Admiralty.

PROMOTION TO ADMIRAL.

Vice-Admiral Sir Richard V. Symonds-Taylour, K.B.E., C.B., D.S.C. (Retired), has been promoted to Admiral on the Retired List, to date from January 27, 1953.

APPPOINTMENT TO PORTSMOUTH.

The appointment in the rank of Captain has been announced of Captain J. H. Unwin, R.N., as Deputy Superintendent, Captain of the Dockyard and Queen's Harbourmaster, Portsmouth.

FLEET SUPPLY OFFICER, FAR EAST STATION.

The appointment in the rank of Captain, of Captain (S) R. H. Watterson Jones, R.N., Fleet Supply Officer to the Commander-in-Chief, Far East Station, has been announced.

QUEEN'S COMMISSION FOR R.N. RATING.

The Commission has been awarded to nineteen-year-old Ordinary Seaman Stephen Richard Thomas Ratey, of H.M.S. "Watchful," a minor part of the Fishery Protection Flotilla, who dive into the sea during a gale to save the life of a shipmate washed overboard.

NEW AUSTRALIAN APPOINTMENTS FOR NAVAL OFFICERS.

The Minister for the Navy (the Hon. William McMahon) has announced a number of new appointments for officers in ships and shore establishments of the Royal Australian Navy.

Captain S. H. Beatrice, R.F.A., at present in command H.M.S. "Shoaib" and Senior Officer, First Frigate Squadron, has been appointed to H.M.A.S. "Quadrant" in command on commissioning, and Senior Officer, First Frigate Squadron.

Commander W. J. Dovers, D.S.C., R.A.N., of Benmara, Tasmania, would become the Commander, H.M.A.S. "Arunta.

Commander H. D. Stevenson, R.N., of Rose Bay, Sydney, would become the new Director of Planning Division at Navy Office, Melbourne.

Commander V. A. T. Ramage, A.D.C., R.A.N., of Melbourne, at present Inspector of Naval Recruiters, would become the Commanding Officer, H.M.A.S. "Murrumbidgee."

"Hoon," (the Naval Shore Establishment, and the Resident Naval Officer, Tasmania.

Commander F. D. Shaw, R.A.N., of Sydney, at present Commanding Officer, H.M.A.S. "Hoon," and Resident Naval Officer, Tasmania, would become the Commanding Officer, H.M.A.S. "Shoaib."
SEA-ODDITIES

In few places are there more curiosities of the deep than in the waters of the Caroline Islands and the Micronesian seas. In the open waters, porpoises rise and fall in a black-and-white dance. If a ship, or glide across its bows: porpoises have been seen to zigzag in front of a destroyer doing 32 knots. Fishes hurled from the water with a powerful “take-off” and, with fins outspread like wings, glide through the air, if the wind is favourable, for a hundred yards or more. Sharks are hunted by ship, or glide across its bows: and the Microinesian seas. In the curiosities of the deep than in basking in the sun, hopping from rock to rock, or clambering up the trunks and branches of the trees.

Many sea creatures have strange attributes in their life habits which help preserve them from harm or as aids in hunting for food. One such characteristic is suction power, illustrated, for example, by the食品 whose tentacles burn poisonous. And lastly (but lastly in actuality) there are the climbing fish which climb a rock and rest as securely as a ship at anchor in harbour.

Writing of another fish of this type, the sucker-fish of the Great Barrier Reef, Frank W. Lane in his fascinating book “Nature Parate,” says: “The sucker-fish is used by natives to catch turtles. This fish has one of its dorsal fins modified to form a lamellated disc on the top of its head. With this sucker it attaches itself to sharks, whales, and other marine animals and swims. Knowing this habit of the fish, the natives secure a cord round its tail, and when out fishing throw it overboard in the vicinity of a turtle. Almost inevitably the fish clamps down on the turtle's jaws and pulls it to the surface. The strength of a turtle's jaws is one of the most valuable marine products of the North Australian coasts and the islands of the Pacific. Though a most repulsive-looking object it is nevertheless a much-prized dish. This fish is used in many parts of the world, and its flesh is esteemed and used for culinary purposes. It is especially popular in Japan and China, where it is considered a delicacy.

One of the most valuable marine products of the North Australian coasts and the islands of the Pacific is the beche-de-mer, also known as the sea-slug. Though a most repulsive-looking object it is nevertheless a much-prized dish.

The “Dunlupinar,” which sank with 81 sailors aboard, off Canakale, a port at the southern end of the Dardenelles, on April 3. All efforts to rescue the trapped men were unavailing.

Admiral Mountbatten told the ship's company and members of the Anzac Commando, lined up on the flight deck, that the Anzac Squadron would accompany the Mediterranean Fleet as far as Gibraltar. Later, Officers from the “Sydney” and “Black Prince,” representing the three Services, attended with the New Zealand cruiser Black Prince. Lord Mountbatten told the ship's company and members of the Anzac Commando, lined up on the flight deck, that the Anzac Squadron would accompany the Mediterranean Fleet as far as Gibraltar.

Salvage and rescue ships on April 5 abandoned attempts to raise the 1,562-ton Turkish submarine “Dunlupinar,” which sank with 81 sailors aboard, off Canakale, a port at the southern end of the Dardenelles, on April 3. All efforts to rescue the trapped men were unavailing.

The “Dunlupinar” broke in two after a night collision with the 4,000-ton Swedish freighter “Naholda.” Only five of six men who happened to be on the submarine’s deck at the time of the sinking, were saved off the whole ship’s company.

Radio Anadolu said on April 5 that a telephone cable was cut, and connected with the watertight compartment where 40 of the trapped men remained alive. They reported that they then had oxygen for about 8 hours.

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SPEAKING OF SHIPS

The Cunard Line announced on April 26 that it had 11 ships under construction, including two 20,000-ton liners, at a cost of £2,450,000.

Merchant seamen who arrived in Hong Kong early in February said that Chiang Kai Shek's Chinese Nationalist forces had four gunboats near the harbour entrance of Amoy, 300 miles north-east of Hong Kong.

The British India Line freighter, "Chantala," which berthed in Melbourne recently, had 31 Merchant Navy officer cadets aboard. Some of the cadets on board have been in the Middle East says that crude-oil production there has increased by 10 per cent in the past two years—by 10 per cent in 1951 and 8 per cent in 1952—despite the loss of Persian exports.

The revival of the West Australian whaling industry, with stations at Point Cloates and Carnarvon, has been marked with success. The value of the 1,224 whales caught in the course of its operations in 1951 was £1,200,000.

The owners of the German motorship "Hans Hoth" sent a donation of £1,000 to the South Shields Mission to Seamen in appreciation of the care taken of the wrecked survivors of that ship.

Two R.A.A.F. fighter aircraft—a Vampire jet and a Mustang—crashed into the sea off Mornina, at the other end of the canal, on April 15. The two pilots have been of ordinary listed as "Missing, particulars unknown."

The French wine tanker "Nady" had four seamen suffocated on board her, apparently by alcohol fumes rising from her empty tanks.

No phase of life, whether public or private, can be free from duty.

The United Nations Review of Economic Conditions in the Middle East says that crude-oil production there has increased in the past two years—by 10 per cent in 1951 and 8 per cent in 1952—despite the loss of Persian exports.

After the Coronation, H.M.A.S. "Sydney" will visit Canada and America also Pearl Harbour and New Zealand.

The Search for Oil Now Going on in West Australia in the North-West Basin between Exmouth Gulf and the Murchison River has aroused keen public interest. The fixing of the first drilling site is expected shortly. Expenditure up to a recent date amounted to £1,200,000, and another £1,000,000 may be spent by the end of the year.

The Federal Grand Jury (of the United States) in New York on April 25 indicted 22 people in a gold and diamond smuggling racket involving more than £11,000,000. Among those indicted was a U.S. Treasury official.

The Lebanon would support Egypt in achieving evacuation of United States troops from the Suez Canal zone, the Lebanese President, Camille Chamoun, said in Cairo at the end of a six-day visit to Egypt on April 26.

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MENDELS RETIREMENT
NAVAL PERSONNEL.

The former R.A.F. air station at Schofields, taken over by the Royal Australian Navy and named H.M.A.S. "Nimba," was commissioned on April 1 as a Naval air base. The group of air stations 20 miles north-west of Sydney, is the Royal Australian Navy's second land-based air station.

In announcing that the new air station would shortly be opened, the Minister for the Navy (the Hon. William McMahon) said in the R.A.N. it is now no longer possible for the air station at Nowra, H.M.A.S. "Albatross," to function as a Naval air station, and the new air station will be the first in which the R.A.N. is to operate aircraft for the control of certain strategic islands, arduous Naval Air operations, and patrol duties, and the bombardment of enemy targets ashore.

The School of Aircraft Maintenance will be transferred to Schofields, together with aircraft for storage and certain technical services.

The R.A.N's development at Schofields, Mr. McMahon said, will provide aircraft maintenance and repair facilities close to the Australian fleet's main base at Sydney.

The R.A.N. is going to maintain facilities at Schofields, Mr. McMahon said, said at the commissioning ceremony on April 1 that H.M.A.S. "Nimba" was equipped not only to handle the new aircraft of the R.A.N. but also to meet the requirements of the modern Sea Venoms and General airplane personnel of maintenance, repair, and storage of aircraft.

MEMORIAL FOR COAST WATCHERS

Coast Watchers of the Second World War want to erect a memorial on a site to be selected in Papua—New Guinea, in memory of their comrades who lost their lives in the R.A.N. service. Captain J. Plunkett-Cole, R.A.N., Director of Naval Intelligence at the Royal Australian Naval Office, Melbourne, sponsored the meeting held on April 2, at the White Ensign Club, Exhibition Buildings, Melbourne, for this purpose.

A representative Committee was elected at the meeting and donations were invited to meet the cost of the memorial. It is understood that the Committee will also be responsible for the selection of the site.

In a statement made prior to the meeting Captain Plunkett-Cole said that the work and courageous exploits of the Coast Watchers during the Second World War had necessarily been kept secret, but since the end of the war they had, to some extent, become known to Australians. He went on to say that the coastwatchers were lights in the darkness, victory in the Pacific by the comparatively small number of men comprising the Coast Watchers. The R.A.N., he said, had been a most substantial one. Work was going on in islands occupied by the Japanese and succeeded, in the face of great difficulties, in sending by tropic planes a constant stream of invaluatable information about movements of enemy warships and aircraft. They were successful in retrieving and later delivering back to safety many allied airmen who were shot down over enemy-occupied territory.

Captain Plunkett-Cole extended an invitation to former Coast Watchers and all other people interested in the erection of the memorial, to attend the meeting.

"The true civilisation is where every man gives to every other every right that he claims for himself."
the State Councils indicate that Sheets received to date by the
Executive officers of these Sub-Sections, are still receiving
urgent requests for vacant properties. Some original
members of the Victorian Section have been transferred from
the Melbourne Sub-Section to Ararat Sub-Section.

At the March General Meeting of the Melbourne Sub-Section the
President read out a list of names of five men with over thirty years
of service each. Some original members of the Victorian Section
were transferred to Ararat Sub-Section, whilst a few are on
the rolls of other States' Sub-Sections. Some original
members of the Victorian Section are still enrolled in metropolitan
Sub-Sections, whilst a few are on the rolls of other States' Sub-
Sections. Listed amongst recent in- and interstate transfers are
the undermentioned members:

Harris, of South Australia; John T. Cooper, William H. Sevean,
William T. Harries and Thomas A. DeCarteret, of Victoria; Richard
W. Williams, Grenville S. Levi, and Samuel B. Parmenter,
New South Wales; and Frank and Humphries, of Western
Australia.

The Association's Diploma of Merit has been awarded to Mr.
Arthur Ernest Vincent, of Footscray Sub-Section, for his outstanding
services on behalf of ex-Naval personnel.

A number of "Navy" and ex-Naval men living in the North-West
portion of Victoria will be pleased to learn that the Ararat Sub-
Section of the Association was successfully inaugurated at
Ararat, on Saturday, 28th February. There were fifteen
founding members present at the meeting, and the
Executive officers to launch the new venture. Names of the
founders are: Messrs. P. O'Brien and P. O'Brien (President), W. Strahan (Hon.
Secretary) of 29 Palmer Street, Melbourne, to H. S. Ormsby, J. F. M. Payne from Latrobe Valley to Melbourne.

There are fifteen foundation members, and the
Executive officers are in charge of the new venture. Names of the
founders are: Messrs. G. P. O'Brien and G. P. O'Brien (President), W. Strahan (Hon.
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JAPANESE FISH POACHERS FINED.

The Rabaul District Court on April 10 fined a Japanese fishing boat captain, Kimio Ohyama, $500 for having fished in Australian territorial waters without a licence. The court also ordered that his ship, the "Sumiyoshi Maru," a diesel-powered vessel of 164 tons with a capacity to ice-pack 60 tons of fish, to be detained for 60 days. The vessel was sighted by an Australian Department of Civil Aviation launch inside the three-mile limit off the south coast of New Britain, where it was subsequently arrested by the assistant district officer at Kandrian. The penalty imposed on the "Sumiyoshi Maru" should leave no doubt in the minds of the Japanese fishing companies as to the law covering Australian territorial waters. The fine was subsequently paid.

NAVAL CLUB FUND LAUNCHED.

It has been decided to establish a White Ensign Club at Nowra, N.S.W., for the use of Naval men. A fund inaugurated for this purpose was launched by the Lord Mayor of Sydney, Alderman P. D. Hills, at a public meeting in the Town Hall vestibule on April 9. The club will cost £37,000. It is intended to provide meals and accommodation and reading and writing facilities for Naval personnel whilst on leave and afford relaxation away from the Service environment. It is hoped to make it self-supporting.

Rear-Admiral H. A. Showers, supporting the appeal, said that 1,000 men are permanently stationed at Nowra—as many as in Sydney—yet there was no comparison between the leave and entertainment facilities provided in the two areas. Donations to the fund should be sent to the Secretary, White Ensign Club Appeal, Naval Headquarters, Wylde Street, Sydney.

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Progress with the new minesweepers is being maintained though there have been some delays arising inevitably from the introduction of a large programme of vessels of a new type embodying novel features. The first vessels of this category are nearly finished, and 1953 should witness the modernisation of the cruiser "Royalist" has been started. Conversion of the destroyers "Verulam," "Venus," "Virago," and "Orwell" to anti-submarine frigates has recently been completed, and a number of others are nearing completion. A number of submarines have been modernised and others are in hand.

BRITAIN'S 1953-54 NAVY ESTIMATES.

BRITAIN'S 1953-54 NAVY ESTIMATES.

Work also will continue on the fleet carrier "Ark Royal" and on the four light fleet carriers of the "Hermes" Class. Three of these light fleet carriers should be completed within twelve to eighteen months.

Of the "Daring" Class destroyers two more, the "Duchess" and the "Defender" have now joined the Fleet and the "David" is about to do so. The remaining three are nearing completion.

The frigate and submarine programmes have suffered some delay from the steel shortage, but difficulties are being overcome and better progress should now be made.

Progress with the new minesweepers is being maintained though there have been some delays arising inevitably from the introduction of a large programme of vessels of a new type embodying novel features. The first vessels of this category are nearly finished, and 1953-54 should witness a steady stream of completions, and more are to be ordered during the year.

Most of the seaward defence boats and fast patrol boats are now in service. It is expected that the small hospital ship which will, in peacetime, serve as a Royal Yacht for Her Majesty the Queen, will be completed this year.

Work continues on the fleet carrier "Victorious," being reconstructed in Portsmouth Dockyard, to enable her to operate the latest types of naval aircraft. The work on the light fleet carrier "Warrior," undergoing a less extensive modernisation, will be in progress.

BRITAIN'S 1953-54 NAVY ESTIMATES.

Britain's belief in the need for a strong Navy in modern warfare, as reflected in her Navy Estimates for 1953-54, is, without question, generally shared by all Commonwealth countries. That is not to say that there goes with that belief a concommit foreboding that war is inevitable. Clearly the Churchill-Attlee mind encourages no such trend. Britain's £364 million Naval Budget is nearly the nature of a high but well-considered premium against unpreparedness; and as such
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BRITAIN TO BUILD MANY MINESWEEPERS AND ANTI-SUBMARINE FRIGATES

BY LIEUTENANT-COMMANDER NOWELL HALL, D.S.C, R.N.V.R.

Mine sweepers and anti-submarine frigates, the kind of "little ships" all the NATO Navies need in large numbers, will be in the forefront of the Royal Navy’s big building programme for the next twelve months. Small warships, particularly Mine-sweepers, will continue to have top priority. The "balance" of naval building stresses the possible future of sea warfare, in which an enemy would largely rely on the mine and the fast submarine to destroy allied shipping and cut sea communications.

Of about 140 ships under construction in British yards between now and the end of next March, thirteen will be anti-submarine frigates and no fewer than ninety-nine of them will be mine-sweepers. The eight carriers, six of which are in an advanced state of building, are the "Ark Royal," 36,800 tons, sister ship of the "Eagle," which recently joined the Home Fleet: four 18,300 tons light fleet carriers of the "Hermes" class—the "Centaur," "Albion," "Bulwark," and "Hermes," the light fleet carrier "Minerva," 14,000 tons, which is to be transferred to the Royal Austrian Navy; and the "Leviathan" and "Hercules," on which work has been suspended since 1946. A ninth carrier, the "Bonaventure" (ex-Hermes), has been bought by the Canadian Government and is being completed in a British yard for the Royal Canadian Navy.

The Admiralty hopes that three of the Hermes carriers will be

Continued on page 8
H.M.A.S. "HERMES" LAUNCHED
"MOST MODERN AIRCRAFT CARRIER IN THE WORLD"

Watched by hundreds of workmen who have helped to build her, and by thousands of other spectators crowding the shipside and the hulks of other ships, the aircraft carrier "Herms" slid into the Woolwich Channel at Berwick on sacked, on February 15th. The "Herms" was launched from the yards of Messrs. Vickers-Armstrongs and was named by Mrs. Winston (now Lady Churchill).

After the launching, the Rt. Hon. J. P. L. Thomas, M.P., First Lord of the British Admiralty, said that when completed the new "Herms" would be the most modern aircraft carrier in the world. "Herms" flight deck is longer than a football field, her distilling plant is sufficient for most small towns, her generators could supply 10,000 homes without fear of power cuts, and two of her main boilers which can, if necessary, drive two propellers. It had a wide cruising range which was increased when one of the engines was cut off. It was fitted with modern radio and radar equipment and weapons necessary to enable it to hunt and destroy submarines of every type. Unlike the present type of naval anti-submarine aircraft, it would carry three men instead of two—pilot, observer and a crewman, who would act as telegraphist and operate some of the equipment. Forty had been ordered, and thirty of these would arrive in Australia in 1955. The Gannet had a double Mamba turbine engine, which drove two propellers. It had a wide cruising range which was increased when one of the engines was cut off. It was fitted with modern radio and radar equipment and weapons necessary to enable it to hunt and destroy submarines of every type.

Continued from page 7

"Most Modern Aircraft Carrier in the World"

The "Herms," Captain J. L. Carroll, which arrived in Sydney recently is the last of the line's char-burners to visit Sydney and is a new completion of loading cargo at No. 1A Darling Harbour she proceeded to Ball's Head to bunker. After discharging in the United Kingdom she will be handed over to ship keepers. This vessel is 10,934 tons and like her sister ship "Mahina," was built in 1937. She was, of course, immediately taken up under the British Government's Liner Requisition Scheme and escaped untroubled by enemy action during the 1914/18 war.

As with the other 1914/18 war-built and standardised ships she shared the general nickname of "One of the Old Iron Dukes." The "Mahia" has enjoyed an eventful career with the exception of the occasion in 1926 when she was stranded in Port Royal, Jamaica, but came off safe.

Her Commands included Captain V. J. Hadley (1917/20), Captain J. Williams (1924/28), Captain A. McIntosh (1928), Captain A. Sauvage (1928/51), and Captain W. M. Thompson (1951) from the Aberdeen & Canadian Line.

As a matter of interest her sister ship "Mahana" left Wellington on the 16th March for Eng- land via South Africa and will likewise end her days in the hands of the ship brokers.

SHIP SINKS IN COLLISION.

A message from the Hague on April 18 said that the 197-ton German motor vessel "Ingrid Bercher," which collided with the Danish motor vessel "Iren," on the Danish land of Mon at the previous night after a collision in heavy fog. The "Nordic," which collided with the 47-ton German ship "Nordic," which picked up the sinking vessel's crew.

S.H.A.W. SAVILL LINER'S LAST VISIT TO AUSTRALIA.
S.S. "Mahia".

The Sea Venom is a two-seater day and night all-weather aircraft, of high speed and rate of climb. It was made by the De Haviland Aircraft Company Ltd., of Hatfield, England.

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H.M.A.S., "MELBOURNE" TO COMMISSION IN 1954

H.M.A.S. "Melbourne," a light aircraft carrier for the Royal Australian Navy, would be commissioned about the end of 1954, the Minister for the Navy, the Hon. William McMahon said on 26th April.

The carrier is at present being built in the United Kingdom. When completed, "Melbourne" would be capable of carrying and operating jet aircraft. Mr. McMahon said that the delay in H.M.A.S. "Melbourne" commissioning was due partly to the modifications that are being made to the carrier and partly to a lag in the shipbuilding programme.

The Minister said that the aircraft that would be operated from the R.A.N. carriers would be the Sea Venom turbo jet fighter aircraft and the Gannet turbo-propeller anti-submarine aircraft.

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ANZAC SQUADRON AND CORONATION CONTINGENTS

PAY TRIBUTE AT TOBRUK

A high and unique tribute to all those officers and men, including Australians and New Zealanders who lost their lives in the North African and Middle campaigns was paid by the Australian and New Zealand Coronation Contingents and the ships companies of the Anzac Squadron at the Australian Memorial in the Tobruk War Cemetery on the morning of Thursday, April 25.

The itinerary of the Squadron, comprising H.M.A.S. "Sydney" and H.M.N.Z.S. "Black Prince", had been altered so that wreaths might be laid on the Memorial and a Service held there. More than 1000 officers and men of the Royal Australian Navy, the Royal New Zealand Navy, the Australian Military Forces, the New Zealand Military Forces, the Royal Australian Air Force and the Royal New Zealand Air Force were present.

A special armed guard, including members of the three Services from the two Dominions, was accompanied by H.M.A.S. "Sydney" and H.M.N.Z.S. "Black Prince". The ships companies of both ships engaged in formation flying and a fly past. The naval aircraft engaged in formation flying and Fighter Wing R.A.A.F. at Malta were present.

At the conclusion of the Service, the wreath which had been made in Melbourne, Perth and Colombo, were laid on the memorial.

Brigadier Whitehead laid one on behalf of the 9th Australian Division Councils: Captain Buchanan on behalf of the Royal Australian Navy; Group Captain E. R. J. Parsons, D.S.O., D.F.C., A.F.C., R.A.A.F., on behalf of the R.A.A.F.; Chaplain Archbold on behalf of the Australian Army Component; Lieutenant-Colonel Campbell on behalf of the New Zealand Returned Services Association, and Major L. H. Lyon on behalf of the West Australian 9th Australian Division Council.

An "Ode of Remembrance" was then read by Sergeant G. F. Plummer, Victoria, whose father served with the 2/48th Battalion throughout the war and was killed at El Alamein. Sergeant Plummer then joined his father's old Battalion, and he served with it until the end of the war. After the reading of the "Ode" the Last Post and Reveille played in which were sounded by buglers from H.M.A.S. "Sydney", the armed party and memorial guards "Presented Arms" and all officers saluted, while the National Anthem was played and aircraft roared past overhead. The Armed party and memorial guards "Slept" and "Ordered Arms" and the historic ceremony was over.

Lieutenant G. McPhail, R.A.N., carried a wreath from a naval helicopter at Kingford Smith Ovral, Langwarrin, recently, before a service commemorating the 25th anniversary of the flight of Sir Charles Kingsford Smith and Ulm across the Pacific.

BIG CANADIAN COAST DEFENCE PLAN.

A message from Ottawa on March 25 that the Canadian Defence Department, bent upon preparedness against possible enemy attack from the frigid North-West, has disclosed plans for a multi-million dollar programme designed to strengthen the coastal and far northern defences of the Dominion. The greater part of the immense bill will pay for improvements and modernisation at old bases used in the Second World War by the United States Army and Air Force at Edmonton, the gateway to the far north. The programme also embraces a $5,000,000 Naval explosives magazine at Rocky Point, Vancouver Island.

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June, 1953.
The Royal Navy sent thousands of men, ships and craft and much material to help in the relief work in the devastated areas of England after the recent flooding of the Thames and of the Severn. The navy's efforts were aimed at rescuing sheep and cattle, and at the Eastchurch area of Sheppy D.U.K.W.s were employed in this work.

At Kingsley Bridge—the link between Sheppley and the mainland—the Island of Gran, the Essex coast, and the Gravesend, were made available to assist in essential re-exports to seaports and seacock systems, and Royal Marine D.U.K.W.s were used to maintain important communication.

In the week that followed, there was non-stop back-breaking work from first light to dusk for officers and men drawn from many ships and shore bases in the race against time to fill the gaps in the sea defences along England's East Coast before next high tides. Much of the Navy's efforts were concentrated on the Isle of Sheppey, isolated from the rest of Kent by the flooding, and while hundreds of ratings repaired breaches in the sea walls and reinforced partial breaks, a small fleet of vessels sailed from Chatham to Sheerness ferried food and other supplies to the 35,000 marooned inhabitants of the island.

Naval lighters, harbour craft and motor launches were used to move 2,000 tons of food in fourteen days, and to transport emergency clothing, water and over a million sandbags. Newsreels and milk were also carried each day, while more than 16,000 civilian passengers were moved to and from the island.

On the second day of the floods, nine Naval helicopters of 804 Squadron flew to Holland to assist the Netherlands Government and during their service on the Continent earned the highest recognition of the Netherlands people, by rescuing 752 people in five days.

With the immediate task of saving life completed in Britain, the Navy's efforts were turned to rescuing sheep and cattle, and in the Eastchurch area of Sheppy D.U.K.W.s were employed in this work.

On the West coast of Scotland at Ullapool, the Navy helped to reinstate the severely damaged local fishing fleet. More than half of the fleet's twenty motor fishing vessels were left high and dry by the gales, and the Boom Defence Vessel "Barneatc" assisted fishermen to refloat their stranded craft, which were hauled to the water by wire cables.

During the danger period of high tides, commencing on February 14, nearly a thousand men of the Royal Marines stood by from dawn until dusk each day ready at thirty minutes' notice to leave for any area where further flooding might occur.

Fifteen days after the flooding, the Navy was engaging the two vessels in Sheerness Dockyard, which was originally considered for demolition. By the time the work was completed, the submarine "Sir Da" was refloated and on Monday, February 16, the Commandant, Nore. Admiral the Hon. Sir Cecil E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., was among those who saw the "Sir Da" swing upright in the basin. Salvage officers had closed valves in her stern, removed placed plates of over openings, and when the water flowed into the dock she floated on an even keel.

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Fifteen days after the flooding, the Navy was engaging the two vessels in Sheerness Dockyard, which was originally considered for demolition. By the time the work was completed, the submarine "Sir Da" was refloated and on Monday, February 16, the Commandant, Nore. Admiral the Hon. Sir Cecil E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., was among those who saw the "Sir Da" swing upright in the basin. Salvage officers had closed valves in her stern, removed placed plates of over openings, and when the water flowed into the dock she floated on an even keel.
**H.M.A.S. “SYDNEY” FOR KOREA**

The light fleet carrier H.M.A.S. “Sydney” would proceed to Korean waters in October for her second tour of duty in that area. This was announced on May 11 by the Minister for the Navy (the Hon. William McMahon).

H.M.A.S. “Sydney” would relieve a Royal Navy carrier.

The Minister said that “Sydney,” which had arrived in the United Kingdom on May 5 with the Coronation Contingent, would be back in Australia on August 15. The ship’s company would be given leave whilst the carrier underwent a refit. On completion of the refit a working-up programme would be carried out, and an Air Group would be embarked.

Mr. McMahon said that when the carrier left Australia for Korea she would be attended by the Tribal class destroyer H.M.A.S. “Bataan,” “Bataan” would travel in company with “Sydney” to Hong Kong and then return to Australia.

The Minister said that “Sydney”’s second tour of duty in Korea would enable officers and men, especially pilots and observers of the Royal Australian Navy—who would be serving in her—to obtain operational experience.

NEW TRANSPORT PLANE FOR U.S. NAVY

The United States Navy has taken acceptance of the first R7V1 Lockheed Super Constellation, the country’s fastest transport plane, to enter service with the Fleet Logistic Air Wing in the Atlantic. The new long-range planes have speed of 350 miles an hour and can fly 196 passengers. They can be converted to carry 20 tons of cargo or be reconverted as air ambulances. They are the first transport planes to fly with the new Curtiss-Wright turbo-compound engines, which the U.S. Navy is using on the Lockheed P2V Neptune patrol bomber for several years. Their range is more than 5,000 miles.

BRITISH ADMIRALTY ENTERTAINS GREEK KING

The Lord Commissioners of the British Admiralty had the honour of entertaining King Paul of the Hellenes at Admiralty House, London, on February 25 to mark the occasion of His Majesty’s recent appointment as an Honorary Admiral in Her Majesty’s Fleet.

U.S. PURCHASES BRITISH MINESWEEPERS FOR N.A.T.O.

A contract for the purchase of a number of Inshore Minesweepers by the United States from the Admiralty was signed on March 13. Forming part of the U.S. Navy’s offshore procurement programme, they are to be allocated to N.A.T.O. countries as future requirements dictate. Mr. Graeme C. Bannerman, Head of a U.S. Navy Contracting Team visiting Britain, signed the document, which concludes the ‘Letter of Intent’ at the Admiralty, Mr. P. N. N. Synnott, C.B., Under Secretary of Finance (Navy) announcing for the Admiralty. Lord L. A. Kniskern, U.S.N., the U.S. Navy Shipbuilding Representative in Europe, was among those present.

The value of the orders is understood to be in the region of 11,000,000 dollars. The Admiralty will place contracts for the minesweepers in British yards.

TRANSFER OF H.M. SHIPS TO OTHER COUNTRIES.

During the financial year 1952-53, just concluded, the British Admiralty transferred the following ships to other Commonwealth countries and to member nations of the North Atlantic Treaty Organisation:

- The light fleet carrier “Vengeance” has been lent to Australia and is now attached to the R.A.N. and the light fleet carrier “Powerful,” which was laid down at the end of the Second World War but on which construction was suspended, was sold to Canada. A destroyer was sold to South Africa and three frigates are being refitted for loan to India. Three frigates are refitting in Denmark for loan to Denmark and two frigates are refitted for Norway.

Two minesweepers, sold to Belgium as part of an agreement with France, will have been delivered. The last of the four submarines being lent to France was delivered. In addition a landing craft (assault) was sold to Jordan.

H.M.S. SHIPS RETURN TO U.K.

Four of Her Majesty’s ships returned to home ports recently following service overseas. Two of them arrived at Portsmouth: H.M.S. “Vigo” (Commodore K. C. Grieve, R.N.), a destroyer attached to the Mediterranean Fleet since January; and H.M.S. “Perseus” (Captain P. C. S. T. Carey, R.N.), aircraft maintenance ship, returning from Simon’s Town after a trip to the Far East, during which she took No. 848 R.N. Helicopter in the Falkland Islands. The “Vigo” visited her name port in Spain during her passage from Malta, the “Perseus” at Gibraltar (Captain J. Grant, D.S.O., R.N.), attached...
to the Mediterranean Station since 1957 and the cruiser "Bermuda" (Capt. G. G. Collett, D.S.C., R.N.) in the South Atlantic Squadron since 1941, returned to Devonport.

FORMER EAST FLAG OFFICER ON TV.


R.N. LAUNCHES TWO FAST PATROL Boats.

Two fast patrol boats, the "Gay Charger" and the "Gay Fencer", were launched for the Royal Navy in February, the former from the Teignmouth yard of Messrs. Morgan Giles Ltd., and the latter from the Clynder yard of Messrs. Morgan and Co., Ltd. The boats are 45 feet 5 inches in length, with a beam of 19 feet 8 inches. Their main machinery consists of conventional petrol engines by Messrs. Packard. The hulls incorporate structural members of water-resistant plywood.

BRITISH FIRST SEa LORD VISITS MEDITERRANEAN.

To witness exercises to be carried out by the British Home and Mediterranean Fleets, the First Sea Lord (Admiral Sir Roderick R. McGrigor, G.C.B., D.S.O.) flew to Gibraltar on February 28, accompanied by his Naval Assistant, Captain C. W. Malins, D.S.O., D.S.C., R.N.

H.M.S. "EAGLE" ADOPTEP BY CITY OF EXETER.

A meeting of Exeter City Council (England) recently accepted an invitation on behalf of the City of Exeter to adopt the H.M.S. "Eagle" (Captain C. Bingley, O.B.E., R.N.), the largest and most modern aircraft carrier of the Royal Navy. It establishes a friendly unofficial link between the "Eagle," a Devonport-managed ship, and the county town of Devon. The "Eagle," now serving with the Home Fleet, was commissioned in October, 1941. She was launched by H.M. The Queen, then Princess Elizabeth, at Belfast, in March, 1946.

JAPAN BUILDING WARSHIPS.

A message from Tokyo on May 23 informed that the Japanese National Safety Board (a body corresponding with a Defence Ministry) was responsible for the construction of 17 small warships.

H.M.S. "ACTAEON" VISITS MONROVIA.

H.M.S. "Actaeon" (Commander R. K. P. Wainwright, D.S.C., R.N.), a frigate of the British South Atlantic Station, recently arrived at Freetown after making the first visit of a British warship to the port of Monrovia for 30 years. During her four-day stay, the President of Liberia honoured the ship by lunching on board, and took the salute at a combined parade through the streets of the Liberian Army, carrying the Liberian colours, and 100 officers and men of the "Actaeon" with the White Ensign. Officials and people of Liberia showed great friendliness and generously entertained the ship's company. The "Actaeon" left there was a reception on board for leading citizens of Liberia and members of the Diplomatic Corps.

BRITISH SAILOR DIES ON UNDERWATER CHECK.

At Port Said on May 24 a sailor of the H.M.S. "Tobruk" and Royal Navy died while making a routine underwater check to see if any "limpet" mines had been attached to the hull of H.M. destroyer "Chevron." The Royal Navy divers, who claim experience under the terms of the Amnity for World War II divers, were appointed by the British Prime Minister in the House of Commons on February 23. Those divers who may face decisions are, in writing to the Commander of the Exeter District, and if they were otherwise were born, Roy­al Marine divers shall be notified by the Commander to the President of Liberia and of the Royal Navy based in the Far East. "Tacticians" will remain in New Zealand waters until the end of September and will then return to Australia. The submarine will pay visits to Auckland, Wellington, and Dunedin during her stay in New Zealand.

NEW N.A.T.O. Coin-C, SOUTHERN EUROPE.

The North Atlantic Treaty Supreme Commander, General Ridgway, on May 25 announced the appointment of Admiral William Fletcher as Commander-in-Chief of N.A.T.O. forces in Southern Europe. President Eisenhower has nominated the pres­ent Admiral Robert Carney, to be United States Chief of Naval Operations, the post now held by Admiral Fletcher.

H.M.A.S. "AUSTRALIA" FIRES ROYAL SALUTE ON CORONATION DAY.

H.M. A. S. "Australia" fired a Royal Salute of 21 guns at noon on Coronation Day, Tuesday, June 5. On Sunday, they were originally borne. Roy­al Navy submarines based in Aus­tralia for anti-submarine training of ships of the Royal Australian Navy, the Royal New Zealand Navy and units of the Royal Navy in the Far East. "Tacticians" will remain in New Zealand waters until the end of September and will then return to Australia. The submarine will pay visits to Auckland, Wellington, and Dunedin during her stay in New Zealand.

FISH TECHNOLOGY CENTER.

The Australian Naval Board and the Australian Oceanographical Institute are planning the construction of the Fish Technology Center, to be United States Chief of Naval Operations, the post now held by Admiral Fletcher.

SEA FURY PILOT CRASHES AT NOWRA.

The Australian Naval Board announced in Melbourne on May 21 that a Sea Fury aircraft piloted by Lieutenant P. John Andrew Bolton, R.A.N., of Nowra, N.S.W., crashed when taking off from the R.A.N. air station at Nowra on that day. The pilot was dangerously injured. Lieu­tenant Bolton, who is married, joined the R.A.N. in October, 1948.

SUBMARINE "TACTICIAN" TO VISIT NEW ZEALAND.

H.M. Submarine "Tactician," was assigned to New Zealand waters in August to take part in anti-submarine exercises and training with ships of the New Zealand Navy. This was announced by the Minister for the Navy (the Hon. William McMahon) on 29th April. "Tacticians" is one of the three Royal Navy submarines based in Aus­tralia for anti-submarine training of ships of the Royal Australian Navy, the Royal New Zealand Navy and units of the Royal Navy in the Far East. "Tacticians" will remain in New Zealand waters until the end of September and will then return to Australia. The submarine will pay visits to Auckland, Wellington, and Dunedin during her stay in New Zealand.

H.M.A.S. "TOBRUK" SAILS FOR KOREA.

H.M.A.S. "Tobruk" sailed from Sydney on the 26th May for Korean waters, where she will relieve H.M.A.S. "Anzac." H.M.A.S. "Anzac" has been serving in Korean waters since last September. The other R.A.N. ship at present serving in the area was H.M.A.S. "Colga." Mr. Mc­Mahon said recently that nine dif­ferent ships of the Royal Austral­ian Navy had been on service with the United Nations Forces in Korean waters since the out­break of the war in 1950. Every Australian warship which had served there had won high praise from senior British and American officers. The "Tobruk" visited Labuan, in Brunei Bay, North Borneo, for the unveiling of the Cross of Sacrifice to war dead in the Labuan war cemetery, on June 10 during her voyage to the Far East.
THE EIGHTH QUEEN.

Queen Elizabeth II is the eighth English Queen to reign in her own right since the Norman Conquest, but she will be the first to have different titles in different parts of the Commonwealth of Nations. As far as Australia is concerned she was crowned on 2nd June, 1953, as "Elizabeth the Second, by the Grace of God of the United Kingdom, Australia and her other Realms and Territories Queen, Head of the Commonwealth. Defender of the Faith."

Of her seven predecessors as reigning Queen, the most brilliant and glorious was her namesake, Elizabeth Tudor. Gibrana, as her adoring subjects called her, reigned during a period when English arms, arts, culture and adventurousness reached a pinnacle.

The first Queen of post-Conquest England was a lady named Matilda, who spent most of the time fighting King Stephen for the Crown, but had it only for a few months in 1141. She annoy ed some powerful barons, who withdrew their support for her.

Next Queen was Mary I., daughter of Henry VIII. Tragedy marked her reign, as she tried to turn an England which had already become Protestant by heresy. She did not really deserve the nickname of 'Bloody Mary.'

Lady Jane Grey reigned for nine days in 1553.

Next came Elizabeth, daughter of Henry VIII, who reigned eccentrically with her husband under the title of William and Mary.

They were followed by Queen Anne, who was the last of the Stuarts. Though she had 19 children, she left no direct heir. They all died before she did. So the Hanoverians came to the Throne.

Queen Victoria, Elizabeth II's great-grandmother, had the longest reign in British history—64 years.

NORWEGIAN SHIPYARDS BUSY.

Norwegian shipyards have more orders in hand now than "probably ever before, the chairman of the Norwegian Shipbuilding and Engineering Association, Dr. C. N. R. Amundsen, said in Oslo recently. Several shipyards are fully booked until 1959-60. Norwegian shipyards have under construction, or on order, 124 steel vessels, totalling 992,000 gross tons. Three-quarters of the tonnage ordered comprises tankers. The remaining quarter consists of cargo liners, smaller freighters, passenger vessels, coastal boats, ferries, and whale catchers. Seven of the tankers ordered are 32,000 tons deadweight, and two are 20,000 tons deadweight. In 1952, Norwegian shipyards completed altogether 35 steel vessels totalling more than 100,000 gross tons.

SYDNEY PORT IMPROVEMENTS TAKING SHAPE.

The Maritime Services Board of New South Wales, which controls the Port of Sydney, is said to be making good progress with its plans prepared some years ago to provide for expanding trade and modern handling. These plans embrace: (1) Reconstruction of wharves; (2) Extension of wharfage facilities for larger vessels and new areas; (3) Provision of waterfront sites for industries; (4) Development of the upper reaches of the Parramatta River and other localities as industrial areas associated with the port. Long-range plans include the provision of a port roadway to follow the foreshore from Circular Quay to connect with Pyrmont.

COLLISION IN ENGLISH CHANNEL.

The Dutch motor vessel "Markh N." (499 tons) was beached at Dover on the night of April 24 following a collision in the English Channel with the Norwegian tanker "Sarita" (9,874 tons) a mile off Folkestone.

"FOREMOST 17" RECOVERS TWO BARS OF "NIAGARA'S" GOLD.

The British salvage ship "Foremost 17" has already recovered two of the 35 gold bars which were known to lie in the wreck of the "Niagara." The "Foremost 17" proceeded to her new job following completion of her salvage work on the sunken "Cumberland Bay" at Twofold Bay on the south coast of New South Wales. The two bars recovered are estimated to be worth about £10,000 of which the salvors get 90 per cent. The "Foremost 17" brought the gold to Auckland on April 30 and returned a day or so later to try to recover the remaining 33 bars. The liner "Neptune aga," it will be remembered, was sunk by a German mine in 1940. Gold weighing 10 tons, worth about £250,000, was salv ed from her in 1941.

FIRES EXTINGUISHED ABOARD FREIGHTER.

After an all-night battle, eight fires burning on February 13 extinguished a fire in the American freighter "President Pierce" (7,957 tons) in Yokohama Harbour after she had been damaged by a fire which sent explosions ripping through her holds. A United States Navy tanker took three injured and one sick seamen and nine passengers from the blazing ship. The "President Pierce" sailed on May 2 on her first voyage to Noumea.

JAPANESE SHIP AT DARWIN.

The first Japanese ship to visit Port Darwin since the war began discharged 2,000 tons of Japanese cement there on May 5. The captain granted no shore leave to
his crew, who remained on board the whole time the ship was in harbour.

**FIVE DEAD IN NORTH SEA FERRY DISASTER.**

Five persons are presumed dead following the collision between the British Railways ferry "Duke of York" (6,772 tons) and the United States freighter, "Haiti Victory" (7,606 tons), in the North Sea early in the morning of May 6. The two vessels collided 46 miles off Harwich. The "Duke of York" had 457 passengers and a crew of 72 aboard. The "Haiti Victory," only slightly damaged, picked up many of the ferry's passengers. The "Duke of York" had her bows sheared off.

**ZOOGICAL CARGO.**

The American 8,000-ton cargo liner "Pioneer Star" arrived in Sydney on May 15 carrying 616 Australian birds and animals from Adelaide, South Australia, to the United States. The consignment was the largest of its kind that has ever left Australia.

**GIANT CARGO LINERS TO BE BUILT IN JAPAN.**

A British United Press message from Tokyo, May 19, said that three 60,000-ton cargo liners, designed by a London firm of naval architects and larger than any cargo ships now afloat, are to be built in a Japanese shipyard. When they are completed, there will be only four larger ships, among which are the "Queen Elizabeth" and "Queen Mary," in the world. The firm of Sir Joseph W. Isherwood and Co., London, were asked to design the ships. National Bulk Carriers, of Newport, Virginia, a United States company, will build them in the Kure dockyards, having the first keel in August. The first of the three ships will be ready for service in May of next year.

**NEW BLUE FUNNEL LINER.**

The 7,802-ton Blue Funnel liner "Necula," which is on her maiden voyage to Australia, from the United Kingdom, arrived in Sydney on May 15. The vessel is the second of a new class of ship equipped with high pressure, steam turbine machinery. Built with refrigerated space, she can carry 3,500 tons of meat or fruit. The "Necula" was built by the Clyde Shipping and Engineering Company Ltd., Dundee. Her overall length is 489 feet.

**WIDOW'S LONE SMALL-BOAT VOYAGE.**

That interpid small-boat voyager, 58-year-old British widow Mrs. Ann Davidson, arrived in the Bahamas on May 22 on another stage of her voyage which took her across the Atlantic single-handed in her 23-foot sloop "Felicity Ann." Mrs. Davison began her journey at Plymouth, England, on May 17, 1952, and has since sailed alone by way of the Bermudas, Bar Harbor, Casablanca, the Canary Islands, Dominica, Antigua, St. Thomas, and the Virgin Islands. Her husband was killed when they set out together to cross the Atlantic in 1949, and it has ever since been her dream to complete the trip by herself, in his memory. Her final destination is Miami, Florida.

**PERSIAN OIL FOR JAPAN.**

The Japanese 19,000-ton tanker "Nisso Maru," which recently brought 18,000 tons of oil to Japan from Abadan, Persia, left Japan on May 14 to bring another oil cargo from Abadan. Shell and Standard spokesmen simultaneously denied that their companies, as alleged by the Japanese Press, intended cutting prices to meet competition in Japan when and if the Persian oil goes on the market.

**LAST VOYAGE.**

The whole port of Vancouver said goodbye to the "Aorangi" when she left on her last voyage to Australia on May 15—the last of all her voyages. Bagnipot'sak and played the "Skye Boat Song" as the liner was given a last farewell. With all the dignity of her 29 years of service, the "Aorangi" moved amid tugs under the Lion's Gate Bridge at the Canadian Pacific Railway's liner "Princess Patricia" signalled a sad "Good-bye and good luck" with her flags. The historic old ship will be sadly missed on her Canadian-Australian trans-Pacific run.

**COASTWATCHERS MEMORIAL APPEAL.**

An appeal for funds to erect a memorial in New Guinea to the Coast Watchers who lost their lives in the Second World War, was officially launched last April by the Coast Watchers' Memorial Committee. The Chairman of the committee is Captain J. Plunkett-Cole, R.A.N., the Director of Naval Intelligence. A regional sub-committee will be formed in New Guinea to help raise funds. The form of the memorial will depend on the amount of money subscribed. The Coast Watchers were a small body of men who operated behind the enemy lines in New Guinea and the Solomon Islands. They sent back valuable information about the enemy's movements. Adenalty arrived in the United States Navy, said that the Coast Watchers saved Guadalcanal and Guadalcanal saved the Pacific. Donations can be sent to the Honorary Treasurer, Coast Watchers Memorial Committee, c/o Naval Intelligence Division, Navy Office, Melbourne.
PERSONAL PARAGRAPHS

ADMIRAL PACKER RETIRES.

The retirement of Admiral Sir
H. V. D. Packer, K.C.B., C.B.,
has been announced by the
British Admiralty. Admiral
Packer has been placed on the
Retired List.

PROMOTION TO ADMIRAL IN HER MAJESTY'S FLEET.

The promotion of Vice-Admiral
Sir J. M. Mansergh, K.C.B.,
C.B., C.B.E., to the rank of Admiral in Her Majesty's Fleet, has
been announced by the British
Admiralty.

NEW FLAG OFFICER (FLOTILLAS) BRITISH GREEN FLEET.

An R.N. attendant, Rear-Admiral
V. J. L. Reid, C.B., C.B.E., D.S.O.,
has been appointed to the Retired
List. Rear-Admiral M. I. M. Campbell,
C.B., C.B.E., to be promoted to Admiral in Her Majesty's Fleet.

R.N. NAVAL PERSONNEL APPOINTMENTS.

Rear-Admiral H. W. Bugeja,
R.N., who was in January appointed
Deputy Chief of (R.N.) Person-
nel (Personal Services) in suc-
cession to Rear-Admiral E. D.
Lec, C.B., C.B.E., whose recent
retirement to the Retired List is
announced elsewhere in this
issue.

CAPTAIN OF THE FLEET TO C.O.N.C. MEDITERRANEAN.

The appointment in the rank of
Captain of Captain M. Evard,
R.N., as Captain of the Fleet to
the Commander in Chief, Medit-
nereanean, has been announced.

FIRST PAKISTANI C.O.N.C. OF R.P.N.

Rear-Admiral H. M. S. Clouth,
Royal Pakistan Navy, has suc-
cceeded Vice-Admiral J. W.
Leigh, C.B., C.B.E., as Command-
ner in Chief, Royal Pak-
istan Navy. He is the first Pak-
istani to become Commander in
Chief.

ASSISTANT DIRECTOR OF NAVAL INTELLIGENCE, ADMIRALTY.

In the rank of Captain, Captain
M. G. Haworth, D.S.C. and
Bar, R.N., has been appointed to
the post of Assistant Director of Naval Intelligence.

DUKE WINS HIS HONOURS.

The Duke of Edinburgh, wear-
ing the uniform of a Marshal of
the Royal Air Force, received his
pilot's wings at a private com-
pany at Buckingham Palace on
May 4. The Royal Air Force,
Chief of Staff, Air Chief Marshal Sir
William Dickson, presented the
wings.

FLEET'S COMBINED EXERCISES IN MEDITERRANEAN

BY LIEUTENANT-COMMANDER NOWELL HALL, D.S.C., R.N.V.R.

Mediterranean.

March, 1943.

Seldom has the month
of March been marked by such
nearly home as this. The
forces now proceeding in Mount-
badal is the largest yet
seen in these annual combined ex-
ercises. Among frigates were the
Vanguard, "Indomitable," and "Thetis,"
the last two from the Training
Squadron, was the largest yet
seen in these joint exercises.

Hundreds of warships and large
numbers of aircraft of NATO na-
tions are taking part in these
large-scale exercises which em-
phasize the great contribution of
combined sea and air power to
Western defence.

Each exercise largely concerns
protection of sea communications
vital to the allies. And all stresses
the importance of the
Mediterranean both as an area
covering Europe's southern flank
and what is even more important
as an ocean linking Europe to
the Middle East having had also
significance that in the day and
night battles now going on car-
rier and land-based aircraft, par-
icularly Naval air forces, have a
bigger role than ever.

First exercise was the three-day
"Crossbow" conducted at the
western end of the Mediterr-
anean by British Home and Medit-
erranean Fleets. Such maneu-
vers are held annually when the
Home Fleet goes south for its
spring cruise. They afford oppor-
tunity for both fleets to put in
aircraft, particularly Naval training.
"Crossbow" hinged on defence of convoys against air
attack, and that being the central theme of all exercises having to do with
protection of shipping in the Middle East.

GREEK KING APPOINTED HON. ADMIRAL IN GREC.

In pursuance of Her Majesty's
pleasure, His Majesty King Paul
of Greece has been appointed
Honorary Admiral in Her Majesty's
Fleet.

PROMOTED TO ADMIRAL ON RETIRED LIST.

Vice-Admiral S. de B. A. Brock-
ning, C.B., D.S.O. (Retired), has
been promoted to Admiral on the
(R.N.) Retired List.
SEA-ODDITIES

How does the rare Emperor penguin at their rookeries on Adelie Land and through the terrible winter blizzards, with their only food fish which they must catch from the half-frozen sea? How do they keep their warm eggs and feed their chicks? One of the mysterious things is the penguin's ability to withstand the intense cold of Antarctica. It was in an attempt to solve these questions and others that led the latest French Antarctic Expedition, recently in Melbourne, to Adelie Land and to choose winter as the time for the attempt. The members of the expedition, which was led by Monsieur Marie Marrett, believe they have some of the answers to the mystery surrounding this bird, but are not making any public statements until they have delivered their report to the French Government.

M. Marrett did disclose, however, that from the frozen seas on Adelie Land the penguins had to make a trip lasting about 200 miles in search of food for the penguins cannot fly over 100 miles of pack ice to reach the sea. These birds "would eat about 6000 tons of fish" a day, he said, and disgorge it to feed their young," he said. Who said the penguins cannot fly over 100 miles of pack ice in search of food? And today, the scientists had to live 70 feet into the sea to find what remains of the Pacific. The Pacific has evidently joined the volcano.

The whole world has now twice been startled by the discovery of a Cretaceous type of fish, which, since the beginning of scientific research, was believed to have become extinct 50 or 60 million years ago. The story of the first discovery, made in South Africa in 1938, was told in brief, recently in the June, 1942, issue of Nature. According to a "Fact" correspondent, Able- Seaman Frank Burrows, of Chichester, England, who saw it said the sea appeared like the "mushroom" of an atomic bomb with hundreds of yards all around it. The country that suffered. But those who got clean away with the job, said the writer, "seemed to have become immune to the effects of the terrible winter blast."

A waterspout 200 feet high was seen off Burleigh Heads, south coast of Australia, on April 26. People who saw it said the sea appeared to boil as the column of water wrapped up the remaining hundreds of yards all around it. The top of the column resembled the "mushroom" of an atomic bomb. For the time the waterspout developed to when it was subsided was about thirty minutes.

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Another interesting creature of the North Atlantic was the saithe fish. Specimens of this beautiful blue, coloured, brown standing out against the pure white of the ocean, caught at depths of at least 1200 feet, and, when caught, stood up exactly like the mainsail of a schooner. When the fish are approached or become alarmed they close it down with a snap.

R.A.N. APPOINTMENTS.

The Minister for the Navy, the Hon. William McMahon, announced on May 22 new appointments for officers in the Engineering Branch of the Royal Australian Navy.

Captain (E) R.A. Good, R.A.N., of Sydney, at present engineer manager, Garden Island, Staff Officer (Engineering) to the Flag-Officer-in-Charge, Eastern Area, and general overseer, will become Director of Naval Engineering and Chief Engineer of the Royal Australian Navy.

Captain (E) K. McK. Urquhart, R.A.N., Melbourne, at present general manager of the Williamstown Naval dockyard, Melbourne, and principal Naval overseer, South-Eastern Area, will become Captain Good at Garden Island.

Commander (E) G. McD. Wilson, R.A.N., of Melbourne, at present general manager of the Williamstown Naval dockyard, Melbourne, and principal Naval overseer, South-Eastern Area, will become Captain Good at Garden Island.

The Pacific islands are non-Great Barrier Reef and islets, cay and lagoon. That is, the second discovery caused just as much excitement as the first, proving as it did beyond question that the first discovery had not been the "last of the race," may be judged from the fact that the group to which this fish, 100 lbs. blue, coloured, galambe-sized fish, to which our Long- fish is related, dates back 310 million years ago. It predates even the long-extinct, prehistoric animals such as the pterodactyl and dinosaurus.

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Obtainable from leading shops and saloons.
SPEAKING OF SHIPS

The news that the Orient Line is to maintain Australia's sea link with America, with the diversion to the Pacific of the liner "Ovon" has been welcomed most appreciatively in Australia.

Among the plans of the Royal National Life Boat Institution (of Great Britain) are the substitution of diesel or petrol engines in all boats and the fitting of a new type of wireless specially adapted for their conditions.

A greater supply of Iraq, Kuwait, and Saudi Arabia, made possible by the extension of pipe lines and other facilities, have led to an 8 to 10 per cent increase in Middle East oil production, despite the loss due to Persian industrial confusion and the consequent falling off of Persian exports.

The Mutual Security Director (of the United States), Mr. Harold Stassen, on April 30 said that the United States would not use coercion to make friendly governments stop trading with the Chinese Communists.

Three 60,000-ton cargo ships, designed by a London firm of marine architects, and which will be larger when completed than any cargo ships now afloat, recently arrived in a dockyard at Kure, Japan, are said to have been specially designed for the carrying of iron ore from Venezuela to the United States.

The present-day cost of a 50,000-ton cargo ship constructed in Australian shipbuilding yards is said to be approximately $650,000. The same vessel constructed in United Kingdom yards would cost approximately $670,000.

Tornadoes in the Gulf Coast area of New Orleans in the United States, on May 20, killed six people and left 3,000 homeless.

Wild seas razed off the West Australian coasts during the latter part of the week ending May 17, battering a 60,000 cwt fishing boat to pieces and delaying ocean-going steamers. The Italian liner "Nettuno" reached Fremantle six hours late after fighting through a gale all the way from Melbourne.

French merchant navy officers ended their three-week-old strike on May 18. They did not get the reduced hours they demanded, but will receive longer monthly leave.

The Idemitsu Oil Company of Japan, which is buying oil from Persia, transporting it in the 19,000-ton Japanese tanker "Nisso Maru," has promised a Tokyo Court not to sell the first oil cargo it received from that country until the Court rules on an injunction application by the Anglo-Iranian Oil Company, which claims ownership of the Persian oil.

The Director of the New South Wales Dockyard, Newcastle, Mr. D. L. McLarty, sailed in the latter part of May to study overseas developments in shipbuilding and engine making.

Britain on May 22 denied the charge, made by the United States Senate's permanent investigating committee, that British ships had helped Communist troops in the Far East. The British Information Service said that no evidence to support the charge had been found.

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Lord Aberconway, 74, who had been the chairman of John Brown, Limited, in whose shipyards the giants "Queen Elizabeth" and "Queen Mary" were built. He died on May 23 at his home in Denbighshire, Wales.
This is the story of the last voyage and homeward voyage of one of the last big square-rigged windjammers. The author in his subtitle calls it: 'An Account of the Last Century's Date of the Globe; By a Sailing Ship and the Last Grand Race from Australia to England.' And that, in fact, is a broad, true, but not the book exactly.

Yet the book in a spiritual sense is more than that; it is a personal record of experience at sea, the like of which may never be written again.

And that is the book's greatest charm. It here and there the author's approach and manner of treatment is somewhat austere, the lapses of such can be called, not merely contributed greatly to the book's sincerity, and genuineness.

The author, in fact, so genuine at times that in certain circumstances and events the reader almost feels to step into the voyage along with him, one of his curious intrepid shipmates. He finds himself reacting almost as he himself would, if a little na ve and landman-like, are none the less extremely interesting.

Perhaps the two best chapters are entitled 'Rising Seas' and 'Howling Desolation.' Here the author encountering the 'Passat.' first major mishap of the voyage.

I stepped out of the poop and, still drunk with sleep, looked around me in the rolling ship. I saw at once that something unusual had occurred. No. 2 had had the topgallant yards furled during the morning watch, but there figures still clinging to the main upper topgallant yard and seemingly hard at work. No. 1 had been standing middenships watching them... I went across to find out what had happened. The starboard yard-arm had crumpled and seemingly hard at work. No. 1 had been standing middenships watching them... I went across to find out what had happened. The starboard yard-arm had crumpled and seemed to have been driven by atomic power. The author had made a very bad error in judgment and the sail had almost certainly been damaged.

'Farwell Windjammers' is a book well worthy of an honoured place in the library of the sea-farer.
EX-NAVAL MEN’S ASSOCIATION OF AUSTRALIA

Patron-in-Chief: Her Majesty The Queen

(FEDERAL COUNCIL),

His Excellency the Governor-General has consented for Patron
ship to the Association during its term of office in Australia.

Due to publicity given in recent issues of "The Navy" the ex-
Naval Men’s Association has been successful in securing a num-
ber of nominations for ex-Royal Naval men to join with their
wives and families, to enable them to migrate to Australia. Federal
Council is pleased to have received correspondence from these
State Councils have reported

that membership in their Sub-Sec-
tions has increased since last An-

num. Day, the number of can-

didates for admission to member-

ship is slightly in excess of the

numbers for previous years, ap-
parently the main reason for the

increase appears to be that the

younger men are now gradually

overcoming the complex of par-

ading in stricts of capital cities in

civilian clothes, or is it that they

are missing the company of form-

er "old ship mates," anyway it

is pleasing to see so many ex-

Naval personnel renewing ac-
quaintances, swapping yarns, and

friends for admittance to the Terri-

tory’s Annual Day March. This

Section has held its Annual Ball

at the Red Cross Hall, Port

McDonnell, on Friday, 10th May,

when it is fully anticipated that

400 persons will be present.

Messrs. T. Goldby and G. C.

Richardson have transferred their

membership from Melbourne Sub-Section to Heidelberg. H. J.

Hill and A. Hodgson have gone

to Northern Suburbs S.S. from

Sydney: F. E. Anderson has trans-
ferred to A.C.T. Section, C. D.

St. George S.S. and C. R. Limbic, of Sydney, is going to

Melbourne S.S.

G.W.S.

DANGER SEEN IN RADAR RAYS.

Speaking before the Aero Med-

ical Association in Los Angeles

on May 12, a United States Navy

doctor said that modern radar

sets now in use in military air-

craft gave off rays powerful

effect on animals and injure

human beings. The doctor, Com-

mander Sidney Brody, who is

medical liaison officer of the Unit-

ed States Navy’s Bureau of Aero-

onautics, said that radar micro-

waves of 8,000 watts killed rab-

bits in 75 seconds. The least
type of radar used on aircraft
generated up to a million watts and

caused, he claimed, a serious

problem for maintenance crews.

The human eye appeared CO be

especially sensitive to radar micro-

waves. We are worried about

the possibility of cataracts, he
said.

"The greater the difficulty, the
greater the glory."—Cicero.

EASTER NAVY DAYS AT CHATHAM HAVE LINK WITH PAST

Visitors to Navy Days held at

Chatham on 4th, 5th and 6th

April were able to take a step

back into history to the Royal

Navy of fifty years ago, days

when tattooed and bearded ratings

in loose-fitting uniforms and shal-

low-brimmed caps, who lived on

mess decks where candles were

used to improve the dimlight-

ing, scorned cigarettes as effem-

inate in favour of “pussers” leaf

tobacco rolled in canvas and tied

up lengths of spun yarn.

Easter Navy Days at Chatham

this year being linked with the

ninetieth anniversary of the

Royal Naval Barracks at that port

and at one of the exhibits the

public were able to contrast the

living spaces with bare walls, spar-

ting and wide spittoons used half a century ago with the

quarters provided for ratings at

the present day.

It was on 20th April, 1903, that

the first 5,000 officers and

men, previously housed in hulks,

formally marched into the new,

but still uncompleted, barracks on

which work had been started

nearly five years before. The ship

name “Pembroke,” which had

been borne evidence that time

by the Chatham Barracks, was

transferred to the establishment

from a vessel of that name, a

former flagship of the Command-

er-in-Chief The Nore, used to ac-

commodate officers, seamen and

engine-room artificers in the

nearby dockyard.

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June 1953.
R.A.N. PLAYS IMPORTANT PART IN CORONATION FESTIVITIES.

The Royal Australian Navy played a prominent part in the Sydney celebrations of the Coronation of Her Majesty, Queen Elizabeth II, on June 2. The Navy had nine ships participating in the colourful display in Sydney Harbour on Coronation Night. Each ship was beautifully decorated and illuminated, and the display, witnessed by vast crowds packed along the harbour foreshores, included a brilliant fireworks exhibition and other attractions. Ships taking part in the display and the berths they occupied were as follows:

- "Australia” (Shell Cove Buoy)
- "Vengeance" (Kirribilli dolphins)
- "Arunta" (Athol Bight)
- "Bataan" (No. 2 Buoy Point)
- "Murchison" (off Robertson Point)
- "Barcoo" (No. 1 Buoy)
- "Wagga" (No. 3 Buoy)
- "Cootamundra" (West of Shark Island)
- "Tactician" (Neutral Bay Buoy)

The mooring of the nine Naval vessels, lit from stem to stern, around the central part of the Harbour added greatly to the gaiety and brilliance of the scene.

MEMORIAL SERVICE FOR "CENTAUR" DEAD.

The Governor of New South Wales, Lieutenant-Goverm Sir John Northcott, on May 17 attended a service held in St. Andrew's Anglican Cathedral, Sydney, in memory of those who died in the sinking of the Australian hospital ship "Centaur," torpedoed by a Japanese submarine off Queensland in 1943. Subsequently a wreath, carried by two survivors of the sinking (Mr. L. Hogan, of Cessnock, and Mr. W. Cornell, of Sydney, both former ambulance personnel on board) was laid on the Cenotaph in Martin Place.
The entry of the first capital ship, H.M. Aircraft Carrier "Illustrious," into the Captain Cook Graving Dock on March 2nd, 1945, represented a great and visible achievement made possible only by an even greater but unseen achievement beneath the Dock itself. . . . Many feet below the bed of Sydney Harbour, housed in man-made caverns hewn from the solid rock, are the mighty masses of G.E.C. and B.G.E. electrical equipment. . . . These include three main G.E.C. electric motors of 1,200 h.p. each, and over 100 smaller motors; 45 route miles of Pirelli-General cable; ten E.P.M. transformers, and other large-scale electrical equipment which plays a vital part in the smooth running of this great enterprise.
In 1886, the electrolysis method of producing aluminium was discovered and this, basically, is the method used today. Bauxite ore is first treated to produce pure alumina; this oxide is dissolved in molten cryolite and a heavy electric current passed through the solution from carbon anodes to the carbon lining of the bath. The oxygen combines with the anodes to escape as carbon dioxide, and metallic aluminium sinks to the bottom, whence it is tapped. Little change takes place in the cryolite; the carbon anodes are consumed and have to be regularly replaced.

Four pounds of high-grade bauxite are needed to produce two of alumina, which will yield one pound of aluminium of over 99% purity. Roughly 10 KWh of electricity are consumed for each pound of metal obtained; this makes cheap and plentiful power essential, and the world's main reduction plants are sited on specially built hydro-electric schemes.

Rolling aluminium sheet is not basically different from that of most other metals; a prepared cast ingot is reduced in gauge by passing between hardened steel rolls. It is first rolled hot, but final reductions are made cold to obtain a good finish and perhaps, by work-hardening, a desired degree of hardness. The production of accurately-gauged, flawless sheet and strip demands very precise and elaborate equipment and much experience.

Equal in importance is the extrusion process by which lengths of metal of constant cross-section, solid or hollow, are made. Very high pressures are used to force hot plastic aluminium out of a container through a steel die of the required shape.