SYCAMORES ON ACTIVE SERVICE...

R.A.F. Fighter Command’s adoption of the “Bristol” Sycamore Mark 11 for search rescue and communications duties endorses the choice of R.A.F. Coastal Command, the Royal Australian Air Force and the Royal Australian Navy, who have already found in the Sycamore the versatility and high standards of performance essential for efficient and reliable operation over sea and land.
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.

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QUEEN ELIZABETH II.—FORTY YEARS ON

Vol. 18. APRIL. 1954. No. 4.

QUEEN ELIZABETH II.—FORTY YEARS ON

Except for some stroke of ill fortune, our beloved Queen Elizabeth the Second can expect to occupy the throne of the British Commonwealth of Nations for something over forty more years. She is young, she is strong and she is healthy. There is no reason, barring accident, why she should not live out man's allotted span.

But what change will take place in the British Commonwealth between her visit to Australia in 1954 and somewhere near 2000? It is a fascinating problem to try to forecast, because the British Commonwealth is changing so rapidly that the trend might be in many directions.

One thing is certain, though, and that is only death will remove our Queen from the Throne. Never before has the British Monarchy been so firmly established, and never before has such a system of symbolised unity proved so workable.

The first aircraft to land on board was piloted by the Squadron’s Commanding Officer, 32-year-old Lieutenant-Commander Pat Chilton, R.N., who flew Royal Naval aircraft in Western Desert operations during World War II.

The Sea Hawk is the fastest Royal Naval operational single-seat carrier aircraft and it is replacing the Supermarine Attacker aircraft as the Royal Navy’s first-line fighter aircraft.

New Queen’s Colour to Flinders Naval Depot

The presentation of a new Queen’s Colour to Flinders Naval Depot by the Duke of Edinburgh on March 7 was a spectacular ceremony. It took place after the old Queen’s Colour had been marched off and the new Colour had been dedicated and consecrated.

The Minister for the Navy (the Hon. William McMahon) announced at the time His Royal Highness travelled to the Depot by train, which left South Yarra Station at 9.20 a.m. and arrived at the Depot Siding at 10.41 a.m.

He was met by the Commodore Superintendent of Training (Commodore J. C. Moreton, D.S.O., D.S.C., R.A.N.), and his personal standard was raised. He then drove to the parade ground by way of Cook and Darley Roads, which were lined by school children from the Mornington Peninsula.

On arrival at the parade ground His Royal Highness inspected a Royal Salute and he inspected the Royal Guard (commanded by Lieutenant-Commander R. C. Savage, D.S.C., R.A.N.).

The dedication and consecration of the new Queen’s Colour were conducted by the Rev. H. E. Fawell, a Chaplain of the Royal Australian Navy.

At the end of the presentation by the Duke of Edinburgh the parade marched past led by the Royal Guard and the Colour.

Navy officers who were heads of departments were then presented to His Royal Highness by Commodore Morrow.

On completion of the presentations the Duke drove to the Royal Australian Naval College, where he was met by the Commander of the College (Commander R. J. Robertson, D.S.C., R.A.N.), and the Director of Studies (Mr. Q. de Q. Robins, A.R.A. and Dip.Ed.). He then inspected a parade of Cadet Midshipmen and took the salute at a march past.

From there he drove to the wardroom, and, before entering it, met junior ratings who were formerly his shipmates. He met former officer shipmates and other officers of the Depot in the wardroom.

From the wardroom he drove back to the Depot siding and left there by train at 1.15 p.m. on his return South Yarra Station.

He was given a Royal Salute by the guard as the train began to move.

SEA HAWKS IN SQUADRON FORM NOW IN OPERATING R.N.

The news, released by the British Admiralty, that a Squadron of the Royal Navy’s most modern operational aircraft, namely, No. 86 Squadron of Sea Hawks jet fighters, were embarked in H.M.S. “Eagle” (Captain D. B. Holland-Martyn, D.S.O., D.S.C., and Bar, R.N.), on February 1, will be received with great interest not only in Royal Naval circles but also in Her Majesty’s Commonwealth Navies as well.

Although Sea Hawks, which are capable of speeds approaching the speed of sound, have previously operated in small numbers from British aircraft carriers, it is the first time that a Squadron of these aircraft have gone afloat operationally.

The first aircraft to land on board was piloted by the Squadron’s Commanding Officer, 32-year-old Lieutenant-Commander Pat Chilton, R.N., who flew Royal Naval aircraft in Western Desert operations during World War II.

The Sea Hawk is the fastest Royal Naval operational single-seat carrier aircraft and it is replacing the Supermarine Attacker aircraft as the Royal Navy’s first-line fighter aircraft.

No. 86 Squadron was formed at R.N.A.S. Brawdy, Pembroke, Wales, in March, 1953, and took part in the Coronation Naval Review at Spithead and in the Battle of Britain By-pass in September. It will be remembered that its Commanding Officer flew a Sea Hawk to the United States aircraft “Antietam” to make the first British aircraft assisted landing in an aircraft carrier with an angled deck, the new flight deck arrangement devised by the Royal Navy to increase the speed and safety of operating aircraft aboard.

Other Royal Naval Air Squadrons are converting to Sea Hawks. No. 858 Squadron, commanded by Lieutenant-Commander D. C. Parker, D.S.O., D.S.C., A.F.C., R.N., now working up in Pembroke, will, it is officially stated, be the next to embark in an aircraft carrier.

No. 804 Squadron, which formally operated Sea Fury aircraft, is working up with Sea Hawks in Scotland and is commanded by Commander E. M. Brown, O.B.E., D.S.C., A.F.C., M.A., R.N., who as a Royal Naval test pilot was the first man to land a jet aircraft on a carrier. He also did a series of trials landings on an experimental flexible deck with a jet aircraft without an undercarriage.

The “Eagle” embarked the Sea Hawk and other Squadrons of aircraft in preparation for the Spring Cruise of the British Home Fleet during which she has since taken part in combined exercises with ships of the British Home and Mediterranean Fleets in the Mediterranean.

H.M.S. “Eagle,” Britain’s largest aircraft carrier, is wearing the uniform of Flag Officer Heavy Squadron (Rear-Admiral W. T. Couchman, C.V.O., D.S.O., O.B.E., one of the Royal Navy’s flying admirals, who led the Fleet Air Arm By-pass for the Coronation Naval Review and received his C.V.O. for his part in the event. After taking part in other exercises in the Mediterranean No. 804 Squadron will leave the “Eagle” during the English summer for a short spell in the United Kingdom before joining the new “Hermes” class aircraft carrier. It is expected, with nearing completion, that she has not already been completed, at Portsmouth.
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BRITAIN'S FLEET AIR ARM OF TO-MORROW
By Lieutenant-Commander Nowell Hall, D.S.C., R.N.V.R.

In all the world's major fleets, except, perhaps, that of Russia, which is chiefly designed to support land operations, the battleship has now been succeeded by the aircraft-carrier as the capital ship. The Fleet is today modelled round the carrier. Its aircraft, with their speed, manouevrability, endurance and great hitting power, are both the modern "eyes" and big guns of the Fleet.

That is why the commissioning of a new aircraft-carrier, or an announcement that a new air squadron is joining a carrier already in service are nowadays events no less important than were, let us say, the addition of a battleship or a small fighting ship to the Fleet in the old days.

In the development of a Fleet they are major items. Thus when H.M.S. "Eagle," the British Navy's largest aircraft-carrier, embarked its first air squadron of the latest Sea Hawk jet fighters at war the greatest interest not only to the British Navy, but to the navy of every maritime country in N.A.T.O.

After a necessary post-war time lag, during which conventional building development was overtaken and passed by naval scientific achievement and research, by the evolution of new weapons and techniques which upset accepted standards, the shape of to-morrow's Fleet can now be seen.

Instead of battleships, there are aircraft-carriers; instead of destroyers, fast anti-submarine frigates; Naval Air Power remains constant; naval tactics—meaning the means to achieve the end—are dominated by air power, the fast attack submarine of great operational range, and the threat of the mine.

It is significant that several British naval squadrons are in process of changing over from piston-engined fighter aircraft to Sea Hawks and other jets. No. 96 Squadron, the first consisting entirely of Sea Hawks to be carrier-borne, is to be first of many which will be serving "afloat" between now and 1956.

At the end of the British Home Fleet's spring cruise, this "prototype" squadron will leave the "Eagle," and, after a spell back in Britain, will join H.M.S. "Centaur," one of the four new 18,300-ton intermediate carriers the Royal Navy is to have soon. Carrying formidable armament and flying at a speed approaching that of sound, these Sea Hawks are indeed powerful day fighters. They are incomparably superior to any aircraft used in the second world war.

Not only will British naval jet fighters be based this year at air stations in Britain and in carriers of the Home Fleet. After the forthcoming training cruise another of "Eagle's" jet squadrons, using "Attacker" aircraft, will disembark and fly to Malta, there to become the first of the jet squadrons to serve on a overseas station.

The Navy's new jet aircraft are now in quantity production. The time is not far distant when piston-engined aircraft now in service will be replaced by Sea Hawk and Sea Venom jet fighters, the Westland "Scimitar" and the Gannet, both turbo-power aircraft.

Keeping pace with the arrival of aircraft of ever-increasing performance are a whole series of ship developments enabling carriers to operate them. The most important of these developments are the steam catapult and the so-called "angled deck" arrangement. These two British inventions, which much increased the efficiency of carriers, are being installed in the latest ships of the British and Commonwealth navies, and have been adopted by the United States Navy.

Both devices are particularly suitable for the operation of jet aircraft. The steam catapult is so powerful that it can launch in certain circumstances when the carrier is stationary—the heaviest naval aircraft likely to be carrier-borne for years to come.

The "angled deck" consists of a rearrangement of the after part of the flight deck permitting aircraft approaching to land on or to fly straight off the side of the ship for a second attempt should it be necessary, and at the same time to eliminate all risk of crashing into other aircraft on deck. The two inventions are thus complementary, the first putting aircraft into the sky, the second enormously improving a carrier's ability to accept them.

At least one of the four intermediate carriers—the "Hermes," "Bulwark," "Centaur" and "Albion"—will have both devices. Two, perhaps, three, of these ships will be said to be the "last word" in carrier design, should be ready this year. The carriers of to-morrow may be rather smaller than the mighty "Eagle," some naval experts put the ideal carrier's displacement at between 30,000 and 35,000 tons. Another giant carrier, the "Eagle's" sister-ship, "Ark Royal," will be in quantity production this year. She will have both the steam catapult and the "angled deck." It is reported that the carrier design will be added to the "Eagle." shortly.

Thus the British Navy's carriers, its aircraft, and the very large internal organisation known as the Fleet Air Arm, are beginning to assume a "New Look" after a long period of post-war planning, in preparation for their duties of to-morrow. With the advent of Atomic Power, the development of Anti-Submarine Warfare, the growth of science, the whole trend of naval building and planning is altering. The emphasis to-day is on carriers and on small ships such as fast anti-submarine frigates and minesweepers.

Changes in small ship design will be discussed in another article.
HELICOPTER SQUADRON IN MALAYA GAINS BOYD TROPHY.

A small silver model of a Swordfish aircraft, the Fleet Air Arm's highest flying honour, has been awarded to 'No. 848 Helicopter Squadron for services in Malaya during 1955. It is the Boyd Trophy, which is presented annually for the most outstanding feat of aviation in the Royal Navy.

The unit, equipped with Sikorsky S.55 helicopters provided by the United States under the Mutual Defence Assistance Programme, was commanded by Lieutenant-Commander Sydney H. Suthers, D.S.C., R.N., until recently, when he was succeeded by Lieutenant-Commander B. Paterson, R.N.

An official citation stated that the squadron was formed in the United Kingdom at the end of 1952 and sent to Malaya at very short notice. Officers and men had no opportunity of training and flying together before leaving, and even their flying experience of the S.55 helicopters was severely restricted in the short time available.

Since the squadron became operational on January 24th, 1953, over ten thousand troops have been lifted and over 270 casualties evacuated. The squadron has also developed a system for dropping paratroops from the S.55 helicopters, which has been adopted as standard practice.

Conditions in Malaya were entirely new to them, the citation continued, and the remarkable results while operating in arduous circumstances and employing empirical methods can only have been achieved by outstanding effort by aircrew and ground crews.

The average serviceability of the helicopters for the first ten months of 1953 (the latest figures available) was 79.6 per cent, and the squadron never had to cancel an operation for the lack of aircraft. Not one aircraft was lost as a result of operations, the citation concluded.

The squadron was formed at the R.N. Air Station at Gosport (Hants) and sailed for the Far East in the ferry carrier "Perseus." It is the Navy's first operational helicopter unit. In addition to the service mentioned above, the aircraft have spent more than 3,500 hours in the air.

H.M.S. "CEYLON" VISITS SYDNEY.

H.M.S. "Ceylon" (Captain J. C. Stopford, R.N.), the first Royal Navy cruiser to visit Sydney since the war, berthed on February 25 at Garden Island, Sydney.

The trim 8000-ton cruiser berthed at 9 a.m. at the Naval Dockyard's fitting-out wharf, while members of her fine complement lined her decks. Most of her ratings are between 18 and 21 years old, and few had been to Sydney before.

Included in her complement were 35 British Somaliland ratings and petty officers and four Pakistan midshipmen.

The only Australian in the ship, Midshipman E. Mortensen, left the cruiser at Fremantle so that he could visit his people at Thursday Island.

But about 60 members of the crew have British migrant relatives in Sydney.

H.M.S. "Ceylon" had come to Australia to escort the Royal Liner "Gothic" across the Indian Ocean after the Royal Australian Navy escort leaves her at Cocos Island, on her return voyage to the United Kingdom.

She will also join in the R.A.N. escort of "Gothic" from Fremantle to Cocos Island.

H.M.S. "Ceylon" came from her base at Trincomalee, Ceylon, and had already visited Hobart en route.


H.M.S. "Ceylon" left Sydney for Melbourne on March 6.

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This crew member of the U.S. "Tarawa" had a close-up view of Sydney through the Aircraft-carrier's powerful binoculars, as the "Tarawa" and "O'Bannon" sailed up the Harbour. After calling at Melbourne the ships will visit New Zealand before returning to the United States.

April, 1954.
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BRITISH NAVAL CONTROL IN THE YELLOW SEA

By Donald Barry

Now, the shooting war has been
halted in Korea, attempts will be
made to stabilize the situation and
consider the contribution to the United
Nations effort.

The two fleet carriers were
immediately apparent: firstly, that the
Royal Navy's peacetime strategical
position of ships was well con-
ceived, and, secondly, that the
ships were well placed and adequate to meet the initial
naval responsibilities in the Far
East caused by the outbreak of
hostilities; and secondly, that this
had been a war in the modern
naval style, with the bombs and
guns of carrier-born aircraft
serving as the long-range missiles
of the fleet, while the men man-
ning the ships endure with cheerful
resolution the monotony of
pickets and routine watchfulness.

That the ships of the Royal
Navy in the Far East were appro-
priately disposed to deal with the
situations of the Korean war is shown
in Admiralty documents, which indicate that most units of the
Far East Fleet were cruising in
Japanese waters when the North
Korean forces attacked South
Korea. Within five days a British
force, inclusive of the light
carrier "Triumph" and two cruisers
—a force numerically as strong
as the United States naval force
on the spot—had steamed west, and
they were logistically self-
supporting through operating
1,100 miles from the nearest Brit-
ish base.

That it would be primarily a
war of aircraft, and the Fleet Air
Arm would "steel the show" was ap-
parent from the start, for only
eight days after British warships
had been peacefully cruising off
North Japan, H.M.S. "Triumph"
was ready, as part of a combined
carrier force, to fly against the enemy and to set a
standard for the British and Do-
minion carriers which were to follow her—H.M.S. "Ocean,
H.M.S. "Thecnum," H.M.S.
"Glory" and the Australian light
carrier "Sydney." For 1,128 days of the
Royal Navy were stripped for
action off the coasts of Korea; on
most of these days carrier-born
squadrons flew sorties against the
enemy. As one carrier succeeded
another, new and remarkable re-
cords of sorties were set up, until
November, 1952, H.M.S. "Ocean"
fl ew 123 sorties in a single
day.

Records such as this may en-
thrill aviators and give them am-
munition to fire in the battle in
which the comparative value of
surface ships is judged against the
apparently increasing striking
power of aircraft. But it would
be very untrue to draw any tac-
tical or academic conclusions from
such an experience.

In the first place, this has been
a war in which the naval forces of the
North Koreans have been
negligible and those of the United
Nations overwhelming. It has been
primarily a war fought on
land with naval and naval air
operations designed merely to
maintain the flank opposition, has been the ad-

Warship, while the Navy's latest jet
carrier, whose role in World
War II. was limited by her speed
fle.'t carrier, whose role in World
War II. was limited by her speed
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War II. was limited by her speed
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War II. was limited by her speed
fle.'t carrier, whose role in World
War II. was limited by her speed
faster opponents. Naval aircraft suffered some damage though no casualties, but in one spirited encounter, a MIG which attacked four Sea Fury aircraft from H.M.S. "Ocean" was shot down and exploded on hitting the ground. On the same day another MIG S. "Ocean" was shot down and exploded on hitting the ground.

About 16 squadrons of aircraft have served in the five aircraft carriers which have operated in Korean waters, and probably something approaching 30,000 operational sorties have been flown with the remarkably low casualty record of 22 pilots killed during three years operations. H.M.S. "Glory" now back in the United Kingdom, was in the war zone longer than any other carrier. In three spells of duty of 15 months' duration in all, she was in Korean waters for 316 days. In this time she flew 9,500 operational sorties, and equated a one-day record set up earlier by H.M.S. "Ocean," of 123 sorties. The "Ocean's" record is hardly less impressive. She is still in the area, for though the shooting war has ceased, the Navy's vigilance has not. Up to the present she has flown about 8,000 sorties with an average of more than 30 sorties a day. Such performances as this could not have been achieved without the most skilful aircrews, highly efficient deck handling and maintenance parties, and without the vigilant support of the maintenance carrier. "Unicorn" and supply ships of the Royal Fleet Auxiliary.

No doubt the Korean war has emphasised the pre-eminent importance of naval-air power in modern warfare. Perhaps some will say that the bomb has finally made the 15-inch shell obsolete. Possibly it has supported the theory that the aircraft carrier is the capital ship of the day. Much data will be found to support these points of view, but when all is considered, the only sure conclusion is that the Korean war has taught the Navy little and hardly stirred the traditional calm of the Admiralty. It has only underlined the inevitable truth that control of the sea is vital, whether by carrier borne aircraft or unaided by carrier borne aircraft or unaided by carrier borne aircraft or other means. Naval aircraft has not. Up to the present the building of a submarine is now under way. After her launching. Therefore, a statement recently by Britain's First Lord of the Admiralty was most significant. He doubted that two experimental submarines using hydrogen peroxide propulsion to provide high underwater speedswere expected to have their sea trials this year, and that new submarines were being laid down. The Admiralty will spend £33,000,000 in 1954-55, much of it on extending the mineweeding and anti-submarine forces, and on the enormous programme of modernisation and conversion which has been going on under the present three-year naval programme.

The Royal Navy is looking to the future. It is starting in June a scheme whereby men in its ships will serve a maximum of eighteen months at one time on foreign stations, instead of two to two and a half years as at present. This scheme is for the building of a submarine, whose name is not yet under the control of the Admiralty, although the number of ships in service will remain roughly the same.

Together with this fundamental reorganisation, which the Navy is making to solve certain of its own internal problems, comes news of the devastations and modern ultra-modern weapons to be installed in British aircraft-carriers, cruisers, frigates and other ships. Of new naval aircraft of extremely high performance—a new swept-wing jet fighter which will replace one of its kind in service! New guns, new radar equipment, new fire control systems, a new landing device for landing aircraft on carriers in thick weather. So rapid are the advances now being made by scientists that weapons and equipment are already obsolete when they come into service.

Three new British cruisers, the "Blake," "Defence," and "Tiger," will each carry four new British six-inch guns which together have a fire power of twelve existing guns of the same calibre. The guns will be directed by an electronic brain which "locks on" to the target and fires on command. A new three-inch anti-aircraft gun, an anti-submarine triple-barrelled mortar, which the British Admiralty claims is deadly than any before used in war, a fast-firing Bofors gun, are all similarly controlled by the latest science.

According to a statement accompanying the latest Navy Estimates, the strength of Britain's Fleet at the beginning of t he 1954-55 period is as follows: (The overall figures are obtained by adding the numbers of ships set out in classes.)

Active Fleet: 149 (four carriers, 10 cruisers); training and experimental: 41 (four carriers); in reserve, reducing to reserve and sold: 39 (four battleships, five carriers, 115 frigates, 146 mineweeders); under construction: 149 (17 cruisers, 114 new warships). It must be remembered that this grand total of 719 ships does not include boats and vessels in the fleet train, attendant ships and numerous small craft. It should also be remembered that the active fleet (i.e., the ships actually in service) represents but a fraction of the size of the fleet when fully equipped and in the event of a national emergency. The United States Navy is the world's largest, the Royal Navy occupying second place.

During the coming year four new aircraft-carriers are to join the Fleet, thus adding considerably to Britain's new formidable "capital ship" strength. They will be the 20,000-ton "Centaur" and two of her "intermediate" sister ships, the "Albion" and "Bulwark." There will also be the mighty "Ark Royal," which is like the 36,000-ton "Eagle." The present Navy's biggest carrier and flagship of the Home Fleet. Only one carrier now in the final stages of building is not likely to be ready until late next year. She is the 20,000-ton "Hermes," the first carrier designed to incorporate both the "angled deck" and the steam catapult, the complementary British devices which are adopted by the United States Navy. These are regarded as two of the most important carrier developments since the Second World War.

With this highly significant improvement in carrier strength goes the increasing tempo of re-equipment of the Fleet Arm. With the latest jet and turbo-prop aircraft. It is expected that the Royal Navy will have almost completely changed over from piston-engined
The modernisation of another R.A.N. Tribal-class destroyer is nearing completion and it will be commissioned from October. The destroyer is H.M.A.S. "Warramunga," which has been undergoing modernisation at Garden Island, Sydney since late 1952.

This was announced on March 1 by the Minister for the Navy (the Hon. William McMahon). Mr. McMahon said that "Warramunga" would replace another Tribal-class destroyer, H.M.A.S. "Batana," in the Australian Fleet. "Batana" would be placed in the Reserve Fleet at Sydney. Her ship's company would transfer to "Warramunga.

Mr. McMahon said and that with the completion of the work on "Warramunga," another stage in the R.A.N.'s shipbuilding conversion and modernisation programme had been finished. The R.A.N. had undertaken this programme to prepare against the serious danger that would be presented by the fast, long-distance, long-submersible submarine in any future war.

Mr. McMahon added that the programme was being vigorously carried out. The Tribal-class destroyer "Arunta" had also been modernised; two new Australian-built Battle-class destroyers were in commission, one "During" class ship had been launched and another would be sent down the ships at Williamstown on March 19th. The aircraft-carrier "Melbourne," which was under construction in the United Kingdom, was expected to be commissioned in the middle of 1953. In the conversion programme, H.M.A.S. "Quintant" had been completed and "Queenborough" would be finished this year.

ROYAL YACHT "BRITANNIA" TRIALS ON CLYDE.

The Royal Yacht "Britannia" did acceptance trials in the Firth of Clyde in January, having been commissioned after inspection by senior Admiralty officials. She remained in Scottish waters for some time, coming south later to prepare for her maiden voyage in May to Tobruk, where she awaited the arrival of Her Majesty The Queen and His Royal Highness The Duke of Edinburgh, returning from their Commonwealth tour. Her Majesty The Queen and His Royal Highness will complete their homeward journey in the yacht.

THE QUEEN AND DUCHESS RECEIVED OFFICIAL "AUSTRALIA.

Before the Royal Yacht "Gothic" sailed from Cairns on the afternoon of March 13 the Queen and Duke visited the cruiser H.M.A.S. "Australia," which, with H.M.A.S. "Aosta," escorted the "Gothic." The Royal couple were received on board "Australia" by Rear-Admiral R. R. Dowling, Flag Officer commanding the Australian Fleet, and Captain A. W. R. McNicoll, who commands "Aosta." Last night ratings drawn from all States were mustered and the Queen and the Duke spoke to each of them.

MEMORIAL TO THE LATE FIRST SEA LORD VISITS.

A memorial to the late First Sea Lord Sir Arthur Ramsay, K.C.B., G.B.E., was unveiled at the submarine base at Hythe, near Southampton, on January 13. The yacht, which has been in commission for about nine months, is charged with the duty of fitting naval equipment of all sorts, including the new fast patrol boats, minesweepers and other small crafts, which are being constructed for the Royal Navy by a number of different firms. Those ships which are going to join the active Fleet are given a short work-up at Hythe while others, which are scheduled for reserve, are prepared and laid up by H.M.S. "Diligence," a state of preservation. On completion of its inspection, the First Sea Lord returned to Southampton, where he was the principal guest at a luncheon given by the Southampton Master Mariners' Club in the Union Castle liner "Cape Town Castle.

Bridge Transmitter and Engine Room Receiver as shown were fitted to Ship Building Board D. & E. Class Vessels.

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Sea Lord at the British Admiralty for the first twenty months of World War II. He was subsequently Head of the British Admiralty Department in Washington the United States侵略 had made it necessary to acquire a new Chief, Portsmouth. A service was conducted by the Bishop of Portsmouth, W. L. S. Ffling, D.D., assisted by the Chaplain of the Base (the Rev. J. R. Scarr, M.A.), in the Church of St. Ambrose in Fort Blockhouse. Afterwards, the memorial, which takes the form of a carved door to the Memorial Chapel on the ramparts of the Fort, was unveiled by Admiral Little. Among those present were officers and ratings of the Portsmouth Command who served with the late Admiral Barry, representatives of Submarine Squadrons in home waters and branches of the Submarine Old Comrades Association.

Cockatoo Island Dockyard Lease Renewed.

The Federal Government has renewed the lease of the Cockatoo Island Dockyard to the Cockatoo Docks and Engineering Co. Pty. Ltd., who hold the present 21 year lease will expire on February 18, 1943. Both parties have signed the new lease, which will remain in force for 20 years from March 1 next. The Minister for the Navy said on February 22, that the ownership of the dockyard was vested in the Federal Government, but its operation by a private company had proved both efficient and convenient from the Government's point of view. The company had controlled and managed the dockyard for 20 years, and the Government's entire satisfaction. The conditions set out in the new lease were generally speaking, similar to those of the present agreement, excepting that the clause relating
to rental had been varied. The current lease provided for the payment of rent on a sliding scale, with a minimum of £1,000 a year and a maximum of £50,000. Under the new lease, the minimum sum payable had been increased to £2,000 and the maximum figure had been deleted.

QUEEN'S PEN MADE FROM OLD BATTLE-CRUISER.

Her Majesty the Queen when signing the visitors' book at her inspection at Balmoral Naval Depot, H.M.A.S. "Penguin," on February 18 used a pen made out of a piece of teak from the old battle-cruiser, H.M.A.S. "Australia." The "Australia," after serving through the First World War, was scrapped. Her hull was sunk off Sydney Heads in April, 1924. Shipwrights at Balmoral Naval Depot made the pen especially for Her Majesty's visit. When the Queen and the Duke entered the wardroom of H.M.A.S. "Penguin" at Balmoral, naval officers of Captain's rank, together with their wives, were presented to Her Majesty and His Royal Highness. The member for Warringah in the House of Representatives, Professor F. A. Bland, and his daughter, Mrs. Donald McDonald, and the member for Mosman in the New South Wales Legislative Assembly, Mr. P. H. Morton, and Mrs. Morton, were also presented. H.M.A.S. "Penguin" is situated in the respective Federal and State electorates which Professor Bland and Mr. Morton represent.

R.N. DIVERS IN THE THAMES.

A team of Royal Naval divers will be working in the Thames during the next few months, gaining experience of diving conditions such as are to be found in commercial ports and rivers where water is often murky and tidal. This will prepare them to meet the stern calls which may be made upon them in the event of war, when divers have to operate in strange places and conditions. Below the Pool of London, they will work directly from H.M.S. Ship "Annet" (Commander R. W. Wainwright, D.S.C., R.N., Rtd.), and "Latholm" (Lieutenant-Commander E. A. McCorkagh, R.N.V.R.). Above Tower Bridge and as far as Battersea, the team will operate from specially fitted motor cutters. The divers will wear light self-contained suits, each diver carrying his own air supply with him and being thus independent of air hose or air pump in attendant craft.

OIL POLLUTION INVESTIGATION.

With the object of discovering seasonal changes in the speed and direction of the ocean currents which are believed to carry oil patches to beaches, arrangements have been completed by the National Institute of Oceanography (U.K.) and R.A.F. Coastal Command for the dropping of plastic drift envelopes in the Atlantic Ocean to the West of the British Isles. A number of aircraft of Coastal Command, each carrying a scientist from the Institute, made the first dropping flights on January 20, and further flights will be made during the spring, summer and autumn. A reward of half-a-crown will be paid to the sender of each postcard (contained within the envelope), which is returned to the National Institute of Oceanography, Worthing, near Godalming, Surrey, with the simple questionnaire printed upon it filled in.

GRACEFUL COMPLIMENT PAID BRITISH DIVERS.

Royal Naval divers worked throughout a week-end at the end of January to remove a length of cable which was fouling the port propeller of the U.S. destroyer "Bristol" (Commander F. J. Gorcezyk, U.S.N.). The destroyer had reached the Tail of the Bank, Clyde, and invited the Senior Officer Reserve Fleet to assist. A party of three divers, under Commissioned Gunner O. J. Scurr, removed the cable, which was wrapped round the propeller. The following message was sent by the
Captain of the "Bristol": "Greatly appreciate experience of the Commissioners Gunner O. J. Scarr, Petty Officer James McBride and divers attached to H.M.S. "Eagle." Their technical knowledge and willingness to work long hours left nothing to be desired. It is a pleasure to commend such well-trained men for job well done."

FINE EXAMPLES OF ANGLO-AMERICAN CO-OPERATION.

As an example of Anglo-American co-operation, the 7,000th deck landing in H.M.S. "Eagle" since the ship came into service in October, 1911, was made by an American Naval pilot. Retiring operations in the harbor, the Channel the Commanding Officer presented the pilot, Lieutenant Eben Leavitt, Junior, U.S.N., with a cake from H.M.S. "Eagle" and the inscription "7,000th deck landing in H.M.S. "Eagle" since the ship came into service in October, 1911." Eben Leavitt, Junior, U.S.N., was serving with No. 703 Service Trials Unit, temporarily attached to the Fleet Air Arm under the Exchange Pilots' Scheme. He has flown many tons of British Naval aircraft. The 7,000th landing was made with an Avenger anti-submarine aircraft flown from a Royal Naval Air Station. After the presentation, Lieutenant Leavitt was driven off from the "Eagle" to fly to the R.N. Air Station, Ford, marking the height of the storm. It was a lucky break. This was just competition for the honour of making up "Eagle's" 7,000th landing.

The first atomic submarine, the "Nautilus," was launched in December of last year. The second, the "Sea Wolf," is under construction at Groton, Connecticut. The "Nautilus" and the "Sea Wolf" have the same type of hull, but will be powered by different types of nuclear engines.

HOLLAND POTENTIAL THIRD NAVAL POWER.

Holland will be the third Naval Power in the Atlantic (N.A.T.O.) Pact in 1956, according to naval experts at the Hague. Measured in terms of striking power, the brand-new Dutch postwar fleet will equal France's and be exceeded only by the United States and Britain among Western countries. By 1946, the Royal Netherlands had not yet: One aircraft-carrier, two cruisers, 12 destroyers, 17 frigates, 11 patrol vessels, 83 mineweepers and 12 submarines. Of these, all the destroyers, and the ships larger than destroyers, as well as most of the submarines, will have been built since World War II.

"BATAAN" TO BE PLACED IN RESERVE.

The Tribal-class destroyer, H.M.A.S. "Bataan," will be withdrawn from active service and placed in reserve fleet in Sydney Harbour. The Minister for the Navy, Mr. Hurtle-Wills, McMechan, in announcing this in Canberra on February 18, said that the authorities were modernizing another Tribal-class destroyer, H.M.A.S. "Warramunga," which would replace H.M.A.S. "Bataan" in the active fleet.

H.M.A.S. "Warramunga" had been undergoing modernization at Garden Island dockyard, Sydney, since late January. It is due to be commissioned about next October, he said.

He added that the conversion of H.M.A.S. "Warramunga" would mark the end of another stage of the R.A.N.'s shipbuilding and modernization program.

GIANT LINER BUFFETED ON ATLANTIC CROSSING.

The giant liner "Queen Elizabeth" berthed at Southampton on March 11, 16 hours late from New York, after one of the roughest Atlantic crossings for many years. The liner is said to have experienced a huge 4,000-ton roller. One of the passengers had an arm broken, another had an ankle broken and many suffered head injuries. For long periods the 330,000-ton liner rolled 35 degrees each way. Passengers struggled during the storm with the aid of safety ropes. The ship was diverted 75 miles off course because of iceberg warnings and was further delayed by fog in the Channel. Doctors and nurses worked unceasingly for hours to treat passengers injured during the height of the storm.

STOWAWAY JUMPS INTO SEA FROM LINER.

A stowaway jumped into the sea during the Italian liner "Surriento" on March 6 in an endeavor to swim to the shore. The stowaway, an Italian with relatives in Australia, was discovered on board the "Surriento" shortly before the ship reached Melbourne for the second time. The stowaway jumped overboard when the ship was about two miles off Green Cape, about 20 miles from the New South Wales Victoria border, on her way from Melbourne to Sydney. Members of the "Surriento"'s crew in a ship's boat rescued the man. Immigration officers met the "Surriento" when she berthed in Sydney and took the stowaway to Long Bay gaol. He was subsequently released pending the Immigration authorities' decision as to whether he will be allowed to remain.

"NOBBYS" NEW INTER-TELEPHONIC COMMUNICATION.

An inter-telephonic communication system between Nobbys Signal Station at Newcastle, N.S.W., and the pilot steamer "Birubi" is being installed. This is the latest development in the programme designed to modernize the port facilities at Newcastle. Frequency modulation radio equipment on the latest mobile standards is being used. In a stall on the gale began on the "Birubi" while she was recently undergoing her annual overhaul and repairs at the Newcastle State Dockyard. The radio equipment will not be installed at Nobbys till the new signal station is established at about the end of May. The system will have a communicable range of from 30 to 40 miles. It will greatly aid safety and emergency marine measures and enable Nobbys to pass on instructions to the "Birubi" or other stations in Newcastle Harbour or indicate shipping movements needing immediate attention.

"GOTHIC" TO TAKE SURF REEL TO U.K.

The Royal Liner "Gothic" will take a chrome-plated surf reel to England for a newly-formed surf-life-saving club at Bude. The reel has been presented by Anthony Hordern and Sons of Sydney. The Shaw Savill Company, owners of the "Gothic," will transport the reel free of charge. Former Queensland S.A. superintendent, Mr. Alan Kennedy, formed the Bude club last year. It is affiliated with the Australian Associated line and carries out rescue and patrol work, but lacks proper equipment that hampers the club in its work.

NEW BUNKERING VESSEL FOR "MOBIL FUEL." A new bunkering vessel was launched in the Vacuum Oil Company's Balmain (Sydney) shipyard on February 26. The vessel, named the "Mobil Fuel," is the largest commercial bunker vessel to be used locally for refueling ships in Sydney Harbour and has a capacity of 600 tons. The vessel is a 45 meters long, two-deck vessel equipped with three bunkering tank compartments for fuel and can pump 300 tons of fuel an hour. The vessel, which is 115 feet long, was designed and built in Australia with Australian materials.

AECEAN SPONGE DIVES FOR AUSTRALIA.

Aecean sponge divers are reported to be emigrating to Aus-
Australia to dive for pearls on the pearl-shell beds off the northern coasts. Arrangements have been made for a few experienced men to go out first and report on their suitability for the conditions.

**NEW-APPEARED SCREW FITTED TO TANKER.**

American engineers are trying out a six-bladed screw in the tanker "Orion Comet" (39,200 tons d.w.) to get an extra knot and a British-made one with five blades is being put in the Monsoonic "Persian Gulf" (31,500 tons d.w.).

**GEISHA GIRL PARTIES THROWN FOR JAP. SHIPBUILDING FIRMS.**

The Tokio newspaper "Asahi" said on February 20 that evidence that Japanese shipbuilding firms had bribed Government officials to put on lavish geisha parties for them could topple Mr. Yoshida's Government. A Diet committee, it said, is enquiring into stories of shipbuilding scandals. One thing, it is reported, is linking to Cabinet Ministers involved in bribery. The "Asahi" quoted the Chairman of the Diet Investigating Committee, Mr. Tanaka, as saying: "The evidence given at the enquiry could bring Tanaka, as saying: "The evidence given at the enquiry could bring

**P. & O. SHIPS TO CALL AT BRISBANE.**

Passenger vessels of the P. & O. Line will resume calls at Brisbane in October, officials of the company announced on March 23.

**FIRE-SWEEPS DANISH FREIGHTER: THREE KILLED.**

A message from Philadelphia, U.S.A., on March 23 said that a fire on March 22 swept the 5,000-ton Danish freighter "Gudrun Maerck," killing three of the crew.

**ALLEGED ABUSE OF HEALTH LAWS ON SYDNEY WATERFRONT.**

It has been alleged in some quarters that health laws designed to prevent vermin spreading from overseas ships are being flagrantly abused along the Sydney waterfront. Ships from Far East ports where hog plague and other highly infectious diseases are often rampant, are said to be showing an almost total disregard for Australian health laws. It is alleged that few ships berthing in Sydney place rat guards properly in position. In some instances the guards, even when used, are so insecurely placed that they are blown off by the wind and are hanging useless. A "Daily Mirror" reporter in a recent visit to Woolloomooloo, Circular Quay and Pyrmont, said that the only ship he saw with all rat guards properly in position was the aircraft carrier H.M.A.S. "Vengeance."

**NEW AUSTRALIA-BANGKOK SHIPPING SERVICE.**

The new Orient liner "Orsova" sailed from Sydney recently OA Hie return stage of her maiden voyage. The ship, gaily decked in flags and with 1,000 passengers on board, moved down the Harbour to the sounds of horns and sirens from nearby craft.

**MARRIED COUPLE'S SMALL-BOAT CIRCUMNAVIGATION OF AUSTRALIA.**

Mr. and Mrs. Trevor Tuckfield anchored at dawn in Fremantle Harbour on March 15 after completing a 20,000-mile voyage around Australia in a 30-foot ketch. The voyage took them nearly four years. A steady stream of visitors boarded the little gleaming white boat to welcome them home, among them being the Mayor of Fremantle, Mr. W. F. Sampson. Although the distance around Australia is considerably less than 20,000 miles, Mr. Tuckfield, who navigated the ketch, explained that zig-zagging under sail made the extra mileage. Asked would they undertake the voyage again, the adventurous pair said "No"—firmly.

**JAP. TUNA FLEET BEING WATCHED.**

A Press message from Canberra on March 13 said that a Japanese tuna fishing fleet off Western Australia is being watched closely. The Australian Government is said to be taking precautions to see that none of the ships enters the three-mile limit. The presence of one of the ships was reported on February 27 by passengers on a liner steaming towards Fremantle. A R.A.A.F. Neptune long-range bomber subsequently investigated and found another three ships about 45 miles off the coast. The recent declaration by Australia of sovereignty over the continental shelf covers only the sea floor, being designed to protect the pearl-shell beds.

**AUSTRALIAN FLAG RAISED IN ELIZABETH (ANTARCTICA) LAND.**

A party from the "Kiara Dan," the ship of the Australian Antarctic Research Expedition under the leadership of Mr. Philip G. Law, raised the Australian flag in the Vestfold Mountains area of Princess Elizabeth Land on March 21. This marked the climax of a determined struggle to reach the open sea north of MacRobertson Land after being forced north by dense pack ice and a rapidly freezing sea. The expedition had some weeks previously established a scientific research station, staffed by members of the expedition, in MacRobertson Land, where they now are. The station was named Mawson. Princess Elizabeth Land was discovered by the air by Sir Douglas Mawson in 1911, and Sir Robert Wilkins raised the Australian flag in 1939 when he was with Lincoln Ellsworth in the "Wyllie Earp." The "Kiara Dan" sailed on March 4 for Heard Island.
PERSONAL PARAGRAPHS

NEW LORD COMMISSIONER OF THE BRITISH ADMIRALTY.

The British Admiralty has announced that Rear-Admiral E. R. A. Clifford, C.B., C.B.E., has been appointed a Lord Commissioner of the British Admiralty and Deputy Chief of Naval Staff in succession to Rear Admiral G. Barnard, C.B., C.B.E., D.S.O.

The appointment takes effect in April.

DEATH OF FORMER AUSTRALIAN FIRST NAVAL MEMBER.

Admiral Sir Rager Cohn, 71, former First Naval Member of the Australian Naval Board, died at Harold, Southern England, on February 22. Admiral Cohn in 1932 was promoted to the rank of Rear Admiral and commanded the Second Battle Squadron and later commanded the British Royal Naval War College until 1937. Soon afterwards he was sent to the Royal Australian Navy at First Naval Member and held that position until 1941, when he resigned because of ill health. He was promoted to Admiral in 1941. Admiral Cohn was placed on the Retired List at that time.

HONOURS FOR C.-IN-C. MEDITERRANEAN AND LADY MOUNTBATTEN.

Admiral Mountbatten and Lady Mountbatten were honoured by "town and gown" in Edinburgh on January 17, 1954, when they received the freedom of the Royal Navy at the University. At the freedom ceremony in the Supreme Allied Commander's presence, Rear-Admiral G. Barnard, C.B., C.B.E., D.S.O., was granted the freedom of the University. At the freedom ceremony in the Supreme Allied Commander's presence, Rear-Admiral G. Barnard, C.B., C.B.E., D.S.O., was granted the freedom of the University.

NEW COMMANDER-IN-CHIEF, BRITISH HOME FLEET.


RETIREMENT.

It has been announced by the British Admiralty that Rear-Admiral R. St. V. Sherbrooke, V.C., C.B., D.S.O., has been placed on the Retired List, medically unfit. Admiral Sherbrooke's retirement took place on March 4, 1954.

NEW FLAG OFFICER (FLOTILLAS) MEDITERRANEAN.

Rear-Admiral R. D. Watson, C.B., has been appointed Flag Officer (Flotillas), Mediterranean, according to the British Admiralty. Rear-Admiral Watson, who has been appointed Flag Officer (Flotillas) for the Mediterranean, has been granted a flag officer's rank.

NEW P. & O. ENGINEER CHIEF.

Mr. W. D. Stiven, chief engineer of the line "Strathcona" has been appointed Commodore Engineer of the P. & O. Company, succeeding Captain Fred W. Norris, C.B., D.S.O. The appointment took effect in February.

NEW U.S. AIR FORCE OFFICER CHIEF.

Mr. W. D. Stiven, chief engineer of the line "Strathcona" has been appointed Commodore Engineer of the P. & O. Company, succeeding Captain Fred W. Norris, C.B., D.S.O. The appointment took effect in February.

"ARCADIA" ARRIVES IN SYDNEY.

Sirens blaring and whistles blowing on welcoming ships greeted the new P. & O. liner "Arcadia" when she berthed in Sydney Harbour on Sunday morning, March 28, after her maiden voyage from England. She has been universally acclaimed as an outstanding example of British shipbuilding design and workmanship, and with her graceful lines and white upperworks makes an attractive sight. The newest and largest liner on the England-Australia run, is designed for efficiency, comfort and a happy, well-appointed service for passengers. She cost $5,000,000 to build, and is said to be the most expensive ship ever constructed.

NEW N.A.T.O. SUPREME ALLIED COMMANDER ATLANTIC.

The North Atlantic Council has appointed Admiral Jerald Wright, United States Navy, as Supreme Allied Commander, Atlantic, to succeed Admiral Lynde D. McCormick, who has been granted a flag officer's rank.

The Council had previously been informed of the contents of a letter from the President of the United States to the Secretary-General and Vice-Chairman of the Council, in which General Eisenhower asked the member Governments to agree to release Admiral McCormick so that his services might be available to the United States Government for another appointment.

The Council agreed with great regret to release Admiral McCormick from his present post and expressed to him, in the name of the Governments represented on the Council, lasting gratitude for the distinguished service rendered by him.

Admiral Wright's name was put forward by President Eisenhower in response to the Council's request for the nomination of another United States naval officer.

Since 1952, Admiral Wright, who is 55, has been serving as Commander-in-Chief, United States Naval Forces, Eastern Atlantic and Mediterranean.
SEA-ODDITIES

A giant sunfish, weighing a ton, on January 7 charged the British tanker M.S. "Tynefield" in Wissen's Bay, Sydney Harbour. The fish, possibly in a frenzy of fear, struck the tanker's anchor chain and side. The captain ordered the anchor to bite, and the monster was turned away from its girth and the monster hailed aboard. The fish, greenish-blue in colour, was oval in shape and had two huge fins protruding at its back and side. It measured 11 feet from the tip of each fin and 8 feet 6 inches from its nose to its short, stubby tail, and was about 3 feet thick when caught. It deflated slightly on the steel deck of the vessel, and when exposed to the afternoon sunshine. When questioned on the matter, the Curator of Fishes at the Australian Museum, College Street, Mr. G. H. Whiteley, said that sunfish are not uncommon in the open sea. Sometimes, too, they are washed into the harbour during a storm. Although gigantic and rather fearsome in appearance they are not (as is often said) at rates really dangerous. The sunfish is related to the toadfish, which is poisonous, too. They live in small yacht and raft. A Belgrave brook, in his book "Fish and Fisheries of Australia," says that sharks are most savage in the breeding season — January, February and March. Mr. Roughley says that shark attacks average about three a year throughout Australia, and about 7 in 10 are fatal.

Three adventurous researchers into marine life returned to London by air on Tuesday, after drifting 3,000 miles across the Atlantic from Dakar, West Africa, to Barbados, West Indies, in 82 days. The mission, led by E. V. Frank Evans, 28, of London; Roland Sharman, 35, also of London; and Claude Norman Dicker, New Zealand, by radio operator, drifted in small yacht and raft. A Belgian industrialist and the Belgian Institute of Marine Sciences backed the expedition. It set out from Dakar in November, 1953, in the 18-ton yawl "Petaul," towing a small raft from which they photographed many forms of marine life, collected scientific information and gathered specimens. Marine biologist Sharman said the expedition made an important discovery about dolphins, many of which were followed by a large pod of dolphins, which is considered, of course, definitely of the whale family and therefore mammals, but these dolphins, he claims, were fish. If such is the case, dolphin fish are something of a find.

CABINET MINISTER VISITS MANUS AND DARWIN.

To inspect recent developments in R.A.N. and R.A.A.F. establishments and installations in northern areas, the Minister for the Navy and Air (the Hon. William McMahon) left Eagle Farm, Brisbane, in a Lincoln bomber of No. 10 Squadron at 2.30 p.m. on Saturday, March 15. He was accompanied by the Director of Operations at R.A.A.F. Headquarters, Melbourne (Group Captain K. R. J. Parsons, D.S.O. D.F.C. A.F.C.) He arrived at Townsville at 7.30 p.m. and remained there for the night. Leaving at 7.30 a.m. on Sunday, March 16, he reached the Monito airfield at Manus Island at 1 p.m. and departed from there at 8 a.m. on Monday, March 17. Having arrived at Darwin at about 2.10 p.m. he stayed there until 8 a.m. on Wednesday, March 17, when he flew back to Townsville, which he reached at about 1:20 p.m.

"He that loses his conscience has nothing left that is worth keeping." — Isak Walton.

April 1954.
The Royal Navy air-
craft carrier "Vengeance" and the
Battle-class destroyer "Anzac" left
Sydney on Monday, March 22nd,
for Fremantle (W.A.), from
where, in company with the
Tribe-class destroyer "Batan", which
met them in Bass Strait, they will
cross the Royal Liner "Gothic"
to Cocos Island on the
first stage of their voyage back to
England and the
Duke of Edinburgh.

The Minister for the Navy (the
Hon. William McMahon) said on
March 17 that the three ships
would reach Fremantle on March
30th and would sail from there
with the "Gothic" and the Royal
Navy cruiser "Ceylon", from the
East Indies Station, which is at
present visiting Australia, on April
1st.

Shortly before they reached
Cocos Island they would sail
for the final salute and a flypast by air-
craft from the "Vengeance", turn
the "Gothic" over to the "Ceylon" and
the "Newfoundland", another
aircraft carrier, from the East
Indies Station.

The flag of the Flag Officer
Commanding the Australian Fleet
(Rear-Admiral R. R. Dowling,
C.B.E., D.S.O.) was transferred to
the "Vengeance" from the cruiser
"Australia" in Sydney on March
19th. The "Australia" and the
"Anzac" had been escorting the
"Gothic" on the visit of Her
Majesty and His Royal Highness to the
Great Barrier Reef.

"Although Australia is a
young country, it already has
some fine traditions of service,
and just as our fighting forces
have set an example, so we on the
home front should play our part.

Mr. T. Playford, S.A. Prem-
er.

Few stories of marine research have stirred the imagination so much as the recent and new epic voyage of the heroic Dr. Alain Bombard across the Atlantic, made with the object of testing his theories concerning man's ability to subsist on what normally may be won from the sea. It may well be that future generations, remembering the result of his researches, will accord Dr. Bombard an illustrious place in the annals of seafaring in general and of lifesaving at sea in particular.

Appalled by a disastrous trawler wreck off Boulogne, on the French coast, Dr. Bombard discovered that every year in time of peace more than 250,000 people lose their lives in ocean tragedies, of whom an average more than 10,000 die in mortal agony after safely embarking from doomed ships in lifeboats. Obviously, the problem of saving life at sea needed a new approach.

A study of that problem, mainly from the point of view of the human being's resistance to privation, convinced him that it was possible to survive beyond the normally accepted limits of endurance, and led him to his amazing five-month voyage of 6 1/2 days across the Atlantic living entirely off what was provided him by the sea. The voyage was undertaken to convince the sceptical, among whom were numbered many professional men of the sea.

Dr. Bombard's conception of how it should be done was not only hazardous but impracticable to the actual. Dr. Bombard's craft was a rubber dinghy which he called "L'Hersentique," and heretical was his theory that for the first five or six days of being cast away, one can safely drink up to 1 1/2 pints of sea water daily. In about the doctor's detailed account of his researches into this theory and his vital practical demonstration of the validity of it, may have a profound influence on the seafarer's future approach to survival at sea.

But Dr. Bombard's book is a great deal more than an elucidation of a research worker's results. As well as being an objective account of a human "guinea pig" reactions to the self-imposed death threatening actualities, it is a great adventure story—a most fascinating survey of how a very brave man faced up to a near-fatal ordeal without losing his sense of humour or his ability to describe frankly his very human hopes and fears.

This book should find a niche in every seafarer's cabin, for it may serve, in event of emergency, as a reminder of what may be done towards survival. The volume is well produced, contains 214 pages is appropriately illustrated, and contains twelve shillings and sixpence.

THE "GOTHICS" LIBRARY.

The Seafarers' Education Service supplies annually of three hundred volumes for the crew of the Royal liner "Gothic" on her Commonwealth Tour. The books chosen for this historic voyage comprised an interesting collection and ranged from works of fiction to tales of adventure, including such works as Alan Paton's "Cry, the Beloved Country," Lord Tweedsmuir's "Alastair" and Arthur Bryant's "English Saga." The "Gothic" library, we learn, is typical of those supplied by the Seafarers' Education Service which has sent well over a quarter of a million books to sea during the past year.

A mystery explosion in the engine-room of the British troopship "Empire Windrush" on March 28 meant the loss of a vessel which quickly reduced the liner to a huge hulk, which eventually sank. The vessel was bound for the United Kingdom from Sudan, and was about 32 miles off the Algerian (north African) coast when the fire broke out. Rescue ships saved all the 150 passengers aboard, except four of the crew killed in the explosion which started the fire. The tragic loss of life is the fault of British seamen highlighted the disaster. There was absolutely no panic. Servicemen refused to take to the boats until that man was killed. All women and children had been taken off safely.

Reports from Algiers said that 150 of the survivors picked up by one rescue ship alone were suffering from burns.

When the fire started, the "Empire Windrush"'s master, Captain W. Wilson, of Ringwood, Hampshire, issued a reminder of what may be done towards survival. The volume is well produced, contains 214 pages is appropriately illustrated, and contains twelve shillings and sixpence.

The Seafarers' Education Service supplies annually for the Royal Navy rescue ships on March 29 praised the cool courage of the British Seamen and the 450 women and children on board as the flames swept through the troopship. They told how the Service passengers laughed and joked as they abandoned the "Empire Windrush" while flames leapt 80 feet into the air. There were 1,268 troops aboard, of whom 978 were soldiers, 150 sailors, and 140 airmen. They had been picked up at Hong Kong, Singapore, Colombo, Aden and Port Said. Many were returning to the United Kingdom for de-mobilization.

At Algiers, where the survivors of the disaster were landed, Cap- tain Wilson said: "I was alone on the bridge at about 6.30 a.m. when I saw volumes of black smoke shooting up from the aft funnel and up the engine-room and boiler-room ventilator shafts. I was surprised by the explosion that caused the fire. It must have been a generator or boiler that blew up. But nobody can be absolutely sure about that. I think definitely that sabotage was not the case."

Captain Wilson remained on the bridge until it was almost burnt out. Later, he directed operations from the foredeck. The bridge itself blew up soon afterwards. "I am more then happy with the passengers and crew who behaved splendidly," he said.

The "Empire Windrush" (4,651 tons) was managed by the New Zealand Shipping Company, with the P. O. Company arranging the passenger accommoda-
tion.

The ship was one of the most up-to-date troopships operating between the United Kingdom and the Far East.

She was formerly the German liner "Mona Rosa." Taken over by Britain at the end of World War II, she was converted into a troopship.

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U.S. DEVELOPS FIGHTER PLANES WITH VERTICAL TAKE-OFF

A Press report from New York on March 16 said that the United States Navy, through the National Advisory Committee for Aeronautics (NACA), was developing fighter planes which will take off and land vertically. The planes are the Consolidated Vultee Aircraft Corporation's XFV-1 and the Lockheed Aircraft Corporation's YVF-1. Both are powered by water-turboprop engines which drive contra-rotating propellers. Both are designed to build planes that can take off straight up, fly and maneuver at speeds of 600 or 700 miles an hour and land straight down on an area about the size of that required for a helicopter.

H.M.A.S. "AUSTRALIA" WINS GLOUCESTER CUP.

The R.A.N. training cruiser "Australia" (Captain A. R. Mc-
Nicol, G.M., R.A.N.), has won the Duke of Gloucester's Cup for 1953. Announcing this on March 16 that the postponement
of the ceremony would be paid-off the Royal Australian Naval College at Crib Point (Victoria) on Friday, March 26.

His Excellency travelled to the College by car after he had reached Essendon by air from Canberra. He returned to Canberra in the afternoon.

On his arrival at the College he was received by a Royal Guard from Flinders Naval Dockyard, which paraded the new Queen's Colour presented to the Depot by the Duke of Edinburgh the week before.

The First Naval Member of the Naval Board and Chief of the Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.) also attended the passing out.

The 13 Cadet Midshipmen, who entered the College in March, 1952, at the age of 15 years, left for the United Kingdom in the "Orcades," which sailed from Sydney March 26th, and from Melbourne four days later.

They will serve in the Royal Navy training aircraft carrier "Triumph" for eight months, and then, having become Midshipmen, will be sent to different ships of the Fleet for 20 months.

After that they will do courses at various naval establishments and return to Australia as sub-lieutenants.

GOVERNOR-GENERAL PRESENTS PRIZES AT R.A.N. COLLEGE.

In Sydney Harbour.

A fire, believed to have been started when a slings carrying steel plate hung against a batch, broke out on the freighter "Orcas." It was put out by the Royal Australian Naval men, who removed and replaced the fire for two hours before they brought it under control.

The "Orcas" is one of the Royal Australian Naval vessels at Williamstown, and was paid off on March 16.

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THE NAVY

April, 1954.

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MORE KOREAN SERVICE AWARDS FOR R.A.N.

Royal Australian Naval men have won three more awards for service in Korean waters, the Min-
ister for the Navy (the Hon. William McMahon) announced on March 23. These latest awards
are:


Mention in Dispatches—Yeo-
man of Signals N. D. B. MacRae, of Hamilton, Brisbane, who served on H.M.A.S. "Tobruk": En-
giner Artificer J. K. Mark-
ham, of Coburg, Victoria, who served in H.M.A.S. "Colliga".

Awards granted to Royal Aus-
tralian naval men for Korean ser-
vice now total 63.

CORRECTION.

In the article entitled "New "Darling" Class Ship to be Launched" published in the February issue of "The Navy," the late Captain H. M. L. Waller's decorations were given as D.S.O. and Bar. These should have read D.S.O. and Bar. Cap-
tain Waller was also Mentioned in Dispatches for service in Malay and Australia.
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MORTALITY RATE FOR WOUNDED REDUCED IN KOREA.

The mortality rate for wounded in World War II has been reduced by one half in Korea according to recent calculations made by Lt.-Colonel K. J. J. Dorney, D.S.O., of the Royal Australian Army Medical Corps, former senior surgeon of Australian forces in Japan and Korea, the World Veterans' Federation reported recently in its News Service. In World War I, said Colonel Dorney, ten per cent of the wounded died, as compared with two per cent in World War II and two and one-half per cent in the Korean war. This tremendous reduction he attributes to modern methods of surgery and blood transfusions developed by front line medical research teams in Korea.

W.V.F.'S WORLD-WIDE ACTIVITIES.

The World Veterans' Federation is one of the four largest non-governmental organizations in the world. One hundred fourteen veterans associations from twenty-two countries, with a combined membership of 17,500,000 are affiliated with the WVF. Nations represented include: Austria, Belgium, Brazil, Canada, Denmark, Egypt, France, Germany, Gold Coast, Great Britain, Greece, India, Israel, Italy, Luxembourg, Netherlands, Norway, Pakistan, Philippines, Turkey, United States, Yugoslavia. The WVF has Class B consultative status with the United Nations Economic and Social Council. It is a member of the International Committee of Non-Governmental Organisations for the United Nations International Children's Fund.

BRITAIN'S ARMED FORCES.

Britain's armed forces—Navy, Army, Air Force, and auxiliary units—totalled 840,700 on January 1, according to return issued on March 2 by the British Ministry of Defence.

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Sends 12 footers screeching across the water. Light, it weighs only 28 lb., there's nothing to match this Seagull for compacted power and ruggedness. Designed for continuous running at full throttle, the model 40 plus still operates smoothly at low revs. The long drive shaft gives 16 in. freeboard, no wasted power foaming the surface of the water.

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THE NAVY
Australia's Maritime Journal

Vol. 18. MAY-JUNE, 1954. No. 5-6

THE QUEEN AND WHAT SHE HAS TAUGHT US.

We have just passed through some exciting experiences. We have seen the decorations and the illuminations; we have heard the cheering; most of us have seen a tiny and graceful figure, acknowledging the applause and acclamation with a dazzling smile and a graceful wave of the hand. "We have had a Royal Visit.

But now that Queen Elizabeth the Second and the Duke of Edinburgh have left us and are gone back to their children and their home, we have time to give a little thought to what this Royal Tour has meant.

As far as we are concerned, one of the deepest impressions remaining is that the warmth of the welcome and the unanimity of opinion show how firmly entrenched in our minds is the Throne as a national institution. True, we are extremely fortunate in having a young, attractive wife and mother who has dedicated herself to our service as its present occupant. She has all the attributes to bring added lustre to the Throne, but even without them we would still render her homage, as we did her father.

It seems strange, now, to recall that less than a century ago there was quite a strong republicanism, both in Britain and Australia. It came to nothing. The value of the Throne in the British form of democracy was too clearly recognised to enable it to prevail, and the fact that it came into existence shows how strong is the personal influence of the Sovereign. The occasion was when Queen Victoria went into deep mourning after the death of the Prince Consort, and virtually retired from public life to become what Rudyard Kipling called "The Widow of Windsor".

For several years her subjects knew practically nothing of her, and there was some disappointment about this. It was not until the Prime Minister, Benjamin Disraeli, persuaded her to resume contact with her subjects that the Throne came back to its former glory.

Who can doubt now that wisdom and statesmanship were shown in giving Queen Elizabeth the title of Head of the Commonwealth. Throughout her long journey round the world she has always been that, be it in Uganda, Tonga, Ceilony or Australia. She came to us, not only as Queen of Australia, the first reigning Sovereign to visit us, but as Head of a Commonwealth that is changing fast, but is adapting itself to that change in a manner that will keep it strong and united. It will be a unity of willing co-operation and common purpose, not of force or the domination of one section over another.

As Head of the Commonwealth, she represents something new in world history. She is a movement, both in Britain and Australia. It is the biggest aggregation of people in the world. And they are united under her because the concept of world power has altered. Instead of control by one strong nation, the Commonwealth of Nations is striving for the control of their way of life by the people concerned themselves.

We in Australia could down the Queen if we wanted to, but we have just shown that we do not want to. We have complete independence of any control by Britain. Like Canada, New Zealand, South Africa, Ceylon and Pakistan, we go our own way. India, indeed, is a republic with its own President, but it still recognises Her Majesty as Head of the Commonwealth. The 26 counties of Ireland chose to remain neutral in the 1939-45 war, but no compulsion was put on them, though it meant grievous hindrance to the total war effort.

And in the parts of the Commonwealth still controlled by Britain, the trend is to educate them to control their own affairs. This is no idle making of words. Since the war, the Gold Coast of Africa has achieved a succession of triumphs in situations where the Passive Government, Nigeria is nearing that stage, and a somewhat intricate experiment has been carried out in the Central Africa within the last few months. This is the federation between Northern and Southern Rhodesia and Nyasaland, but local problems affecting the white and coloured races have to be treated before success can be claimed. The desire, however, is to establish another self-governing realm of the Commonwealth which pays allegiance to Her Majesty.

Figures can be dull things, but when the claim is made that the Queen is the uniting symbol for the biggest aggregation of people in the world, it is advisable to give some figures. The 68 States that comprise the Commonwealth of Nations contain some 613,140,000 people. Soviet Russia has a population of 214,000,000; latest figures from the United States of America give the population as 160,228,000.

If we ponder over these facts we shall discover that the Royal Visit has taught us something. The Royal Visit of Her Majesty means so much to so many people outside our own Australian nearly nine millions.

Another lasting memory of the Royal Visit centres round the role and part of the Duke of Edinburgh. He had a difficult part to play, as all male consorts of sovereigns reignant must have, but he played it with fine taste and manliness. A man's man, an athlete and possessing keen sense of humour, he was an admirable aid for the Queen.

What happened in Australia is still fresh in our minds. The pitch of enthusiasm aroused by the Queen's visit surprised even those in the Royal Party, and confounded that most cynical and hard-boiled. It has left memories that will last for years and has given us a new conception, by personal contact, of the ties which we ourselves and Australians in general have with the Royal Family.

The Commonwealth of Nations, which has grown from the British Empire, means many things to many people, but it is easy to understand the spirit and structure of the Commonwealth of Nations if it is regarded as having
been built, not on geography, but on an idea, or rather on a series of beliefs and ideas. As a unit of geography it has no cohesion, no common culture, no common language or religion, no common law, no written constitution, no directing force.

Its one concrete unifying force is the recognition of Queen Elizabeth Alexandra Mary as Sovereign, and that is why our Queen is of supreme importance. It is a lesson which the Sovereign, and that is why our Queen is of supreme importance. It is a lesson which the

In all her beauty, dignity, friendliness, and

supreme importance. It is a lesson which the

Its one concrete unifying force is the recog-

And in learning

directing force.

or rather on a series of beliefs and ideas. As a

Well might we say: "We are free people under

our Queen. We have many rights and privi-

in-the service of God, Queen and Country."

"The Navy"

is Your Guide

to Naval Affairs

Whether we shall ever travel
to the moon and beyond, is long in doubt. It seems that

the only question now is, How? Mr. N. R. Nicoll, chairman of

the Midlands branch of the British Interplanetary Society,

has exhibited the fundamental optimis-

m Mr. N. R. Nicoll, chairman of the

sismarines. As he

aching an enquiry into passenger

comfort on space journeys.

He tells us the most suitable

design of seats will be a chair

long, rotatable to take up new

positions as the rocket-propelled
craft revolved on its own axis

about 15 times a minute. In a

lecture to Londoners this month

he showed a model of the cozy

passenger compartment at the for-

ward end of the rocket. Very

comfortable it looked, with an

air purifying plant in the middle.

Rather less long-termed were the predictions of one of

Britain's outstanding air designers

lecturing in Paris only a day or

two later. Mr. Raoul Hafner,

chief helicopter designer of the

Bristol Aeroplane Company Ltd.,

also talked about rotatable seats;

this time for his convertible heli-

copter, shaped like a conventional

aircraft and flying like one. But

it could land on platforms or
garages extended from the sides

of buildings in congested areas,

being contrived by hovering

the machine vertically (hence the

rotatable seats) as it clamped on
to fittings rather like buffers at a

railway station.

We in Britain take these long-
term notions in our stride, having

movement since the rocket-propelled

submarine, having learnt, hundreds of successful

landings have been made with its

use on the carrier's "Illustrious" and

"Indomitable." As he

approaches, a pilot watches on

the landing deck a large, curved

mirror in the middle of which is

a blob of reflected light. He

has only to keep this in line with

a row of coloured lights on either

side of the mirror to make a per-
fict landing.

This is just one among many

recent United Kingdom naval

inventions, like the angled land-

ding deck and the steam catapult,

which are revolutionising practice

on aircraft carriers.

Technicallies about the new

naval weapons brought the air

of a scientific laboratory to the

House of Commons when the

First Lord of the Admiralty, Mr.

J. P. L. Thomas, introduced the

Navy Estimates. To the man

in the street the new guided mis-
rables will go on trials this

year; the Navy is also studying

nuclear propulsion.

Talking of long-term ideas, an

invention patented in Britain

more than 30 years ago has sud-

denly started a "revolution" in

the North of England. Credit

goes to the Northern Gas

Board for rescuing it from limbo

and devising from it a means of

carbonizing coal in half the

normal time. This "gas-making

process is so revolutionary," says

the Board's report, "that it is cer-

tain, if present promise is ful-

filled, to save the gas industry

millions of pounds in capital ex-

penditure and running costs."

These are brave words from an

official body, and all the more

encouraging to gas-bill payers

when it is noted that capital

costs are halved, and coal slack

can be used without loss of pro-

d

Most Powerful Transmitter.

As I write there comes news

that Britain is to have the most

powerful television transmitter in

the world. Opening by about

the middle of 1956, it will be erected

entirely underground at Crystal

Palace, in South London, re-

placing the original transmitter

at Alexandra Palace, in North

London, which started the world's

first regular television service

nearly 18 years ago.

Incidentally, the present trans-

mitter will remain at Alexandra

Palace, but Crystal Palace takes

over, but programmes will soon

Continued on p. 63.
Australia Establishes First Permanent Base on Antarctica

Australia and Australians have made many fine contributions to Antarctic discovery and research. Her latest achievements on that vast continent are no less noteworthy.

A story graphic with grim intrepidation and endurance was told by Mr. Philip G. Law, leader of the recent Australian Antarctic Research Expedition, when the vessel chartered for the expedition, the Danish Polar ship "Kista Dan", returned to Melbourne on March 31, after having successfully established Australia's first permanent base on the Antarctic Continent.

The base, named Mawson after Sir Douglas Mawson, Australia's famous geologist and Antarctic explorer, is in MacRobertson Land, only 1,500 miles from the South Pole.

The "Kista Dan" left a party of 10 scientists and staff at Mawson Base to carry out research work for the first year. At the end of a year amid the icy wastes they will be succeeded by a relieving party who will in turn carry on the work begun by the pioneering group.

Soon the party at present there will be shut off for weeks in the dark of the Antarctic night, with a huge barrier of sheet ice blocking any shipway. Antarctic conditions will make radio communication with Australia and the rest of the world practically impossible for long stretches of time.

Hurricane and Grim Battles.

Mr. Law, who is director of the Antarctic Research Division of the Australian Department of External Affairs, said on his return to Melbourne on March 31 that, to set up the base at Mawson, on the fringe of the frozen continent, the "Kista Dan" had dodged icebergs, survived hurricanes, and rammed her way through 20 miles of sheet ice. The ship had taken with her two Auster aircraft for reconnaissance and research work, but only parts of one of the planes were left. The "Kista Dan", riding light after discharging her Mawson Base cargo, rolled almost helplessly for 30 hours in a vicious hurricane on March 5 and 6.

"The ship was blown side on, and she could not steer to dodge icebergs", said Mr. Law. "We thought we had sprung a leak, but it was one of the water pipes which had frozen and burst."

"The remaining Auster plane was lashed on deck, but the wind got under it and it simply drifted away in the sea."

"Going into Mawson Harbour, we ran into 20 miles of sheet ice attached hard and fast to the shore. For two days we rammed into it, making only 100 yards an hour."

"The ship would charge into the ice, reverse, and charge again. Sometimes the boxes would stick fast in the ice, and the men would go out with picks and crowbars to free her."

"It would have taken weeks to force a way through, but a gale broke up the ice for us."

"When we left Mawson Harbour, three and a half huts were erected for Mr. Bob Dovers and his (base) party. We put ashore 400 tons of cargo."

"They (the base party) came to farewell us to 6 a.m. on the day we left. The ship was frozen in and the men had to chip her free with crowbars."

"A bitterly cold 30-mile-an-hour wind froze Dover's party by 7 a.m., and they asked if they could go home to their huts."

A Gallant Band.

By 11 a.m. we were free. We

Members of the expedition with beards mostly grown since their departure, lined the rail as the Kista Dan moved into her berth. From left to right, they are: C. O'Brien, Len Welsh, Leon Fox, Jack Hughes, Peter Shaw, Fred Elliott, Ron Parsons, and Ken Debell.
THE QUEEN THANKS ROYAL AUSTRALIAN NAVY

As three ships of the Royal Australian Navy, the "Vengeance," the "Antar," and the "Barbarian," entered Sydney Harbour on Saturday evening, the Queen sent a message to the captain of the "Vengeance" (Captain H. M. Burrell, R.A.N.)

"IT HAS BEEN GOOD TO HAVE SAW YOU AT LONDON, AND I HAVE ENJOYED WATCHING YOUR AIRCRAFT. THE UNION JACK IS IN PARTICULAR. I AM VERY SORRY THAT CIRCUMSTANCES HAVE PREVENTED ME FROM VISITING YOU, AS I WOULD HAVE LIKED TO HAVE SEEN YOUR SHIP AND HOME COMPANY. GOOD-BYE AND THANK YOU VERY MUCH. ELIZABETH R."

In another message to the "Vengeance" Her Majesty said:

"I AM MOST GRATEFUL FOR THE TWO LOVELY BOXES WHICH YOU HAVE GIVEN ME FOR MY CHILDREN. I KNOW THEY WILL BE THRILLED. THANK YOU VERY MUCH.""}

As the "Gothenburg" was entering Sydney Harbour on Saturday evening the Queen sent a message to the captain of the "Gothenburg" (Captain Coombs, C.B.E., R.N.U.R.)

"IT HAS BEEN GOOD TO MEET YOU, AND I HAVE ENJOYED WATCHING YOUR AIRCRAFT. THE UNION JACK IS IN PARTICULAR. I AM VERY SORRY THAT CIRCUMSTANCES HAVE PREVENTED ME FROM VISITING YOU, AS I WOULD HAVE LIKED TO HAVE SEEN YOUR SHIP AND HOME COMPANY. GOOD-BYE AND THANK YOU VERY MUCH. ELIZABETH R."

In another message to the "Gothenburg" Her Majesty said:

"I AM MOST GRATEFUL FOR THE TWO LOVELY BOXES WHICH YOU HAVE GIVEN ME FOR MY CHILDREN. I KNOW THEY WILL BE THRILLED. THANK YOU VERY MUCH."
The Coral Sea Week Celebrations, which opened in Sydney on May 2, grew year by year into a feature of great historical importance in Australia. It voiced a national thanksgiving in the hearts and minds of the Australian people.

The celebrations were of course made more notable this year by the presence of Fleet Admiral William Halsey, U.S.N., and the visit to our shores of the American aircraft-carrier “Tarawa” and her destroyer escort “O’Bannon.” They all came on a goodwill mission as part of the celebrations. The two warships created an impressive sight as they steamed up Sydney Harbour to their berths at Woolloomooloo on the morning of April 30, after having made Brisbane their first Australian port of call on their voyage across the Pacific.

Highlights of the Week, inaugurated at the end of the war to mark the anniversary of the great Allied victory over the Japanese forces in the Coral Sea in May, 1942, were a special Commemoration Service in Sydney, a Services march through Sydney’s streets, a Coral Sea Ball, organised by the Australian-American Association, preceded by a State reception to Fleet-Admiral Halsey given by the Premier, Mr. J. J. Cahill. There was also a Coral Sea Week Exhibition, officially opened by Fleet-Admiral Halsey, at Anthony Hordern and Sons’ store.

Among those who attended the annual Commemoration Service, held at St. Andrew’s Anglican Cathedral, Sydney, on Sunday, May 2, were representatives of all the Services, members of the Australian-American Association, and Fleet-Admiral Halsey. The Archbishop of Sydney, the Most Rev. Dr. H. W. K. Mowll, preached the Sermon and Fleet-Admiral Halsey read one of the Lessons.

A crowd of 30,000 lined the route of the Services march. The march started at the Mitchell Library, and moved along Macquarie Street, Bathurst Street, and Park Street into College Street, where the march concluded. Fleet-Admiral Halsey, who was the guest of the Australian-American Association and the Commonwealth Government at the celebrations, took the salute.

Detachments from the Royal Australian Navy, Army, and Royal Australian Air Force marched behind a detachment of N.S.W. Mounted Police who led the march. The band from the “Tarawa” followed the Australian contingent. Behind it came a detachment of United States Marines with light blue trousers and dark blue tunics with red piping. The Marines carried Garand rifles at the slope on the right shoulder, in contrast to the bigger .303 Lee Enfield rifles with fixed bayonets carried by the Australians on the left shoulder. A U.S. Colour Party followed with sailors carrying the Stars and Stripes and the Ensign of the “Tarawa” and flanked by four marines with sloped rifles, all wearing gleaming white battle helmets.

Behind the Colour Party came a large detachment of sailors from the “Tarawa” and the “O’Bannon.”

One of the many fine features at the Celebrations’ exhibition at Anthony Hordern’s was a model display of the Battle of the Coral Sea.

The celebrations in N.S.W. ended on Thursday, May 6, with a gala performance, sponsored by the Australian-American Association and Legacy, at the Tivoli Theatre, Sydney.

The “Tarawa” and “O’Bannon” sailed from Sydney for Melbourne at 7.30 a.m. on May 4. In a farewell message to Sydney, the captain of the “Tarawa,” Captain William O. Burch, said that his sailing orders provided for four days in Melbourne, and four days in Wellington, New Zealand, after which his command would return to the United States.

“In the war of ideas and the battle for men’s minds, the British Empire still remains the moral leader.”

—J. W. Manson.
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NEWS OF THE WORLD’S NAVIES

SLIDE-FASTENED UNIFORMS FOR R.N.

A Press message from London on April 3 said that the Royal Navy may adopt slide-fastened uniforms shortly. The Parliamentary Secretary to the British Admiralty (Commander Alan Noble), speaking in the House of Commons, said that “Experiments are being made with a jumper made in the form of a coat which has a zip fastener. He added that trials were taking place in the Navy with a new type of officers’ and ratings’ cap—white with a plastic exterior—which can be cleaned by sponging. If successful,” he added, “the hat would probably be adopted throughout the Naval Service.”

“COCOON” FOR U.S. BATTLESHIP “MISSOURI.”

The “New York Times” on March 29 said that the United States Navy is about to put the giant battleship “Missouri” (45,000 tons) in reserve. The “Mighty Mo,” it said, is scheduled to go to Puget Sound Naval Station, Bremerton, Washington, in September, for “mothballing” (the application of protective coating to prevent degeneration during inactivity). The newspaper added that “The Navy is convinced that the aircraft carrier has become the backbone of the fighting Fleet. Officially, the Navy is saying nothing about its plans to shelf the ‘Missouri,’ but it is known to look upon the four-month overhaul on the battleship at the Norfolk Naval Shipyard, Portsmouth, Virginia, and labelled so as to tell the story of the tragedy as it was revealed to the public in the Painted Hall, These relics were at first shown to the public in the Painted Hall, and later in the old Royal Naval Museum, the contents of which were transferred to the National Maritime Museum in 1934. The collection has been rearranged and labelled so as to tell the story of the tragedy as it was revealed after the expedition had disappeared into the Northern ice for close on nine years.

H.M.S. “ALGONQUIN” CONVERTED A LA ROCKET.

The Canadian destroyer “Algonquin” (ex - “Valentine, ex-Kempfcnfeld”) has recently completed a conversion a la Rocket and is now in service as a frigate of that class. It will be seen that the forecastle has been extended to her after-section with completely new bridge work and a heavy lattice mast, and the armament reduced to two four-inch fore and aft, a couple of Bofors, and two three-barrelled mortars.

R.N. ANTI-SUBMARINE FRIGATE

The first of the R.N. anti-submarine frigates, H.M.S. “Dundas,” was launched at Cowes, Isle of Wight, on September 23. The “Dundas” is 310 feet long with a beam of 33 feet—some 50 feet shorter than H.M.S. “Rocket.” She will be armed with three Bofors guns and two three-barrelled mortars.

H.M.S. “EAGLE” VISITS ALGERIA

The aircraft-carrier H.M.S. “Eagle,” flagship of Rear-Admiral W. T. Couchman, C.V.O., D.S.O., O.B.E., Flag Officer of the British Heavy Squadron, with four anti-submarine frigates, “Venus,” “Vigilant,” “Virago,” and “Vigilant” and the Royal Fleet Auxiliary “Black Ranger,” all of the British Home Fleet, and These relics were at first shown to the public in the Painted Hall, and later in the old Royal Naval Museum, the contents of which were transferred to the National Maritime Museum in 1934. The collection has been rearranged and labelled so as to tell the story of the tragedy as it was revealed after the expedition had disappeared into the Northern ice for close on nine years.

ADrift during Tow

While being towed from Portsmouth to be laid up in the British Reserve Fleet at Londonderry, the frigate H.M.S. “Stork” broke adrift from the Fleet tug “Envoy” in the Irish Sea. The destroyer “Savage” joined the “Envoy” under the “Stork,” which for eighteen hours drifted twenty miles off course in heavy seas. A new hawser was finally put aboard after toll had been poured into the sea, and Liverpool tugs went out to assist in the tow. The “Stork” was then towed into Liverpool. The Commanding Officer, Lieutenant Leonard Lee, R.N., said afterwards: “The Envoy” did a tricky and dangerous job in coming within 15 feet of us, because we were rolling bad-
R.N. FRIGATES TRANSFERRED.

The frigates H.M.S. "Beaufort" and "Zetland" are being transferred by Britain to the Royal Norwegian Navy, and H.M.S. "Blackmore," "Galpe," and "Exmoor" to the Royal Danish Navy. These are units of the "Blankney" type of Hunt-class destroyers, now classified as frigates, of which two are already serving in the Norwegian Navy.

"DARING" REFITS AT GIBRALTAR.

During her recent two months' refit at Gibraltar, H.M.S. "Daring" was fitted with a widened and raked after funnel. Her appearance is said to have been improved, which many hope will be the case.

COMMUNIST CHINA RAISES SUNKEN CRUISER.

It is reported that the Chinese Communist Government has raised the cruiser "Chung-King" (ex-H.M.S. "Aurora"), which was sunk off Hulutao in March, 1949. After more than four years under water it is hardly likely she will have any value other than as scrap, and she will probably go to Japanese shipbreakers.

"In these days, when Man's power is increasing, we give thanks for every voice that reminds us that the greatest thing in the world is not knowledge, not technical skill, not wealth, not power, nor any other thing that is good, but love."

—Archbishop J. Booth of Melbourne.

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May-June, 1954.
THESEAMEW
A NEW ANTI-SUBMARINE AIRCRAFT FOR THE ROYAL NAVY.

The new short Seamew, seen by the public for the first time at the recent Farnborough air display, and for which a production order has already been placed by the Royal Navy, is the lightest and cheapest aircraft of its type produced in the last decade.

It has been designed and built by Short Bros. and Harland Ltd., Belfast, primarily as an anti-submarine aircraft capable of undertaking all normal tasks allocated to a machine of its type.

The Seamew, the first practical example of an attempt to get away from the trend of rising costs for aircraft, costs only a fraction of the price of the average modern fighter because it has been specifically designed for easy and inexpensive production. It was conceived, designed and flown in only 17 months.

The aircraft is safe, yet simple, rugged and capable of carrying out its operational role. By reason of its low taking off and landing speeds it can operate from: the smallest aircraft carriers and even from the flat deck of larger merchant ships, such as oil tankers. In this way a normal wartime convoy could carry quite a large number of Seamews, and, in the event of a submarine being detected by Adasic apparatus or other means, all could be airborne at a minute's notice and directed to any position for attack. Thus a greater measure of air protection will be afforded than has previously been possible.

Although details of performance, range and cost are still on the secret list, it has been revealed that the Seamew is 41 ft. in length and has a wing span of 55 ft. (folded 23 ft.). Its height is 13 ft. 6 in. (wings folded 18 ft. 9 in.). Armament loads have not yet been disclosed, but it is equipped with the most up-to-date anti-submarine devices and can obviously carry either depth charges or torpedoes. The aircraft is powered by a single Armstrong Siddeley Mamba turbo-prop engine driving a four-bladed propeller. It carries a crew of two. The fixed undercarriage eliminates costly—and in this case unwanted—retractable type gear.

The Seamew might prove an important contribution to the forces of N.A.T.O., for it is well within the purchasing power of the nations involved.

This new adaptable aircraft should prove of great value to the Royal Navy.

"Examples work more forcibly in the mind than precepts."—Fielding.

HASHISH WAR ON THE NILE DELTA COAST.

A fierce dope war is being fought out between the hashish smugglers and the Egyptian coastguards on the desert shores of the Gulf of Suez. A scarcity of hashish is fast resulting in prices soar- ing. This is because the authorities of the Lebanon, where much of the hashish is cultivated, have enforced the destruction of the season's crop, worth anything up to £3,000,000. At the same time, the Neguid Government of Egypt has introduced heavy gaol sentences for hashish trading. But the addicts are still willing to pay any price for the drug so the smugglers' profits have soared. Pitched battles are being fought by the smugglers to get the drug through to their traffic accomplices in the Nile Delta.

"ZOO" SHIP ABLAZE.

Roaring, screaming animals in crates aboard the 4,720-ton German freighter "Tonga" were unloaded in Rotterdam Harbour, Holland, on April 11 when a fire raged through the ship. The fire blazed for six hours before it was extinguished. The "Tonga" had both holds fouled and listed badly at her moorings. All the afflicted animals were saved, but the rest of the ship's cargo, comprising cooper, silk, coffee, tea, and onions, were badly damaged.

PEARLING SEASON STARTS AT DARWIN.

The pearling season started at Darwin on April 8 when the lugger "Pam", owned by Nicholas Pas- paley, left for the grounds off Bathurst Island and some for Goulburn Island. The pearling fleet is said to be better equipped this year than at any time since the war, and with a larger number of boats operating, the haul should be greatly increased. Last year, from June till the end of October, the Japanese fished more than 1,000 tons of shell against the Darwin fleet's 175 tons. At the time of writing it is not known whether the Japanese pearling fleet will re-turn this year to fish for shell in these waters. The only pointer that they might come is that the R.A.N. has stationed a frigate at Darwin.

CREW'S MONTH'S DIET OF COCONUTS.

A "S.M.H." message from Darwin on April 2 reported the arrival there of four native islanders on a primitive Indonesian sailing craft after drifting helplessly in the seas for 30 days with no food but coconuts. The 30-foot vessel, made of stout timber, with only a timber roof to cover the cargo, carried two dug-out canoes in place of dinghies. Its master, Ahmad, said that he and his men left their homes on April 3 and were badly damaged. They fought their way back to land, and praised the pilots who berthed ships without tugboats during the stoppage, saying that a tug strike was a matter of grave national importance in a port of the size of Mel-bourne.

EXAMINATIONS FOR M.N. ENGINEER OFFICERS.

The examination centre in Lon-
for candidates for Certificates of Competency as Engineer in the Mercantile Marine have been moved to the 5th Floor, 38-60, Moor-
side, E.C.2; and all examinations are now held at that address. The telephone of the examination centre (Monarch 0804) remains unchanged.

ARCADIA'S CAPTAIN SHOWS HIS SHIP.

More than 700 guests attended the cocktail party given by Captain G. C. Forrest on board the new P & O luxury liner "Arcadia" on the night of March 30 to mark the arrival on her maiden voyage of this latest addition to the ship-owning Australia-U.K. run. Guests circled around the spacious main deck of the "Arcadia", and inspected the cabins and the swimming pool. Miss Elizabeth Northcott, eldest daughter of Mr. E. J. Northcott, the Governor, Lieutenant-General Sir John Northcott, C.K.B. K.C.M.G., V.C., accompanied by her fiancee, Squadron Leader Russell Nash, attended, and General Cartapu, High Commissioner for India, was also present.

MORE SHIPS RADIO-ACTIVE.

A press report from Tokyo on April 11 said that health officials that day found traces of radio-activity in the "Tonan Maru" (19,290 tons), mother ship of the Japanese whaling fleet which had arrived from the Antarctic, as well as in three other whaling ships which had arrived from the Antarctic.

The United States Atomic Energy Commission staged its third nuclear test, which was well outside the restricted area.

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The R-1 Cash Consultation — £25,000 First Prize. Drawn every few weeks.

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The Address...

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and the 10/- Cash Consultation — £25,000 First Prize. Drawn every few weeks.

Radar training

The marine radar set is undoubtedly one of the most valuable pieces of navigational equipment that science has yet placed at the disposal of the seaman. Owners and shipmasters look to radio sets as the recognised aid to safe navigation as well as assisting to secure timely arrivals.

The day may not be far distant, indeed, when navigation officers will be expected to be just as skilful on obtaining information from radar as they are with sextant and compass. Besides, the radar system has not only been adopted for the detection of ships at sea but has developed, notably as a weapon for the protection of merchant ships.

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PERSONAL PARAGRAPHS

C-IN-C, MEDITERRANEAN, VISITS ROME AND U.K.

The Commander-in-Chief, Mediter-
raeanean, who is to become Vice-Chief of
the Italian Naval Staff, sub-
sequently he proceeded to the
United Kingdom for talks with
the British Board of Admiralty.
He returned to Malta via Paris, where
he lectured at the College of High-
er Military Studies.

NEW R.N. FLAG OFFICER APPOINTMENT.

The British Admiralty has an-
ounced that Vice-Admiral J. P. L.
Reid, C.B., O.B.E., D.S.O., has
been appointed Flag Officer, Middle
East, in succession to Admiral P. W.
Brock, D.S.O., as Flag Officer Submarines.

Oswald N. Bailey, R.N., of
Flinders Naval Depot, Crib Point, Vic-
toria, announced by the British Admi-
ralty has approved the ap-
pointment scheme in the Royal Aus-
tralian Navy Fleet Air Arm.

The appointment of Rear-Ad-
miral Sir Claude Barry, K.B.E., C.B.,
D.S.O., who was Flag Officer Sub-
marines in the British Navy, has been
announced by the British Admi-
ralty. Sir Claude Barry, a pioneer submariner,
was Second Sea Lord at the British
Admiralty for the first twenty
months of World War II. He was
Second-in-Command, Mediterranean,
relieving Vice-Admiral Reid. C.B.,
C.V.O. has assumed command of the
Vice-Admiral Reid, C.B., C.V.O. has assumed
command of the Submarine Squadron in Home
Waters, and branches of the Sub-
marine Old Comrades Association.

DUKE JOINS AIR FORCE

Dublin, April 13 (Established
of the Royal Air Force Association
Mr. D. J. O'Conor, the President of the
Royal Air Force Association, Lord
Bute, has announced that Lord
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Bute
died on April 13.

The appointment of Rear-Ad-
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(‘British Naval Staff.

FLAG OFFICER, MIDDLE

The appointment of Rear-Ad-
miral W. P. Brock, D.S.O., as
Flag Officer, Middle East, is to
accommodate Rear-Admiral G. H.
Stokes, C.B., D.S.O., who is retiring from the Royal Navy to take on farming in
New Zealand has been announced by the British Admiralty.

AWARDS FOR "OCEAN" AIRMEN

The British Admiralty has an-
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have been granted to the below-
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A. Godfrey Brittain, C.B.E., A.D.C.
Captain Alexander Noel Campbell
Bingley, O.B.E., A.D.C., Captain
Robert Dymsk Wright Watson
Admiral Sir Claude Barry, K.B.E., C.B.,
D.S.O., has been appointed Flag Officer Submarines.

NEW CIVIL ENGINEER-IN-CHIEF.

The First Lord of the British
Admiralty has approved the ap-
pointment of Mr. M. E. Adams, O.B.E., M.I.C.E., as Civil Engi-
neer-in-Chief, with effect from
April 1st, in succession to Sir
Arthur Whittaker, K.C.B., M.I.C.E., who retired on March
31st.

DEATH OF P. & O. EXECUTIVE.

Messrs. MacDonald Hamilton
Shipping Company, agents for the
British Admiralty in Australia, have
announced the death of Mr. P. & O.'s
Robert Dymock Watson
Admiral Sir Claude Barry, K.B.E., C.B.,
D.S.O., was Flag Officer (Sub-
marine) from November, 1942, to
September, 1944, was unwelded at the submarine base at Port Biscoe-
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Charles Little, G.C.B., C.B. E. Ad-
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the form of a carved door to the
Memorial Chapel on the ramparts of the穿过 unawareness at the unveiling were officers and ratings of the Portsmouth Com-
manding No. 810 Squadron in
W.E. F. Smith, G.M., A.D.C., Captain
(Acting Rear-Admiral) William
Kaye Edden, O.B.E., Captain
Patrick Willet Brock, D.S.O.

MEMORIAL TO THE LATE ADMIRAL SIR CLAUD BARRY.

A memorial to the late Admiral Sir Claude Barry, K.B.E., C.B.,
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Eighteen more candidates have
been accepted for training as pilot officers or pilot officers under the short-service com-
misions scheme in the Royal Aus-
tralian Navy. Fifteen of them are at present
"flying civilian occupations in
four different States, and three are already in the Navy.

The Ministry for the Navy (the
Hon. William McMahon) said on
March 30 that the candidates, all
aged between nineteen and
twenty-five, would begin their three months' preliminary naval training as
recruit naval airmen at Flinders Naval Station, Victoria, on Monday, March 29. Those who had been accepted from the candidates among them for the appointment of Rear-Admiral
Victrant E. J. E. Kalgooerie
(W.A.): Ward, M. South Perth
(W.A.): Doyle, D. L. G., Macleod
(Victoria); Newryport (V.): Davidson, J. E. J.
Sunshine (V.): McConiche, B. D.
Hawthorne Est (V.): Roberts, K.
B. Sunshine (V.): Taylor, M.
Garden Vale (V.): Sculthorpe, R.
J.; Gurlartungaram (N.S.W.):
Smith, G.M.; First Class) Geoffrey Thistleton-
Bingley, O.B.E., A.D.C., Captain
Arthur Kirkwood, O.B.E., C.B.,
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The octopus has been the subject of many stories, some imaginary, others real. There does not seem to be any doubt about its authenticity. The following episode, of which A. New York April 7.  speaking recently on his undertaking and is no mere theory, he has had a good rounding for the Royal Geographical Society, so

Two more coelacanths (fish with arms) were caught off the Madagascar coast on the night of January 28. Thus the whole world has been informed by South America. The phenomenon of this remarkable fish, which, since the beginning of recorded history, has not been known to exist, is now 50 or 60 million years ago. The story of the first discovery, made in South Africa, in 1938, was told in brief, in the June, 1952, issue of this journal; while the capture of the second coelacanth (from the “Caledonian” and the missing link fish, was the subject of a further explanation in the June, 1952, issue of this journal; the discovery of the second specimen was made in the waters East Coast of Africa, in 1952. The story of this discovery, of the second specimen places beyond all doubt that the coelacanth has not only survived but also multiplied. The specimens, greater numbers than was at first thought, that they can no longer be regarded as the “last of the race.”

The average Northern Territory 13-man to catch a fish or kill. Recently, by one of the strangest freak accidents, a Darwin fisherman was mortally wounded by a 400-lb. grinder from the island in the Gulf of Carpentaria. The fisherman and Nightingale were stranded on the island when the grinder suddenly tossed away his canoe. He had tied the canoe to a small bush, leaving his power líneaet, and was lighting his fire when the grinder suddenly broke away and headed downstream. Nightingale was saved by swimming after it, catching the crocodile, and he had to move as the fast waters were rising on the island. By this time, they had stopped some distance downriver, so he roped two logs together to make a raft and paddled downstream. When he was within 10 yards of the canoe he raised a divr and exclaimed it. After a struggle he landed the grinder, which was about 8 feet long.

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SPEAKING OF SHIPS

The very drastic cuts in North Atlantic freights, in some commodity trades down to the operational level, has caused preliminary talks to be held about the possibility of reviving the Westend Conference.

German engineers have been working to reduce the yawn still further when ships are steered to the "Iron Mike".

Three Sydney syndicates with interests in the Clarence River (northern N.S.W.) Basin propose to form the Clarence River Oil Exploration Company, N.L. The syndicates hope to find oil and natural gas. A further application had been lodged at Port Macquarie for 6000 square miles of land stretching from Grant's Head, near Laurieton.

Australian industry was strongly opposed to any significant increase in Japanese imports, the director of the Associated Chambers of Manufacturers, Mr. Litham Withall, said in Canberra on March 26. He said Australian industry believed any such increase must prove detrimental to domestic economy and to trade between Australia and Great Britain, and other British and foreign good customer countries.

Since the discovery of stolen arms being taken towards the Irish coast, special precautions are being taken to prevent arms being smuggled to the so-called Irish Republican Army by the Irish Sea packet craft.
“Come and Sail,” by John Scott Hughes, published by the Museum Press, London. Mr. John Scott Hughes, who is well known in British yachting circles and to readers of yachting and maritime journals, has just published this volume as an addition to the general book series entitled “The Sporting Scene.” As its title aptly suggests the volume is evocative of many pleasures, especially to those who sail the coasts of Britain and the wider seas in small boats. There can be few men in Great Britain who have so steeped themselves in the history, and practice, of yachting as the author of this book. He has the knowledge of small boat sailing at his fingertips, gained over the best part of a lifetime spent at, on or near the sea. To this fascinating knowledge he brings a stylistic and well-flowing pen that cannot fail to enchant the ordinary lay reader as well as the lover and rover of the seas. With this new book, Mr. Hughes places himself, one feels, in the front rank of coastwise chroniclers, even among men such as the earlier Arthur Sturges Hildebrand and the contemporary Peter Hacton. Thus his offering is at once a knowledgeable and gracious book, full of the charm that so surely characterises his chosen recreation, and full too of little cameo of history and anecdote that make a book like this so very much worth reading. Interposed also are little fragments of autobiography, of a quiet, well-grounded philosophy, lit with kindly humour, but sometimes also darkened by the stark drama such as only Father Neptune can produce. Throughout the book runs the author’s main theme of his chronicle: a deep and abiding understanding and love of the ships of sail, large or small, and an unconditional surrender to the charm of the seas in all their venues and moods. This is a fine book, a delightful book, and, without question, of its kind, as informative a book as any man could make or conceive.

“The Conway,” by John Masefield, published by Heinemann, London. By a tragic stroke of irony, the issue of this revised edition of the work on the Conway, by England’s Laureate and great sea lover, comes almost coincidental with the loss of the famous training ship herself, which ran aground and was wrecked in the Menai Straits in April, 1953. But that does not detract from either the book’s worth or its timeliness; in fact, it may even enhance its appeal and present and future value. The book is based on a vast number of personal recollections and extracts from letters and diaries collated by Masefield himself, with the result that it forms a broadly chronological survey—a Conway history, in fact—that will be read with nostalgic affection by all “Old Conways.” Indeed, it is almost certain that Mr. Masefield’s present history, with but one reservation, will never be improved upon. As the story of the Conway, it has but one omission: it is to be regretted that this edition obviously “went to press” too early to enable the famous author to chronicle the loss of the ship herself.

“Senator McCarthy is doing America’s international reputation more harm than anyone else.” —Mr. Herbert Morrison, Deputy Chief of the British Labour Party.

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All through the world, veterans are reclaiming the desert; but, jungle, and making it blossom in its place.

The four scientists who last October joined in Sandefjord, Norway, the Norwegian tankers "Orwell" and "Gothic" (Captain M. Mathiesen) is a diesel vessel of 908 tons and one of the most powerful of modern whalecatchers. She was cruising for whales for 27 days; during this time she succeeded in marking 110 whales. A further 40 whales were marked on a run to sea, which had been made to the floating factory "Thorshovdi".

SEAWARD DEFENCE BOAT JOINS BRITISH FLEET

Her Majesty's Seaward Defence Boat, "Aberford", joined the British Fleet on the 2nd March. The first reference to this entirely new design of vessel, of which the "Aberford" is the first, was made by the First Lord of the British Admiralty (the Rt. Hon. J. P. Thomas, M.P.), when he presented his Statement on the 1952-53 Navy Estimates.

The proposition of this design of boat is to detect, locate, and destroy submarines, including midget submarines, in the approaches to Western ports. The modern electronic equipment will be used in association with her armament. The boats have comprehensive electrical installation which provide, in addition to normal services, for electrical heating and cooking. The peace-time complement of the Seaward Defence Boat will be two officers and 17 ratings.

The "Aberford" has been built at the Glasgow yard of A.S. Mears, Yarrow and Co., Ltd., and her diesel machinery is by Mears, Davy Paxman and Co., Ltd. Her dimensions are 120 feet 10 inches extreme length (110 feet at the waterline), and a 20 foot beam.

"I think there is no doubt that the strengthening of the West has contributed to the better atmosphere on the east coast of the United States, and that the "Aberford" has been a good example of this." Mr. Cleland Attlee, Leader of the British Opposition.

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