Electrical Installations Pty. Ltd.

We offer our services

Tel. BX 5311

181 CLARENCE ST., SYDNEY

GEO. CHEW LEE & CO. PTY. LTD.

Shipping Contractors

Wholesale & Retail Grocers

Market Gardeners

Fruit Merchants

Produce Merchants

Importers

Exporters

Head Office:

19 LACKEY STREET, HAYMARKET.

Phone MA 2383.

Always ask for...

Shelley's Famous Drinks

Obtainable from leading shops and saloons.

Shelley & Sons Cordial Factory Pty. Ltd.

Murray Street, MARRICKVILLE, N.S.W.

Phone: LA 5461.

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to...

H.M. Australian Navy Shipbuilders

Marine and General Engineers

Inquiries Invited.

Cockatoo Island SYDNEY

Phone: WB 1941

10 lines

THE NAVY LEAGUE OF AUSTRALIA

Patriot:

His Excellency The Governor-General

Federal Council

President: Vice-Admiral Sir John Collins, K.B.E., R.N.

Vice-President: Commodore R. A. Needham, D.S.C., R.N. (Chairman)

Secretary: R. Neil Walford, Esq., 112 Flinders St., Melbourne, C.E.

New South Wales Division:

President: His Excellency The Governor of New South Wales.

Vice-President: Commodore H. G. Sherriff, O.B.E., R.N.

Secretary: R. T. Raw, Esq., 111 Pitt Street, Sydney.


South Australian Division:

President: His Excellency The Governor of South Australia.

Vice-President: Commodore C. C. Blockfield, R.N.

Secretary: R. K. Adcock, Esq., 111 Grenfell Street, Adelaide.

Western Australian Division:

President: His Excellency The Governor of Western Australia.

Vice-President: Commodore S. P. Gibbs, K.C.M.G., R.N.

Secretary: E. R. Langley, Esq., 111 Victoria Street, Perth.

Hon. Treasurer: M. A. Glover, Esq.

Tasmanian Division:

President: Vice-Admiral Sir Guy Warren, K.B.E., R.N.

Vice-President: Commodore C. H. Hunt, R.N.

Secretary: W. B. Batty, Q.E., V.R., R.A.N.

Tattersall House, 111 Sandy Bay Rd., Lower Sandy Bay, Hobart.

For the Best Soft Drinks Always say...

Machant's

Office & Factory: 34 YORK ST., RICHMOND, VICTORIA

Phone: JA 9131.
A HEALTHY CRITICISM

The Director of Naval Reserves, Captain A. S. Rosenthal, has made important recommendations following his inspection of the New South Wales Division of the Australian Sea Cadet Corps.

His official report by no means flatters the standard of training in some units. But it does pay tribute to the improvement which he found in other units.

However, it is inescapable—from the Director's findings—that while a lively enthusiasm does exist, it needs more coordination and more supervision by qualified instructors.

The Director does not make clear in his official report that the officers and instructors of the Sea Cadet Corps are volunteers. His criticism, therefore, is based on a standard of efficiency which a naval officer would expect to find in H.M. establishments.

But this is all to the good. It calls for a very high degree of efficiency which the Sea Cadet Corps can achieve through local and State-wide efforts. That degree of efficiency could well lead to potential first-class recruits joining the R.A.N. or the R.A.N.R.

In his official report the Director says that he considers it vitally necessary that the New South Wales Navy League committee try to find additional qualified and interested persons for appointment as officers and instructors.

He recommends that all officers and instructors be required to carry out a course in an R.A.N establishment, and to be examined in squad drill and work, Sea Cadet syllabus and knowledge of Sea Cadet regulations.

The Director says: "If found wanting, appointments should be terminated, even if such action means the disbanding of a local unit—or the grounds that no unit is better than a bad one." He reports that he found no suggestion that cadets were joining the R.A.N. or the R.A.N.F. However, he looked forward to some improvement in the future in the way of recruits.

The Director states that the Navy has helped provide camps for Sea Cadets.

But he believes that a firm policy should apply, and accordingly, he recommends:

1. That camps be limited to H.M.A. establishments within the State to which a unit belongs.
2. That embarkation of cadets in ships should be limited to daylight passages only, except in the case of cadets who have already carried out a camp of at least seven days in a naval establishment.

The Director points out that one pleasing aspect he noticed was the institution of organised games for sea cadets since the tour of Captain Spurgeon.

Activities such as these would encourage the development of Corps spirits, the Director said.

Summing up, the Director says: "It is considered that more Service control should be applied in training matters—the Navy's main role in sea cadet administration. It is therefore recommended that the administrative staff in New South Wales be reconstituted.

"It is proposed that a senior R.A.N.R. officer, with R.A.N.R. officers as executives and training officers, be made Headquarters Staff."

The Director recommends that the new body should act in an R.A.N.R. establishment, preferably H.M.A. Rushcutter.

He further recommends that an officer's course be carried out in Penrith or Rushcutter in accordance with the present sea cadet syllabus.

PROTECTION IN THE ATOMIC AGE

A party of journalists recently visited H.M.S. Ark Royal, the Royal Navy's most modern aircraft-carrier, and the first ship to be fitted with remote control for use in the event of an atomic attack at sea.

Describing the visit, the aeronautical correspondent of the London "Times" said: "If an atomic attack were made on the Fleet and the Ark Royal was within the 'fall-out' area she would immediately be 'sealed'. That means she would cease to draw air from the atmosphere, the air inside the ship being recirculated, and all the ship's complement would immediately be withdrawn to safe positions away from danger of contamination.

"Without normal ventilation the temperature in the engine and boiler rooms would soon become unbearable. All staff would immediately be withdrawn and the ship steered by remote control from two emergency control rooms on No. 6 deck. Each of these rooms can control two engines and two boiler rooms."

"The Ark Royal has actually been brought to anchor in Sandown Bay, off the Isle of Wight, by remote control, without anyone in the engine room."

The correspondent quoted the senior engineer, Lieutenant-Commander D. G. Garevas, R.N., as having said: "The use of remote control has proved most successful. It could be a normal method of steaming and it reduces the manpower required for the task."
A NEW SUBMARINE HUNTER

By Rear-Admiral Sir Matthew Slattery

Formerly Chief of Naval Air Equipment at the Admiralty

A GLANCE at any map of the world shows that the seas cover something like five-sevenths of the earth’s surface. A great deal of this mass of water lies in the Indian and Pacific Oceans and most countries in that part of the world have many thousands of miles of coastline for which they are responsible. The development of maritime and coastal defence aircraft is obviously of great importance to those countries, where large areas of coastal waters have to be patrolled.

Experience in the last war showed that underwater attacks on shipping came as near to bringing Britain to defeat as any other single offensive action undertaken by Germany, and it seems likely that submarine attacks on convoys carrying supplies will continue to play a part in war. Defence against submarines is mainly achieved by the concerted action of surface vessels and aircraft, the latter operating from shore bases or from carriers with the convoy. The convoy is, of course, an essential requirement in the first place, and when this involves the searching of wide areas of open sea, it is probably most economically performed by large shore-based aircraft. In inshore waters, however, it can be done effectively and economically by small aircraft operating from coastal airstrips. When, however, the convoy finds itself in a submarine-infested area, it must be defended promptly by the largest possible number of aircraft brought into action as speedily as possible. Carrier-based aircraft operating with the convoy are the real and effective solution to this problem. In view of the large numbers of aircraft required, it is essential that they should be small, rugged and simple, they must be able to operate in the foulest weather from the smallest carriers. It is also important for these aircraft to be maintained by the minimum number of mechanics, who will often have to operate in far from ideal conditions.

These same aircraft will in every way be suitable for inshore patrol of coastal waters generally. In peace time, aerial supervision of isolated stretches of coastline is politically important, and there are the problems of Customs evasion, air/sea rescue, communications and general reconnaissance. Many of the tasks I have mentioned have to be carried out by countries who cannot afford to spend vast sums of money on military aircraft.

The difficulties which face such nations in equipping their air forces have been carefully studied by Short Brothers and Harland Ltd., aircraft manufacturers of Belfast, Northern Ireland, which has recently produced the Seawee, a versatile and simple submarine hunter, now going into service with the Coastal Command of Britain’s Royal Air Force and with the Royal Navy.

The Seawee, already in full-scale production at Belfast, is a light, robust aircraft for operation in a variety of duties. Costing only between one-half and two-thirds the price of any comparable machine in operation, it comes well within the purchasing power of small countries or of countries with small air forces.

Simplicity of design also means simplicity of production, low labour costs, reliability and performance and the minimum of maintenance. The last two factors make the Seawee a suitable machine for operations in areas where field and maintenance facilities are primitive. A short take-off and a slow approach speed mean that the aircraft can operate from the smallest carriers without using a catapult, although it is fitted with catapult take-off gear.

The aircraft’s wide range of flying speeds and its ability to turn it in a very small circular area, fast and without appreciable quick removable inspection panels give complete accessibility to the power plant—seven men can work comfortably around the engine, which is the complete engine change can be achieved in little over an hour. An advantage of the turbo-prop engine is its ability to operate on a wide range of standard grades of petrol.

A special feature of the Seawee is the take-off and landing gear which has been designed for the Seawee. The main legs completely eliminate bounce when landing—this is very important in the case of a landing on an inaccessible area, or when putting down on improvised airstrips. The undercarriage legs can be jettisoned if the aircraft is ‘ditched’—this avoids towing over.

The Seawee has an extensive tail wheel so that on touch down the aircraft maintains an attitude similar to that of the conventional tricycle arrangement. For take-off, however, the tail wheel leg compresses and puts the aircraft in the best position for a quick climb away. It can carry a wide assortment of weapons, including torpedoes, bombs and rockets fitted externally to the wings.

The reining Federal president of the Navy League, Commander I. D. Bates, said this at the annual meeting of the Federal Council in Melbourne on October 31.

Commander Bates, who did not seek re-election, was succeeded as president by Vice-Admiral Sir John Collins, R.E., C.B.

Commander Bates said that the Navy League should not be satisfied until its activities had been introduced into the Northern Territory and New Guinea.

However, the League has continued to expand in the past year, he said. The Australian Capital Territory division was formed at a public meeting on September 22.

“His Excellency the High Commissioner for New Zealand, Mr. Lyle Alderton, himself an ex-naval officer, has accepted the presidency of the new division and Mr. John Howe, M.P., who gladly undertook the spadework of launching it, is the vice-president with Messrs. Harold Carter and Ronald Hull,” he added.

“Commander A. D. Mac-Lachlan, R.A.N. (retd.), is honorary secretary and treasurer. There is confidence that a Sea Cadet unit will be formed to operate on Lake George.”

In a detailed statement of the officer and cadet strength of the Sea Cadet Corps, Commander Bates said that Victoria now had a total of 395 officers and cadets, N.S.W., 330, Tasmania 235, Queensland 206, and Western Australia 70, making a total of 1273.

“The Corps has continued to expand, but in all divisions there is still a severe shortage of officers and naval instructors,” Commander Bates said.

“I have had occasion from time to time to refer public addresses to the origin and history of the Navy League of Australia. I find in N.S.W. that records are very sparse indeed. I suspect that this may be so in other divisions. I ask all of you to take steps as soon as possible to examine the records of your divisions and ensure that they are adequately kept.

“If would be a great help if the N.S.W., Victorian, and South Australian divisions, which were in being before the formation of the Navy League of Australia, would pool information on their respective histories with the Federal secretary.”

THE NAVY LEAGUE IS GROWING

NORTHERN Territory and New Guinea are now the only two—parts of the area covered by the Navy League of Australia in which there is no division of the League.

The Seawee’s prime purpose is to be a versatile and simple submarine hunter. This small but sturdy aircraft can perform many other tasks, including air/sea rescue, communications and general reconnaissance. Its small size and simplicity make it suitable for operation from the smallest carriers without using a catapult.
LET'S LOOK AT RUSSIA'S NAVAL STRENGTH

By MURRAY McGREGOR (in Johannesburg)

When on June 15 the Queen reviewed her fleet and the foreign warships drawn up in her honour at Spithead, the ship that attracted the most attention was the Russian cruiser "Sverdlov." This is not surprising. Not only is the "Sverdlov" a striking ship but the fact of her presence was important. For of all the navies of the world the one that least is known about is that of Russia, officially known as the Red Fleet.

A FEW months before the First Lord of the Admiralty, in introducing the Navy Estimates, startled his fellow members of the House of Commons and the public when he said that the Russians now had the second largest navy in commission in the world (the largest is the United States Navy). Many people thought then that he meant that the Red Fleet was now stronger than the Royal Navy but, fortunately, that is not so. The Royal Navy is still much stronger than the Russian Navy, but a large proportion of its ships are laid up in reserve, while most of the Russian ships are kept permanently in commission. This gives them an advantage as it means that their ships are instantly ready for war, while the crews being always attached to their ships get more experience than if they were to be hurriedly drafted to them in an emergency.

Certainly the smartness of the Sverdlov and the efficiency of her crew at the review seem to show that there is nothing wrong with the quality of the ships and seamen of the Soviet Union. If the Red Fleet has many more ships and men like those on view at Spithead then it must be a formidable force. Just how big the Russian Navy is nobody really knows. The Sverdlov is about the only ship to have become visible from behind the Iron Curtain for many years, so much of the information about the Russian Navy in naval reference books is mere guesswork.

About some Russian ships we know quite a lot. These are ships that used to belong to foreign navies or are still relics of the old Czarist Navy. Since the war the Russians have acquired so many ships from former enemies that their fleet could almost be called by the name once given to the French Navy, a Navy of Samples. Thus of their battleships the most powerful known to be in existence is the Novorossiask. She was originally the Italian battleship Giulio Cesare, which was launched as far back as 1911 but was so completely rebuilt during 1933-37 as to become almost a new ship. She is now a ship of 26,140 tons, mounting an armament of two 12-inch guns, with a number of smaller anti-aircraft weapons. Her speed after reconstruction was 27 knots, but she could probably not do more than 23 to-day. She is not as stoutly protected as British or U.S. ships, having a belt of 10 inches in thickness with a 5-inch armoured deck and 11 inches in her four big turrets. Even older are the Gouango and Sevastopol, survivors of a class of four built between 1909 and 1914, one of which, as the Marat, was present at the 1937 Coronation Review where she caused so much comment and amusement by what Oscar Parkes described as "her hammer funnel and sickle bow." She had been built as the Petropavlovsk and regained her former name shortly before the war. She was so badly damaged by air attack in Kronstadt harbour that she had to be beached in a hurry, but as her big gun turrets were still usable she became a sort of fort for the defence of the place. It would have been possible for the Russians to rebuild her, but it seems that they have not done so, probably thinking (very wisely, too) that the time, money, and effort would be better spent in building a new ship.

The two remaining ships of the class have a displacement of 23,500 tons and were designed for a speed of 25 knots, but it is doubtful whether they could reach 18 to-day. Their armament consists of 12 12-inch guns in four turrets, 16 4.7-inch and 10 3-inch high-angle guns, with a number of smaller anti-aircraft weapons. Their armour is not heavy, with a maximum thickness of 9 inches on the side, a 3-inch deck and 12-inch on the turrets.

From the Finnish Navy the Russians acquired the coast-service battleship Vainomoinen, which they renamed Viborg. She is an interesting little ship although quite useless for fleet operations. On a displacement of only 3900 tons she mounts four 10-inch guns in two turrets, also eight 4.1-inch high-angle guns in four small turrets and a number of Bofors and Oerlikon light A.A. guns. She has only 2-inch armour on her side, 4 inches on the big turrets and an armoured deck of 3-inch. Her Diesel-electric engines give her a speed of 15 knots with a wide range of action, while her light craft fits her for operations almost anywhere in the shallow waters of the Baltic. Her heavy armament would make her an awkward customer for anything less than a capital ship.

These are the known Russian battleships: what other might there be? First there is the great ship of which so many conflicting reports have been received, the Sovetskii Soviis (i.e., Soviet Union). She was laid down at Leningrad, one of a class of four. The incomplete hull of one of them, the Kronstadt, was destroyed by the Russians themselves when they abandoned her at Nikolaev to the Germans in 1941. The other two, the Stana Sovetov, also laid down at Leningrad, was, like the Sovetskii Soviis, badly damaged, and it seems never to have been laid down at all. The Soviis herself has been variously described as being complete and in service, as having been broken up on the stocks, as having been launched in 1945 but not yet completed, or having been completed and sold to the U.S.A. or to the U.S.S.R. or to both.

Another battleship that might have been added to the Red Fleet is the former German battleship, the Deutschland, which was broken up by the British at Scapa Flow in 1946. It is reported as "high-over 30 knots," her draft shallow to fit her for Baltic operations. Some reports credit her with a main armament of nine 16-inch guns, others would have it that she has six 16-inch guns in two turrets plus launching apparatus for flying-bombs or V2 rockets—a most formidable ship and more than a match on paper for Britain's greatest battleship, the Vanguard. If the Russians have succeeded in completing two ships of this class they would make their Baltic Fleet a powerful force.

Another battlecruiser that might have been added to the Red Fleet is the former German battlecruiser Gneisenau, which was broken up at Scapa Flow in 1940. It is reported as having been broken up at Kiel in 1945, but this is not confirmed. It is reported that she will be finished in 1949 and will be armed with two 15-inch guns and four 12-inch guns, with a speed of 24 knots.

The two remaining ships of the class have a displacement of 17,000 tons and were designed for a speed of 26 knots. Their armament consists of 16 12-inch guns, 16 4.7-inch, and 16 3-inch high-angle guns, with a number of smaller anti-aircraft weapons. Their armour is not heavy, with a maximum thickness of 9 inches on the side, a 3-inch deck and 12-inch on the turrets. The two remaining ships of the class have a displacement of 23,500 tons and were designed for a speed of 25 knots, but it is doubtful whether they could reach 18 to-day. Their armament consists of 12 12-inch guns in four turrets, 16 4.7-inch and 10 3-inch high-angle guns, with a number of smaller anti-aircraft weapons. Their armour is not heavy, with a maximum thickness of 9 inches on the side, a 3-inch deck and 12-inch on the turrets.

From the Finnish Navy the Russians acquired the coast-service battleship Vainomoi, which they renamed Viborg. She is an interesting little ship although quite useless for fleet operations. On a displacement of only 3900 tons she mounts four 10-inch guns in two turrets, also eight 4.1-inch high-angle guns in four small turrets and a number of Bofors and Oerlikon light A.A. guns. She has only 2-inch armour on her side, 4 inches on the big turrets and an armoured deck of 3-inch. Her Diesel-electric engines give her a speed of 15 knots with a wide range of action, while her light craft fits her for operations almost anywhere in the shallow waters of the Baltic. Her heavy armament would make her an awkward customer for anything less than a capital ship.

These are the known Russian battleships: what other might there be? First there is the great ship of which so many conflicting reports have been received, the Sovetskii Soviis (i.e., Soviet Union). She was laid down at Leningrad, one of a class of four. The incomplete hull of one of them, the Kronstadt, was destroyed by the Russians themselves when they abandoned her at Nikolaev to the Germans in 1941. The other two, the Stana Sovetov, also laid down at Leningrad, was, like the Sovetskii Soviis, badly damaged, and it seems never to have been laid down at all. The Soviis herself has been variously described as being complete and in service, as having been broken up on the stocks, as having been launched in 1945 but not yet completed. Originally planned as a 45,500-ton ship, she is now stated by those who believe in her existence to be a 45,000-ton battleship. Her speed is reported as "high-over 30 knots," her draft shallow to fit her for Baltic operations. Some reports credit her with a main armament of nine 16-inch guns, others would have it that she has six 16-inch guns in two turrets plus launching apparatus for flying-bombs or V2 rockets—a most formidable ship and more than a match on paper for Britain's greatest battleship, the Vanguard. If the Russians have succeeded in completing two ships of this class they would make their Baltic Fleet a powerful force.

Another battleship that might have been added to the Red Fleet is the former German battlecruiser Gneisenau, which was broken up at Scapa Flow in 1946. It is reported as "high-over 30 knots," her draft shallow to fit her for Baltic operations. Some reports credit her with a main armament of nine 16-inch guns, others would have it that she has six 16-inch guns in two turrets plus launching apparatus for flying-bombs or V2 rockets—a most formidable ship and more than a match on paper for Britain's greatest battleship, the Vanguard. If the Russians have succeeded in completing two ships of this class they would make their Baltic Fleet a powerful force.

Another battlecruiser that might have been added to the Red Fleet is the former German battlecruiser Gneisenau, which was broken up at Scapa Flow in 1946. It is reported as "high-over 30 knots," her draft shallow to fit her for Baltic operations. Some reports credit her with a main armament of nine 16-inch guns, others would have it that she has six 16-inch guns in two turrets plus launching apparatus for flying-bombs or V2 rockets—a most formidable ship and more than a match on paper for Britain's greatest battleship, the Vanguard. If the Russians have succeeded in completing two ships of this class they would make their Baltic Fleet a powerful force.
...Groschen, one of the pair whose escape up the English Channel in February, 1942, caused such commotion, was taken to Kiel for repairs where she suffered more damage from R.A.F. attacks, was then shifted to Gdynia farther in the Baltic, and finally sunk there in 1944. Thus she was, in a broad way when the Russians raised her last year and it is doubtful whether they have been able to rebuild her. Originally she was a ship of 31,500 tons, had a speed of 26 knots, mounting nine 11-inch guns in three turrets and many smaller, strong armoured protection (14 inches belt and turrets and several 3-inch armoured decks) and a wide radius of action. If the Russians have managed to restore her to her old state she would be a fine reinforcement to their Baltic Fleet.

Two other well-known German ships have been raised. The first is the old battleship Schlüeelsen Holsten, a pre-Dreadnought which fought at Jutland in 1916 and was later made into a training ship, in which capacity she visited South Africa in 1939 a few months before war broke out. She took part in operations against Poland in 1939, but was not active after that. She was sunk at Gdynia in 1944. Even if reports that she had been raised and added to the Red Fleet under the name of Berodino or Oreil (both good old Russian battleship names) are true, she would not be of much value to them. A ship of 13,000 tons, she was built in 1906 and her original 183 knots would probably not be more than 14 or 15 knots now. She carried four 8.8-inch guns with some smaller guns and her armour was 1/4-inch belt and 11-inch on the turrets. The second ship would be of far more value to the Russians if they rebuild her. She is the ship that was famous some twenty years ago as the "Pocket-battleship" Deutschland, renamed Lutzow by Hitler shortly after the war started. Like the other German ships mentioned above, she was sunk in the Baltic at the end of the war but was raised by the Russians in 1946. If restored to her original state she would be an armoured cruiser of 12,000 tons, with a full speed of 26 knots and the enormous radius of 21,000 miles at a speed of 10 knots without recharging; she was armed with nine guns in two turrets, eight 5.9-inch guns and numerous anti-aircraft weapons. Her armour was light, 3-inch on her sides and 3-inch on her turrets with a deck of 1-inch, yet she was a formidable ship and if properly handled could have done much damage to the sea-borne trade of her enemies. Of greater importance than her armament and condition are aircraft-carryers.

So far as is known the Red Fleet has none, although for many years Jane's Fighting Ships, the famous naval annual, listed one, the Stalingrad, which was supposed to have been raised by the Russians and taken to Kronstadt for completion. She is reported to have foundered while on tow to the Russian naval base. She was designed in 1913 with a displacement of nearly 20,000 tons with a speed of 34 knots, with 4-inch armour on her sides and 3-inch on the flight-deck, carrying a much heavier gun armament than the British or American carriers and with a capacity of some 40 planes; a good ship but probably not as good as the 32,000-tonne of the Indomitable class. If the Russians have not succeeded in salvaging her it would not be surprising if they were to try to acquire an aircraft-carrier or two, in view of the great importance attached to this class of ship today.

The surviving Russian Navy is strong but exactly how strong is difficult to know. The Sterndorf is one of a large class of which four are known to have been completed and another four which are still under construction. Shipps of 12,500 tons and 34 knots speed, they each carry twelve 6-inch guns in four turrets. The later units of these ships are to be 10,000 tons larger and to mount 7.1-inch guns instead of 6-inch. The sole obvious weakness of these ships is that their main armament is in capable of being used for anti-aircraft fire, whereas in practically all cruisers built in other countries since the war, such as the U.S.S. Worcester and the French Duquesne, the main guns are on high-angle mounting.

The Sterndorf is a good ship, superior on paper to the Superb, Colony and Town classes which form the basic German cruiser force and which was later used by the United States in the atomic bomb tests at Bikini. They were all ships of 14,000 tons with a speed of 32 knots and eight or five 5.1-inch guns. They might carry an A.A. armament and eight torpedo tubes. They also have at least two ex-Japanese destroyers of about the same size but a speed of nearly 40 knots, which have probably been given a new armament of Russian guns as they were taken over in an unarmored condition. Then they have some 40 or 50 ships of the Smetny and Ogrepniy type, 1800 tons, 36 knots, with four 5.1-inch guns, and eight 2-inch guns and eight torpedo tubes. Somewhat smaller are the British-designed, Italian-built ex-Rumanian destroyers Regale Ferdinand and Regale Maria, now called the Letusht and the Litshin, of 1400 tons and 35 knots, with five 4.7-inch guns and six tubes. Of about the same size and speed are about a dozen ships that need to belong to the German, Japanese and Italian fleets. The oldest units of this type are seven of the 1930s ships of the Karl Liebknecht class, once the pride of the Carinny Fleet, mounting four 4-inch guns each and nine torpedo tubes and still probably capable of doing 25 knots.

Of sea-going torpedo boats and escort ships they have a large number, mostly taken in all, both Russian built and taken over from other navies. They may even have an ex-British frigate the Lark, sister to the Nerede, which was for...
many years on the South Atlantic Station. She was badly damaged by torpedo at Murmansk in 1944 and abandoned, but is stated to have been salvaged by the Russians and put into service again. If so she would be about the best ship of that type that the Russians possess, being of 1470 tons with a speed of 19 knots, and with a main armament of six 4-inch high-angle guns.

Then we come to the Red Fleet's submarines, and here the Iron Curtain is at its most impenetrable. Estimates of the number of Russian submarines in service vary from 200 to 800. It is probable that about 300 is about correct, but whether all of them are sea-going or whether that figure represents the total number in service is more difficult to say with any certainty. For the Russians have for many years been building small submarines for coast defence, ships which are able to be moved from one coast to another by means of the canal and river systems of the country. They also have a number of German-type midget submarines.

Their seagoing submarines also include a number of German ships that were seized in various Baltic ports after the collapse of Hitler's regime. Moreover, they now hold a number of German engineers and technicians who were busy in the large-scale building of U-Boats, and it is thought that these men are now busy building submarines of the latest German types for the Russians. It is, therefore, reasonable to suppose that most Russian submarines are to-day fitted with the Schnorkel breathing tube, with Walther turbines to give them greater underwater speeds, with acoustic or other "homing" torpedoes and with minelaying apparatus.

Under-sea Mines

The Russians have always been fond of the use of under-sea mines. They were one of the chief defences of the Russian coast against the British and French Fleets in the German War a century ago, while in the Russo-Japanese War of 1904-05 the chief losses suffered by the Japs were caused by Russian mines. It is, therefore, not surprising that the Russian fleet to-day includes a large number of ships fitted to lay mines. Besides the submarines mentioned above, most of their destroyers and many of their cruisers are fitted for minelaying, while they have a large number of special minelayers. Among these there is one that must be one of the oldest ships actively employed in any navy. This is the Marti, built in Denmark in 1893 as the Czar's royal yacht Standart, but cleverly reconstructed as a minelayer in 1936. She is now a ship of 5800 tons, with a speed of 18 knots, carrying four 5.1-inch guns, many light A.A. guns and 500 of her deadly "eggs."

Hundreds of motor-torpedo boats, motor patrol vessels, minesweepers, river gunboats and such craft round off their fishing fleet, while their navy also includes many depot ships, tenders, tankers, icebreakers, training ships and other non-fighting ships. Among these is the sister to the Italian full-rigged training ship vines, which attracted so much attention in the recent Spithead Review. It is the ex-Cristoforo Colombo, given to Russia by Italy in terms of the peace treaty. What her new name is is not known for certain, but it might well be Tovarish, after a full-rigged training ship that the Russians used to have. Another is the ex-German Gorch Fock, one of the three that Hitler's navy built, another of which is to-day the Eagle of the United States Navy, the third being the Guanabara of the Brazilian Navy. It is obvious, therefore, that the Red Fleet is a formidable force. It is especially strong in cruisers, destroyers, submarines and minelayers, just the sort of ships to prey on the sea-borne commerce of an enemy. The navies of the Western powers are making great efforts to eradicate the danger from attack by mine and submarine, but the danger of gunfire attacks should not be forgotten. Think of the plight of a convoy that was being escorted by anti-submarine frigates and minesweepers if it were to be attacked by a couple of Sverdlovks!

One big weakness of the Russian naval situation must be remembered: that it is of necessity divided into two major and two minor sections, separated from each other by continents and which would be totally cut off from each other by war. Their big fleets are those in the Baltic and Black Seas, while smaller divisions are in the Pacific and the White Sea. The Russians have built canals linking many of their rivers with the White Sea, Baltic and Black Sea. These canals and rivers are not navigable by big ships; only by small craft such as motor-torpedo boats, launches and small coastal submarines, of which Russia has built many.

So much for the material side of Russia's Navy. What about its men? In the Russo-Japanese War the Russian Fleets, although much stronger on paper than those opposed to them, proved no match for the Japs. This showed that their leadership and efficiency must have been less than that of the Japanese. There seems to have been a marked improvement in this direction in later years. The Russians have a large number of good training ships in commission, and the handling of the Sverdlov at Spithead left nothing to be desired. When the Germans attacked Russia in 1941 they proved to be a formidable opponent, and much stronger on paper than these non-fighting ships. Among these there is one that must have been one of the oldest ships actively employed in any navy. This is the Marti, built in Denmark in 1893 as the Czar's royal yacht Standart, but cleverly reconstructed as a minelayer in 1936. She is now a ship of 5800 tons, with a speed of 18 knots, carrying four 5.1-inch guns, many light A.A. guns and 500 of her deadly "eggs."

Hundreds of motor-torpedo boats, motor patrol vessels, minesweepers, river gunboats and such craft round off their fishing fleet, while their navy also includes many depot ships, tenders, tankers, icebreakers, training ships and other non-fighting ships. Among these is the sister to the Italian full-rigged training ship vines, which attracted so much attention in the recent Spithead Review. It is the ex-Cristoforo Colombo, given to Russia by Italy in terms of the peace treaty. What her new name is is not known for certain, but it might well be Tovarish, after a full-rigged training ship that the Russians used to have. Another is the ex-German Gorch Fock, one of the three that Hitler's navy built, another of which is to-day the Eagle of the United States Navy, the third being the Guanabara of the Brazilian Navy. It is obvious, therefore, that the Red Fleet is a formidable force. It is especially strong in cruisers, destroyers, submarines and minelayers, just the sort of ships to prey on the sea-borne commerce of an enemy. The navies of the Western powers are making great efforts to eradicate the danger from attack by mine and submarine, but the danger of gunfire attacks should not be forgotten. Think of the plight of a convoy that was being escorted by anti-submarine frigates and minesweepers if it were to be attacked by a couple of Sverdlovks!

One big weakness of the Russian naval situation must be remembered: that it is of necessity divided into two major and two minor sections, separated from each other by continents and which would be totally cut off from each other by war. Their big fleets are those in the Baltic and Black Seas, while smaller divisions are in the Pacific and the White Sea. The Russians have built canals linking many of their rivers with the White Sea, Baltic and Black Sea. These canals and rivers are not navigable by big ships; only by small craft such as motor-torpedo boats, launches and small coastal submarines, of which Russia has built many.

So much for the material side of Russia's Navy. What about its men? In the Russo-Japanese War the Russian Fleets, although much stronger on paper than those opposed to them, proved no match for the Japs. This showed that their leadership and efficiency must have been less than that of the Japanese. There seems to have been a marked improvement in this direction in later years. The Russians have a large number of good training ships in commission, and the handling of the Sverdlov at Spithead left nothing to be desired. When the Germans attacked Russia in 1941 they proved to be a formidable opponent, and much stronger on paper than these non-fighting ships. Among these is the sister to the Italian full-rigged training ship vines, which attracted so much attention in the recent Spithead Review. It is the ex-Cristoforo Colombo, given to Russia by Italy in terms of the peace treaty. What her new name is is not known for certain, but it might well be Tovarish, after a full-rigged training ship that the Russians used to have. Another is the ex-German Gorch Fock, one of the three that Hitler's navy built, another of which is to-day the Eagle of the United States Navy, the third being the Guanabara of the Brazilian Navy. It is obvious, therefore, that the Red Fleet is a formidable force. It is especially strong in cruisers, destroyers, submarines and minelayers, just the sort of ships to prey on the sea-borne commerce of an enemy. The navies of the Western powers are making great efforts to eradicate the danger from attack by mine and submarine, but the danger of gunfire attacks should not be forgotten. Think of the plight of a convoy that was being escorted by anti-submarine frigates and minesweepers if it were to be attacked by a couple of Sverdlovks!
Comprehensive measures had been devised for the protection of ships at sea and shore-based communities.

The ideally-defended community ashore would be one from which all but essential personnel could be speedily evacuated and in which adequate underground earth shelters and concrete group shelters were provided for those who had to remain.

Dressings, drugs and foodstuffs would have to be stock-piled in enormous quantities and distributed among various areas.

Eight new craft launched in U.K.

Several ships and small craft were launched from yards in the United Kingdom during September and October.

During September the following coastal and inshore minesweepers and motor torpedo boats were launched:

- C.M.S. Somerseteyl, Richards Ironworks Ltd., Lowestoft; C.M.S. Aldington, Camper & Nicholson Ltd., Southampton; I.M.S. Downham, J. S. White Ltd., Cowes; M.T.B. Dark Avenger, Saunders Roe Ltd., Anglesey; M.T.B. Dark Invader, Morgan Giles Ltd., Teignmouth.

In October three frigates were launched, two anti-submarine frigates and one aircraft direction frigate (a new type).

The two anti-submarine frigates are H.M.S. Blackwood, launched from the shipyards of Messrs. Yarrow & Co. Ltd., of Walsall, Southampton and H.M.S. Melvold, launched from the yard of Messrs. Yarrow & Co. Ltd., of Walsall. The former was named by Lady MacLaren, wife of Sir Hamish MacLaren, Director of Electrical Engineering, Admiralty, and the latter by Miss Geoffrey Robson, wife of Vice-Admiral William A. Robson, C.B., D.S.O., D.S.C., Flag Officer, Scotland.

Particulars of the two ships are:

- Extremely strong 310 feet (300 feet between perpendiculars), beam of 33 feet; powered by geared steam turbines of 6,200 horse power and armed with three Bofors guns and two three-barrelled anti-submarine mortars of the same design as those fitted in H.M.S. Rocket.
- Each mortar can fire a pattern of large projectiles with great accuracy, and the projectiles can be set to explode at a predetermined depth. They can be trained over a wider arc than previous types of anti-submarine mortars.

The A/D frigate is H.M.S. Llandaf, which was named by the Countess Mountbatten of Burma, wife of the First Sea Lord.

The frigate is of 340 feet extreme length and has a beam of 40 feet. She will be powered by Admiralty standard range diesel engines.

Historical documents concerning Napoleon and Nelson dating from the first Italian campaign to the Battle of Trafalgar were offered for sale at Sotheby's, London, this month. They formed part of the collection of manuscripts sent from New York to the executors of the late Andre de Coppet.

Among the sales was a letter written by Nelson to his uncle before he lost his right hand, describing the battle of St. Vincent, and another letter written by Nelson in 1800 about the British Blockade of Malta. A third letter, amusing and delightful and written to Emma Hamilton, was sold for £275. It stated:

"To-day I dine with Admiral Grecn, who has also lost his right arm, and as the Commander of the troops has lost his leg, I expect we shall be caricatured as the lame defenders of England."

Nelson's secret plan for the Battle of Trafalgar addressed to Captain of the Leven, was bought for £338, and a chart of the Distinguishing Pennants and Orders of Sailing of the fleet before Trafalgar brought £250. Among other Nelson papers sold were the Order of Battle for Trafalgar, and a full-page diagram of the Trafalgar attack.

New Director of W.R.A.N.S. appointed

A new Director of the Women's Royal Australian Naval Service has been appointed as from March 12. She is First Officer Elizabeth Hill, of the Women's Royal Naval Service, who will serve in the acting-rank of Chief Officer, and will succeed Acting Chief Officer Joan Cole, who will return to the United Kingdom after having been on loan to the Royal Australian Navy from the Royal Navy for two and a half years.

First Officer Hill's appointment was announced by the Minister for the Navy, the Right Hon. Sir Eric Harrison.

She arrived in Melbourne from England in the Orion last month.

NEWS OF THE WORLD'S NAVIES

"No need for panic" in A-bomb attack

The opinion that there was no need for panic concerning war-time atomic attacks if proper precautions were taken was emphasised at a conference of more than 50 naval medical officers which was opened at H.M.A.S. Lonsdale, Port Melbourne, on December 13.

Medical officers of the Royal Australian Navy and of the Royal Australian Naval Reserves in the South-East Australian Area attended. Professor R. H. Lovell, Professor of Medicine, and Professor M. R. Ewing, Professor of Surgery, both of the University of Melbourne, and both of whom served as medical officers in the Royal Navy during the Second World War, were also present.

The R.A.N. Medical Director-General, Surgeon Commander Lionel Lockwood, presided.

Films dealing with atomic physics and protective measures were shown and addresses on the science of atomics generally and methods of defence against heat, blast and radiation were given by Lieutenant-Commander V. G. Jeram, R.A.N., and Lieutenant A. A. Andrews, R.A.N., both of the R.A.N. Atomic Biological and Chemical Defence School at Balmain (N.S.W.).

Surgeon Commander K. C. Armstrong, R.A.N., Medical Officer-in-Charge of the School of Aviation Medicine at the Royal Air Station at Nowra (N.S.W.), said that despite the tremendous power and danger of atomic weapons we were by no means defenceless against them. But amount of study and investigation had been devoted to atomic defence, both at sea and ashore.

A new Director of the Women's Royal Australian Naval Service has been appointed as from March 12. She is First Officer Elizabeth Hill, of the Women's Royal Naval Service, who will serve in the acting-rank of Chief Officer, and will succeed Acting Chief Officer Joan Cole, who will return to the United Kingdom after having been on loan to the Royal Australian Navy from the Royal Navy for two and a half years.

First Officer Hill's appointment was announced by the Minister for the Navy, the Right Hon. Sir Eric Harrison.

She arrived in Melbourne from England in the Orion last month.
SYDNEY YAWL WINS BLUE-WATER CLASSIC

THE Royal Australian Navy sloop, Tom O'Shanter, made no ripples on the sea of space in newspaper columns reporting the 680-mile Sydney-Hobart yacht race.

But she was right with the leaders three days out of Sydney. At that stage she was ahead of the Tasmanian cutter, Nell Guv'nne — which finished fourth in the race. But Tom O'Shanter dropped out from then on and finished at the rear of the field.

Tom O'Shanter is a Bermuda sloop which the Royal Australian Naval College uses for training cadet midshipmen in sailing.

Officers from the Naval College sailed her in the race.

The 34-ft. Sydney yawl, Moonbi won the coveted first place on handicap, followed by Cooroyba, a 35-ft. South Australian sloop, and the 42-ft. Sydney sloop Janzon.

The 57-ft. Sydney cutter Even took line honours in a thrilling and bitterly contested race from Kurruwa IV, a 64-ft. cutter from Victoria.

Even and Kurruwa IV vied for the lead from the time the yachts left Sydney until they approached the Derwent River.

One of Australia's greatest yachtsmen, Jock Muir, co-skipper of Even, took the honours when he out-manoeuvred Kurruwa IV down the last 40 miles to the finishing line.

All yachts encountered calm seas and little wind throughout their 680-mile journey.

The 52-ft. Victorian cutter Winston Churchill, skippered by Victoria's Minister for Transport, Mr. A. G. Warner, made a dramatic bid at one stage in the race by sailing more than 50 miles out to sea in a gamble to pick up a strong south-east breeze which would have enabled her to stand in for Hobart on the one tack.

Winston Churchill's gamble failed.

Crew members from all yachts reported after the race that it had been a placid and almost dull time.

The only drama occurred when a 12-ft. shark attacked the Even off the Tasmanian coast during the final stages.

The shark raked and scarred the hull in the attack.

Details of times and corrected times for the leading yachts were:

Even, 4 days 18 hours 13 minutes 14 seconds; Kurruwa IV, 4 days 18 hours 33 minutes 42 seconds; Nell Guv'nne, 4 days 21 hours 5 minutes 53 seconds; Cooroyba, 5 days 14 minutes 42 seconds; Moonbi, 5 days 1 hour 28 minutes 24 seconds; Janzon, 5 days 2 hours 41 minutes 21 seconds; Southern Myth, 5 days 3 hours 11 minutes 8 seconds; Carol J., 5 days 3 hours 50 minutes 53 seconds.

On corrected times Moonbi won by 12 minutes from Cooroyba with Janzon almost 4 hours behind Cooroyba, and Nell Guv'nne an hour behind the third yacht.

SANTA WAS DELAYED BY ROUGH SEAS

Santa was late getting Christmas mail and food to families at three lighthouses on the Victorian coast — but the children got their Christmas toys.

The lighthouses are at Wilson's Promontory, Cliffsy Island, and Deal Island.

The 40-foot ketch Alpha, which does the mail run to the light-houses from Port Albert every fortnight, was kept there for a week by rough seas.

The toys, however, reached the children by the supply steam tug, which does the round three times a year.
The news of the world's navies

A streamlined Navy (cont.)

A streamlined Navy with ships to carry guided missiles was envisaged by Lord Mounthatten, Britain's first Sea Lord, at the launching of the frigate Llandaff at the Tyne.

Lord Mounthatten said the ob-"tive was a streamlined Navy of ships to carry guided missiles, with later ships to follow. He hoped would be possible to persuade shipbuilding firms to dame out these improved naval ships between big tankers now building.

The Llandaff is one of a new type of air direction frigate, and will be powered by diesel engines. It is one of five frigates ordered for the Tyne.

A hundred and sixty students who completed the first part of their training last March would begin the second part on the same date as youths in the new call-up began their training.

Sir Eric Harrison added that the training of naval national servicemen was done at HMAS Penguin, Balmoral (N.S.W.), HMAS Leeuwin, Fremantle (W.A.), Flinders Naval Depot, Crib Point (Vic.), and other shore establishments and in ships of the Fleet.

New "Forrestal" Class ready in July

The United States carrier Saratoga, second of the "Forrestals," has been floated out of the graving dock at the New York yard and should be ready for delivery next July.

Although generally similar to her predecessor she will be of greater power and higher speed and cost £73,000,000. The new "Forrestals" will have atomic power.

Big fire damage at Admiralty

Fire gutted a large part of the two top floors of the Admiralty building in Whitehall, London, on December 8.

A worker in the transport section of the Admiralty discovered the blaze at 2.45 a.m. Within a few minutes dense smoke and vivid flames were coming from the roof. The sky over the West End reflected a deep orange glow.

Among those who watched were the First Sea Lord and Chief of the Naval Staff, Admiral Lord Mounthatten, and the First Lord of the Admiralty, Mr. J. P. L. Thomas.

No casualties were reported.

No information yet on peroxide sub.

Although the U.S. Nantucket was launched in January, 1954, no information has been released as to the success or otherwise of the trials of the submarine Explorer.

Among those who watched were the First Sea Lord and Chief of the Naval Staff, Admiral Earl Mountbatten, and the First Lord of the Admiralty, Mr. J. P. L. Thomas.

No casualties were reported.

The news of the world's navies

A streamlined Navy with ships to carry guided missiles was envisaged by Lord Mounthatten, Britain's first Sea Lord, at the launching of the frigate Llandaff at the Tyne.

Lord Mounthatten said the ob-"tive was a streamlined Navy of ships to carry guided missiles, with later ships to follow. He hoped would be possible to persuade shipbuilding firms to dame out these improved naval ships between big tankers now building.

The Llandaff is one of a new type of air direction frigate, and will be powered by diesel engines. It is one of five frigates ordered for the Tyne.

A hundred and sixty students who completed the first part of their training last March would begin the second part on the same date as youths in the new call-up began their training.

Sir Eric Harrison added that the training of naval national servicemen was done at HMAS Penguin, Balmoral (N.S.W.), HMAS Leeuwin, Fremantle (W.A.), Flinders Naval Depot, Crib Point (Vic.), and other shore establishments and in ships of the Fleet.

New "Forrestal" Class ready in July

The United States carrier Saratoga, second of the "Forrestals," has been floated out of the graving dock at the New York yard and should be ready for delivery next July.

Although generally similar to her predecessor she will be of greater power and higher speed and cost £73,000,000. The new "Forrestals" will have atomic power.

Big fire damage at Admiralty

Fire gutted a large part of the two top floors of the Admiralty building in Whitehall, London, on December 8.

A worker in the transport section of the Admiralty discovered the blaze at 2.45 a.m. Within a few minutes dense smoke and vivid flames were coming from the roof. The sky over the West End reflected a deep orange glow.

Among those who watched were the First Sea Lord and Chief of the Naval Staff, Admiral Earl Mountbatten, and the First Lord of the Admiralty, Mr. J. P. L. Thomas.

No casualties were reported.

No information yet on peroxide sub.

Although the U.S. Nantucket was launched in January, 1954, no information has been released as to the success or otherwise of the trials of the submarine Explorer.

Among those who watched were the First Sea Lord and Chief of the Naval Staff, Admiral Earl Mountbatten, and the First Lord of the Admiralty, Mr. J. P. L. Thomas.

No casualties were reported.
"Kista Dan" leaves for Antarctica

The Polar motorship Kista Dan left Melbourne on December 27 on Australia's most important mission to Antarctica. Nearly 1000 people stood in drizzling rain to farewell her.

The ship will land a relief party at Australia's permanent base at Mawson in MacRobertson Land, reconnoitre large tracts of coastline where man has never set foot, and choose a site for a second Australian base.

This expansion of Australian activity will be part of the Commonwealth contribution to the International Geophysical Year beginning June, 1957.

The International Geophysical Year is a special year in which many nations cooperate in a wide range of scientific research.

Mr. R. G. Casey, before the ship sailed, said that the Australian sector of Antarctica was of vital importance.

"It lies close to Australia's back door," he said.

"Meteorologically, the region is of great value, because Australia's weather, more than that of any other country, is influenced by conditions in the Antarctic.

"There is also the possibility that it holds appreciable mineral wealth and other natural resources.

"In short, we cannot afford to neglect this region, for no one can predict what importance it may assume in the next fifty years."

Mr. Casey said that the Kista Dan, which had just returned from relieving the Australian station at Macquarie Island, would land the relief party of 19 men, under Mr. William Bewsher, at Mawson.

Before this, it would explore, as far as ice conditions permitted, the coast of Wilkes Land, in the Australian sector, which had been photographed from the air but never visited by man.

The ship, under the direction of the Director of the Antarctic Division of the Department of External Affairs, Mr. Phillip G. Law, would also choose the site for the second Australian station, at Vestfold Hills.

This station, about 350 miles east of Mawson, would provide a valuable intermediate station between Mawson and the proposed American and Russian bases on the Knox Coast of Antarctica.

Mr. Casey said the relief expedition would carry a de Havilland Beaver aircraft, equipped with floats and skis, for reconnaissance flights.

The Beaver would be left at Mawson to carry out aerial surveying during the coming Antarctic winter.

A special steel hangar had been designed in Melbourne to house the aircraft.

Mr. Casey said Australia was making a notable contribution to the programme of Antarctic research for the International Geophysical Year.

Australia's preparations were more advanced than those of other countries which would maintain stations in Antarctica.

Preparations had been going on at Mawson since last year.

The experience gained by Australians in cross-country journeys with tracked snow vehicles would be of considerable value to the Trans-Antarctic Expedition which, under the leadership of Dr. Vivian Fuchs, would cross the continent during the International Geophysical Year.

"Australia's interest in the Antarctic has been maintained for two generations, and the last nine years have seen a steadily growing scientific interest," Mr. Casey said.

Chinese Capture Korean coastguards

Chinese Communist ships on Christmas Day fired on a South Korean coastguard cutter and took four coastguards captive.

A South Korean Government spokesman said the coastguard cutter discovered 14 Chinese Communist vessels fishing in South Korean waters—inside the Rhe line, the border of the area claimed by South Korea as territorial water.

The spokesman said the cutter seized one of the fishing boats, put four coastguards aboard, and took it in tow.

Soon after, six armed Chinese Communist ships appeared and opened fire on the cutter, which returned the fire.

The exchange of fire lasted more than five hours, he said.

The spokesman added: "When the Chinese ships made their escape they took with them the fishing boat carrying the four coastguards."

Press reports state that South Korea has described the engagement as "an act of war" by Communist China.

The South Korean Government spokesman claimed that Communist China, North Korea, and Japan had joined together in an aggressive pact to encircle South Korea.

French expedition to Adelie Land

Fourteen French scientists left Hobart on December 26 for Adelie Land, Antarctica, in the Norwegian icebreaker Norsel.

The expedition, which spent five days in Hobart, will carry out upper atmospheric research at two bases.

One base is on the coast of Adelie Land, at Pointe Geologie, and the other 400 miles inland.

The icebreaker will anchor off the coast for about three weeks while the two parties settle in. The ship will be back in Hobart at the end of February.

New link with "Cutty Sark"

After years of fruitless efforts to trace surviving members of the family of Captain John Willis—"Old White Hate"—for whom the famous ship Cutty Sark was built on Clydesteir in the 1860's, chance has solved the problem.

Australian Alan Villiers, author, sailor, and a Governor of the Cutty Sark Society, chanced to meet in Montreal Mr. Sydney Appleton, son of a Trinity Pilot who lived in Deal, Kent, who—
 McConnell for Jap fishermen

The Mexican Government has asked Japan for Japanese tuna fishermen, according to a Press report from Tokyo. The request was made in a letter to Mayor Yagarzo Adachi, of Otsu, Hokiando.

The letter did not disclose the number of fishermen Mexico wanted but offered to issue entry permits immediately.

Russia may buy the “Georgic”

Russia may buy the 27,000-ton liner Georgic, which was withdrawn from the Australian merchant service recently, says the London “Sunday Express.” The British Ministry of Transport stated that it has received several inquiries for the Georgic but declined to disclose which firms or countries were interested. Special stamps from Antarctica

Four stamps of the current Falkland Islands Dependencies series will be specially overprinted to honour the British Trans-Antarctic expedition. The stamps range in value from 1d. to 6d. They show the polar research ships Discovery I, Discovery II, Penola and Terypsy.

Each stamp also has a portrait of the Queen. The overprinted stamps will be released on the day the expedition lands in the Antarctic.

Appendix out in gale at sea

The Tasman liner Wangangella changed course at the height of a 40-mile-an-hour gale on the night of December 4 so that a Sydney surgeon could take out a passenger’s appendix.

The surgeon, Dr. G. C. Shortland, 35, a resident at Royal South Sydney Hospital, said: “The ship was plunging wildly at first. It would have been impossible to operate.”

“But the master, Captain H. S. Norrie, did a marvellous job. He headed us down toward Tasmania, and it was quite steady enough to operate.”

The ship later landed the patient, who was taken to hospital in Sydney.

India given Australian hospital ship

Australia has presented a motor vessel to India as a mobile hospital and medical dispensary in the Andaman and Nicobar Islands.

The Minister for External Affairs, Mr. R. G. Casey, handed the ship over to the Indian High Commissioner, General K. M. Cariappa, on November 29 at Man-o’-War steps, Sydney.

Mr. Casey said that the Indian Government last year asked Australia if it could supply the ship. It is a gift under the Technical Cooperation Scheme of the Colombo Plan.

The vessel is a wooden ship, formerly the Rurua, 103 tons, and now named Industrial.

Built about 1946, it operated as a sugar carrier along the Queensland coast for its former owners, the Fairymead Sugar Company.

Total cost to the Commonwealth of the ship’s purchase and refit was about £60,000.

It contains a modern operating theatre and dispensary and £1000 worth of equipment. It can accommodate about 20 patients, a medical officer, orderlies and crew.

The Industrial will be based on Port Blair in the Andamans, about 500 miles from the Indian mainland in the Bay of Bengal.

Vessels built, slipped and serviced.

A. & W. Engineering & Ship Repair Co. Ptg. Ltd.

CAREENING COVE, MILSON’S POINT

Telephone: XB 1675 and XB 4387.

After Hours: XJ 3213.

The Navy

Vice-Admiral Sir John Collins, K.B.E., C.B., new President of the Navy League of Australia, is congratulated by the retiring President, Commander J. D. Bates, V.R.D., R.A.N.V.R., who held office since 1950.
actions until the ship was torpedoed, in July, 1943.

In October of that year he was appointed to H.M.A.S. Shropshire and after a year's service in that ship proceeded to the United Kingdom for a torpedo course. He qualified in July, 1945, and then joined H.M.A.S. Australia in which he served until 1948. He again went to England in 1948 for anti-submarine courses and service with the Royal Navy. Returning to Australia in 1951, he served for two years at Navy Office Melbourne and was then appointed as First Lieutenant, H.M.A.S. Sydney.

He relinquished this appointment to become the officer-in-charge of the Torpedo and Anti-Submarine School.

Commander White
A former prisoner-of-war, Commander Norman White, has been promoted from lieutenant-commander in the New Year list. Commander White entered the Royal Australian Naval College in 1933 and had a midshipman's training of three days before the declaration of World War II.

His first ship was H.M.A.S. Canberra. As a sub-lieutenant he was appointed to H.M.A.S. Perth in January, 1942, and was made a prisoner-of-war by the Japanese when the Perth was sunk in March of that year.

Since the war he has completed a navigating course in England and served for some time at H.M.A.S. Watson, the radar training school. He is now serving in H.M.A.S. Sydney.

Navy Promotions
Eight senior R.A.N. officers from New South Wales and one Victorian have been promoted. They are included in the New Year's promotions announced by the Minister for the Navy.

The promotions are:

ROYAL AUSTRALIAN NAVY
Commander John Hastie
Dowson, of Elizabeth Bay (N.S.W.), to captain.

Lieutenant-Commander Eldred Pottinger Kestings, of Edgedell (N.S.W.), to commander.

Lieutenant-Commander Daniel Buchanan, of Coomasiebarom (N.S.W.), to commander.

Lieutenant-Commander Norman Harold Stephen White, of Manly (N.S.W.), to commander.

Lieutenant-Commander E. Peter James Ashenden Daish, of Sydney (N.S.W.), to commander (E).

Lieutenant-Commander Christopher Clement Connolly, of Lane Cove (N.S.W.), to commander.

Lieutenant-Commander (L) David William John, of Wahroonga (N.S.W.), to commander.

Instructor Lieutenant-Commander Richard Gerard Fennessy, D.S.C., of Watson’s Bay (N.S.W.), to instructor-com- mander.

Instructor-Lieutenant-Commander Robert Grant Craft, of Clayton (Vic.), to command (S).

ROYAL AUSTRALIAN NAVAL RESERVE
Lieutenant Leslie Alderson Smith, of North Sydney (N.S.W.), to lieutenant-commander.

Lieutenant William Griffith Dovy, of Vaucluse (N.S.W.), to lieutenant-commander.

Lieutenant Thomas Russell Vasey, of Sydney, to lieutenant-commander.

Lieutenant-Commander (L) Charles Short McVey, of Brisbane, to commander (L).

Surgeon Lieutenant-Commander Edward Eric Keith Bottomley, of Hartwell (Vic.), to surgeon-commander.

Lieutenant (S.B.) David John Richardson, of Brighton Beach (V.), to lieutenant-commander (S.B.).

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE
Lieutenant Richard Eric Godson, of Brighton Beach (V.), to lieutenant-commander.

Lieutenant John Brooke Howse, of Orange (N.S.W.), to lieutenant-commander.

Surgeon Lieutenant-Commander James Stuart Guest, O.B.E., of Melbourne, to surgeon-commander.

Lieutenant (S.B.) Rolf Eric Goddard, of Woolloola (N.S.W.), to lieutenant-commander (S.B.).

Lieutenant Alexander Garrock Steele, of Beaconsfield (N.S.W.), to lieutenant-commander.

Lieutenant Robert George Ives, of Mt. Lawley (W.A.), to lieutenant-commander.

Lieutenant David Henry Casey, of Bellarine (Tas.), to lieutenant-commander.

Lieutenant Basil Yaldwin Hall, of Armadale (V.), to lieutenant-commander.

THE NAVY REMEMBERS

"PERTH" AND "YARRA"

Short services in memory of officers and men of the Royal Australian Navy who lost their lives in H.M.A.S. Perth and H.M.A.S. Yarra in the Second World War were held in the Australian destroyers Trunbull and Anzac off the north-west coast of Java, near where the Perth was sunk on Nov. 29.

Both ships dropped during the services. After two minutes silence had been observed and a wreath had been dropped on the water they proceeded on their way to the Malayan area to relieve the R.A.N. destroyers Arunta and Warramunga in the naval component of the strategic reserve.

The captain of the Trunbull, Captain R. Rhodes, D.S.C., A.D.C., R.A.N., and the captain of the Anzac, Commander E. I. Peal, D.S.C., R.A.N., had both served under Captain H. M. L. Waller, D.S.O. R.A.N., who was captain of the Perth when she was sunk, and who went down with her ship.

The Perth and the United States cruiser Houston were overwhelmed and sunk on the night of February 28, 1942, after they had encountered eight Japanese cruisers and 20 destroyers while on passage to Trinil on the south coast of Java, to embark evacuees.

Three days later the slop

A W.R.A.N. telegraphist being instructed at the Signal School at Flanders Naval Depot, Cape Point, Victoria, is shown here receiving and typing a signal transmitted in morse.

A MESSAGE FROM THE FEDERAL PRESIDENT

The new Federal President of the Navy League of Australia, Vice-Admiral Sir John Collins, K.B.E., C.B., in a message to Navy League members, said:

"On assuming office as Federal President of the Navy League I greet all Presidents of Divisions, Vice-Presidents and members of the Executive Committees, and also all Officers and Instructors of the Sea Cadet Corps throughout Australia. In thanking you for your fine services in the past I would express my confidence that the good work will be continued with enthusiasm in 1956.

"I ask all Fellows of the League to accept my best wishes for a prosperous and peaceful New Year. Many of you, I know, have no time to take a great part in the League's activities, but you are doing your share in endorsing, by your fellowship, the objects of the League and helping us to maintain that much-needed youth movement, the Sea Cadet Corps.

"To the Sea Cadets I would say — be loyal to God, your Queen and yourselves; be keen, attend your drills regularly, try to pass for higher rating and regard it all as good fun. If you do these things you will enjoy your days in the Corps and get a lot of benefit from them.

"I look forward to a year of great progress in the Navy League and particularly in the Sea Cadet Corps. Good luck to you all."

THE NAVY
“CONTROL OF ATLANTIC VITAL” — MONTGOMERY

Field-Marshal Lord Montgomery, in a recent talk to the Royal United Service Institute, stated that if the strength of Britain's overseas forces were to be reduced, attacks by the Royal Air Force would be necessary. He warned that an aggressor would be forced to exert all of his might against the British air forces, but that air power alone was not sufficient to deter an aggressive enemy. Lord Montgomery further stated that flexibility of our operations gene

1. The necessity of complete control of the Atlantic

2. The need for comprehensive planning and execution

3. The importance of coordination among the military branches

4. The requirement for a high standard of some of his predecessors

The author has allowed herself to be carried away by her hero, and her judgment of historical fact, has, as a result, suffered in the extreme. Nelson, by any stretch, was not a remarkable admiral, but he was never quite the colossal which this book attempts to build. The less creditable episodes are glossed over or completely ignored, some of his contemporaries have been given rather less than justice in the comparison with this paragon of all the virtues.

One looks in vain for the author's comments on his decidedly odd behaviour under Lord Keith in 1799; one looks in vain, too, for the name of Hamilton in these pages. Sir Hyde Parker, Commander-in-Chief at Copenhagen, "aptly" refers to the fact that he had undoubtedly been in the Navy for a considerable time, had nothing whatsoever to recommend him for the job"—a statement which seems a little unkind in view of his earlier activities with Hood off Toulon and Corisca and as Commander-in-Chief at Jamaica, where his brilliance almost completely stopped the West Indian trade.

Caldwell, too, is criticized by the author for his action with Ville-neuve, a fact which suggests that she has not adequately studied the overall strategy of the 1804-1805 campaign at sea, nor appreciated the over-riding duties of the various blocking squadrons, of which Caldwell was one.

It is not really good enough, in these days when the importance of history is more fully recognised than ever before, to expect serious readers to accept an unbalanced portrait of Nelson as this book paints. No one will deny that Nelson was undoubtedly a tactical genius at sea, but equally no one can deny that he
THE "GREY GOOSE'S" NEW ROLE

fter Majesty's ship Grey Goose was launched and commissioned, July 4, 1941, at the shipyard of Messrs. J. Samuel White & Co., Ltd., as a steam gunboat. Launched on February 16, 1942, she was completed on July 4 the same year. Seven of her class were completed to form an experimental flotilla of fast and powerful craft to serve as E-boat killers.

At the time they were officially described as 'light coastal craft,' and the public and the enemy were left to assume that they were ordinary motor gun and torpedo boats, powered by petrol engines. Had it not been for security considerations they could have been described as 'destroyers in miniature' with powerful steel hulls. With a displacement of 205 tons standard and 260 tons full load, they were of 146 feet in length overall with a beam of 20 feet and a shallow draught of 5 feet. In spite of an exceptionally heavy armament which finally included a 3-inch gun, two 2-pounder guns, four 20 mm. Oerlikon anti-aircraft pieces, two 21-inch torpedo tubes and depth charges, their high efficiency steam turbines, fed from a single boiler, gave them a speed of over 35 knots.

Seven ships of the flotilla were officially credited with sinking six enemy ships and causing heavy damage to many more, though the steam gunboat was lost during the war, but the Grey Goose is the only one of her class now in Her Majesty's Service. It was in the Grey Goose that Lieutenant-Commander Peter Neville Hood, R.N.V.R., who had commanded her during this period of the war, was awarded a U.S. decoration, the Legion of Merit, Degree of Legionnaire.

Now, ten years after the war, the Grey Goose has been given a new lease of life, and in her, notable progress is being made in the development of gas turbine machinery for the Royal Navy.

July 7, 1943, described how an enemy force of two or three trawlers and eight R-boats was engaged in four miles north of Cape Levi, East of Cherbourg, and within range of coastal batteries. During the action, which lasted about 25 minutes, several hits were scored on the enemy vessels and two were left burning. The Grey Goose suffered superficial damage and a few casualties.

This was merely one of the many actions in which the Grey Goose took part. In June and July, 1944, she fought German E-boats in the Narrow Seas and for his leadership Lieutenant Peter Neville Hood, R.N.V.R., who commanded her during this period of the war, was awarded a U.S. decoration, the Legion of Merit, Degree of Legionnaire.

Now, ten years after the war, the Grey Goose has been given a new lease of life, and in her, notable progress is being made in the development of gas turbine machinery for the Royal Navy.

BOOK REVIEWS
Continued from page 27
had many faults. It would have been a better book had the author acknowledged them openly, instead of glossing over or ignoring them completely.

-P.K.K., in the London "Navy."

"No Man's Mistress," by Alexander Fullerton; published by Davies (London). This is not just another novel about the last war. Alexander Fullerton begins by describing what many officers and men felt in Alexandria during the eventful Mediterranean campaign of 1942 — the heat, the flies, the sand and perhaps the most realistic of all — the attitude of the Egyptians to the Allies in this period. And then we are shown the beginning of a Malta convoy.

James Wentworth, Royal Navy, retired, goes to the Summer Ball at H.M.S. Dolphin and meets his old friend and shipmate Peter Tregarth. In a submarine laid up in Reserve, they talk through the night of events when they were both midshipmen serving in H.M.S. Pelorus, one of the cruisers serving in the Eastern Mediterranean.

Peter Tregarth finds that his father is taking passage in H.M.S. Pelorus to Malta and that he was responsible for his death. How his father really died is something you must find out when you read this tale of the Royal Navy in time of war. The events leading up to the sinking of the Pelorus by torpedo bombers after leaving Alexandria are woven into this exciting story. Action, heroism, the scream of stuka dive bombers, the sinking of an enemy troopship and submarine are woven into this exciting tale of a Malta convoy.

The author has fine powers of characterisation, as all who go down to the sea in ships will instantly recall and recognise.

DURING a first period extending from 1946 to 1948, work was limited to restoring the ruins of naval dockyards, clearing the waterways, minesweeping the approaches, and relaying some 300 sunken vessels. At the same time, the construction of a few vessels that had been begun before the war was completed, and foreign vessels were acquired.

From 1949 the building up of the fleet really began. The Jean Bart, a 35,000-ton man-of-war, sister ship to the Richelieu, was finished; and the first post-war shipping was launched, about 8000 tons a year.

In 1951, events in Korea and Indo-China led to the passing of the Rearmament Lasv. raising the level of its national missions and international obligations as indispensable to maintain the volume of construction to 540,000 tons (450,000 tons in combat vessels, 20,000 tons in amphibian craft, and 70,000 tons in auxiliary vessels), to which must be added 20 Fleet Air Arm flight vessels.

To achieve this aim, the Navy would have to have an annual budget of about 200,000,000,000 francs. Unfortunately, this is not the case in 1951 and 1956, when the budget falls short of this mark by 20 to 30 billion.

However, the 1953 quota has been maintained at the rate of 30,000 tons. The most important item of it will be a new 22,000-ton aircraft-carrier, of the Clemenceau type, capable of carrying about 60 aircraft. It will be 237 metres long, 43 metres wide, 126,000 h.p., speed 32 knots, armed with twelve double 57 mm guns, and manned by 2500 men.

In addition to the aircraft-carrier, construction will begin this year on various vessels, including:

- The Commandant Riviere, an escort vessel of 1750 tons, also called an “aviso” of the French Union, as it will be used for the security of sea communication with the French overseas territories. With a speed of 25 knots, the Commandant Riviere will be heavily armed with artillery and anti-submarine arms. It will also carry a platform for a light helicopter.
- Three fast escort vessels of 1350 tons; speed 27 knots; 20,000 h.p.
- Three chaser submarines of 750 tons.

The 1956 programme will reach only 22,000 tons, a squadron supply vessel having had to be struck off the programme for financial reasons.

It includes a series of 21 small vessels, the largest of which is of 2000 tons, a squadron escort vessel of the “Killer” type, specialised in anti-submarine tactics. With its high speed (34 knots), it will chase and attack enemy submarines in liaison with the ordinary escort vessels which play only a defensive role.

The other items included in the 1956 programme are French Union escort vessels, coastal escort vessels, an L.S.T. of the improved American type, coastal tankers of 1000 tons, and finally a pocket submarine of 30 tons.

It will be seen that no provision has been made for replacing the training-ship for cadet-officers, the Jeanne d’Arc, which will be unfit for use by 1960 (she went into service in 1931).

On the other hand, it must not be forgotten that, in addition to the vessels constructed on the French Budget, a few other vessels are added each year from the offshore credits, or as part of the Mutual Aid Programme within the Atlantic Organisation.

The greater part of the requirements of the Fleet Air Arm had hitherto been supplied by free American aid. But in accordance with the express wish of the Parliament, the Navy is now turning towards a programme of purely French aeronautical construction.

The three types of aircraft necessary are the anti-submarine
PORT LINE LIMITED

Regular sailings for:
UNITED KINGDOM and CONTINENT.
TAKING WOOL.
REFRIGERATED
and
GENERAL CARGO
ALSO LIMITED
NUMBER SALOON PASSENGERS.

For further particulars apply:
PORT LINE LTD.,
1-7 BENT ST., SYDNEY
(Inc. in England)

Or Agents:
GIBBS BRIGHT & CO.,
37 PITT ST., SYDNEY

Also at
BRISBANE, MELBOURNE,
ADELAIDE, PERTH,
and NEWCASTLE

The future of steam for marine purposes is met by the latest Babcock developments, which, in turn, are backed by over 50 years' sea experience. At sea, as on land, time has proved the service of Babcock Boiler Plant.

BABCOCK & WILCOX OF AUSTRALIA PTY LIMITED
ENGINEERS AND CONTRACTORS
Head Office & Works, South Yarra
Branch Offices and Agencies in all States

EZDA
ZINC BASE DIE CASTING ALLOY
conforming in composition with
British Standard Specification 1004
produced by
ELECTROLYTIC ZINC COMPANY
OF AUSTRALIA LIMITED
360 COLLINS STREET, MELBOURNE.

is used in the production of
high quality die castings
by members of
THE ZINC ALLOY DIE CASTERS' ASSOCIATION
OF AUSTRALIA.

ORDER FORM
To "THE NAVY," ROYAL EXCHANGE BUILDING, BRIDGE ST., SYDNEY.

Please register my subscription to "The Navy." The rate is 20/- per 12 issues post free in the British Empire. I send Postal Note/Cheque/Money Order for

issues.

(Add exchange where applicable)

Commencing from:

Name
Address

Date
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.
The map looked like a mahjongg set!

A map of Siam used in the 1919 England-Australia air race was so primitive that it resembled, according to the late Sir Keith Smith, "a mahjongg set upside down."

But, despite this and other hazards, Sir Keith with his brother, Sir Ross Smith, and Sergeants W. H. Shiers and J. M. Bennett, battled through to win the Commonwealth Government's £10,000 prize for the first flight from England to Australia.

Flying a World War I Vickers Vimy bomber at an average speed of 81 m.p.h., the Smith brothers completed the journey in 28 days. (Today's passenger services do it in 2½ days; a jet takes about a day.)

Flew in Open Cockpit. Greatest worry for the fliers was the appalling condition of landing grounds along the route. At Sourabaya, in Java, 200 coolies toiled for 13 hours to extricate the aircraft from the mud.

Flying in open cockpits, the aviators were often soaked to the skin. But with little more than a compass to guide them, the fliers touched down at Darwin to win the coveted prize.

The Smith brothers used Shell aviation spirit and oil on this famous flight.

In fact, nearly every airman who flew from Europe to Australia in the pioneering years that followed, relied on Shell.

Today, SHELL is still servicing major flying routes all over the world.
CONTENTS


EDITORIAL:

Three Important Questions Answered .................................. 4

ARTICLES:

New 'Q' Class Are Powerful Submarine Hunters .................. 6
Sailing The World—By Jeep .............................................. 8
A U.S. Atomic Explosion—As Seen By A Canadian Navy Observer 12
How The Navy Spent Christmas In Penang ......................... 16
A Proud Record ......................................................... 18
Providing Sea-time For Scientists ............................... 24
First Atlantic Yacht Race ............................................. 28

FEATURES:

News Of The World’s Navies ........................................... 14
Maritime News Of The World ........................................ 20
Personalities .............................................................. 22
Book Reviews ............................................................ 27
For Sea Cadets .......................................................... 26, 31

Published by The Navy League of Australia, 83 Pitt Street, Sydney, N.S.W.
Telephone BU 1771.
Official Organ of the Navy League of Australia; the Merchant Service Guild of Australasia; the Ex-Naval Men’s Association (Federal).
SUBSCRIPTION RATE: 12 Issues post free in the British Empire, 20/-.
Copies of “Herald” photographs used may be obtained direct from Photo Sales, Sydney Morning Herald, Hunter Street, Sydney.

M.V. “DUNTRROON”—10,500 tons

MELBOURNE STEAMSHIP CO. LTD.
Head Office:
31 KING ST., MELBOURNE
BRANCHES OR AGENCIES AT ALL PORTS
MANAGING AGENTS FOR
HOBSONS BAY DOCK AND ENGINEERING CO. PTY. LTD.
Works: Williamstown, Victoria
HODGE ENGINEERING CO. PTY. LTD.
Works: Sunnys St., Sydney, and
COCKBURN ENGINEERING PTY. LTD.
SHIP REPAIRERS, ETC.

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

ANCHOR BRAND

makes Capstan your
DEPENDABLE cigarette

CAPSTAN
they’re bleached better
Planning to paint? then use...

Kem-cote
FLAT ENAMEL for interior walls and ceilings

One-coat KEM-COTE is an entirely new-type paint for walls, ceilings and woodwork. It has been designed to make painting FASTER and EASIER than ever before. KEM-COTE gives a perfect finish in just ONE coat over practically all surfaces... even faded wall paper.

SEE the 21 glorious colours displayed on the novel KEM-COTE colour wheel.

KEM-COTE is a Berger Group Product

THE UNITED SHIP SERVICES PTY. LTD.

ALL CLASSES OF SHIP REPAIRS AND FITTINGS UNDERTAKEN
88-102 NORMANBY RD., STH. MELBOURNE, VIC.
Telephones: MX 5231 (6 lines).

THE NAVY LEAGUE OF AUSTRALIA.

PATRON:
His Excellency The Governor General.

FEDERAL COUNCIL:
President: Vice-Admiral Sir John Collins, K.B.E., C.B.
Deputy President: Commodore R. A. Marsfield, D.S.C., V.R.D., R.A.N.R.
Secretary: R. Neil Walford, Esq., 132 Flinders St., Melbourne, C1.

New South Wales Division:
President: His Excellency The Governor of New South Wales.
Vice-President: Rear-Admiral H. A. Showers, C.B.E., (Retd.).
Secretary: R. L. Bar, Esq., 81 Pat Street, Wollongong.
Hon. Treasurer: P. E. Trigg, Esq.

Victoria Division:
President: His Excellency The Governor of Victoria.
Vice-President: Vice-Admiral Sir John Collins, K.B.E., C.B.
Secretary: R. Neil Walford, Esq., 132 Flinders St., Melbourne, C1.

South Australian Division:
President: His Excellency The Governor of South Australia.
Vice-President: Commodore C. C. Birkett, R.A.N. (Retd.).
Hon. Sec.: K. W. Adcock, Esq., 131 Grenfell St., Adelaide.

Tasmanian Division:
President: Vice-Admiral Sir Guy Wyatt, K.B.E., C.B., R.N. (Retd.).
Vice-President: C. H. Heard, Esq., M.H.A.

Western Australian Division:
President: His Excellency The Governor of Western Australia.
Hon. Sec.: Commodore O. C. McDonald, R.A.N.V.R. (Retd.), Box 1447T, C.P.O., Brisbane.

Queensland Division:
President: His Excellency The Governor of Queensland.
Vice-President: Commodore, L. B. Penny, M.R.E., V.R.D., R.A.N.R. (Retd.), 159 Boundary St., West Leederville, W.A.

Australian Capital Territory Division:
President: His Excellency, G. E. L. Alston, C.M.G. (High Commissioner for New Zealand).

AUSTRALIAN SEA Cadet COUNCIL.

Representatives of the Naval Board:
Director of Naval Reserves, Capt. A. S. Ransome, D.S.O., R.A.N. (Chairman).
Commodore R. Neil Walford, D.S.C., V.R.D., R.A.N.R.

Representatives of The Navy League:
Commodore R. Neil Walford, D.S.C., V.R.D., R.A.N.R.
Lt. Col. F. E. Trigg, Esq., R.A.N.V.R.

NOW OPEN
THE "LIGHTNING" CONSULTATION
1st PRIZE — £30,000
£100 TICKETS ONLY AT £1 EACH
Also
THE 10/- SPECIAL CONSULTATION
100,000 TICKETS ONLY. 1st PRIZE £14,000
Drawn every few weeks.
And
THE USUAL 5/- CASH CONSULTATIONS
1ST PRIZE — £10,000
Drawn every few days.

"Tattersall" Sweep Consultation
C/- GEO. ADAMS
244 FLINDERS STREET, MELBOURNE

With WILHELMSEN AGENCY PTY. LTD.
SYDNEY & MELBOURNE

Representative for:
WILHELMSEN LINES, OSLO
AUSTRALIA-WEST PACIFIC LINE, HELSINBORG
AMERICAN PIONEER LINE, NEW YORK
SCANDINAVIAN AIRLINES SYSTEM, STOCKHOLM

For the Best Soft Drinks
Always say...

MARCHANT'S
PLEASE!
Office & Factory: 34 YORK ST., RICHMOND, VICTORIA
Phone: JA 3131.

February, 1954.
THREE IMPORTANT QUESTIONS ANSWERED

Speaking at the recent "passing out" ceremony at the Royal Australian Naval College, the First Naval Member, Vice Admiral Dowling, dealt with three questions which must be in the minds of many young men who look to the Navy as a career.

They were:
- Is there a future requirement for a strong Navy?
- Is there security in the Navy as a career?
- Is there a good chance of promotion to high rank?

In this fast-moving age of great scientific and technical progress there has been much discussion among the leaders of military thought in Britain about the usefulness of a Navy in a future war of terrible thermo-nuclear weapons, guided projectiles of intercontinental range, high-flying, high-speed aircraft and swift, long-range submarines.

Over the past few years the voices of those who regard the Navy as an outdated force were particularly strong. Happily a saner view appears to be held fairly generally now. This has been influenced no doubt by the United States defence policy (which emphasizes Naval power) so strongly that the U.S. Navy's shipbuilding programme includes such highly expensive units as the Forrestal class of super-carriers and atomic-powered submarines, and by the Soviet's formidable Navy build-up since the war.

On the subject of security and prospects in an Australian Navy career, these must apply to the rating and recruit equally as to the young officer, if indeed not more so. Only recently we have seen the dangerous drift away from the R.A.N. of trained men of the lower deck, who prefer to "take their time" rather than sign on for a further period. This, of course, is symptomatic of an age of strong competition among employers (including the Services) for good, skilled men — and Naval training is a high recommendation in the eyes of many civilian employers.

The inescapable fact is that nowadays security and prospects in the Navy must be compared with security and prospects in civil employment. And to compensate for the disadvantages to family life inseparable from life in the fighting Services, these must have an edge on what civil life can offer.

Vice Admiral Dowling pointed out that the Royal Australian Navy was designed not only as a small, balanced Fleet, fully mobile and flexible, but for integration with the Navies of our Allies. At the drop of a hat the R.A.N., or elements of it, could become part of either of the Royal Navy or the United States Navy. For this reason, he said, he hoped it would not be long before the R.A.N. had a system of exchange with officers of the United States Navy as we now have with the Royal Navy.

He added: "The Navy becomes more and more technical. . . . The very structure of Fleets is under change. The task force of World War II will be replaced by battle groups — small units probably consisting of an aircraft carrier, a guided missiles cruiser, and a squadron of anti-submarine escorts. These mobile groups offer small targets for thermo-nuclear weapons and long-range guided missiles, but can be quickly concentrated with other groups if required.

The guided missile is replacing the gun and, perhaps, will replace the bomber. The helicopter is coming into its own for detecting and destroying enemy submarines with 'dunking sonar' and target-seeking torpedoes.

Vice Admiral Dowling referred to a letter which his great-grandfather, 120 years ago, wrote to his son when he sent him to England to complete his education. Some of the points of advice — which applied even now — were:

- Lead a Christian life. This is the ideal and manly life.
- Never lower your standards.
- Avoid low company.
- Avoid over indulgence.
- Behave and appear as a gentleman should.
- Get to know and understand your fellow man.
- See that work always come before play.
- Never lose the common touch.
- Never lose your humility.

The U.S. Navy's shipbuilding programme includes such highly expensive units as the Forrestal class of super-carriers and atomic-powered submarines, and by the Soviet's formidable Navy build-up since the war.

On the subject of security and prospects in an Australian Navy career, these must apply to the rating and recruit equally as to the young officer, if indeed not more so. Only recently we have seen the dangerous drift away from the R.A.N. of trained men of the lower deck, who prefer to "take their time" rather than sign on for a further period. This, of course, is symptomatic of an age of strong competition among employers (including the Services) for good, skilled men — and Naval training is a high recommendation in the eyes of many civilian employers.

The inescapable fact is that nowadays security and prospects in the Navy must be compared with security and prospects in civil employment. And to compensate for the disadvantages to family life inseparable from life in the fighting Services, these must have an edge on what civil life can offer.

Vice Admiral Dowling pointed out that the Royal Australian Navy was designed not only as a small, balanced Fleet, fully mobile and flexible, but for integration with the Navies of our Allies. At the drop of a hat the R.A.N., or elements of it, could become part of either of the Royal Navy or the United States Navy. For this reason, he said, he hoped it would not be long before the R.A.N. had a system of exchange with officers of the United States Navy as we now have with the Royal Navy.

He added: "The Navy becomes more and more technical. . . . The very structure of Fleets is under change. The task force of World War II will be replaced by battle groups — small units probably consisting of an aircraft carrier, a guided missiles cruiser, and a squadron of anti-submarine escorts. These mobile groups offer small targets for thermo-nuclear weapons and long-range guided missiles, but can be quickly concentrated with other groups if required.

The guided missile is replacing the gun and, perhaps, will replace the bomber. The helicopter is coming into its own for detecting and destroying enemy submarines with 'dunking sonar' and target-seeking torpedoes.

Vice Admiral Dowling referred to a letter which his great-grandfather, 120 years ago, wrote to his son when he sent him to England to complete his education. Some of the points of advice — which applied even now — were:

- Lead a Christian life. This is the ideal and manly life.
- Never lower your standards.
- Avoid low company.
- Avoid over indulgence.
- Behave and appear as a gentleman should.
- Get to know and understand your fellow man.
- See that work always come before play.
- Never lose the common touch.
- Never lose your humility.
NEW "Q" CLASS ARE POWERFUL SUBMARINE HUNTERS

With her clean rich grey paint glinting in the sun and her White Ensign flying stiffly in the breeze, H.M.A.S. Queenborough is one of the most efficiently equipped and deadliest ships of the Royal Australian Navy as having fulfilled her trials satisfactorily and having in all other respects complied with Navy's needs.

Now, with her sister-ships Queenenborough and Quadrant, converted some time previously, she is one of the most easily spotted ships of her kind about.

At that time both her converted sister-ships were engaged in operational duties in widely separated parts of the world.

The Queenenborough, after gaining first-hand experience against submarines with the British Home Fleet and other NATO Navies, had just left the United Kingdom on her voyage home. The Quadrant was taking part in exercises off Australia in which her capabilities and skill as a hunter and killer were being tested with the assistance of Royal Navy submarines based in Sydney.

Another Q class ship, the Queenenborough, was lying at Garden Island Sydney. She, also, is undergoing a conversion that will be finished towards the end of this year.

After the Quickmatch had passed through the tumbling waters of the Rip and turned eastward into Bass Strait, it ran into a long, slow swell which she rode gently and through which she cut cleanly, throwing up curling masses of wolly-white foam on the both sides of her bow.

It was in Bass Strait, between Point Nepean and Cape Schanck, only a few weeks before, that she had done her speed trials and delighted the Captain and others with her quick acceleration, her rare handling qualities and her flexibility.

"It is just like driving a motor-bike," one of them had said enthusiastically as he stood with the Captain on the bridge.

As she approached the measured mile—marked out by buoys ashore—on the day of those particular trials, she gathered speed like an eager greyhound. She passed the last beacon, and as she turned at full speed in a short circle to get ready for another run, she heeled over and sent some of her crew, taken suddenly unaware, sliding across her decks into the guard rails.

Astonished of her, as she circled, she left a wide shimmering, sparkling path that looked like fluffy cotton-down, in the broad centre of which her propellers had carved a turbulently-rushing frothy depth.

There was a thrill and fascination about this display of speed. It was a revelation of her bright new dress, with her proud banners flying, and the sunlight streaming down upon her, she made a brave and splendid sight as she went to join the fleet.

And, as she went, the good wishes of all who loved the sea and ships went with her.

The Quickmatch and her sister-ships were lent to the Royal Australian Navy by the Royal Navy during the Second World War, when, manned by R.A.N. crews, they served with distinction in all the waters of the globe.

It had been intended that after the war the ships would be returned to the Royal Navy. But this left a new threat had arisen. It was a long-range, short-fitted submarine which the Germans had begun to use.

Even after the war had ended in an Allied victory, a potential threat still confronted the Western powers, because, for still more deadly types of submarines had passed into other than Allied hands, one of which was a fast type fitter with turbine-engines that burned a special fuel mixture.

Since then submarines that can travel much faster and remain submerged for very long periods without surfacing have become standard. These improvements have been achieved by streamlining the vessels' hulls and greatly increasing their battery capacities.

If another war broke out and such submarines began to roam the oceans they could create so much havoc among Allied shipping that the disastrous effects of Hitler's U-boat campaign would seem a minor affair by comparison.

It was as a consequence of this threat that the Navies of the Western powers decided to strengthen their anti-submarine defences with the greatest possible despatch. And as a result of that decision the British Government furnished the Royal Australian Navy with the Q class destroyers as a gift on condition that they were converted fast, modernly equipped anti-submarine frigates.

The R.A.N.'s anti-submarine force contains other vessels besides these frigates. The aircraft carrier Sydney has, until recently, been the most potent unit in the force because she has been able to employ both her own great mobility and the added mobility of her anti-submarine aircraft. When the new carrier Melbourne arrives in Australian waters this year she will have the additional advantage of the even greater range and efficiency of Gannet turbo-prop aircraft.

Other ships in the force are the R.A.N.'s modernised River class frigates, all of which are equipped with up-to-date anti-submarine devices, and its Tribal and Battle class destroyers which have been equipped in the same way. Its Daring Class vessels, of small cruiser type, at present being built, and four frigates whose construction is contemplated, will be fitted with the most modern anti-submarine apparatus yet devised.

It would be useless, however, to have modernly-equipped ships if their officers and men were not adequately trained in how best to use them. For that reason ships of the Royal Australian Navy have conducted anti-submarine exercises almost continuously.

With the submarines of the Royal Navy that have been specially based on Sydney to that
SAILING THE WORLD—BY JEEP
By Murray Sayle

The sea-going adventures of Ben Carlin, now 41, who was working as a mining engineer in China on the outbreak of World War II, and enlisted in the British Army at the nearest British consulate on the day he received the news that Hitler had lowered the boom.

After the Allies made it game, and match, he took his discharge in the U.S. and started looking for an amphibious jeep to win his five-dollar bet.

The manufacturers sold him a brand-new surplus model for 800 dollars. It cost Carlin 2000 dollars—all the money he had in the world—to adapt it for his adventure.

It ought to be made clear that Carlin's jeep is not the DUKW, the amphibious truck well known to most of the world's veterans. It is the much smaller vehicle which the U.S. Army calls Jeep, Amphibious, 4x4, quarter-ton. Only 1000 of them were built before the U.S. Army decided they were too small to be of any practical use.

So Carlin had no difficulty buying one.

The 20-gallon tank of a jeep would not take him far across the Atlantic. Carlin built two tanks, front and aft, shaped to give the jeep a rough, blunt, pointed bow and stern, and increased gasoline capacity to 200 gallons. Still not nearly enough.

Art much experimenting, he designed a 600-gallon, cigar-shaped tow tank which, he calculated, should just about turn the trick.

In place of the canvas top of the jeep, Carlin added a wood-and-plexiglass roof with aerial for a small radio receiver. Extra water and oil tanks completed the job.

Fueled and watered, the jeep weighs two tons, and rides in the water with eight inches of freeboard. The standard jeep engine goes 40 miles per hour on land and (because of the drag of the wheels and the poor shape of the hull) an agonizingly slow 2½ knots afloat.

All this time Carlin was looking for another man, preferably an engineer veteran, to go with him. Elinore, now Mrs. Carlin, is helping him look, but with ideas of her own about who the second adventurer should be.

It took a long while to persuade Carlin that a woman could stand up to the rigors of the trip. But Elinore convinced him—and Carlin countered by suggesting a plain gold band on the third finger. Ben and Elinore were married in New York in the spring of '48 and a fortnight later they left Halifax, in Nova Scotia, for their honeymoon trip to the Azores, 2200 miles away.

The first day out, they lost their tank. It cost Carlin his last ninety dollars to have another made.

Next time the propeller bearing—one of the few parts Carlin could not repair while afloat—broke down after six days at sea and a passing ship hoisted the jeep aboard and took them home.

Three or four more tries failed because of leaks, severe headwinds and the like.

Elinore turned out to be a worse sailor than she hoped and was sick almost continuously during the first attempts.

It is impossible to cook aboard the jeep and the pair lived entirely on canned food. During the last, near-disastrous attempt to get to the Azores, a heavy sea came aboard and washed all the labels off the cans stacked on the jeep's floor.

So, at mealtimes, they took pot luck among the cans. For one week they lived entirely on ravioli, which the luck of the draw turned up meal after meal.

Even at 1500 revolutions a minute, you cannot run the dirtiest gasoline engine continuously for more than a few days. More than half a dozen times, while the jeep wallowed in the Atlantic swell, Carlin stripped the motor, changed the spark plugs, decarbonized the cylinders.

They hit Flores in the Azores after 32 days at sea—a tribute to the books on navigation which Carlin had studied nights in the New York Public Library. The island Portuguese, astonished to see any kind of small boat crawl in out of the blue yonder, were dumbfounded when the boat ran up the beach and parked outside the nearest bar. They promptly declared a "Festival do Jeep," and a scheduled one-week stopover turned into three liquid months of celebration.

Already the Carlins had a lot to celebrate. They had written a tale for Australia, and had covered the longest single hop of the world's journey.

The next stop, to Madeira, was much shorter, but it brought the jeeping couple close to disaster. A twelve-day hurricane almost swamped the vehicle, made eating or sleeping impossible and cut off radio communications.

The radio trouble was traced to wet insulators, and Ben finally got the set working again by posting Elinore topside on the roof of the jeep, where she clung with one hand and wiped the insulators with a fistful of kleenex tissues.
Ben says you could have trailed them over the Atlantic by the line of crumpled tissues bobbing on mountainous seas.

The radio, working again, brought in the frantic Portuguese coast guard transmitter forlornly crying “Allo Sheep, Allo Sheep” on all wavelengths, like a heartbroken shepherd. Ben reassured them that they were still afloat, and accepted an offer from the Portuguese Navy to rendezvous with them at sea with fresh supplies of gasoline.

Sleeping aboard, impossible during the hurricane, is difficult at all times. Because of the hopeless shape of the hull from a ‘naval-design point of view, the jeep waddles about at sea like a tipsy shape of the hull from a ‘naval-design point of view, the jeep waddles about at sea like a tipsy duck and must be continually loaded vehicle. (There is almost a ton on each axle of the jeep, built to carry a quarter that weight.)

A detachment of Spanish soldiers even filled in a dried riverbed with stones to enable them to cross.

“With the Atlantic behind them, the short hop across the Mediterranean was a pleasant day’s outing. The pair then drove through Spain and France, into the Channel at Dieppe and out again at Dover, where a population-conscious British policeman greeted Ben by asking for his driving license, refused to believe that he had come from France, let alone America, and then arranged a temporary driving card for the triumphal trip up to London.

The jeep by this time—the fall of 1950—was in bad shape. The pounding of the Atlantic and the washed-out roads of Africa had loosened every bolt, and rust had attacked the thin metal of the hull.

While Elinore took a job with the U.S. Air Force in Britain, Ben rented a garage in London and stripped the jeep down to a heap of parts. The rebuilding took close to three years of steady single-handed work.

Everything was ready by last summer. Quietly, without publicity, the jeep slipped back into the Channel at Dover and followed the land route across Europe and Asia as far as Singapore. A friend brought up the rear in a light pick-up with the expedition’s baggage.

People who have never met Ben Carlin and his wife invariably say: “This trip proves that there are a brave and resourceful pair, but what else does it prove? Why go to all this trouble?”

And “Why?” was the first question I put to Carlin in London.

It is not, I can assure you, a gigantic publicity stunt, nor are the Carlins being paid by the manufacturers of any of the equipment they are using.

Indeed, when the makers of the jeep heard of the project they tried to persuade Carlin not to go, as they did not wish their product to be used in any suicide attempts.

Neither of the pair seeks publicity for their expedition, and newspapermen have a great deal of trouble getting the modest and self-deprecating Carlin even to describe the harrowing experiences they have had.

“It is a challenge, like Everest, the four-minute mile, or travel to the moon,” says Ben.

“There is no percentage in any of these things except that you have done something no one has done before and, more important, you have made yourself a promise and kept it.

“I said that it could be done, and I would not like my friends back in India to think I was a man who indulged in loose boasting in bars. So I intend to prove that it can be done.”

And, if Ben and Elinore Carlin fail to go round the world in their jeep, there’s one thing you can be quite sure of. It’s impossible.

—from “The World Veteran.”

Local children welcomed Lieutenant-Commander H. Home ashore at Yerra Bay on January 19 to re-enact Governor Philip’s first landing there. Lieutenant-Commander Home is commanding officer of the minesweeper H.M.A.S. “Wagga,” which provided the boat’s crew for the ceremony.
The advent of atomic weapons in the closing phase of the Second World War left the United States Armed Forces in sole possession of the greatest weapon of mass destruction the world had known.

As long as this state of affairs endured, the Canadian services did not need to concern themselves greatly with the problems of defense in nuclear warfare, but within a comparatively short period it became evident that other countries beyond the North Atlantic Treaty Organization, were making rapid strides in the production of atomic weapons.

Although Canada shared in the pioneering scientific research which led to the release of energy from the atom, she chose after the war to concentrate on nuclear studies outside the weapons field. Thus it was that a new group of civilians or members of the armed forces, had ever witnessed an atomic explosion, although defensive measures were studied and exercised.

Last year, however, the United States Atomic Energy Commission agreed that Canadian armed forces personnel, sponsored by the U.S. Army, should be invited to take part in a series of trials, called "Exercise Desert Rock VI," at the AEC Nevada proving grounds.

Senior officers of the three armed services were asked to attend as observers. Officers of the Royal Canadian Navy who had a first-hand view of atomic might were Rear-Admiral H. S. Rayner, Commanding Officer, H.M.C.S. Labrador and Captain (L.G.) H. G. Burchell.

An invitation was also extended to a Canadian party of officers and men of the three Services to witness an atomic explosion from forward slit trenches and to take part in the subsequent survey of the contaminated fall-out area. This portion of the tests was known as "Exercise Sarpin.

They were allotted quarters, eight to a tent, identical for officers and men. While toilet and ablution facilities were on the super-market principle, designed for numbers and gossip rather than privacy, they were remarkably efficient, considering that all water was hauled from 15 miles away in 2000-gallon trailers.

Meals were served in tents or long tin huts and the Canadians were amazed at the standard maintained despite sudden changes in the number of meals required and serving times when "shots" were cancelled with little warning.

In the days preceding the scheduled date of the explosion they were to witness, April 26, the members of the party were kept busy preparing equipment and running monitoring exercises on clean and contaminated ground.

The "Shot" was not fired until May 4, and after a succession of examinations and observations to determine the operation of equipment. It was well known that certain flashy gentlemen in Las Vegas were eager to wager sizeable sums that it would not take place at all.

Wind direction was the most important factor in deciding whether or not an atomic device would be set off. During a series of early tests at Desert Rock IV, the wind had turned to the south. In every early test, the wind had turned to the south. In every early test, the Canadian team was to witness was cancelled with little warning.

There was nothing for Service personnel to do but await the results of the "Met" conference at 0330 and shot-time minus one hour. The Canadian party waited three nights on the desert for the announcement on each occasion. "Sorry, gentlemen, the shot is off.

On other occasions, except the last, the buses were cancelled before the buses left the camp.

It was a novel experience for naval personnel to sit out the "gravedyard" watch in a slit trench 40 feet above sea level in the bottom of a dried lake. A figure dressed in GI helmet, G1 winter clothing, Canadian army bush clothing and a borrowed blanket or two, might emerge from the gloom. They were a credible reason for this burden of clothing. Although temperatures on the desert may have reached 100°F. under a blue sky and blazing sun the previous afternoon, in the dead of the night the mercury sank as low as 23°F.
American helicopters for Royal Navy

Press messages from London last month stated that the Admiralty will cancel an order for British helicopters for anti-submarine work and will probably order American Westland Sikorsky 58's.

The British helicopters originally ordered were the two-engined, twin-rotor Bristol 191's. The Press release quoted a Ministerial statement as saying that a smaller helicopter was more suitable for operating from aircraft-carriers and other ships.

The Westland Sikorsky 58 has one engine and one rotor.

A new navy for West Germany

The German Navy was re-born on January 17 when the first 120 sailors of the new German Navy paraded at Wilhelmshaven.

The West German Defence Minister took the salute, the respondent in Bonn says that the training will be between 15 and 17 and will need to have passed the sub-intermediate or intermediate examinations, or their equivalents.

Russia hands back Finnish Navy base

Russia on January 20 began handing back to Finland the naval base at Porkkala, ten miles west of Helsinki.

The transfer was expected to have been completed last month.

The base was leased to Russia in 1944, under the terms of the Russo-Finnish armistice.

Greater the deed, greater the need. Lightly to lift it away. Shall we add to the English breed Until the Judgment Day.

—Rudyard Kipling.
A SPECIAL Correspondent in H.M.A.S. "Tobruk" has sent us this account, in diary form, of how the ship's company spent Christmas at Penang. The "Tobruk" is in Malayan waters as part of the strategic reserve.

Pictured at right, by Australian Photographic Agency staff photographer, is the "Tobruk" steaming through heavy seas in the Australian Bight on her way to Malaya.

Thursday, 22nd December: Activities began with a cocktail party for the Captain and officers at the residence of the Resident Commissioner. In a most congenial atmosphere heads of the fighting and civil service and leading citizens were met. During the cocktail party invitations to dinner were offered and accepted.

All officers reported having a very good time at the various dinners.

Second Battalion R.A.R. Sergeants Mess at Minden Barracks, Penang, issued an invitation for a formal evening to 20 chief and petty officers. An excellent buffet dinner was provided and many friends were made.

Friday, 23rd December: Friday saw 10 officers and civilians and 50 other ranks embarked in Tobruk for a day at sea. The visitors were shown over the ship and witnessed burning of smoke floats, firings of practice squid, and witnessed burning of smoke floats, firings of practice squid, and witnessed burning of smoke floats.

The majority of officers and ratings found their way to the Penang racecourse for the opening day of the Christmas - New Year meeting. Despite numerous tips and lucky potents the totalisator finished up the winner. However, everyone was surprised with the splendid layout of the course and the excellent facilities—only a partition separated the tote pay-out from a well-stocked bar.

R.S.L. Christmas parcels were distributed during the forenoon and were very popular. The two bottles of beer per man received with the parcels were placed in the ship's cold room for Christmas Day.

On Saturday night Christmas shopping continued and on board the midnight oil was burned finishing the Christmas decoration in the mess decks. Since leaving Australia there has been keen competition between the various messes to win the weekly cake for the best mess. This custom was revived as an experiment, and the results have been so gratifying that it has been retained as a routine.

Sunday, 25th December: Christmas Day dawned clear and bright. Facilities were made available for all denominations to attend the various churches ashore and prayers were held on the forecastle at 0930. The beer issue was made with dinner and at 1200 the Captain and all officers walked through every mess to wish everyone a merry Christmas and to admire the decorations. The hard work which had gone into the preparations produced very good results. The officers decided to give a carton of 500 cigarettes to the best mess. This selection proved no easy task and was finally awarded to No. 2 mess, a forecastle seamen's mess. All mess decks were excellent.

The Christmas dinner of roast turkey, roast pork, ham, apple sauce, seasoned gravy, peas, cauliflower, baked potatoes, Christmas pudding and brandy sauce, raisins and mixed nuts was very well cooked. The cooks had worked through Christmas eve to ensure that nothing was lacking.

The welfare committee provided each member of the ship's company with a cigar and a rich aroma permeated the ship during the afternoon.

Monday, 26 December: A bus tour for 20 ranks was arranged. Golf was played against the Army, who proved superior and defeated Tobruk 4-3.

Most of the watch ashore took advantage of this last day to visit their newly-made friends and for a last smoke. Continued on page 18.
A PROUD RECORD

The Royal Navy Submarine "Tactician" left Sydney for England last month after two years' service with the Royal Australian Navy.

TACTICIAN, one of the Triton class, was built by Messrs. Vickers Armstrong at Barrow in Furness, launched on July 29, 1942, and completed in November of the same year.

Tactician first saw war service in the Mediterranean in the early months of 1943, where she served with distinction, earning the battle honours of Sicily, 1943, and Mediterranean, 1943. In 1944 she left for the East Indies Station, where she served until the termination of hostilities against Japan.

After a two years' spell at home, Tactician left for the Mediterranean in January, 1949, and in May, 1950, left for service on the Australian Station, arriving in Sydney to join the newly formed Fourth Submarine Squadron in August, 1950.

While at Sydney her time has been spent working with the Australian Navy and Air Force, but although based at Sydney Tactician has become known in many ports on the Far East Station.

In Japan in early 1952 she was giving anti-submarine training to the United Nations ships in the Korean War. Later in that year she was in Subic Bay exercising with the American Navy. She has twice visited Hong Kong and New Zealand, has cruised to Tasmania and the Fiji Islands, and has been at Melbourne coincident with the Melbourne Cup.

In September, 1954, she took part in a large-scale combined fleet exercise at Manus, and early in 1955 was at Singapore for ANZAC I.

Her activities with the Fourth Squadron have been extensive and varied, with several trips through the Barrier Reef to her credit and visit to the extremities of the Station.

Tactician leaves the Squadron with a work and travel record to be proud of.

A Scrub-down for H.M. Submarine Tactician

Ratings preparing H.M. Submarine "Tactician" for her voyage back to England last month.

POOLE & STEEL LTD.

43 STEPHEN ST., BALMAIN,
NSW.

Telephone: WB 2911

General Engineers, Boilermakers, Shipbuilders, Dredge Builders

Plans, Specifications and Estimates prepared for Mining Dredges and Plant of all kinds.
Electric Welding and Oxy-Acetylene Work.

Telegrams:
"POOLSTEEL," BALMAIN, NSW.

CHRISTMAS IN PENANG

Continued from page 17

look at Penang. The consensus of opinion being that if Christmas couldn't be spent at home, Penang was the place to spend it.

The Captain and officers held a cocktail party at 1930 to return some of the overwhelming hospitality extended by the Services and citizens of Penang.

An unusual family reunion took place when Petty Officer Edward C. Baum, 28, invited his younger brother, Private Fred Baum, 20, of 2nd Battalion, R.A.R., on board Tactician for Christmas dinner. The Baum brothers were born in Bunbury, W.A., and after attending school there the family moved to Perth. It was in Perth in 1944 that the brothers were last together.

TWO MARINES BEGIN TRANSATLANTIC VOYAGE

Two marines begin transatlantic voyage

Two Royal Marine officers paddled a 25ft. sailing boat out of a creek at Frinton, Essex, into the North Sea on January 3 on the first stage of an 8800-mile voyage.

Major Ian Major and Major Gordon Sillars hope to dock their boat in New York Harbour by June. They estimate the total cost of fuel for the voyage at £6/6/-.

They plan to navigate the inland waterways of France, stopping at Paris, Dijon and Lyons. From Majorca and Gibraltar the sloop will sail 700 miles into the Atlantic, stopping at the Canaries.

The big hope will be to Barbados, then to the Florida coast of the United States and inland to New York city.

Laugh and the world laughs with you;
Weep, and you weep alone;
For your old earth must borrow its
mirth,
But has trouble enough of its own.
—Ella Wheeler Wilcox.
Antarctica a single land mass

The leader of the United States Navy’s task force engaged in “Operation Deep Freeze,” Admiral George Dufek, last month stated that his long-range aircraft had established that Antarctica was a single land mass.

Earlier explorers believed that a Strait connecting the Ross and Weddell Seas divided the continent.

Admiral Dufek said that flights by ten long-range aircraft had revealed that the area once believed to be occupied by an ice-locked strait was composed of a range of 15,000 ft. mountains.

Four aircraft of “Operation Deep Freeze” on January 18 flew more than 2000 miles from McMurro Sound in the Antarctic to Christchurch, N.Z. The commanding squadron officer, Commander Ebbe, said three of them twice by ten long-range aircraft had reached the coast of Adelie Land on January 3. Disembarkation began in good conditions, according to reports from Paris.

The Nansen, 982 tons, left Hobart on December 26. Fourteen French explorers and scientists, led by veteran Polar explorer Roger Guillaud, will set up two bases for other French scientists taking part in the 1957-58 Geophysical Year.

Two boys stowaways on small trawler

Two schoolboy stowaways were rescued when a tiny fishing trawler plunging through the North Sea towards Arctic fishing grounds on January 18.

The skipper of the trawler, the 79-ton Stella Canopus, Captain Don Tennyson, radioed that he had found the boys, who had been missing from their homes since January 15.

He said the boys were safe and he did not intend to turn back. He is a former shipsmate of the father of one of the boys, Frederick Scholes, 13. Frederick’s father of one of the boys, Frederick Scholes, 13. Frederick’s father said he was washed overboard from a Swedish ship and had found the boys, who had been missing from their homes since January 15.

He said the boys were safe and he did not intend to turn back. He is a former shipsmate of the father of one of the boys, Frederick Scholes, 13. Frederick’s father said he was washed overboard from a Swedish ship and had found the boys, who had been missing from their homes since January 15.

The Chinese pleaded guilty through an interpreter.

Evidence was given that the Chinese had the opium strapped to their legs, in their socks, and in their waist-bands.

British test ship leaves for Monte Bello

The 225-ton tank-landing ship Nervik last month sailed from Malta for tests of nuclear weapons in the Monte Bello Islands, off the West Australian coast, the London “Daily Express” correspondent at Malta said on January 16.

He said the ship had been converted into a floating laboratory and headquarters, in which scientists would spend a year in atomic and radioactivity research.

Ships abandoned in Norwegian Sea

Rough seas whipped by gale force winds pounded the coast of Britain and north-west Europe late last month.

Tugs and lifeboats to the aid of British, Italian and Norwegian ships reported in difficulties.

Two crew abandoned ship

A Danish tanker rescued the crew of the Norwegian ship Herriesburg (1699 tons), which was a blaze in the middle of the Kattegat on January 22.

The crew of 16 of the Norwegian ship Stokholm (1120 tons) abandoned ship to the British fishing vessel Dorey Bank when she listed heavily after her deck cargo of timber shifted.

February, 1958.
Mr. Boucker

Mr. E. E. (Ted) Boucker, Administrative Officer, Garden Island, retired on 24th January after more than 42 years with the Commonwealth Public Service — must of that time at Garden Island.

Mr. Boucker joined the Service when Garden Island was under the control of the Royal Navy. His first trip to the Island was by rowing boat from Marn-O-War Steps. He witnessed the birth of the New South Wales Division of the United States Government as follows:

“For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of 805 Squadron, based on HMAS Sydney, while serving with the United Nations' Blockingad and Escort Force, Naval Forces Far East, during operations against enemy aggressors. An inspiring and aggressive leader, Lieutenant-Commander Boucker personally led his squadron in many successful attacks on enemy forces, installations, bridges and road-nets along the west coast of Korea, providing effective close air support to the Eighth Army ground forces, and made possible the close naval blockade of West Korea by reconnaissance flights in marginal and adverse weather. Through his sound judgment and skill in providing air support with planes of his squadron, he was instrumental in the successful gun strikes against enemy shore batteries by surface units of the West Coast Blockading and Escort Element. By his skilled airmanship, courage and unswerving devotion to duty, Lieutenant-Commander Boucker contributed materially to the success of the naval campaign in the Korean conflict and upheld the highest traditions of the Naval Service.”

Mr. Boucker enjoys a reputation for deep insight and his judgments and opinions have been widely sought and respected throughout the local Command during his length of office.

In the very difficult years of World War II he carried very serious responsibilities as civil adviser and secretarial majority to the senior authorities administering the Sydney Naval Establishments.

His comprehensive knowledge of local administrative procedure, his capacity for sound interpretation of the many complicated industries and regulations and his individual ability and mental alertness have won him the highest esteem.

It could be said that Mr. Boucker is an institution at Garden Island. He has a greater knowledge of its growth and of its history over the years. When he leaves, part of Garden Island will go with him. His very many friends — uniformed and civilian alike — together with colleagues from other Government departments with whom he has been associated will wish him many years of happiness in his retirement.—J.J.
Provisioning Sea-Time for Scientists

By a Special Correspondent in London

Scientists, designers and others concerned with the development of new equipment for the Royal Navy are being granted increasing facilities for service aloft to study the problems of those who use their equipment in H.M. Ships.

The Controller of the Navy, Admiral Sir Ralph Edwards, K.C.B., C.B.E., believes these visits pay handsome dividends, and it is hoped that sea-time for civil scientists and designers, at all levels, will become an increasing feature of Naval planning.

The ability to defend ourselves depends in great measure on scientific preparedness. Planning today is at the mercy of scientific discovery and invention. The closest liaison must, therefore, be maintained between those who provide equipment and those who use it.

For some time naval officers have been specially appointed to naval research and development establishments in an endeavour to ensure that civilian officers fully appreciate naval problems. But scientists and designers cannot acquire full knowledge and appreciation through the experience of others.

The Chief of the Royal Naval Scientific Service has always regarded it as important that members of his staff should have sea experience. But long periods at sea are possible only for a small proportion of those engaged on research, design and the production of naval equipment. Many, including draughtsmen, do, however, go in ships for trials and inspections, even if they do not proceed to sea.

As fleet scientific advisors, a member of the Royal Naval Scientific Service, who has usually attended the Naval Staff Course at the Royal Naval College, Greenwich, and the Joint Services Staff Course at Latimer, is attached to each of the staffs of the Commanders-in-Chief, Home Fleet and Mediterranean Fleet. During fleet exercises a number of civil officers are embarked in various units of the fleets as observers to study the general problems of operation and weapon efficiency.

In recent years the amount and complexity of electronic equipment now fitted in ships has increased to such an extent that special efforts are made to enable the designers and producers of this equipment to study at sea the problems of the user and the maintenance staff.

During the past 18 months the fleets have been able to accommodate about one hundred civil scientific officers of the Crown in various ships for periods varying between a few days and four or five weeks. Included in this number are staff representatives from Ministry of Supply establishments, which are responsible for most of the airborne electronic equipment for the Navy. Designers and engineers of industrial firms engaged on Admiralty work have also been embarked in this way on what has become known as "the electronics ticket."

Atomic Explosion

Continued from page 12

The Joint Services Staff have had four hours of sleep in the last 24 and their work is just beginning.

The day promises to be hot, but the hours ahead are to show how well the troops have profited from the time spent in training.

The Exercise Sapling party vehicles gather personnel from the trench area and move off to begin a detailed survey of the fall-out zone, the first to be attempted by a Canadian radiation team organised specifically for this type of operation in the field. They leave clad in protective clothing and carrying respirators, their departure followed by the curious stares of U.S. service personnel whose mission as observers has been almost completed.

The main show is over, but the succeeding hours show that the techniques learned earlier in Canada and on the desert are effective and practical. They show, too, the marked ability of naval personnel to adapt themselves to unusual regulations, new techniques and an entirely strange environment.—J.P.K.

For Sheer Strength

For Sheer Strength

Strange Craft Finally Completes Voyage

Frank Kubala, 29, on the Kapok-log raft which he sailed into Sydney Harbour recently after a two-year voyage from Cooktown, Queensland. This picture was taken in Watsons Bay, Sydney, where he was towed after passing through the heads.
For Sea Cadets

WHY UNDERSTAND ART?

By DOROTHY HELMICH
Founder and President of the Arts Council of Australia.

With the quickening of interest in the arts in Australia, in such a tangible form as the establishment of our first National Theatre and the proposed Opera House on the shores of the harbour, one pause to think about the real meaning of such movements.

I have been asked many times, "what is the function of the arts in our daily life?" I think we must regard the arts as entertainment, in the best sense of the word. When we see a play, or a ballet, or a painting, we are helped to develop imagination — a response to colour, sound, and language. They wake the more subtle side of a person's nature and enable him to live a richer and more satisfactory life.

One of a series of articles on appreciation of the Arts, published by arrangement with the Royal Society of St. George.

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League also sponsors the Australian Sea Cadet Corps to interest the right type of lad in the Royal Australian Navy — either to start them upon a career or to provide a healthy pleasurable means of qualifying them to be of service in the Senior Service in the event of emergency.

All British subjects who signify approval to the objects of the League are eligible.

JOIN THE NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League also sponsors the Australian Sea Cadet Corps to interest the right type of lad in the Royal Australian Navy — either to start them upon a career or to provide a healthy pleasurable means of qualifying them to be of service in the Senior Service in the event of emergency.

The League consists of Fellows (Annual or Life) and Associates.

All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN

and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

For Particulars—

NAVY LEAGUE,

Secretary: 312 Flinders Street, Melbourne, C.I., Victoria.
Secretary: 83 Pitt Street, Sydney, N.S.W.
Hon. Secretary: 12 Pirie Street, Adelaide, South Australia.
Hon. Secretary: Box 1441T, G.P.O., Brisbane, Queensland.
Hon. Secretary: 62 Blencowe Street, West Leederville, W.A.
Hon. Secretary: 726 Sandy Bay Rd., Lower Sandy Bay, Hobart.
Hon. Secretary: 49 Froggatt Street, Turner, Canberra, A.C.T.

THE NAVY

February, 1966.


The general in the Navy that knew "Blinker" is fast passing away; but in the years before the First World War, his name was a name to conjure with. He was known as a strict disciplinarian, yet one who could get the best of any ship's company, and a fine seaman whose ships broke all records in gunnery.

In 1913 he was given command of the finest ship in the Navy, the new battle-cruiser Queen Mary in which, with his present biographer as his Commander, he introduced a number of innovations in organisation at which many old fogs shook their heads in disapproval; but later they were all adopted enthusiastically through-out the fleet.

It is doubtful if he, his Admiral (Beauty) or his ship's company were more griefed when ill-ness compelled him to come ashore a month or two after the outbreak of war in 1914; but the Navy gained, after all, for he became Director of Naval Intelligence, a job for which he was supremely qualified.

The work of the Intelligence Division up to then had been somewhat humdrum, a routine business of receiving reports and passing out the give, but Hall had much more to live ideas of what it should be.

He was a master at organising spies, whose task was not only to penetrate the enemy's secrets but all the "goings on" of the "comrade and-dagger men," to feed them with spurious information so skillfully that they accepted it as real.

Sir William James's story of the luxury yacht, apparently owned by a wealthy German-American and blaxlessly flying American colours as she cruised along the west coast of Ireland, beats many fictional thrillers. Hall's great innovation, however, was the be made of interception of wireless messages, and the organisation he set up for penetrating the German's secret codes and cyphers— the closest of secrets at the time, though all disclosed since—in the famous "Room 40," of which Commander James was brought back from sea to sea to be the head.

That enabled German intrigues all over the world to be unmasked—thus incidently deciiding the United States to join the Allies—but it needed all Hall's skill to do so convincingly without disclosing to the enemy how that result had been achieved.

Hall thus became a power amongst the political heads of Allied Governments, and it was a bitter disappointment to him when he was excluded from the peace Conference and, through jealousy, his work the Administration fusion all recognition at the end of the war. He retired and entered Parliament, where he had a dis-distinguishwed political career. He died in 1943.

Sir William James naturally de-votes most of his biographical sketh to Hall's remarkable achievements as D.N.I. The full details of that have been given to the world long since, in Official Histories and the memoirs of politicians. the reader has read the new secrets. But he has skillfully woven them into a connected nar-

ative, in which the complex process of deceiving the enemy and penetrating his secrets and intrigues is clearly unfolded before the entraped reader.

-H.G.T., in the London "Navy."


This is yet another of our old friends, the life story of a warship, this time of an American submarine. The author of the tale served with the American Navy during the late war, and is now a naval aide-de-camp to President Eisenhower.

His yarn is certainly exciting, for the submarine's task is to haunt the fairways of Japanese merchant shipping and thereby to run the gauntlet of every anti-submarine device from aeroplanes to minesfields.

In the submarine are two men at loggerheads with one another, a host of lesser types such as one meets in any warship. Their conflicts provide sub-plots to the main theme of warfare under the sea.

We are accustomed nowadays to descriptions of depth-charges and crash-dives and torpedo-attacks; nor are the amorous imaginings of warriors (male or female) which unknown to readers of post-war fiction. Even so, this author holds our attention and is able to jog it at tense moments in the story.

English N.O.s will observe the friendly ways of the American fleet in which (when he feels friendly) the Commander is "Buddy" to his "buddies." Ice-cream, chicken soup, and pressed trousers (or pants) are parts of the impediments of modern democratic warfare as it is waged by America.

Definitely, then, this is good entertainment. It has no pretensions to appear literature, but it is well

Continued on page 32
FIRST ATLANTIC YACHT RACE

By Captain R. Barry O'Brien

In the early days of yacht-racing contests were generally the result of private wagers between individual owners. Such was the first recorded trans-Atlantic yacht race, in 1866, between the American schooners Henrietta, Fleetwing and Vesta.

The wealthy owners of these three boats were dining together in New York one summer's evening in that year, when the conversation turned to the merits and demerits of keel-boats and centre-board boats in deep-water racing.

The owner of the Vesta, a centre-boarder, declared that, despite the popular prejudice against centre-board vessels in rough waters, his craft would hold her own with any keel-boat of her size even in a race across the Atlantic.

"What do you say if our two boats make a race of it from Sandy Hook to Cowes?" suggested the owner of the Fleetwing, which was a keel-boat.

"That suits me," was the prompt reply.

"Let us make the stakes 30,000 dollars a side.

"That suits me," again came the reply.

"Let us sail in the stormy month of December."

"That suits me. The stronger the wind, the better my boat will like it," declared the owner of the Vesta.

At this stage of the discussion, the third member of the party, a young man named James Gordon Bennett, who was owner of the Henrietta and the son of the editor and proprietor of the "New York Herald," asked if he would be allowed to enter the race with his boat, if he put up his 30,000 dollar stake.

Mr. Pierre Lorillard and Mr. George A. Ogood, of New York, owners of the Vesta and Fleetwing respectively, were quite agreeable to this suggestion, especially as the Henrietta, a keel-boat, was considered the slowest of the three craft. Before the dinner-party broke up it had been decided that the winner of the race should take the whole 90,000 dollars (£18,000) in stakes.

The projected race aroused great interest in New York, and people who scarcely knew the difference between a spanker-boom and a jibboom suddenly became yacht-racing enthusiasts. Betting on the race became so heavy that a man could hardly put his head out into the street, declared the American correspondent of the English newspaper, without being urged to choose his boat and take or give the odds.

The Fleetwing was the favourite, and to make sure that she lived up to her reputation her owner engaged Captain Thomas, late of the U.S. packet-ship New York, to sail her across the Atlantic.

Not to be outdone, Mr. Bennett, Junr., engaged as his yacht master none other than the famous Chesapeake Bay skipper, Captain Thomas Samuels, formerly of the famous U.S. packet-ship Dreadnought, which had broken more transatlantic speed records than any other clipper-ship.

Mr. Lorillard, of the Vesta, decided on the other hand that since his centre-boarder was unquestionably tricky to handle, it would be wisest to retain the services of her present master, Captain Dayton, who had done well with her and who was a keel-boat.

There was practically no difference in size or rig between the three yachts. All were two-masted schooners of a little more than 100 feet length. The Vesta was 201 tons, American measurement; the Henrietta and Fleetwing were 203 and 204 tons, American measurement, respectively. Each yacht carried a foresail and mainsail, one mast, main-topmast staysail, fore-topmast staysail, inner and flying jibs, a square-sail for use when running, and two or three supplementary fancy "kites." Each yacht's complement for the race consisted of 22 to 25 officers and men, and two or three judges and guests in addition. It was agreed that Masters should choose their own courses across the Atlantic, and one and all decided to keep to the European steamship tracks. To ensure that the boats might be reported as frequently as possible, the following notice was issued to transatlantic shipping:

"In the great race which is to take place on Tuesday, December 11, at 1 p.m., the Henrietta will display on the ocean a blue flag, nine by three feet; the Fleetwing will exhibit a red flag, nine by three; and the Vesta will carry a white flag of the same dimensions. At night, the Henrietta will burn a blue light and fire a blue rocket one minute after sunset; and the Vesta will burn a white light and fire a white rocket one minute after sunset.

"The outcome of the race in New York, like the owners of two rivals. It was felt that his enthusiasm, plus the skill, experience, and proved passage-making ability of his famous captain, should carry the Henrietta to victory."

The day of departure dawned fine and clear with a fresh westerly breeze, which was just what was wanted. From an early hour New York Harbour, was gay with bustling, and music blared from excursion steamers, packed with spectators, who had been chartered to accompany the contestants to the starting line off Sandy Hook, nearest after burst of cheering rent the air as the three stately schooners weighed anchor and proceeded in tow of their tugs down the Narrows to New Yorkers being a day out and everyone was enjoying it thoroughly.

The tugs held their charges in line abreast position off Sandy Hook lightship, until, at one p.m., the signal was given for the race to begin. Towlines were slipped on the instant, and the racing crews began to crowd on canvas. The strains of Auld Lang Syne came from the steamers as the yachts gathered speed. Each of the latter responded with three hearty cheers.

An ocean tug accompanied the yachts to sea. On her return to harbor after dark, the news was eagerly awaited that last seen they were sailing abreast of one another and footing it well before a freshening westerly breeze. Soon after night fell the rivals separated; they saw nothing more of one another until Cowes was reached.

The following extracts of the Henrietta's log, kept by Captain Samuels, give a fair indication of the weather and conditions they encountered:

Wednesday, December 12: Very heavy squalls with sleet and snow . . . ship running under mainsail, foresail, jib and flying jib . . . every prospect of a gale. Distance run 225 miles.

Thursday, December 13: Strong breeze and squally weather, passed steamer bound west, supposed to be Cuba . . . At 9.30 p.m. passed another steamer bound west; showed rockets and blue lights, to which she replied. At 10 p.m. wind increasing, took in topsails and flying jib. At midnight reefed mainsail. . . . Everything easy and comfortable.

Friday, December 14: Midnights, strong breeze and squally, with snow. At 3 a.m. blowing hard, furled flying jib. At 5 a.m. lowering, setting flying jib. . . . At 6 a.m. set all light sails—we weather dark and heavy in south-west.

Saturday, December 15: Very squally . . . up and down with topsails and staysails as weather demanded. At 6 a.m. blowing hard, handed all light sails. Day broke dark and heavy, wind heavy hail and snow squalls . . . ship fairly dancing over the water, often at the rate of 13 knots. . . . Everything as trim and comfortable as on shore.

Sunday, December 16: Strong northerly winds, with violent squalls and spits of snow. At 4 p.m. took in topsails, staysails and flying jib. At 8 p.m. blowing heavy, double-reefed foresail and mainsail, and took bonnet off jib. Ship running across the seas and behaving well . . . passed close under stern of a brig steering to southward under double-reefed topsails and reefed foresail.

Divine Service in cabin; reading of prayers and Lessons for the day, and one of Jay's sermons. Everyone on board well and hearty. Distance run 246 miles in one-third of distance across.
The following spring the schooner sailed in a northerly and then an easterly direction, till Lancaster Sound had been navigated, after which she took a southerly course through Baffin Bay, Davis Strait, and then crossed the Atlantic Ocean. Halifax, Nova Scotia, was reached in October, 1942. The St. Roch was therefore the first ship to sail the entire North-West Passage from west to east.

In July, 1944, she left Dartmouth, Nova Scotia, again for the Great White North, was hinderser at times, but to a decidedly lesser degree, by fogs, ice floes and mirages, and successfully navigated the Davis Strait and Baffin Bay. The ship then passed through Lancaster Sound, Barrow Strait and Melville Sound, after which she navigated the narrow Prince of Wales Strait, which separates Banks Island from Victoria Island.

Caustiously sailing to avoid dangerous ice floes, and sturdily battling against howling blizzards in the Arctic Ocean, the St. Roch, having delivered considerable supplies en route, subsequently reached the Bering Sea and entered the Pacific.

Vancouver, British Columbia, was reached in October, 1944, and all on board were naturally proud because the St. Roch had crossed the whole North-West Passage both ways and had accomplished the second momentous voyage in the extraordinarily short space of three months.

Staff-Sergeant Larsen was promoted to the rank of Inspector, and became a Fellow of the Royal Geographical Society.
FIRST ATLANTIC YACHT RACE
Continued from page 30

from 30.10 inches to 29.30 inches. . . . Noon, fair prospect of second edition of last night's performance but from westward.

From other accounts Captain Samuels' hard driving of the vessel on this occasion scared the life out of all hands. It is recorded that after the big sea broke aboard the carpenter rushed into the cabin, shouting: "Mr. Bennett, we must heave-to! She's opening up forward, sir!"

The owner made his way on deck and informed the captain of the carpenter's report. After going forward and examining the leaky planks, Samuels expressed the opinion that there was nothing to worry about. As the gale was increasing all the time, however, he eventually heave-to. Subsequently he said he had never known a ship to heave-to so well in a high, breaking sea.

The Fleetwing encountered the same blow, during which six of her crew were washed out of the cockpit and lost. She was running with a southerly gale on the beam at the time, and the boarding sea nearly laid her flat on her beam-ends. Her jib-boom was carried away, some sails blew away, and the cabin gutted out. Several hours were lost in making good the damage. The Vesta caught the tail-end of the blow and came through it unharmed.

The weather in the eastern half of the Atlantic was less severe than in the western half, and occasional spells of warm sunshine were enjoyed. The Henrietta's log entry for Saturday, December 22, reads:

Throughout these 24 hours wind northerly, warm and pleasant. At 7 a.m. signalled s.s. Bremen. bound west. All light sails set and everything drawing beautifully. As we near the end of the race the excitement becomes more and more intense. The wind and weather are all that could be desired. Distance run 252 miles.

At 10 p.m. on Christmas Eve the Henrietta passed the Bishop Rock (bearing North 12 miles). At 2.30 on Christmas morning she was abreast of the Lizard. At 8.30 a.m. she passed the Start; at 1 p.m. she took her pilot off Portland Bill and learnt that she was the first of the three yachts to arrive.

Still favoured by a fine westerly wind, she passed the Needles at 3.45 p.m. and anchored off Cowes at 5.40 p.m. having completed the course of some 3,200 miles in 13 days 21 hours 45 minutes, at an average speed of approximately 9\frac{1}{2} knots.

The Fleetwing was second, arriving off Cowes at 2 a.m. on Boxing Day. But for her mishap in mid-Atlantic she would doubtless have been much closer to, and perhaps ahead of, the Henrietta at the finish.

The Vesta arrived at Cowes two hours after the Fleetwing. She would have arrived some hours earlier but for the fact that her master mistook St. Catherine's Point for the Needles in misty weather, and only discovered his mistake when he was boarded by a pilot off St. Catherine's at 8.50 p.m. on December 25th. In consequence of this error in navigation, the Vesta had to beat back against the wind for 10 or 12 mile, before being able to head for the Needles channel.

Despite the fact that many thought she was incapable of enduring a North Atlantic winter passage, the Vesta completed the voyage without the loss of a sail or a spar. Her best day's run was 277 miles; her least 165 miles. These runs compared very favourably with the Henrietta's maximum run of 280 and minimum run of 113 miles.

Queen Victoria, who was in residence at Osborne House on the occasion of the race, made it known that she would be glad to see the three yachts under canvas, and after their great welcome at Cowes they sailed round to Osborne Bay under full sail especially for her benefit.

REVIEWS
Continued from page 27

above the average of its sort, written with a minimum of slang and a maximum of knowledge of the subject.

The blurb, of course, hails the book as a work of art and "a great novel," but only a very ill-tempered reviewer pretends to take blurbs seriously. They are merely conventional, like the use of "Dear Sir" to a man whose guts we hate.

—J.H.B.P., in the London "Navy."

NORTH-WEST PASSAGE
Continued from page 31

In more recent years the North-West Passage was once again conquered, but this time by a naval vessel. In 1954, H.M.C.S. Labrador became the first naval vessel of any navy to conquer the North-West Passage, the largest ship ever to make the trip, and the first to find a route with commercial possibilities through the Canadian archipelago.

—From the "Sea Cadet," London.

WHY UNDERSTAND ART?
Continued from page 26

Australia has won her laurels in the world of sport and I feel sure that our young people have an innate love of the arts if given an opportunity to know them as they do their games. The two activities are essential for a balanced life.
 ENGINE & TELEGRAPH EQUIPMENT
 FOR NAVAL & MERCHANT VESSELS

MANUFACTURERS OF ENGINE TELEGRAPH
EQUIPMENT AND LUBRICATED TYPE
CHAIN AND WIRE GUIDES.

★ REPAIRS CARRIED OUT PROMPTLY.

MARINE DIESEL FUEL INJECTION SYSTEMS
RECONDITIONED AND RENEWED.
QUICK SERVICE FOR SHIPPING COMPANIES.

BEGG & GREIG
20 ERSKINE STREET, SYDNEY
Phones: BX 1208, BX 7087

JOIN THE
NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League also sponsors the Australian Sea Cadet Corps to interest the right type of lads in the Royal Australian Navy — either to start them upon a career or to provide a healthy pleasurable means of qualifying them to be of service in the Senior Service in the event of emergency.

The League consists of Fellows (Annual or Life) and Associates.
All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN
and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

For Particulars:—
NAVY LEAGUE,
Secretary: 312 Flinders Street, Melbourne, C.L., Victoria.
Secretary: 83 Pitt Street, Sydney, N.S.W.
Hon. Secretary: 12 Pirie Street, Adelaide, South Australia.
Hon. Secretary: Box 1441T, G.P.O., Brisbane, Queensland.
Hon. Secretary: 62 Blencowe Street, West Leederville, W.A.
Hon. Secretary: 726 Sandy Bay Rd., Lower Sandy Bay, Hobart.
Hon. Secretary: 49 Froggatt Street, Turner, Canberra, A.C.T.

The Bristol Sycamore is in service with the Royal Australian Navy for inter-ship and ship-to-shore communication, for search and rescue and for ambulance duties.
Hotel meeting launched an air service

In the winter of 1920, four men met in the Gresham Hotel, Brisbane, Q., to discuss the formation of an air service now known all over the world as Qantas Empire Airways.

Two of the men, Hudson Fysh (later knighted) and P. J. McGinness, were Air Flying Corps pilots in the first World War. Both earned the Distinguished Flying Cross. The others were Western Queensland pastoralists—Sir Fergus McMaster and A. H. Templeton.

This was in the “barnstorming” era of Australian aviation when flying-queens were risking their necks stunt-flying all over the Commonwealth in old aeroplanes from war-disposal stock.

Men of vision, such as Hudson Fysh and his companions, could see a future in the development of air services to benefit the people of the outback rather than provide entertainment.

As a result of their meeting at the Gresham, Queensland Northern Territory Aerial Services Ltd. (Qantas) came into being.

Joy-Riding at First. Money was short, and in the beginning the organisation was forced to provide joy-riding flights—£3.5.0 for 7 minutes in the air, and £5.5.0 for hooping the loop.

By 1922, Qantas was operating a service between the rail-head towns of Charleville and Charters Towers. Today it operates over 26 countries totalling 60,000 miles.

From the days Qantas was founded, Shell aviation spirit and oil were at the disposal of this Empire-wide airline.

Shell’s aviation service pioneered refuelling for aircraft, not only in Australia, but along all major flying routes throughout the world.
Have you an electrical problem child?

"Holding the baby" can be tiring work, so why not let C.M.A. share the burden? Our technical staff has all the facts and figures about wires, cables and flexibles at their fingertips. Upon consultation, they will specify the correct grade of cable for any specific conditions. Or, if necessary, they will design a special cable to meet your own particular needs.

When you consult C.M.A., the technical resources of the world-wide Cable Makers Association—an organisation backed by over 100 years of experience—are at your service. Our technical representatives will be pleased to call and discuss your problem... or refer your inquiries to any C.M.A. distributor.

FLAGS OF CONVENIENCE

The curious increase in the tonnage of merchant ships registered in countries which we do not normally associate with maritime traditions was the subject of debate in the House of Lords recently, and provoked comment in a letter to London newspapers.

In the Lords, Lord Winster pointed out some of these inflated tonnages when he was referring to the fall in the United Kingdom's share of world tonnage, and in particular the fall in British tramp tonnage.

In 1924, Panama had only 15 ships on her register. In 1954 she had 365, totalling nearly four million gross tons. Of these ships, 224 were tankers, totalling more than two million gross tons. In 1934 Liberia had 176 ships on her register, totalling 1,601,900 tons. The total of ships registered in Panama, Liberia, Honduras, and Costa Rica, was 854, totalling six million gross tons - seven per cent. of the world's tonnage.

Lord Winster added: "The object of these exceptional registrations is to avoid the obligations which legislation enforce in the recognized maritime countries, ... They evade national taxation, but also evade regulations about survey and load-line.

But the serious thing is that if a decline in shipping activity materialises, the owners of ships on these extraneous registers will be able to undercut ships on the registers of countries which do impose adequate regulations and adequate supervision of the ships registered under their flags.''

Lord Winster said that he growing practice of flag discrimination was an "evil system" because it diverted trade from normal economic channels into ones which were determined by nationalist passions.

Inevitably it increased transportation cost and hampered the development and growth of trade between countries.

Lord Geddes, speaking in the debate, said that the fleets registered under "flags of convenience" constituted a menace.

If war should come, he said, these millions of tons of shipping would be unlikely to be available except at exorbitant prices.

He said that the trouble lay in British taxation policy. Owners under these flags were able to accumulate reserves far more quickly than British owners and they were building some of the finest ships in the world.

Following the debate in the House of Lords, several bodies discussed "flags of convenience" at meetings. The annual conference of the Navigators' and Engineers' Union expressed grave concern over the rise of both flag discrimination and the registration of shipping in non-maritime countries.

AN HISTORIC ORDER

Work has begun on giving Nelson's last flagship, the Victory, her most extensive re-rigging since 1946. The order for the special rope needed to replace her rigging at Portsmouth went fittingly enough to the Ropery at Her Majesty's dockyard, Chatham, where the Victory was built and launched.

It is expected that the re-rigging will be completed in time for Portsmouth "Navy Days" in August of this year.

The rope to be used will be made in the same long timber-built rope walk at Chatham as that required in refitting the Victory five years before Trafalgar.

The work for the Ropery, now the only Admiralty rope-making establishment, includes the manufacture of rarely laid shroud-line and cable-shroud ropes.

Mr. W. J. Blackler, foreman of the Ropery, who has had 45 years of experience as a rope maker, will supervise the work.

He made the rigging for the Victory before she was opened to the public at Portsmouth in September, 1927. Even at that stage the making of cable-shroud ropes was an almost forgotten art in Naval dockyards.

The present Ropery at Chatham dates from 1785 and it meets the needs of Naval ships at all parts of the world.
H.M.A.S. SWAN MAKES HISTORY

She becomes the first R.A.N. training ship for our midshipmen.

ON February 10, 1956, the anti-submarine frigate, H.M.A.S. Swan became the Royal Australia Navy's first cadet-midshipmen training ship.

She was commissioned at Garden Island Dockyard, Sydney, with Commander R. J. Robertson, D.S.C., as her commander.

This means that in future cadet-midshipmen who graduate from the Royal Australian Naval College will go direct to a R.A.N. training ship in Australian waters instead of to a Royal Naval training ship in the United Kingdom.

The midshipmen will be sent to the Royal Naval College at Dartmouth after their initial training on Swan.

Shortly before Swan was commissioned she was joined by fifty-five cadet-midshipmen from all over Australia.

Cadet-midshipmen on the Swan will perform all duties normally done by ratings to obtain the knowledge and experience to fit them to direct and control the men who will eventually serve under them.

At the end of their training in the Swan they will go to the Royal Naval College at Dartmouth as midshipmen for 16 months.

After they have been promoted sub-lieutenant, those who are to be executive officers or officers of the Supply and Secretariat Branch will return to Australia for more sea-training.

Those who are to specialise in engineering will remain for a longer period in the United Kingdom.

H.M.A.S. Swan was laid down on May 1, 1941, and commissioned on January 21, 1937.

In 1939 she served with the China Station, visiting Port Moresby and Darwin, Singapore, Bali and Sourabaya before re-entering the Australian Station on July 21.

When war broke out she was in Sydney, and on December 10, she joined the 20th Mine Sweeping Flotilla as leader.

On operations, Swan swept a total of eleven German mines and ended this phase of her wartime career with a sweep off Port Moresby at the close of December, 1941.

On January 8, 1942, she arrived in Darwin to operate as an anti-sub and escort vessel.

At Amboina on January 16 she came under enemy attack for the first time when Japanese aircraft bombed the port.

In February she was one of the escorting ships taking part in the unsuccessful attempt to re-inforce Timor.

On February 19, Swan was loading ammunition in Darwin when the first and heaviest air raid on Australia began. Japanese aircraft attacked her seven times and she suffered many near misses. Five of her crew were killed and nineteen wounded.

Swan left Darwin for repairs and became operational again on May 3 when she started a period of convoy escort duty from Townsville to Thursday Island and New Guinea.

Members of the Sydney Flying Club entertained some of the officers from French vessels which visited Sydney recently. Ensign du Valmondo Salle (right) and Master at Arms La Moune Marechal (left) with Miss Marie McCowage (left) and Miss Elaine Ballarat.
During 1943 Suwan escorted Queensland-New Guinea convoys for ten months of the year and spent the last two months at Brisbane refitting.

On April 17, 1944, Suwan arrived at Milne Bay for escort and anti-sub duties in New Guinea waters. She remained on active operational duty until September 19. During this period she gave fire support to land operations and took part in the bombardments of Wide Bay in New Britain and Cape Sarmo in New Guinea. She also took part in the successful bombardment of the Jacquim Bay area in New Britain.

Suwan continued operations in New Guinea waters until June, 1945. She supported the 6th Australian Division in land operations at Kavieng Island, and in March she again shelled Wide Bay, and in the following month bombarded the Atauro-Wewak area.

In September of the same year she proceeded to New Ireland to accept the surrender of the Japanese forces in the area. On October 1, 1945, Suwan assumed her role as leader of the 20th Mine-sweeping Flotilla. The flotilla carried out extensive sweeping operations in the New Britain, New Ireland, New Guinea and Solomon areas.

Suwan was on the spot when H.M.A.S. Waroomboul went down after striking a mine off the Queensland coast.

Excepting periods of docking and refit Suwan was in constant operation as a sweeper under the command of Acting Captain B. V. Wheatley, R.N., (S.L. 20th M.S.F.) for a period of some three years. On August 10, 1945, she ferried to Sydney bringing to a close almost twelve years active service.

On August 18, 1950, Suwan finally paid off into reserve.

In the pre-war period of her service Suwan steamed 43,837 miles. On active war service she steamed 187,663 miles and on post-war mine-sweeping duties 49,756 miles.

Suwan is the twenty-fourth vessel of the name in British Naval annals, the first dating from the launching of King's ship Suwan in 1420 during the reign of Henry V.

WOODEN SHIP FOR ANTARCTIC VOYAGE

The wooden motorship John Biscoe will carry members and equipment of the New Zealand expedition to the Antarctic next summer.

She will be sailed to New Zealand by a Navy crew after repair in Britain.

On the Antarctic trip, a New Zealand frigate will escort her as far as the pack ice.

THE NAVY

An Admiralty Report from London

R.N.'s NEW OFFICER PLAN

A 31-PAGE Admiralty Fleet Order has been issued to all officers of the Royal Navy.

The A.F.O. sets out in detail a new officer structure which offers, among other things, increased career prospects for the officers of Her Majesty's ships.

The following is a digest of the salient points as set out in an Admiralty Notice:

As the equipment in Naval ships and aircraft multiplies both in quantity and complexity, so the need increases for Naval Officers to broaden their professional knowledge.

The Seaman Officer, for example, must know more and more about the technical features of his weapons and other fighting aids, while the technical officer has to play a much more direct part than in the past in fighting his ship.

The training of Naval Officers has never been designed to produce specialists in the narrow sense of the term. Officers have, however, entered the Navy for service in a particular branch as, for example, Executive or Engineer Officers. It has now been decided that this division of officers into branches will limit too rigidly, for the Navy's future requirements, the range of appointments in which officers can be employed, and the training and experience they can acquire.

This division will therefore be abolished from January 1, 1957, and a radical re-organisation of the officer structure will be introduced in which all officers, with the exception of Instructor, Medical and Dental Officers, will be placed on one of three lists to be known as:

1. The General List
2. The Special Duties List
3. The Supplementary List

These lists will be made up as follows:

The General List

The General List will consist of all cadet-entry officers of the present Executive, Engineering, Electrical and Supply and Secretariat Branches, of all ex-cadets who have obtained commissions in one of these branches through the Upper Yardmen scheme and University graduate entries into the Engineering and Electrical Branches.

The General List will form the main body of Naval Officers. They will fill all major posts of responsibility in the Navy.

As it is impossible for officers to become expert in all fields, they will belong to one of four specialisations—Seaman, Engineer, Electrical or Supply and Secretariat—but their early common training and, subsequently, their common responsibility for a wide range of general Naval duties will both be designed to form them into one corporate professional "whole."

All General List officers will be equal in status and all will have the opportunity of promotion to high rank.

Common Entry for Cadets

Resulting from this new scheme, successful candidates for cadetships at the Britannia Royal Naval College, Dartmouth, will, from the May 1957 entry (examination in October 1956), be entered as cadets for service on the General List and not as cadets in a particular branch as in the past.

They will, however, be allotted to a specialisation, according to their choice and aptitudes and the needs of the Service, on completion of their first year's training at Dartmouth.

For the present, owing to the special educational qualifications and training required, cadets for the Electrical specialisation will continue to be selected before entry to Dartmouth. They will, however, be entered for service on the General List in the same way as all other cadets.

Common training and professional experience

While at Dartmouth, cadets will be given a larger measure of common training than they have had in the past, and all junior officers on the General List will, in their early training period, qualify to take command of boats and obtain bridge watchkeeping certificates or certificates of competence.

After completion of their specialist training, General List Officers will be encouraged to

COMMONWEALTH SAVINGS BANK

MODERN IN SERVICE — OLD IN EXPERIENCE

You should make

A NOTE of this!

You can quickly turn your florins into pounds, and the pounds into a substantial balance, if you deposit them in your C.S.B. account every pay day.

You may be saving for a holiday, education, labour-saving devices, nice things for the home or something else worthwhile. By paying in each pay day you will soon have the money you require.

The C.S.B. has over 5,000 offices at your service.

BARCOCK & WILCOX

OF AUSTRALIA P.TY., LIM. ENGINEERS AND CONTRACTORS

Brooklyn 8, 553 Albert Street, Melbourne, N.S.W.

Branch Offices & Agencies in all States.
widen their professional knowledge as much as they can.

There will, for instance, be some inter-change of appointments between specialisations.

General List Officers other than Seaman specialists may be appointed from time to time for Seaman duties, while the range of duties allocated to all specialists in the general running of ships and establishments will be broadened.

Promotions to the rank of Captain, R.N., will be pooled between specialisations; officers will be appointed to senior posts of an administrative as opposed to a strictly specialist nature according to their abilities, without regard to specialisation; and officers of all specialisations may expect to be considered for promotion to the higher ranks on the basis of their individual merits in comparison with that of their contemporaries.

Sub-Specialisation

Most of all Seaman specialists will be required to sub-specialise in one of the following categories:—aviation, gunnery-navigation and aircraft direction, submarines, communications, torpedo and anti-submarine warfare, physical training and welfare, and surveying.

About one third will be required for flying duties as pilots, but about a third of these will return to general Seaman duties after seven years with the Fleet Air Arm.

Engineer specialists will sub-specialise in either marine, air or ordnance engineering.

Electrical and Supply Secretariat specialists will need to be competent in the whole range of their specialist duties.

The Post List

Seaman specialists will be divided into two groups on promotion to Commander, that is, into the Post List and the General List.

Only those who are appointed to the Post List will be eligible for command of shore establishments and for staff and administrative duties, including staff appointments afloat.

Like officers of other specialisations, Seaman specialists who are placed on the Post List and those who remain on the General List will both be eligible for promotion to Captain and to Flag rank.

Career Prospects

An essential part of the new officer structure is to improve the career prospects of Naval Officers. To this end, the number of cadets to be entered in the future will be smaller than it has been in the past. Subsequent deficiencies in the junior ranks will be made good by the enlargement of the Special Duties and Supplementary Lists.

For officers on the General List, promotion to the rank of Lieutenant-Commander will, as in the past, be automatic after eight years' service in the rank of Lieutenant. It is hoped, however, that with the new structure up to three quarters of Lieutenant-Commanders on the General List will reach the rank of Commander, which is a much higher percentage than has ever been attained before.

For new entrants, the retiring age of Lieutenant-Commander will be 50, as compared to 45 at present, and they will have the opportunity to retire at about the age of 40 if they wish, by which time they will know if they are not going to receive further promotion.

Commanders on the Post List will also retire at 50, while for all Commanders on the General List the retirement age will be 55.

Post List Captains not selected for Flag rank will retire at about the age of 51, while for those on the General List the retirement age will be 55.

Thus it is designed to give all General List Officers a really worthwhile career, with, of course, a pension and terminal grant at the end of it.

The Instructor, Medical and Dental Branches

Owing to their special professional requirements, the Instructor, Medical and Dental Branches will, as already stated, continue their separate existence. Each of these branches has its own entry regulations and career structure and each will continue to supply an essential service to the Royal Navy.

The Royal Marines

The Royal Marines will also remain outside the new structure, except that their career prospects will be aligned as far as possible with those of the General List Officers.

The Royal Marines have their own special duties to perform both afloat and ashore and the Corps will remain an essential and integral part of the Naval Service.

The Supplementary List

The Supplementary List will consist of officers who left the Active List after eight years, and there will also be a Supplementary List for any other commissioned officers.

The Special Duties List

The second list of Naval Officers in the new structure will be called the Special Duties List, which will replace the Branch List formerly called the Warrant List.

Special Duties Officers are promoted from the lower deck, usually between the ages of 31 and 34, to emphasise their basis of their professional ability and personal qualities.

Such officers have always been important members of the Naval Service primarily owing to the high degree of specialised experience and knowledge they have gained during their time in the Service.

In the new Special Duties List they will play a still more important part than in the past as their numbers eventually increase and their responsibilities will be of a higher class.

To mark this development, their titles of rank will be changed from, for example, Commissioned Engineer or Senior Commissioned Stores Officer, to Sub-Lieutenant, Lieutenant and Lieutenant-Commander. This was found to be a more distinctive prefix or suffix to indicate the nature of their specialised duties.

Opportunities for transfer to the General List will only be available under very exceptional circumstances. The great majority of Special Duties List Officers will, however, reach the rank of Lieutenant on their list before retirement. It is hoped that, eventually, a third of those who reach the rank of Lieutenant will be promoted to Lieutenant-Commander and some of these will reach the rank of Commander.

In the new Special Duties List, Special Duties List Officers will receive a pension and terminal grant on retirement on completion of the necessary number of years' service.

The Supplementary List

The Supplementary List will consist of officers entered initially on the Supplementary List on completion of certain specific duties.

Officers who leave the Active List on completion of 12 or 8 years' service will receive a tax-free gratuity.

Transfers from the Supplementary List to the General List may be made in exceptional circumstances.

Officers who leave the Active List on completion of 12 or 8 years' service will have the opportunity to volunteer for selection for a pensionable career. Officers selected would normally reach the rank of Lieutenant-Commander, but these officers will usually have gained all the experience available under very exceptional circumstances.

R.N.S.A.'s REGATTA IN SYDNEY HARBOUR

ONE of the most successful regattas yet held by the Royal Naval Sailing Association (Australia Branch) took place on Sydney Harbour on Saturday, February 4, in a light easterly breeze.

The Branch Captain, Rear-Admiral H. J. Buchanan, C.B.E., D.S.O., and Captain C. W. Smith, D.S.C., A.D.C., R.A.N., received their guests in the flagship H.M.A.S. Quadrant. Among those present were Rear-Admiral H. M. Burrell, C.B.E., A.D.C., and Mrs. Burrell, Captain W. H. Harrington, D.S.O., R.A.N., Captain L. Gellett, O.B.E., D.S.C., A.D.C., R.A.N., and Mrs. Gellett, Rear-Admiral Sir Leighton Braggridge, R.C.Y.D., C.M.G., D.S.O., and Lady Braggridge, Captain and Mrs. Murchison, Mr. and Mrs. F. White. Representatives of yachts clubs present included Dr. and Mrs. T. M. Parther of the Royal Prince Edward Yacht Club, the Commodore of the Cruising Yacht Club Mr. W. Wilson, and Mr. and Mrs. Sam Stirling.

The yacht Wavas sailed in the First Division under the able command of Captain (E.) K. M. Urquhart, R.A.N., the former Branch Captain. The East Australian Area Sailing Association ex-German yacht Schwabau also sailed in the Third Division.

Results:

1st Division Yachts

1. Pukeko (D. C. Brockhoff) 4-33-5.
2. Kyteena (C. C. Galbraith) 4-57-0.
International Dragon Class
1. Pel (W. L. Fesq) 5-6-33.
2. Van Diemen (R. E. Brooks) 5-7-2.

Restricted Division Yachts
2. Imshi (B. S. Robertson) 5-18-41.
3. Fiesta (W. Hoilday) 5-21-45.

2nd Division Yachts
2. Lass OLuss (J. R. Colquhoun) 5-0-10.
3. Teal (R. E. Jeffries) 5-3-45.

3rd Division Yachts
1. Ram (H. J. Quinn) 5-16-38.
2. .

4th Division Yachts
1. Sarie Maran (H. Wotkiss) 4-34-39.
2. Lilith (E. L. Thompson) 4-57-0.

Island Class Division
1. Sub-Lieutenant J. E. Buchanan 4-13-0.
2. Mr. R. Smith 4-14-0.
3. Lieutenant A. Pulford.

Service Whalers
1. H.M.A.S. Swan (Commander R. J. Robertson) 4-10-1.

Jubilee Class Dinghies
1. Nyala (F. A. Barclay) 4-44-12.
2. Wendy (J. B. Griffin) 4-45-47.

Finn Class Dinghies
1. R. E. Johnson 4-24-47.
2. R. V. Gale 4-26-41.

S.A.S.C. Races

No. 1 Division
1. Waitere (H. S. Lloyd) Won by 2.7 sec.
2. Hoona (K. Brown) 3 min. 53 sec.
3. Waitangi (W. J. Wearn) bet. 2 and 3.

No. 2 Division
2. Ranger (E. C. Gale) 1 min. 23 sec.
3. Efins (S. G. Macintosh) bet. 2 and 3.

No. 3 Division
1. Talua (D. M. Helliwel) Won by 1 min.
2. Windsong (I. G. Ullett) 1 min. 25 sec.
3. A'Shirlin (J. Jackson) bet. 2 and 3.

On Saturday, March 17, at 7 p.m., the Royal Naval Sailing Association (Australia Branch) will hold a barbecue on the beautiful lawns of Garden Island.

Proceeds from this function will go towards the upkeep of the yacht Samuel Pepys. This famous yacht is an R.N.S.A.24 which has sailed in many ocean races, including the Bermuda Yacht Race, the Fastnet Race, and has been sailing recently in the Mediterranean.

The R.N.S.A. Parent Club has lent the Samuel Pepys to the Australia Branch for a period of two years and she will arrive in H.M.A.S. Melbourne in May.

MORE RADAR SHIPS
The United States Navy will soon commission four more ocean radar station ships for offshore employment in the continental air defence system.

They will be assigned to the West Coast to take stations which will extend out into the Pacific, the nation's radar protection. The first four such ships, commissioned early in 1955, were assigned to radar picket duty off the Atlantic coast.

The latest ships will be commissioned at the yards where they were converted to their new type from liberty ships.
Snow Warfare

for Royal Marines

Cold weather warfare training began in January for volunteer Royal Marines making their headquarters in a Norwegian hut near Aviemore, in the Scottish highlands. Previously a week's preliminary training took place at the R.M. Commando School at Bickleigh, near Plymouth, to bring volunteers up-to-date in their knowledge of map reading, compass use, and cross-country marching on Dartmoor.

At Glenmore Lodge, 1,100 feet above sea level where they spend three weeks, they learn to live and fight in the snow, the rudiments of ski-ing, and the use of special clothing and weapons. They are undertaken on a plateau of the Cairngorm range near Aviemore, in the Scottish highlands. They undertook on a plateau of the Cairngorm range near Aviemore, in the Scottish highlands.

In spite of severe winter conditions and successive gales the Melbourne completed her final trials before she went to Le Havre.

The trials included the successful launching by her steam catapult of her new Sea Venom all weather day and night jet fighters and her Gannet turbo-prop anti-submarine aircraft. The aircraft were launched when the only wind passing over the flight deck was that caused by the speed of the carrier.

The Melbourne will arrive in Australian waters towards the middle of this year.

R.N. and R.A.N. Ships at Exercise

Flags of eight SEATO nations flew from Bangkok's Don Muang airport when the first joint exercises of South-East Asia Treaty Powers began last month.

An Australian and British task force of one cruiser and four destroyers, and a New Zealand frigate met the American carrier Princeton and her escorting warships in the Gulf of Siam at dawn.

When the morning mists cleared a shuttle service of marine helicopters 'flew a battalion of heavily armed combat-equipped marines from the Princeton to a bivouac on the airport.

Thirty-three helicopters flew nearly 700 men from the carrier, almost 30 miles away.

The movement was marred by one of the helicopters falling into the sea.

Seven marines jumped clear before the aircraft sank. A skiff from the Australian destroyer Tobruk picked them up.

The second phase of the manoeuvres will be the arrival of a fleet of American transports from Manila with a battalion of U.S. paratroopers and their equipment.

Special Squadron for Aotearoa Tests

The Royal Navy's participation in the third series of British atomic weapons tests in the Monte Bello Islands next April is to include a Special Squadron, which will operate in waters adjacent to the islands with its senior officer, Commodore Hugh C. Martell, in H.M.S. Narvik, a 5,000 ton landing ship with a complement of about 250.

Narvik left Portsmouth recently for the Indian Ocean.

In Australian waters she will be joined by other ships, both from the Royal Navy and from the Royal Australian Navy.

New Navy for West Germany

The West German Parliament has authorised the Government to order the first ships for its new Navy.

The Government will order eight destroyers and 145 smaller vessels, including E-boats, from German shipyards.

Under the Paris Treaties, West Germany must not build ships bigger than 3,000 tons. The first building programme does not yet include submarines.

The Defence Ministry plans a total outlay of 6,200 million marks (£64,518 million) on West German naval forces.

Russian Subs

On the Move

Russian submarines are suspected to be in the Mediterranean for the first time, according to the London, "Daily Telegraph.

Radar confirms that Russian Navy ships equipped with asdic have located unidentified submarines.

The Admiralty would not comment on the report, but its spokesman said that submarines are entitled to operate in the Mediterranean outside territorial waters.

The "Daily Telegraph" correspondents on Nicosia (Cyprus) say notification would not be necessary if passage of Russian submarines through the Straits of Gibraltar was approved to be available to them in Albania and, possibly, Egypt.

New Ensign for Ceylon Navy

A new Ensign was hoisted on ships of the Royal Ceylon Navy on the 5th anniversary of the founding of this Commonwealth Navy.

During the past five years, the Royal Ceylon Navy has operated under the White Ensign as worn by the Royal Navy.

The new Ensign consists of the Red Cross of St. George in a white field with the national flag of the Federation in the upper canton next to the staff.

New Role for H.M.S. Protector

The Admiralty has announced that H.M.S. Protector (Capt. J. V. Wilkinson, D.S.C., G.M., R.N.), an armed netlayer of 3,600 tons, has been converted and commissioned for service in the Falkland Islands and Dependencies during the Antarctic season in maintaining the security of the territories under his jurisdiction and in furthering the policy of Her Majesty's Government in that area.

Hitherto this role has been carried out by a frigate of the America and West Indies Station; but these frigates were not strengthened against ice and were less suitable than the Protector for this work.

The Protector, specially strengthened and carrying two helicopters for the purpose of ice spotting, communications and transport, will be a more reliable and flexible ship for operating in Antarctic waters and for supporting our civil bases.

She will have a Royal Marine platoon embarked. As opportunity offers, she will carry out some scientific work on behalf of the Hydrographer of the Navy.

Balloon Weather Stations from Japan

A series of balloon-borne weather stations are being launched from the Army Air Facility at Oppama, Japan, to gather weather information on their flight across the Pacific, at an altitude of 30,000 feet, the Navy announced.

These are the latest in a programme of small balloons, initiated in Japan in 1949. Flight tests of the present system were begun in Oregon in 1952. Subsequent flights across the United States from West to East, and later across the Atlantic Ocean to the coast of Europe, have successfully demonstrated the practicability of the scheme.

Atom Bomb "Sink" U.S. Navy Ships

A simulated atom bomb exploded over the Iwo Jima "invasion" fleet recently, theoretically sinking four U.S. Navy transports carrying 2,000 men.

The balloons listed as sunk were within a radius of 4,000 yards below the point of "explosion," says an American Associated Press correspondent aboard the U.S.S. Mount McKinley.

The balloons, of ships about 4,000 yards from the destroyed ships reportedly received heavy damage and casualties.
REPLACING THE MERCHANT NAVY

By L. Hughes — in London

EVERY now and again the newspaper reader will come across a paragraph stating that a ship is taking her last voyage before going to the break-up yard.

Usually it is a well-known liner; the less romantic ships such as tramps, tankers, and coasters are subject to their last towing places unobtrusively and unseen, although they, too, in their various ways have upheld the prestige of the Merchant Navy and contributed to the nation's well-being.

Few who read the news of the end of these vessels stop to think whether others are replacing them. It is taken for granted. It is this attitude which is disturbing, for if there is any industry where apathy is dangerous, it is shipping.

More than one British shipowner has issued the warning that at present building prices, and under existing taxation policy, it is not possible to build a ship which can hope to pay for itself over the 25 or 30 years of its life.

Shipbuilding costs are four times what they were pre-war, and taxation is so high that the cash resources of many shipowners are getting very low. The depreciation they are able to set aside falls far short of the amount needed to buy new tonnage.

The life of a ship varies according to its class. A liner, passenger or cargo, built for and spending all its life in one particular trade, can give good service for 30 years or more; a tanker on the other hand has a useful life of rarely more than 16 years. The average of all ships may be taken as 20-25 years.

Shipping is subject to very stringent regulations. At intervals of about four years every ship, if it is to retain its classification at Lloyd's, must undergo a survey. The older the ship gets, the more expensive become the classification society's requirements and the more becomes the cost of overhaul and re-towing. The time must inevitably be reached when the ship can no longer be operated at a profit. Of course, if the owner intends to replace her, he does not wait until that stage is reached before ordering a new ship, for shipping is a continuing industry and plans have to be made years ahead.

There was a time when a shipowner could obtain fixed prices and firm delivery dates. That time may come again, but at present the building prices are subject to adjustments for changes in prices of material and for changes in wage rates occurring before the ship is delivered, so that the shipowner does not know the ultimate cost of the vessel he has ordered, nor can he be certain of the date when it will be handed over to him. This is strikingly illustrated by the experience of the Furness group. They are having built for them in British yards more than 30 tankers of 18,000 deadweight tons each, of identical specifications, on a cost-plus basis. So far, the maximum variation in price has been as much as £70,000 a ship—roughly 6 per cent. of the price.

It is estimated that the average delay in delivery time over the whole of their present programme is four months a ship, or a total delay of 280 ship-months.

That represents a loss of earning power of 10 ships for 24 years, or, in terms of money, £12,500,000 sitting idle for that period.

What would be the total replacement cost of the British Merchant Navy? It has been put at £2,000,000,000.

This is staggering, but one group of companies alone estimates that it would cost £100,000,000 to replace its fleet, and when one sees the substantial sums which companies have to allocate to replace vessels as they become obsolete, these huge figures no longer appear unrealistically large. For example, the Furness Withy group has spent £17,000,000 on new ships in the past five years, and the Cunard Company has a shipbuilding liability of £18,900,000.

Every shipping company has to set aside money to a reserve for fleet replacement. The sums vary, of course, from company to company. A study of balance sheets may reveal that some have huge reserves, but it is important to realise that these reserves are not "free," for they have to be put to a great extent already invested in ships.

When it is stated that to build a dry-cargo ship of the liner class may cost close up £200 per gross ton, a figure which will be added to if passenger accommodation or refrigerated space have to be provided, it will be appreciated that the problem of replacement is, indeed, serious for the shipowner. With his ship costing four times the amount it did in, say, 1937, it has to earn four times as much to pay its way.

The chairman of the Union-Castle Line has urged that shipbuilders, sub-contractors, and the trade union concerned should get together to see how by co-operation and by increased effort the costs can be more equitably divided among owners and trade unions. That, in the face of increased competition from other maritime countries, particularly the re-emergence of Germany and Japan as mercantile powers, is a formidable prospect.

Sir William Currie, the chairman of the P. & O. Steam Navigation Company, has pointed out that the policy of the Japanese Government has been to use its shipping as an instrument of economic policy. Japanese lines have entered specific trades, and by their competition and conduct have brought down the rates of freight in those trades to uneconomic levels.

The cost of building a ship is made up of about 80 per cent. wages and 20 per cent. materials. Roughly 75 per cent. of that cost is inflationary and as there is no sign of the inflationary trend being arrested, on the face of it there would seem little hope of a fall in building costs.

The chairman of the Union-Castle Line has urged that shipowners must gradually run their ships down, so that when the ship becomes obsolescent, these huge figures will not appear unreasonably large. For example, the Furness Withy group has spent £17,000,000 on new ships in the past five years, and the Cunard Company has a shipbuilding liability of £18,900,000.

Mr. Butler in his last Budget. The ultimate effect of the allowance is that wear and tear allowances on which income tax relief is granted are extended over the normal life of a new ship to 120 per cent. of the first cost. While this is a welcome measure of relief, it scarcely touches the immediate problem of replacement. The rate of allowances does not bridge the gap between the total of depreciation allowances made to the industry and the current cost of replacing the annual wastage in the merchant fleet. Unless there is some permanent recognition on the part of the Government that the cost of replacement must be set aside before taxation levies, it seems likely that the resources of British shipowners must gradually run down.
A company with a sizeable fleet will require to replace a ship every one or two years. It might be suggested as a sound proposition that the owner of, say, 20 ships should be allowed to retain tax-free profits sufficient to replace one ship each year, with a similar provision for those companies with smaller fleets.

No Government can afford to ignore the fact that British shipping contributes largely to the national income. It is the fact that the last inquiry made by the industry at the request of the Government showed that British shipping contributed in the year for which the survey was made no less than £221,000,000 to our balance of payments. If it is to continue to earn foreign exchange at this level it must have modern and efficient ships.

If shipowners, owing to the high taxation policy, combined with high shipbuilding costs, are obliged to withdraw old ships from service without replacement, the effects will be far-reaching. So keen is the competition in the liner trades that if an owner fails to maintain regular services foreign competitors will step in to fill the gap. Tramp shipowners can from time to time suspend building operations and, in fact, do so, awaiting either a fall in building prices or a revival in freight rates. This is evidenced by the fact that at present there are very few orders for new tramp ships.

The whole picture is one deserving careful study by the Government, and it is to be hoped that with a substantial majority, the new Government will follow up the encouragement given by its predecessor to industry generally.

The final Report of the Royal Commission on Taxation of Profits and Income has now appeared and it gives little comfort to shipowners. The Commission has definitely rejected the proposal that depreciation should be calculated on the replacement value of ships and firmly anchors itself to the "historic cost" principle.

Its proposals with regard to the "balancing charge" which shipowners hoped might have been recommended for abolition will place owners in an even worse position than they are at present.

The Commission proposes that what has been rightly regarded as a capital gain when a ship is sold for more than its original cost should in future become taxable, and although this will not apply to ships sold abroad which were built before 1946, the so-called "concession" simply limits the range on which the burden will be increased.

British shipowners are very disappointed, and in the words of the President of the Chamber of Shipping, feel that "After years of patient endeavour to convince the authorities by reasoned argument that the British mercantile marine cannot hope to survive in adequate strength and efficiency under the existing policy of taxation we seem to be back where we began."

British shipping requires more than sympathy if it is to maintain its position. "Fine phrases," as the President says, "do not build ships."

"From the London "Navy."

Lord Geddes Accepts Tanker Appointment

The P. & O. Company has announced that Lord Geddes has accepted the appointment as Tanker Adviser to the P. & O. Group of Companies, and takes up his duties immediately.

This is a new position which arises directly from the decision of the Board, announced on 12th September, 1955, that the P. & O. Group would build a fleet of tankers and enter the tanker field for the first time.

This decision was taken to meet a growing demand for oil carriers at a time when the number of British vessels available had not kept pace, and when a very great and increasing reliance had been put on foreign flag carriers.

Some 500,000 tons deadweight of tankers are being ordered for delivery between 1958 and 1960. They will be owned and operated by a number of different companies in the P. & O. Group, each of whom Lord Geddes will be advising.

Roas Campbell Geddes, 2nd Baron Geddes, is the eldest son of the late Lord Geddes (formerly Sir Auckland Geddes), who was at one time British Ambassador to the U.S.A.

The present Lord Geddes was born in 1907 and succeeded his father in 1934.

Educated at Rugby and Caius College, Cambridge, he served in the Royal Navy and was decorated with the Shell Centre of Companies from 1931 to 1946. During the war he went to Washington as the Tanker Member of the British Merchant Service and assisted the Royal Navy in the U.S.A. and in London and will leave Sydney for the United Kingdom in the Orion on April 2nd.
Lieut.-Commander Kelly—disbanded in November last.

Trophy— the premier award of Officer of No. 806 Air Squadron W. Kelly is the Commanding Jutland in World War I, and in the Dalmation Islands, for World War II broke out he was an outstanding aerobatic pilot, succeeded Lieutenant-Commander Boyd, won the D.S.O. at 73.

Area (Sydney), and Staff Officertain (E) J. W. N. Bull, R.A.N., succeeded the Venerable Archdeacon Frank N. Chamberlain, C.B.E., D.S.O. (mid-late Rear Admiral Sir Denis Boyd, who, as Captain, commanded his Squadron. He is a bachelor, aged 29, and has been in the Navy for 16 years. Formerly he served at many Naval Air Stations and also fought in the aircrew carrier Thetis. He is a keen Rugby player and has represented the United Services.

The Boyd Trophy commemorates the work for Naval Aviation of Vice-Admiral Sir Denis Boyd, who, as Captain, commanded H.M.S. Illustrious from which strikes were launched against the Italian Fleet at Taranto. It incorporates a silver model of a Fairey Swordfish bomber and was presented to the Royal Navy by the Fairey Aviation Company.

The Admiralty announced the following appointments:

R.N. Appointments

The Admiralty has announced the following appointments:


Rear Admiral R. S. Welby, D.S.O.—Head of the United Kingdom Services Liaison Staff in Australia and as Second Naval Attaché to the United Kingdom High Commissioner (April).


Rear Admiral R. H. Wright, D.S.C. and Bar—Assistant Chief of Naval Staff in succession to the late Rear Admiral M. G. Goodwin, C.B.E., D.S.O. (mid-January).

Surgeon Rear Admiral R. L. G. Proctor, M.D., Ch.B., F.R.C.P., D.P.H.—Deputy Medical Director-General, is to be an Honorary Physician to the Queen in succession to Surgeon Rear Admiral S. G. Rainford, C.B., D.S.C., M.D., B.Ch., M.R.C.P., D.P.H.


Hudson Bay Company

A special appointment to “do honour to the greatest living statesman and to renew the company’s link with the illustrious name of Churchill” has been made to the oldest British pioneer enterprises, the Hudson Bay Company.

Sir Winston Churchill has accepted the honorary appointment of Grand Seigneur of the Company of Adventurers of England Trading into Hudson Bay—claimed to be the oldest chartered trading company in existence.

Australia will claim new gliding records

The Royal Australian Navy glider team is claiming four British gliding records, the Navy announced last month.

They are a long distance record of 208 miles and three speed records—for a 193-mile triangular course—and two were made in N.S.W. recently.

The team will submit the claims to the Federation Aeronautique Internationale.

"The First and the Last" by Adolph Galland. Published by Methuen.

This book, written by a German fighter pilot whose career during the Second World War can only be described as meteoric, is much more than just another autobiography.

It is the personal account of the building up and subsequent war service, from 1936 until the collapse of the Luftwaffe in 1945, of the German fighter wings, of which Galland was head by the end of 1941. For this alone it would be worth reading, but Galland, besides being an unusually brave man and brilliant pilot, obviously has a wise head on his shoulders. His reasons for the failure of the German Air Force, though sometimes based on conjecture rather than deduction, are always interesting, and the accounts of his many conversations with Hitler and Goering.

The book starts with the author’s first experience of flying, and is followed by the accounts of his artificial leg to a German airfield. By May, 1940, however, he had been promoted to Captain, and was now flying with the 27th Fighter Group in the West. At the end of 1941 he had been promoted to General of the Fighter Arm and, as such, joined the General Staff in Berlin—much to his disgust and disillusion.

Two months later he temporarily escaped from his office to take charge of one of the fighter groups on the Normandy coast which had been given the task of providing protection for the passage of the “duit-cruiser” on the Channel—Operation ‘Thunderbolt.’

The two short chapters devoted to this incident, which Galland describes with pride, are of particular interest in showing the extreme detail in the planning and the excellent cooperation later between the German Navy and Air Force. The embarkation in the ships of special Dornier directions officers is a reminder of how completely dependent the Navy was on its sister service in all maritime air operations.

For lack of space, we must leave the rest of General Galland’s career to the reader. Perhaps to the less air-minded the most interesting part will be the descriptions of meetings, or perhaps summonings would be the better word, with his Chief, Reichsmarschall Göring, and less often with Hitler. With both Galland appears to have been on good terms, and his account amply confirms previous glimpses we have had of the character of these two men, who, more than any others, may be said to have been responsible for what went awry in German air strategy and tactics.

At times the reader may be rather irritated by the author’s tendency to exaggerate the effect which his fighter arm had on the general issue of the war, the occasion “heavily outnumbers,” and also by his inclination from time to time to be wise after the event. Apart from this, however, there is much wisdom and not a little knowledge of his trade, and of his colleagues, all of whom became fighter pilots, two being killed in action after distinguished service.

When Group Captain Bader, then a prisoner of war, met Galland, the author, there developed a mutual esteem and admiration. Bader writes a spirited introduction in which he reflects on the war concerned with the delivery of men and the artificial leg to the Royal Air Force by the Royal Air Force.

Finally it must be mentioned that although Galland is frankly Anglophile, this book was not specially written for British consumption, having first appeared in Germany in 1953.

"Gulf Stream North" By Earl Conrad. Published by Victor Gollancz (London).

Gulf Stream North is a book for all who respond to the call of the sea. It is a story of five days in the life of a very old sailing ship—used solely for the collection of tropical water samples. This was a time of great interest to many—the only British vessel to participate in a large scale oceanographic expedition which we are told was the largest of its kind in the history of the sea. If a large part of the interest of the book lies in the human aspects of the experience, it is not all that is of interest. We are told that the book was prepared with all maritime air operations.
vessel, the Moona Waa Tongue, fitted with a diesel engine, while fishing off the coast of Florida for menhaden, a species of herring valuable for the fertilizer, meal and oil which are made from it.

Earl Conrad's tale — told by the coloured mate of the vessel — is a story of human courage and endurance in the face of tremendous difficulties.

The process of laying out the nets, the bustpullers, the ring setters, the purse-boat and the many other technical expressions used in menhaden fishing, cannot perhaps be fully understood without some knowledge of deep sea fishing.

But it is the human interest, the pathos of the story, which will appeal to the average reader. The conversation of the black crew during those long spells when no fish were to be found — their jokes, their philosophy, their views on the white man, on religion, on the Bible — these are all magnificently told by Bix, the mate of the Moona Waa Tongue.

Overloaded with fish on the fifth day, her white captain drunk and completely laid out, the vessel sank in a sudden storm while returning the day before. Fortunately a radio out of commission.

Overloaded with fish on the fifth day, her white captain drunk and completely laid out, the vessel sank in a sudden storm while returning the day before. Fortunately a radio out of commission.

But it is the human interest, the pathos of the story, which will appeal to the average reader. The conversation of the black crew during those long spells when no fish were to be found — their jokes, their philosophy, their views on the white man, on religion, on the Bible — these are all magnificently told by Bix, the mate of the Moona Waa Tongue.

Overloaded with fish on the fifth day, her white captain drunk and completely laid out, the vessel sank in a sudden storm while returning the day before. Fortunately a radio out of commission.

Australia's Gift Launch in Rough Trip

The launch Industral, Australia's gift to India, reached Singapore last month with her fuel tanks almost empty after a very rough passage from Sydney.

The Industral, a Colombo Plan gift, is a 40 ft. hospital launch which the Indian Government will use in the Andaman and Nicobar Islands.

She left Sydney early in January and was due at Singapore on January 28.

Local agents said she could make only three knots in very bad weather and was 20 days behind schedule when she arrived, with her radio out of commission.

Big Sea Shift for Migrants

British migration to Australia in 1955 was the highest for three years, and the year's average sailings under the assisted passages scheme alone exceeded 500 people every week.

Under the scheme 26,356 men, women and children migrated.

Australian Ships for Hong Kong

Two Australian coastal ships, Carlisle and the Tuggerah, left Sydney recently for Hong Kong. They have been bought by a Hong Kong shipping firm, John Manners and Co., and will be used in the China coast trade.

The Carlisle, formerly owned by James Patrick and Sons, is towing the Tuggerah, which used to trade regularly between Sydney and Catherine Hill Bay. She was owned by the Wallarah Coal Company.

Research on Atom-powered Ships

Lord Privy Seal R. A. Butler has indicated that research for building atom-powered ships was going on in Britain.

Mr. Butler said Britain's Atomic Energy Authority is collaborating with the Shipbuilding Research Association.

He told the Commons that the British Government was aware of U.S. developments.

Norwegians Capture Russian Fishing Vessels

The Norwegian Navy has captured a 14th Russian fishing vessel inside Norway's sea boundaries.

United Press says the Norwegian action apparently forced the remainder of the Soviet fishing fleet to seek the safety of the high seas.

He said the Russians gave no indication of making another, "invasion" of Norway's four-mile territorial waters.

The three-day "invasion" cost the Soviet 13 fishing boats and one factory ship.

Norwegian torpedo and patrol boats had to open fire at least twice to prevent the Soviet vessels escaping.

Atomic Ice-breaker for Arctic Use

Russian scientists and ship-designers are planning an atomic icebreaker for use in the Arctic and a shipyard is being prepared for the work, says the newspaper "Pravda."

New Dry Dock in Mediterranean

A giant new dry dock has been opened in Naples.

It is the second largest in the Mediterranean — next to that at Toulon (France).

It is 1,145 ft. long, 147 ft. wide, and 45 ft. deep.

Modern Pirates Board Ships

Modern pirates, wearing hoods, had boarded ships in the Mediterranean, a Marseilles Court was told recently.

The pirates had "hi-jacked" smuggled goods from the ships.

The Court is trying 31 men for theft, smuggling, for having stolen goods from the ships.
The prosecution said the gang stripped Combinatie of 2,100 cases of cigarettes, worth £160,000, food and equipment.

The French Customs are claiming about £250,000 sterling in evasion duties from the men on trial.

The prosecution said a gang of 45 operated in a high-speed motor boat, the Eme. The gang had twice boarded the ketch Rip Roe, a smuggling vessel, and stolen cigarettes worth £40,000 sterling.

On October 3, 1952, they had boarded the Dutch-owned vessel Combinatie by moonlight off the Spanish coast.

By Hugh Love

CHRISTMAS CONVOY

IT WAS two nights before Christmas. We were a week out from Gibraltar in a convoy of destroyers on a Christmas trip to the U.K. The convoy was spread over miles of ocean but in fairly good order. As far as we knew there was not a U-boat within a hundred miles, and just as well. My mind was not entirely on the ship. I was fed up. Why should I be the one who should have to try to make everyone else happy? Why should I care if they let Christmas go by without doing anything about it? If anyone had a right to be fed up at not getting home it was one. I was 25—although I felt and looked like 30—I had a beautiful new wife at home and a baby daughter I had never even seen. To hell with the lot of them. If they wanted to be miserable, well they jolly well could be miserable and that went for the whole ship.
good order. I began to feel a bit easier until I realised that they had made no effort to decorate the mess deck. This depressed me. I knew every man-jack on that ship as well as any officer ever knew any crew. For over a year I had been father and mother, uncle, philosopher and friend—confessor to the whole bunch of them. I knew a great deal about their homes and families. I knew that most of them had as strong bonds with home and family and Christmas as I had. It angered as well as saddened me to know that they were hurting themselves as well as me by this display of childish stupidity. It wasn't my fault that they were going to be at sea for the second year running and the crew of another ship who had spent last Christmas at home were going to be at home this Christmas as well. To hell with the lot of them, and the Navy, and My Lords of the Admiralty, and any one else you could care to think of. I went below and fell asleep.

Almost immediately the Alarm Rattle came to life. I was at my action station before I was fully awake. Even so, I noticed that we closed-up slower than was our wont; and I thought, angrily, "Christmas or no Christmas, I'll give them it when daylight comes. They'll exercise action until they don't know what they are doing."

"Ok, we'll circle her until first light and then investigate. Keep everyone closed-up and ready for anything. Double up on Radar and Asc." (A)

We had two hours to go until dawn. I spent the time thinking of all the things I would rather be doing than what I was doing. I could think of nothing I would rather NOT be doing, and so I went over to him and held out my hand. "What's your name, son?"

"Joe," said the boy, with a little grin. "What are you going to do when you grow up?"

"I don't know," he said. "I don't know anything."

"Well, Joe, you come with me and we'll see what the cook can raise," and I started off down aft.

"I'm not a particularly clever chap, I say that in all modesty, but when it comes to thinking like psychology I'm a nonstarter, but once in a while—a long while—I have a brain wave that is none of my doing."

"They were hung on it. All I know and that I wanted him. When the P.O. appeared I handed Joe over to him on and look after him," and I walked off.

"I don't know where the decorations came from. I don't know where the Christmas Tree had been hidden or all the things that were hung on it. All I know and all I cared about was that when Joe and his father and mother left us in Freetown they left the happiest of efficient ship in the Royal Navy. A ship that had just celebrated the most joyful Christmas I had ever known and, human nature being what it is, we got considerable additional pleasure out of meeting the "first relief" coming out of Freetown with the scruffiest looking convoy you ever saw heading round the Cape for Egypt.

"Christmas or no Christmas. I'll celebrate the most joyful Christmas I had ever known and, human nature being what it is, we got considerable additional pleasure out of meeting the "first relief" coming out of Freetown with the scruffiest looking convoy you ever saw heading round the Cape for Egypt.

"A Hundred Years of Sea Stories"

Edited by Lieutenant-Commander P. K. Kemp, R.N. Published by Cassell (London).

No anthology will ever satisfy every reader. In the case of A Hundred Years of Sea Stories, the Editor, Lieutenant-Commander P. K. Kemp, has made this point abundantly clear in his own foreword. Indeed, it is evident that he has his own doubts about his choice; and many readers will certainly wonder why their own particular pet story has been omitted.

Having said so much, however, there can remain only praise for the wide range covered in the small compass of some 300 pages. No doubt many will wish to make the acquaintance of the Victorian Continued on page 37

B.

No anthology will ever satisfy every reader. In the case of A Hundred Years of Sea Stories, the Editor, Lieutenant-Commander P. K. Kemp, has made this point abundantly clear in his own foreword. Indeed, it is evident that he has his own doubts about his choice; and many readers will certainly wonder why their own particular pet story has been omitted.

Having said so much, however, there can remain only praise for the wide range covered in the small compass of some 300 pages. No doubt many will wish to make the acquaintance of the Victorian Continued on page 37

B.
UNLIKE the aeroplane, with which man had conquered his own inability to fly, the submarine, which enables him to go to great depths under water, serves absolutely no useful purpose other than as a weapon of war.

It is very expensive to build, and has to be so strongly constructed and equipped with machinery that there is only just enough space left to provide cramped living conditions for its crew.

If war was abolished all over the world (and let us hope that this one day will happen), no submarine would ever be built, except perhaps, an occasional Bathysphere for the purpose of exploring the bottom of the sea.

About a quarter of a century ago an American submarine was fitted out by the Polar explorer Wilkins, especially for the purpose of diving under pack-ice and reaching the bottom of the sea.

So far as man has got, this is the only example, besides that of the submarine as a war-weapon, of man's making a vessel which was not built for the purpose of being able to bore her way through the ice to God's fresh air when the day should come.

During this operation, she was fitted out by the Polar explorer Wilkins, especially for the purpose of diving under pack-ice and reaching the bottom of the sea.

Professor Picard's exploration of his quarry; creeping up until she was fit to be able to bore her way through the ice to God's fresh air when the day should come.

First of all, let us examine the problem of building a submarine for ourselves and see how it works.

We have all played with boats in our baths and probably have unwittingly demonstrated over and over again the simple principle of flotation, which is that when a body is placed in liquid it sinks until it has displaced its own weight of that liquid.

Taking an enamelled soap dish as our specimen, we turn it on its side and holding it in that position we allow it to slide gently into the bathwater. As the material from which the soap-dish is made is heavier than water itself, the dish sinks to the bottom.

Recovering it, we pour it into the water in order to see how it sinks, horizontal and the right way up. In this position a few drops of water squeezed from the sponge. As the dead-weight of this "cargo" is added to the dead-weight of the soap dish it sinks lower in the water until there comes a time when the rim of the soap-dish is just level with the surface. At this stage a few further drops of water squeezed from the soap-dish into the interior of the soap-dish will finish our experiment. Obeying the principle of flotation the soap-dish will try to sink further, so as to displace an extra amount of water equal in weight to that which it has displaced itself internally. But alas! She can displace no more, the whole of the soap-dish is now under water and there is no buoyancy left.

In fact she now possesses what is called negative buoyancy and sinks to the bottom. Just before the last few drops of water were added she was in a condition of neutral equilibrium, with neither positive nor negative buoyancy.

Positive buoyancy is what all ships and boats on the surface of the sea possess. Negative buoyancy is what all ships and boats on the surface of the sea possess. Neutral buoyancy is what all ships and boats on the surface of the sea possess.

When a fish wants to rise in water it points itself upwards, waggles its fins and tail, and propels itself towards its objective and when it wants to sink it points itself downwards. In neither case does it make itself heavier or lighter than the water in which it swims, and if it was perfectly round and solid, it would remain suspended at the spot in the water where its propelling powers ended, for having neither positive nor negative buoyancy it would neither rise nor fall.

The submarine, when it is being built, is a vessel with positive buoyancy. In order to be able to submerge that positive buoyancy must be overcome by allowing water to flow in and thus to reduce the submarine's hull. These are called main ballast tanks, and when they are completely full the submarine will be nearly in a state of neutral buoyancy. I say "nearly" because she will be as stable as an ordinary ship, and that which is called in "perfect trim," due to a number of cues which affect her dead-weight: for example, food, the number of men aboard, drinking water, oil fuel and ammunition supplied: these all vary from time to time and must be compensated for. This is done, not by removing water from her, but by adding it to the main ballast tanks, or by adjusting the amount already carried in smaller internal auxiliary ballast tanks.

When this has been done the submarine will weigh exactly the same as the water which she displaces and so lie more or less on the surface. If she wants to become a surface vessel again the water in her main ballast tanks must be expelled before she can achieve positive buoyancy.

The next problem is sea-pressure. At 100 ft. the pressure would be about 45 lb. per sq. in., that is, three times as great as the normal atmospheric pressure. The submarine must be able to withstand an amount directly proportional to the increase of depth. A submarine's hull at 500 ft., therefore, is subjected to a pressure of 225 lb. on every square inch of its surface. Her plating must be thick enough not only to withstand the pressure at the maximum depth for which she has been designed, but must possess an ample margin of strength for safety purposes in case the submarine is inadvertently dived too deep.

A steel plate, 1 in. thick and 1 ft. square, weighs 40 lb. So you see the pressure-hull of a submarine must be very heavy indeed.

If a submarine is taken below the surface by means of her propellers and hydroplanes, and then the propellers are stopped, she will continue to remain horizontal as she moves forward because of the headway that the hydroplanes put on the passing water.

When eventually all headway is lost the submarine will lie like a fish in a state of suspended animation. If she is in perfect equilibrium about her point of balance she will remain horizontal. If, however, a few men are made to walk from one end of the submarine to the other (the "scot's" are removed to aft), the displacement of their weights will affect the horizontal balance of the submarine and she will tilt steadily down by the stern, and continue to do so if she is allowed to. The movement is completed vertically, not by the propellers or hydroplanes, but by the weight and position of the men.

This has been a very important improvement in submarines, and means that there is theoretically no limit to the length of time a submarine can remain submerged at periscope depth.

Numerous British submarines have already crossed the Atlantic Ocean, and are working at periscope depth, and in the last war German U-boats travelled as far as Singapore in that condition.
FIRST AND FORENOON

By Hugh Loro in London

IT IS ten minutes to eight and I am climbing the ladder to the bridge. It is a terrible night. The ship is swaying and plunging like a mad horse. The spray being whipped over the fo’c’sle by a wickie dwarf strikes my face like a thousand iced needles. I am wearing so many clothes that I find it difficult to get up the ladder. It is so dark that I wonder if I will ever be able to see the convoy.

When I reach the bridge I stand on the top step of the ladder and try to adjust my eyes to the blackness. There is a faint orange glow from the chart table and I can see Bob’s head dimly silhouetted. I wonder what he is writing on a chart. We are hundreds of miles from land. Young Joe is peering over the bridge through binoculars. Bunts is quietly tucked away in the only nearly-draughtless corner of the bridge and if I know Bunts he is fast asleep.

I cross to the chart table. Bob looks up and says, “Hullo, Tiny,” and adds cheerfully, “What a bloody night.”

I shiver and adjust the towel round my neck.

“Where are we?”

“Somewhere in the Western Ocean.” Bob is an R.N.R. type and the Atlantic is always the Western Ocean to him.

“What about the convoy?” I ask.

“Still with us,” and after a moment, “I think. Ask young Joe, he should know.”

“I can see two of them.” Joe says. “The Greek and the big Liberty ship.”

To hand over to me.

Course, speed, position of convoy (hypothetical this), zig-zag, state of readiness and all the rest. “Got the weight, Tiny?” he asks, and a cigarette. It takes seven minutes to finish the smoke. Guns has his smoke and I look out for the Greek.

Guns has his and goes below with the dirty cups. I suspect he has another cigarette when he is below, but I don’t say anything. I would do the same myself.

At five to ten Guns says, “I’ve lost the Greek.”

I fix my binoculars on the bearing where the Greek should be and make a close search. No sign. The big Liberty ahead of the Greek is still in station.

“I’ll go back to our proper station,” I say to Guns. “Let me know as soon as you see him.”

I make a slow alteration. I don’t want to wake the Skipper. She lurches a bit. There is a huge sea running. “See him yet, Guns?”

“No, nothing doing.”

“Blast him. I’ll go closer. For heaven’s sake sing out the moment you spot him.”

I close until we are about a cable astern of the Liberty ship in the position that the Greek should be in. No sign of him. I’m wondering what to do next when Bunts screams in near panic. “Ship on the port beam, Sir.”

Guns, peering through his binoculars, mutters, “That bloody Greek.”

I look at my watch. Quarter past eleven. Forty-five minutes to go or with luck, forty. Andy is always on time. I am thinking that the weather is easing a bit, but we hit a bad patch and the wind screams through the rigging like a thousand demented souls.

I check with Guns. The Greek and the Liberty ship are in station. The rest of the convoy are probably where they should be, but we can’t see a sign of them. All’s well. I go to the chart table and make a few notes for the log.

Twenty minutes to midnight and I hear Andy climbing the ladder. Good old Andy. He comes on to the bridge cursing the ship, the night, the weather and everything else that he can think of.

“Hullo, Andy,” I say. “lovely night. Glad to see you.”

“Lovely night, my eye,” he says. “Cold, wet, stormy, noisy and miserable.”

Five to twelve, and I say. “O.K., Andy. Got the weight?”

“Thanks, Tiny. What happened?”

I tell him exactly what happened.

“You were out of station?”

“Yes, Sir.”

“Now you know why you must always try to keep in station.”

“Yes, Sir.”

“Thanks.”

“I’ll go back to our proper station.”

“I’ll go back to our proper station.”

“See you.”

“All right. Good night.”

She’s all yours. Good night.”

I say cheerfully and leave the bridge quietly singing to myself.

My cabin is warm and bright. McLeod has left a flask of coffee and some corned-beef sandwiches for me. My pyjamas are warm and I throw on a chair in front of the radiator. The chair is secured to the bulkhead so that the pyjamas won’t catch fire. I pull off my seaweeds and stockings and rub my feet with a warm towel and then stretch them out to the radiator.

Slowly and with much pleasure I undress. I don’t care if the ship blows up during the night. I am going, to sleep comfortably in orthodox nightwear.

I pour the coffee and eat the...
sandwiches. Life is good. I light a cigarette and climb into my bunk. There is about half-an-inch of steel between me and the raging, freezing sea and the Greek, and the steering motor in the engine-room that keeps starting and stopping all the time. But I am not worried. The steering motor could be in my cabin and still not keep me awake.

I push my feet to the bottom of the bunk, enjoying the warmth of the clean, white sheets. I lie back and smoke my cigarette with great luxury. My bunk is tight against the ship's side and I can hear the sea growling past. I hope that Anisy has the idiosyncrasies of the Greek weighed up. I carefully stub out my cigarette, switch off the reading lamp and prepare for sleep. It is the happiest moment of the day.

I sleep on my back, fully stretched out with my arms tight against my sides acting as wedges against the rolling of the ship. I think of my bed at home with the Pie, Tree almost touching the window. I wonder vaguely why a quiet, home-loving chap like me should be in the middle of the Atlantic, in the middle of winter, surrounded by all sorts of unpleasant possibilities. I mentally shrug my shoulders, yawn, and I am just about to close my eyes when there is a shout, loud and piercing above the howl of the wind, and I watch the side of my cabin cave in, and at once I know that the Greek has got us at last. I jump up in my bunk and to my eternal shame I scream with fright.

My wife has her hands on my shoulders and she is gently pushing my head back on to the pillow. "It is all right, dear," she says. "You're at home in bed. The war finished ten years ago."

—From the London "Navy."

BOOK REVIEWS
Continued from page 27
Tales of Shipwrecks and Adventures at Sea, from which the second story in the book is taken, or will return to Conrad, Trolinson, Bulen or Melville with renewed enthusiasm. Even those of us who are left mourning the non-inclusion of some favourite can at least have the satisfaction of turning it up and re-reading it and wondering why. Certainly the whole collection should fulfil Commander Kemp's desire and whet the appetite of readers to explore on their own account the riches available.

A.E.G.

—In the London "Navy."

JOIN THE NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League also sponsors the Australian Sea Cadet Corps to interest the right type of lads in the Royal Australian Navy — either to start them upon a career or to provide a healthy pleasurable means of qualifying them to be of service in the Senior Service in the event of emergency. The League consists of Fellows (Annual or Life) and Associates. All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

For Particulars:

NAVY LEAGUE,

Secretary: 312 Flinders Street, Melbourne, C.I., Victoria.
Secretary: 83 Pitt Street, Sydney, N.S.W.
Hon. Secretary: 12 Pirie Street, Adelaide, South Australia.
Hon. Secretary: Box 1441T, G.P.O., Brisbane, Queensland.
Hon. Secretary: 62 Blencow Street, West Leederville, W.A.
Hon. Secretary: 726 Sandy Bay Rd., Lower Sandy Bay, Hobart.
Hon. Secretary: 49 Froggatt Street, Turner, Canberra, A.C.T.

ZINC

Without this essential metal there would be NO GALVANIZED PRODUCTS and NO BRASS.
ZINC is also used extensively in lead-free PAINTS and in DIE CASTING and is a basic requirement for many industries.

High-grade zinc is produced in Australia using zinc concentrate from Broken Hill, N.S.W., and from Rosebery, Tasmania, and electric power generated by the Hydro-Electric Commission of Tasmania.

Electrolytic ZINC COY. of AUSTRALASIA Ltd.

Head Office — 360 Collins Street, Melbourne
Works — Risdon, Tasmania
The Bristol Aeroplane Company, with its two subsidiary companies Bristol Aircraft Ltd and Bristol Aero-Engines Ltd, forms one of the largest design, research and manufacturing organizations in the British Aircraft Industry. A major part of its resources is now devoted to production of the Britannia airliner and its Proteus turboprop engines; this aircraft is expected to command a substantial world sale for some years to come. Bristol has pioneered the development of British helicopters; the single-engined Sycamore is in service in many parts of the world and good progress is being made with the larger twin-engined machines. Among the wide range of aero-engines being built by the Company is the Olympus turbojet which made possible the present world’s altitude record and now powers Vulcan bombers. A design licence for the engine has been sold to the United States. The Company is also engaged on the development of the BE25 supercharged turboprop and the lightweight Orpheus jet engine. There is an extensive programme of research and development in the field of guided weapons and their ramjet power units. Bristol two-litre cars and aircraft plastic drop tanks are other branches of successful enterprise, and to complement the parent organization are the associated companies, Rotol, British Messier and Short Bros & Harland, and associated and subsidiary companies in Canada, Australia, New Zealand, France and Spain.