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**THE FOUNDATIONS OF SEA POWER**

Sea power is “that form of national strength which enables its possessor to send his armies and commerce across those stretches of sea and ocean which lie between his country or the country of his allies, and those territories to which he needs access in war; and to prevent his enemy from doing the same.”

“The needs of sea power are not confined to the number of fighting ships in existence and readiness at the beginning of a war, but also to an extensive and efficient shipbuilding industry, fully provided with the raw materials of its work both to replace losses and to meet the demands upon sea power which invariably and inevitably increase as war proceeds.”

—Admiral Sir Herbert Richmond

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**BOYS!**

This is your chance to take a part in Australia’s ever-developing Naval Programme and learn on interesting and useful trade.

**NAVAL DOCKYARD APPRENTICES**

**PARENTS** Here is an opportunity for your son to be apprenticed and receive training in all branches of Naval Repair and Hortition work in the largest and best-equipped Naval Yard and Dry Dock in the Southern Hemisphere.

**APPRENTICESHIP** is available at Garden Island Dockyard, Sydney, controlled by the Commonwealth Government, under conditions which will enable you not only to become an efficient tradesman, but give you the opportunity of acquiring a Draughtsmanship in Mechanical Engineering.

The period of apprenticeship is for 5 years, and subject to satisfactory progress in Technical College fees will be paid by the Commonwealth Government.

**RATES OF PAY** are in accordance with the Arbitration Court Award for the first year, and an allowance is payable to apprentices who are obliged to live away from home owing to distance.

**ELIGIBILITY** Age limit is 15 years and under 17 years at date of taking up appointment. A satisfactory pass at the Intermediate Certificate examination is desirable, but not essential.

**VACANCIES** exist for the following trade apprentices: Fitter and Turner Electrical Fitter and Mechanic, Radiographic Assistant, Photographer, Welder, Shipwright and Marine Engineer, mozilla, Coppermith, Engineer, Motor Mechanic, Tailor, Sheetmetal Workers, Joiners, Patternmakers, Upholsterers.

**APPLICATION** must be made in the form prescribed. For application form and details of conditions of entry, apply to your District Employment Officer, or the General Manager, Garden Island Dockyard, Sydney.
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VICTORIA  AUSTRALIA

MAY THE GREAT GOD, WHOM I WORSHIP, GRANT TO MY COUNTRY AND THE GREAT EVENTS IN EUROPE.

A PRAYER WRITTEN IN NELSON'S DIARY OCTOBER 21, 1805.

ANYONE WHO TRAVELS AFTERSHALL OPEN A RURAL BANK "HUSBAND AND WIFE" CHEQUE ACCOUNT. EITHER OR BOTH MAY SIGN THE CHEQUES, AND IN CASES OF EMERGENCY ONE PARTNER IS NOT LEFT WITHOUT READY CASH.

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"MAKES MONEY WORK"

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THE NAVY

"I NOW COME TO THE AIRCRAFT CARRIERS, WHICH ARE REALLY THE ORIGIN OF THE DISCUSSION. ALL THOSE AIRCRAFT CARRIERS WERE LAID DOWN EITHER BEFORE OR DURING THE WAR. THEY SIMPLY CANNOT BE MODERNISED TO BRING THEM INTO STEP WITH THE REQUIREMENTS OF THE AIRCRAFT WE ARE USING TODAY. IT IS NOT EVEN A QUESTION OF MONEY. EVEN IF WE CUT THEM DOWN TO THE WATERLINE, THEY WOULD STILL NOT BE SUITABLE.

I HAVE BEEN SUSPECTED THAT EVEN IF THESE OLDER CARRIERS CANNOT CARRY MODERN AIRCRAFT THEY COULD CARRY ANTI-SUBMARINE BOMBS OR HELICOPTERS OR TRADE PROTECTION.

THE DIFFICULTY OF PROVIDING CARRIERS FOR THIS PURPOSE, WITH THE ADDITIONAL EXPENSE OF PROVIDING HELICOPTERS, AND KEEPING BOTH AT THE RIGHT DEGREE OF READINESS, IS THAT IT WOULD COST A GREAT DEAL OF MONEY. BUT THERE IS A FURTHER OBJECTION.

WE HAVE TO HOLD A REASONABLE BALANCE BETWEEN THE NAVAL SURFACE AND CONVY CONDITION ON THE ONE HAND AND THE NAVAL AIR FORCES. I WOULD ASK WHETHER THE HOUSE WOULD NOT PREFER TO INVEST THE MONEY WHICH WOULD HAVE BEEN SPENT ON MODERNISING OR MODERNISING AN AIRCRAFT CARRIER, EQUIPPED ONLY WITH HELICOPTERS, WITHOUT STRIKE AIRCRAFT, IN MODERN ANTI-SUBMARINE FRIGATES.

ABOUT FRIGATES, THE FIRST LORD SAID: "A GREAT DEAL OF EMphasis HAS BEEN PUT ON THE IMPORTANCE OF CONVOY WORK, AND WITH THIS I ENTIRELY AGREE. BUT WE ARE MUCH BETTER IN THE MODERN CIRCUMSTANCES, HAVING MODERN EQUIPMENT, WITH THE MORE ADVANCED TYPE OF ANTI-SUBMARINE WEAPONS AND RADAR, THAN THE AIRCRAFT CARRIERS." WE SHOULD BE IN BRINGING UP OLDER SHIPS. I SHOULD MUCH RATHER CONCENTRATE ON THE MODERN SHIPS THAN ON THE OLDER SHIPS.

I CONCEDE WERE VERY USEFUL, BUT IF THESE OLDER SHIPS CANNOT WORK, WE MUST CONCENTRATE ON THE MODERN CARRIERS."
Getting there is more than half the fun when you travel in a "Cunarder." You enter a new kind of life the moment you step on board—a life of peaceful relaxation, fine food, warm comradeship, and superb comfort. You couldn't wish for smoother service, or a more pleasant introduction to the delightful days ahead.

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up to a modern standard with the whole range of Asdic, anti-submarine weapons, radar and wireless. But once you have done that, if you compare that with a new Type 14 frigate, costing little over £114 million and taking 2½ years to build, there really is not any advantage in doing it. And, of course, with a new ship you would get a better hull than the five or ten-year-old hull which you would get with a modernised old frigate. You would have a 20-year life.

"How far is it worthwhile maintaining ships in reserve which would be called into use only at such high cost and after such an extended length of time? Are we likely in any future global war to have enough time to use ships which would take months to bring forward? I must say that I have considerable doubts on that, and I think it is better to concentrate on the important question of modernisation rather than on diverting our resources to a reserve which we should probably never use. I would go so far as to say that ideally we should have no reserve at all. All the ships should be manned and ready for service at the proper time.

"There have been suggestions made at some time that we should disperse these ships around the Commonwealth, and particularly to such places as Australia and Canada, but the moment the details of this plan come to be examined it presents considerable difficulties. I have no reason to suppose that the Commonwealth countries would be willing to spend on these ships. They would prefer, I believe, to spend their money on new sea-going fleets. If they were modern ships, of course, it would be quite different.

"We could, of course, at great expense, bring these older ships forward to current use, but I am concerned with is what the position is going to be perhaps seven to ten years hence. I am sure we are wise to keep our eye on ships which would not even meet the current situation but on those ships which will meet our requirements in the years to come, and it is for that reason that I should like to concentrate attention on our building programme.

"I am only considering today how I use the resources which Parliament is able to put at my disposal," continued the First Lord. "That is where I think I can tell a not altogether encouraging story. We have coming into the Fleet in the next two years two aircraft carriers, two cruisers, thirteen destroyers and frigates, sixteen minesweepers and seventeen miscellaneous craft and a number of submarines. All these will come into service in either new or completely modernised ships. I am sure that this is the right policy. I believe that the correct emphasis is on a sea-going Fleet rather than on the Reserve Fleet, though I do not underestimate the importance of the Operational Reserve, to which I have referred. But I do not think that we should concentrate on a large Reserve Fleet.

"The immediate readiness and flexibility of a sea-going Navy, maintained on a world basis, from the West Indies to Hong Kong, and from the South Atlantic to the Firth of Forth, is of far greater value than keeping ships which can be used only after a considerable length of time. My view, therefore, is that we do not think it is worth keeping the highly skilled personnel we have in reserve, that we should use our modern ships, except with the best equipment. Though the amount of equipment may seem scare compared with what we want, I can assure you that the Fleet is maintained at a very high order. In placing our emphasis on a sea-going Fleet and on the Operational Reserve we are acting fully in line with our N.A.T.O. allies. I do not think that they would be in the least interested in an Extended Reserve Fleet which could not be used quickly. That is the emphasis which Admiral Wright (Supreme Allied Commander Atlantic) put on the matter.

"What I am concerned with is what we want to have in ten years' time. It is no good thinking only of today. I do not think that the immediate danger of a major conflict is great, but I am not prepared to say what the position may be in five, six or more years' time. Before the 1914-1918 war it was clear that supremacy at sea would rest on Dreadnoughts. During the period 1918 to 1939 it was equally clear that the aircraft carrier would be the key to naval strength. But what are we going to forecast for today? I do not pretend that I can give the answer, but I can say is that I have set up with the highest authority and best advice I can get, a Fleet Requirements Committee, under the Deputy-Chief of Naval Staff, to look into this problem, to see what kind of ship we should look for in ten years' time. So far, the Committee has confirmed the correctness of the decisions already made.

"We are building a Fleet with modernised aircraft carriers with the latest aircraft: guided missile destroyers with a new form of anti-aircraft defence; general purpose frigates, embodying all the lessons we have learned on frigate design and incorporating new types of Asdic and radar which we believe to be the best in the world; and, most important of all, nuclear-propelled
TRAINING SOUTH AFRICA'S SEA OFFICERS

THE NAUTICAL COLLEGE "GENERAL BOTHA"

A T Gordon's Bay in the Cape, 35 miles from Cape-town and in the upper corner of False Bay, a completely rebuilt and up-to-date nautical college is situated. This nautical college succeeds the Training Ship General Botha, which started its activities at Simon's Town in 1922.

The objects of the college are twofold: to give boys who are keen on a seagoing career an officer in the Merchant Navy a comprehensive grounding in their future career and to develop a sense of discipline. This motto of the college is "Honour and Duty."

Although the General Botha is now established alongside the sea and not on it, the atmosphere within its boundaries is entirely that of a ship. All cadets when going out of the grounds go "ashore."

The sea demands high qualifications for officers in modern times, and in consequence entries from 1957 have been restricted to those boys who have passed junior certificate or equivalent and are between the ages of 14 years 6 months and 16 years 4 months at the time of entry. The course lasts two years and academic and technical training is given to senior certificate standard. The subjects covered are the four official languages, mathematics, physics, geography, navigation and seamanship. An additional and optional final examination is available of matriculation exemption status.

The Union Department of Education and Art subsidises the running of the establishment quite substantially but certain fees are payable by parents. Admission is by competition, and the selected cadets are keen on a seagoing career and are accepted into the college when they are at the present time.

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The Royal Australian Naval College trains the Navy's Future Officers

SITUATED on a magnificent site amidst beautiful surroundings overlooking deep, broad waters of Jervis Bay, the Royal Australian Naval College is the initial training ground of most of the future officers of the Royal Australian Navy.

All those associated with it are proud of the fact that it is one of the most democratic institutions in the Commonwealth: for every young man who has certain essential qualifications, and comes within the appropriate age-groups, has the opportunity of competing for entry to it so that he may begin training as a cadet-midshipman and enjoy the many much-cherished advantages that entry provides.

The College is the gateway to an attractive and extremely interesting career in which those who are fortunate enough to be engaged often find themselves taking part in unusual and stimulating experiences. In addition, most of them travel to countries overseas, and all of them share the companionship of intelligent, ambitious, and energetic brother-officers who, like themselves, seek an outlet for their talents and capabi- teries away from the hum-drum routine of many of the occupations of civilian life.

There are two ways of entering the College. One is known as the normal entry, for boys aged between 15 and 16 in January of the year in which they join. The other is the matriculation entry, for young men aged not more than 19 in January of the year in which they join.

Candidates must be British citizens, of the normal entry, and all the matriculation entry, for young men aged not more than 19 in January of the year in which they join.

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In addition to the free clothing and free education, they receive free books.

During the early stage of their training, normal entry cadet-midshipmen receive pocket money and later draw active pay. Matriculation entry cadet-midshipmen draw active pay from the day they enter the College.
general studies, gains theoretical and practical knowledge, and takes part in theoretical and practical nautical training. Some cadet-officers have competed in the Yarra Cup races on Sundays and other special days. It is important place in the College curriculum, and all cadets eventually become eligible for high appointments.

Officers who specialise in engineering complete two years’ basic training at the Royal Naval Engineering College at Manadon, Devon (England), and may then volunteer for further specialisation in marine engineering, aeronautical engineering, or ordnance engineering.

After their initial training at the Royal Australian Naval College and the Royal Naval College at Dartmouth, students selected to become electrical officers are sent to Australian Universities to study for the degree of Bachelor of Engineering in one or other of the seamen, engineering or supply and secretariat branches. Officers of all specialisations eventually become eligible for high appointments.

The life of a cadet midshipman at the College is full of interest. He engages in athletic sports and games and other forms of recreation in delightful and healthy surroundings.

Part of his recreation includes sailing and racing in the Tam-O-Shanter and other college yachts and dinghies, cutters and other small boats. Some cadet midshipmen have been included in the crew when the Tam-O-Shanter has competed in the Sydney to Hobart yacht race.

Religious instruction has an important place in the College curriculum, and all cadet midshipmen attend church on Sundays and other special days. Normal-entry cadets graduate at the College in December of their third year, and those of the matriculation entry in August or September of their first year.

They then gain sea-going experience by serving for three months in the R.A.N. training frigate. They live and work in the ship under the same conditions as naval ratings, so that they will learn the ship’s routine in its relation to the sailor and become acquainted with the mode of life on the lower deck.

They also do a short air course at the R.A.N. air station at Nowra (N.S.W.).

At the end of this period they are promoted midshipmen, and go to the United Kingdom for further professional and academic training at the Royal Naval College at Dartmouth.

Having completed this training, which occupies 16 months, they are promoted acting sub-lieutenants and — except for electrical specialists — go to sea in ships of the Royal Navy or the Royal Australian Navy. After that, they can specialise in one or other of the seamen, engineering or supply and secretariat branches. Officers of all specialisations eventually become eligible for high appointments.

The Chief of Naval Staff, Vice-Admiral Sir Roy Dowling, K.B.E., C.B., D.S.O., inspects the Guard on his first visit to the R.A.N.C. after its return to Jervis Bay.

THE NAVY

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The Gymnasium and Study Block form the background to this scene in a Rugby match between the College and Nowera High School.

October, 1958

“BLESS THIS SHIP”

H.M.A.S. YARRA — Third of her Name

Tide and tide wait for no man, but the Naval Board — and all those hundreds waiting to see the launching of the Royal Australian Naval frigate — had to wait for the time and tide to be propitious. The latest arrival from the building shipyards — had to wait for the time and tide to be propitious. The launching of H.M.A.S. Yarra was timed for 3.45 p.m. All was in readiness except for one thing. A minute or so after the appointed hour it was announced over the public address system to the waiting multitude that the ceremony would be delayed for a short while owing to the fact that the tide was not right.

When, however, time and tide had arrived at a correct confluence, the word was given, the champagne bottle shattered, and Yarra glided with gathering speed down the ways to a perfect launch.

The day was just right for the occasion, with warm, bright sun; sparkling water: a large and enthusiastic crowd of spectators: and, central figure of attraction, the slim, shapely lines of the ship, gleaming in her suit of new light grey paint, reaching high up to her lifted bows above the launching cradle.

The flag of the Naval Board, with its anchor device, stood out in the breeze from a short staff erected amidships on her hull. Among those on the staging carrying the official guests were the Minister for Defence, Sir Philip McBride, and Lady McBride (who performed the christening ceremony); the Minister for the Navy, Mr. Davidson, and Mrs. Davidson: Chief of the Naval Staff, Vice-Admiral Sir Roy Dowling, and Lady Dowling: the Second Naval Member, Rear-Admiral W. H. Harrington, and Mrs. Harrington; Rear-Admiral and Mrs. R. C. Clark; Mrs. Townley, wife of the Minister for Supply; Commodore and Mrs. P. Perry; the Secretary of the Navy, Mr. T. J. Hawkins, and Mrs. Hawkins; Rear-Admiral and Mrs. G. Gatacre; Rear-Admiral A. W. R. McNicol; Captain R. J. Robertson; the U.S. Naval Attaché, Captain Clarence White, and Mrs. White; the Netherlands Naval Attaché, Captain F. G. H. van Straaten, and Mrs. van Straaten; the Indonesian Military Attaché, Lieut.-Colonel Basoeki Rachmad, and Mrs. Basoeki Rachmad.

When all was ready, the Principal Officer of the Dockyard, Captain L. N. Dine, opened the ceremony with the words:

“Seeing that in the course of our duty we are set in the midst of many dangers and difficulties and that we cannot be faithful to the high trust placed on us without the help of Almighty God, we invite you, Reverend Sirs, to invoke the blessing of God upon this ship and upon all who serve in her, now and in the future, that she may sail under His good providence and protection, and that there may never be lacking willing and skilled men to serve in her faithfully.”

The Protestant Chaplain then said: “May the Father, God the Son, and God the Holy Ghost bless and hallow this ship for use in His service and may His protection be with her now and always. Amen.”

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The Roman Catholic Chaplain then said: "May the blessing of God Almighty, Father, Son and Holy Ghost, descend upon this ship and remain with her always. Amen.”

All present then joined in the Prayer: "O Thou that sittest above the water floods, and stillest the raging of the seas, accept, we beseech Thee, the supplication of Thy servants for all who in this ship, now and hereafter, shall commit their lives into the peril of the deep. In all their ways enable them truly and godly to serve Thee, and in their coming in, that no evil befal them, nor mischief come nigh to hurt their souls. And so through the waves of this troublesome world, and through all the changes and chances of this mortal life, bring them to Thy mercy to the sure haven of Thine everlasting Kingdom: through Jesus Christ, our Lord. Amen.”

This was followed by the Lord’s Prayer, after which all present sang the Hymn "O Father, King of Earth and Sea, we dedicate this ship to Thee.” The christening ceremony was then performed by Lady McBride, and Yarra, third of her illustrious name, glided down the ways to the water on which she will live her life.

THE DESTROYER YARRA
H.M.A.S. Yarra the first was one of the original units of the first Royal Australian Naval Squadron. A torpedo boat destroyer of 700 tons displacement, she was built by Dennis Brothers, of Dumbarton, Scotland, and commissioned on the 18th September, 1910.

She departed from Portsmouth on the 19th September, 1910, commissioned as a Royal Navy ship for the voyage to Australia, and in company of her sister ship Parramatta and escorted by H.M.S. Gibraltar, arrived at Broome, Western Australia, on the 15th November, where the two destroyers passed to the control of the Australian Government. They arrived at Williamstown on 10th December, 1910, and represented the first two units of the first Australian Fleet soon (1911) to be designated the Royal Australian Navy.

At the outbreak of World War I, Yarra, with her sister ships Warrego and Parramatta, formed the 2nd Destroyer Flotilla of the Australian Fleet commanded by Vice-Admiral Sir George E. Patey.

During the opening phases of the war she operated with the Fleet in the search for Von Spee’s Pacific Squadron. Later she contributed to the capture of the German colonies in the southwest Pacific. Being brought in those islands, a number of her sailors were landed at Rabaul (New Britain) under the command of Lieutenant G. A. Hill, R.N.R., to take part in the operations subsequently against the Germans.

Yarra was present at the surrender of German New Guinea at Rabaul on 13th September, 1914, and remained in New Guinea for several months. She left Rabaul on 5th February, 1915, for return to Australia, where she undertook patrol duties along the Australian coast for some months.

On 10th May, 1917, she sailed from Sydney in company of Parramatta and Warrego for the Mediterranean, being joined en route by Scan, Hoon and Torrens to form an Australian Flotilla of six destroyers. The ships were ultimately based at Brindisi for Adriatic anti-submarine patrol. On this work the destroyers were responsible for blocking the southward passage of submarine through the Adriatic, narrowing into the Mediterranean and also the safe transit of Italian transports and from Albania.

On 17th October, 1918, the Yarra and Torrens sailed for Mudros and later in that month sailed for Piraeus. They assisted Japanese units again in troops to Salonika. In December, 1918, Yarra served in the Black Sea and later proceeded to England where she arrived on 11th January, 1919.

On 6th March, 1919, Yarra sailed for Malta, from which she joined the entire Australian Flotilla sailing for home, reaching Darwin on 26th April, 1919.

The remainder of Yarra’s service was confined to the work of a peace-time destroyer in Australian home waters until 30th September, 1929, when she was transferred to Cockatoo Island Dockyard for breaking up after a long and creditable period of service.

THE SLOOP YARRA
H.M.A.S. Yarra the Second (after which the new vessel is named) was a slop of 1,000 tons standard displacement, built at Cockatoo Island Dockyard, Sydney, and commissioned on the 21st January, 1936.

From January, 1936, until the outbreak of war in 1939, H.M.A.S. Yarra was in Australian home waters. In September, 1939, she placed on patrol escort and minelayering duties until 10th December, 1939, when she joined the 20th Minesweeping Flotilla R.A.N. and departed from Fremantle for the East Indies Station on 28th August, 1940.

From September, 1940, until March, 1941, the Yarra was on escort and patrol duties in the Red Sea and took part in action against Italian destroyers 55 miles off Jubby, Southern Red Sea, on 20th October, 1940, leading to the destruction of the Francesco Nullo on Hamel Island.

In Persian Gulf operations in May, 1941, Yarra took part in the suppression of the Iraqi revolt led by Rashid Ali. She also played a leading part in the operations leading to the seizing of Iran (Persian) ports and naval base, including the oil refineries at Abadan and the capture of German and Italian shipping.

After escort and patrol duties in the Mediterranean and Red Sea, Yarra arrived at Colombo en route for Java on 30th December, 1941. She then arrived at Batavia on 11th January, 1942, and undertook patrol and escort duties in support of the Malayan Java campaigns. Yarra rescued 1,800 survivors from the burning troop transport Empress of Asia while under air attack at Singapore, and continued escorting duties until the fall of Java.

Yarra sailed from Batavia as one of an escort of a convoy of five merchant ships and a small minelayer, bound for Tjilatjap. Shortly before they reached that port, however, they were ordered not to enter as the Japanese were approaching.

On 3rd March, 1942, Yarra picked up forty officers and men, survivors from a Dutch ship which had been sunk.

HOPELESS FIGHT
At dawn on 4th March, an enemy cruiser force attacked the convoy, whose sole armament consisted of the Yarra’s three 4-inch guns and 5 6-pdr. one merchant ship’s 4-inch gun and the other ship’s machine gun.

The action was of short duration, though the enemy’s initial firing was bad. The entire convoy was destroyed. Yarra went up a gallant fight in an endeavour to protect the convoy, but it was of no avail. She put down a smoke screen as a means of suppression of the Iraqi revolts led by Rashid Ali. She also played a leading part in the operations leading to the seizing of Iran (Persian) ports and naval base, including the oil refineries at Abadan and the capture of German and Italian shipping.

Yarra captured the Italian ship Hilda at the old Dutch port on 26th April, 1919.

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Yarra captured the Italian ship Hilda at the old Dutch port on 26th April, 1919.

After escort and patrol duties in the Mediterranean and Red Sea, Yarra arrived at Colombo on 30th December, 1941. She then arrived at Batavia on 11th January, 1942, and undertook patrol and escort duties in support of the Malayan Java campaigns. Yarra rescued 1,800 survivors from the burning troop transport Empress of Asia while under air attack at Singapore, and continued escorting duties until the fall of Java.
planking and two small rafts. Only thirteen, however, survived, being eventually picked up by the Dutch submarine K11, 500 miles south of Java after being 105 hours in the water. They were taken to Colombo. None of her officers complemented survived.

THE FRIGATE YARRA

H.M.A.S. Yarra the Third is an Anti-Submarine Frigate — the first of four to be built for the R.A.N. A Whitby class frigate of prefabricated construction, she has a length of 370 ft. and a beam of 118 ft. Her armament will include a twin 4.5-inch gun mounting, two anti-submarine mortar mountings, two double torpedo tube mountings, and eight single torpedo tube mountings. She will be a very effective and valuable addition to the anti-submarine resources of the Australian Fleet. The first of her sister-ships will be launched at Cockatoo Island Dockyard, Sydney, next January.

The occasion of her launching must have brought poignant thoughts to some of those present. For among them was a former Commanding Officer of H.M.A.S. Yarra the Second, who commanded her throughout her war service in the Indian Ocean, the Red Sea, the Mediterranean, and Persian Gulf, and in the ABDA Area almost to the eve of her loss, when he was succeeded by Commander R. W. Rankin, who was lost with her. That former Commanding Officer is now Second Naval Member of the Australian Commonwealth Naval Board — Rear-Admiral W. H. Harrington.

And also among the 650 guests at the launching were eight survivors, and relatives of men who had been lost when Yarra was sunk — a result of her gallant action with a Japanese cruiser and destroyer force in March, 1942.

NEW P. & O. “CANBERRA”

A mechanical model of the new P. & O. liner “Canberra,” now on exhibition at the Brussels World Fair, will be shown in Australia later this year.

The “Canberra” will be the largest and fastest ship built in Britain since the “Queens.”

Her keel was laid at Belfast in September, 1957, and she will be delivered late in 1960.

She has been called the “ship of the future” because not only will she be the largest turbo-electric liner ever built in Britain, but she is of almost revolutionary design.

Her twin funnels, side by side, and all her machinery will be aft, not only giving her an unusual appearance but providing extra deck and other space for passengers.

She will provide air conditioning throughout for her 5,520 passengers and crew, and her speed of 274 knots will shorten the U.K.-Australia return voyage by two weeks.

The display unit for the model embodies a 10 ft. illuminated panel illustrating the main compartments in the ship, each of which in the model lights up when the viewer presses a button. There are 20 buttons.

Viewers of the model can also “telephone” the ship. Dialling numbers selected from an illuminated panel and lifting the receiver they are able to hear a voice in English, French or German describing the part of the ship they have “contacted.”

By pushing levers they can also operate the model ship on a scale models of real equipment which “Canberra” will carry when she is completed.

One is a “transporter” device which will be fitted into the forward part of the ship to load and unload both cars and cargo horizontally through the ship’s side. A miniature car is used to show how the transporter works.

The other is associated with the ship’s lifeboats, which will be carried flush with the ship’s side. three decks below the traditional “boat deck.”

A moving lifeboat on the model shows how the davit mechanism slides the lifeboat into position over the water.

SCIENCE AIDS TUNA FISHING

AUSTRALIAN tuna fishing has expanded from a catch of about 95 tons in 1951-52 to more than 1,000 tons last year, and has become the cornerstone of foreign exchange, the Minister for Primary Industry, Mr. William McMahon, said in the House of Representatives recently.

Mr. McMahon said the success of the tuna fleet was due in large measure to the operation of the tuna clipper Senibua, which the Commonwealth Government had bought from Fiji to Australia in 1949.

This vessel demonstrated the pole method of taking tuna, now the principal method of catching tuna in Australian waters.

Practically all the tuna caught was canned, and increasing quantities of canned tuna were being exported.

“Provided sufficient quantities of fish are available, there seems to be no reason why the present rate of exports cannot be increased.” Mr. McMahon said.

The C.S.I.R.O. hopes to locate valuable new fishing grounds soon with radar. A vessel equipped with the radar device will try to locate schools of fish 30 or 40 miles out to sea.

The Royal Australian Navy has vacancies for young men with qualifications that fit them for training as pilots and observers of the Fleet Air Arm, and for the holding of commissions.

Applicants for appointment must be aged at least 17 years and not more than 21 years; be of high physical standard; be able to pass tests involving personal qualities and flying aptitude: and be in possession of the intermediate rating certificate with passes in at least four subjects, including mathematics and English. Those who succeed in their applications are entered as recruit naval airmen (aircrew) and spend three months at Flinders Naval Depot, Crib Point (V.) in a preliminary course. At the end of the course their capabilities andaptitudes are re-assessed, and they are selected for training either as pilots or observers.

They then become probationary naval airmen, and the pilot and observer trainees part company. The potential pilots undergo 14 months’ flying training with the R.A.A.F. at Traralgon (N.S.W.) and Pearce (Western Australia), and at the end of that phase are awarded their “wings” and promoted to the rank of acting sub-lieutenant. They are each granted, from the date of the that date, a short service commission of seven years. They complete their naval flying training at the well-equipped R.A.N. Air Station at Nowra (N.S.W.).

Subsequently, pilots do further naval courses, which give them an insight into the duties of their fellow officers.
If they hold permanent commissions, officers in the Fleet Air Arm have opportunities, equal to those of other permanent officers, of reaching the highest ranks in the Navy.

If officers who hold short service commissions do not make the Navy a permanent career, the training they receive in the Fleet Air Arm equips them in a unique way for employment in the great and growing field of civil aviation.

When they are undergoing this training they are helping to maintain the carrier-borne air strength which is vital to

**TEETH TO BITE**

"In view of the inevitable dominance of air power, purely passive defence would be certain and painful suicide; it is peace with teeth, and the teeth must be able to bite hard and swiftly."

— Marshall of the R.A.F.

The Lord Tedder

and prepare them for many of the ship duties that they will be called upon to perform. During these courses they are given opportunities to serve at sea.

Observers, after their preliminary course, are promoted to midshipmen, do a short service officers' course at Flinders Naval Depot, and then begin their specialist training at the R.A.N. Observer School at Nowra. Upon satisfactory completion of the nine months' course, they are awarded the "wings," and promoted acting sub-lieutenant with a short service commission of seven years.

Opportunities occur later for both pilots and observers to do advanced post-graduate flying courses in the United Kingdom.

Promotion to Lieutenant is the same for both pilot and observer. It follows about a year and 16 months to two years' service as sub-lieutenant.

At the end of their short service commission, Fleet Air Arm officers may extend their service for four years. If they volunteer and are recommended, they may be granted permanent commissions.

**OIL — AND THE RED DUSTER**

BP's Big Building Programme

The touchy political situation in the Middle East over the past few years, which took the control of the Suez Canal away from the Western allies, has underlined the world dependence on oil and oil tankers. This, coupled with the forecast that the annual consumption of oil will double in the next ten years, has caused the major tanker-owning companies to review their policies and building programmes.

British Petroleum, through its two subsidiaries, BP Tanker Co. and BP (Clyde) Tanker Co., owns the largest fleet of vessels under British registry — both by number of ships and by tonnage — and one quarter of all tankers under the Red Ensign.

This fleet before the war consisted of 93 ships with a carrying capacity of just under one million tons. They were mostly 8,000 and 10,000-ton vessels, with a few of 12,250 tons which were then believed to be the most useful type of oil-carrying vessel. The present-day fleet consists of 119 ships ranging from 8,000 tons to 32,000 tons, and in addition British Petroleum hires an average of 90 ships from British and foreign owners.

Improved facilities have now made it possible for ships of 50,000 tons and upwards to be placed, and negotiations were put in hand to develop Milford Haven in Wales as an additional port for receiving them.

The BP Tanker Company's present building programme includes:

7 ships of 65,000 tons; 7 ships of 42,000 tons; 14 ships of 15,500 tonnes for employment in the great air strength which is vital to

**THE NAVY**

October, 1950
tolons; 9 ships of 50,000 tons; 19 ships of 34,000 tons; 1 ship of 49,000 tons; 5 ships of 32,000 tons — a total of 62 ships with a carrying capacity of 2,041,000 tons.

Even so, the limit of the world's demand for oil is not yet in sight. Treble and quadruple the present annual consumption may be anticipated in the years to come. If by then the atomic propulsion of ships is an accomplished fact, we may not be far from even larger tankers which, designed and built to operate submerged, would sail beneath the sea, where, with sufficient power, even greater speeds than those on the surface are possible. Far below the stresses of storm and wave, perhaps they would even be safe from attack by atomic weapons.

The red ensign may even yet follow in the wake of the Nautilus.

**R.A.N. Apprentice Training**

A MODERN warship with its complex equipment must have expert maintenance and attention. Highly skilled tradesmen are essential for the installation and servicing of this equipment, to ensure its operation under all conditions, in peace and war. The Navy needs, and must recruit, the following: Electrical Artificers, known ashore as electrical fitters, who maintain all high and low power electrical gear, electronic, radio and radar equipment, gunfire control systems, and guided weapons.

Artificers, who are skilled fitters and turners or boilermaker-welders, and are concerned with the modern steam propulsion and generating plants, refrigeration, hydraulic, internal combustion engines, air compressors, pumps, and flight deck machinery.

Ordinance Artificers, who are also highly-trained fitters and turners as well as specialists on guns, mountings, small arms, and guided weapons.

Air Artificers, who are either skilled fitters and turners or sheet metal workers, who can cope with any job on airframes, air engine, helicopters, jet and turbo-jet power plants.

Naval Shipwrights, who are capable of all wood work and joinery, boat building, welding, plumbing, painting, polishing, glazing, and spar making.

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**THE NAVY BROADCASTS ITS OWN TECHNICIANS**

In 1955, decided to introduce apprentice training to the R.A.N. The site chosen was the R.A.N. Air Station at Quaker's Hill, N.S.W. The R.A.N. Apprentice Training Establishment, HMAS Nirimba, was commissioned, and training started in January, 1956, with 10 trainees.

Fifty boys between 15 and 17 years of age have been entered each half-year since. In the course of the year, the number under training will be 400 in January, 1960, when the first group of 15-trained apprentices join the fleet for their final year of training.

The training objective is to produce the best possible naval artificer for the future navy.

He is to receive a sound education, first-class craft training, and a most up-to-date technical knowledge.

He is trained for manhood and the best naval artificer in the upper yardman scheme.

Of the 50 entered in January and July of each year, the 16 E.R.A. (fitters and turners); 4 E.R.A. (boilermaker-welders); 10 electric artificers; 5 ordnance artificers; 3 air artificers; 7 shipwright artificers.

These artificer apprentices are eligible for promotion to commissioned rank through each of three schemes of promotion:

(a) Matriculation entry to the R.A.N. College.

(b) Promotion to sub-lieutenant, artificer V class in the upper yardman scheme.

(c) Promotion to sub-lieutenant, on the Special Duties List as for all artificers, including direct entry.

All relevant trade unions and the Apprenticeship Commission have signed the complete recognition of the naval apprenticeship course. Also, the Naval training for electrical and engineering ratings who join as recruits is comprehensive and thorough. It is carried out in electrical, radio and engineering schools of the Navy.

As petty officers, these tradesmen can qualify for Trade Proficiency Certificates, and may apply for recognition as qualified tradesmen as electrical mechanics, radio technicians, aircraft electricians or fitters and turners.

**R.A.N. Apprentice Training**

**For Sea Cadets**

By KEN LOMAX—in London

**INTO THE ROCKS**

**A TRUE TALE OF LIFEBOAT SERVICE**

The engine had failed at dusk. As the sun sank below the western horizon it had given a final splutter—and stopped. With no steerage-way the yacht pitched and rolled like a log in the squalls, helpless to see where they would be smashed to matchwood. Anxiously the crew watched the straining cable. Would it hold?—It didn't.

The light yacht chain was no match for the heavy seas. There was a sharp crack as it parted—and before they could let go the second anchor she was in the middle of the danger area, completely encircled by the hungry rocks—dragon's teeth waiting eagerly for a fresh victim.

Coxswain Thomas King glanced at his watch and yawned.

'Co'seen,' King chuckled. 'It's a nice warm, soft bed. a nice warm, soft bed. a nice warm, soft bed.'

The hot meal which would be waiting for him at home; and before they could let go the second anchor she was in the middle of the danger area, completely encircled by the hungry rocks—dragon's teeth waiting eagerly for a fresh victim.

Taking it all round, he reflected, it had been quite a day. It had been thirty-three that afternoon when they left St. Helier, barely nine hours ago. Nine hours of toasting about on the squally seas, bodies bruised by the constant budgeting, skins chapped by the salt-laden wind, clothing soaked by the driving spray—in spite of their oilskins, and their eyes were red-rimmed and aching from the constant staring into the mists which at times closed down visibility to less than three hundred yards.

Nine hours at sea, six of them spent in a monotonous search for the aircraft which had crashed into the sea in their area. To add to their discomfort the search had ended in failure — the plane must have sunk immediately, leaving no trace of wreckage behind.

The coxswain straightened as he heard Nicolle call from the bow. 'Light dead ahead.'

Tom. That'll be Demie de Pas, I reckon. He reckoned,' did he? If Nicolle said that it was here he was bound to be right. As he strained his eyes to pick up the first glimpse of light through the swirling mists he thought of the hot meal which would be waiting for him at home; and before they could let go the second anchor she was in the middle of the danger area, completely encircled by the hungry rocks—dragon's teeth waiting eagerly for a fresh victim.

Coxswain Thomas King glanced at his watch and yawned. 'Co'seen,' King chuckled. He 'reckoned,' did he? If Nicolle said that it was here he was bound to be right.
boats; no decks to shelter under; no cabin where the crew could take it in turns to get a little warmth before they were all needed on deck; and no radio to signal their recall, and to send their 6.T.A. so that the womenfolk could have a hot meal waiting.

He heard the muffled voice of the operator speaking over the radio-telephone and turned enquiringly as he came to the helm, a message pad in his hand.

"There's a light been sighted among the rocks, Tom; they want us to go and look."

"The coxswain sighed. This could be tricky. They had been recalled because their fuel was low; there was not sufficient margin for a long search, or for much manoeuvring when they found the ship. He called to the motor mechanic.

"How much fuel is there left, Gubby?"

"Less than an hour, I guess, Tom. We'll have to look sharp or we'll be adrift, too."

King nodded, and without hesitation he spun the wheel and headed for the position they had been given.

It was some time before they spotted the light; it was difficult: one dim glimmer in the mist and driving spray. And when they did find it there was a horrified gasp from every member of the crew.

The yacht was encircled; buried deep among the sharp largs of rock.

It was a bad enough place even on paper, thought Tom as he took a quick look at the chart. Here the dangers were clearly marked; rocks above high water mark; rocks awash at low water; and submerged rocks. He would have to go in there in the day-time, but on this dark night there was nothing visible except the dim light from the yacht, swaying from side to side as the boat rolled in the swell. And this: he could not reserve boat, not easily manoeuvrable with her single screw.

There was only one thing to do. They must get the men off that yacht, and Tom King knew it. He stationed two men in the bow with the searchlight, then he spun the wheel and headed the Hearts of Oak straight for the rocks. He put his faith in the strong build of the boat to save himself and his men if she should hit anything — and the odds were a hundred to one that she would.

But somehow she didn't. With the strong westerly wind astern, helping to drive her on, she pushed her bow through the crashing seas and threaded her way through the rocks. The closest escape came as she neared the swatch and came round to pass a line — she was caught by a beam sea and carried bodily over a ledge of rock.

A few minutes later a line was thrown over and a man made fast to the yacht. Under normal circumstances her crew would have been taken off, but after quickly reviewing the situation the coxswain decided that it would probably be better to attempt a tow as it was not necessary to keep in his present position a minute longer than necessary.

Yet the nightmare trip through the rocks began again, this time in the teeth of the wind — and hampered by the dead weight of their tow. To their utter amazement both ships gained the open sea without so much as grazing the paint.

** * *

Hall an hour after midnight they reached St. Helier — only thirty minutes later than their estimated time of arrival.

Some time later Thomas King, the district inspector of the boats out to examine the scene of the incident. The day was fine, there was not a breath of wind and the sea was flat and placid. As they lay about a mile from the rocks the inspector turned to the coxswain.

"Take her in, Tom, I'd like to get a closer look at it."

King looked at him and shook his head. "Oh no, sir, I wouldn't want to go in there. We might hit something."

"The sea Cadet" — London.

** * *

Some Victorian Notes by K. MclLAUGHLAN

Incidentally, the T.S. Voyager — the Victoria police unit of the Australian Sea Cadet Corps — was founded only on May 5, 1967, under the patronage of the Chief Commissioner of Police, General S. H. Porter, C.B.E., D.S.O. In addition to the commanding officer, Lieut. D. McKinlay, the personnel are Sub-Lieutenant R. Applebee (Second-in-Command) and Petty Officer instructors E. Todd, D. Carpenter, T. Wood, J. Jordan and A. F. Willcocks.

** * *

THE NAVY

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Box 51, P.O., Waterloo, N.S.W.
As the Book Society has recommended this book there must be something that tickets it as not just another In The Steps of Chester Wilmut who resolved clearly all that the generals could have done had they had his hindsight.

It is a detailed and particular account of the military action by all Services following the fall of Antwerp in September, 1944, in the sector of the Scheldt.

The author makes it immediately clear where he stands in this events of 13 years ago: the Scheldt affair of attrition could have been avoided if Montgomery had his eye clearly on the left bank of his 21st Army Group. Perhaps "Monty" had other more important jobs to keep his eye on, but "Monty" did not have hindsight.

This is a painstaking account of a corner of the canvas of War: it could have been of more value if it had been entirely objective, had remembered that all wars are muddles. The claim that these 85 days of combat could have been avoided disregards the acumen of the opposing Germans but this record fairly describes the limited horizons on which its sights are set.

"The Eighty Five Days." By R. W. Thompson (Hutchinson).

The second Avalon — the former fishing boat — when the sea scout troop was abandoned in 1941 in favour of a school yacht club, became flagship to the club's 15 sailing dinghies.

At the same time many boys learned to sail in the old boat, including Commander Ian McIntosh. This old-boy, as a naval officer, sailed a lifeboat with 80 survivors after his ship had been torpedoed in the Atlantic, to Brazil. It was an arduous 29 days' voyage.

Commander McIntosh was the only experienced small boat sailor in the lifeboat. The members of T.S. Avalon today feel that no better name could be given to the unit.

The unit today has just completed its eighth year, and in that time 250 cadets have passed through. No fewer than nine have been appointed Sub-lieutenants.

Parades are held after school on Thursdays. The boys are very proud of the cadet corps, the cadet band, or the sea cadet corps.

In 1955 the T.S. Avalon won the right to hold the sea cadet colours for the year from the T.S. Mildura, and these were held until 1956. T.S. Bendigo are the present holders.

One of the Avalon cadets won a scholarship with the New Zealand Shipping Company to train in Britain aboard H.M.S. "Bell." He is Cadet W. G. Little, and he sailed from Manchester for the big "Scapa Ferry." By Anthony Bridges. (Peter Davies)

It is not in dispute, among sailors, that the Pentland Firth is the worst sea in the world. This is an account of how those dread seas were repeatedly crossed by an almost ludicrously small vessel, sailed by pre-war amateur yachtsmen, delivering gelignite, detonators and kindred fearsome cargo.
It is imbued with the sea. for the author is a sailor of considerable experience but a barrister accustomed to marshalling facts clearly and (perhaps he does not know this) a thundering good journalist. It is very much a sidetrail on the war at sea: indeed, the war is very much in the back ground, for the real war these intrepid vaqueros fight concerns the fury of the elements. It is, perhaps, bad reviewing to quote a passage in the story of this 40-l. sailing boat, but that simply must be done on this occasion: “In succeeding weeks at Scratcster, when it blew three top-powered gales from three different points inside two days, or when the wind raged blackly out of the east for 15 days at a stretch, we used to think of that quiet January night we spent between Wick and Duncansby, some where off the Head — on the edge of eternity.”

Descriptions like that make this book read like a lovely long story from Blackwood's — a book the end of which is most reluctantly reached.

B. J. H.

FLAG LORE

“Flags of the World,” edited by H. Gresham Carr; published by Warnes (C.K.)

For more than 60 years Warnes have been publishing their valuable manual of flags under a succession of erudite editors and with an increasingly improved format: the newest issue under the aegis of Mr. H. G. Carr, who is described on the dust-wrapper as the leading authority with an international reputation, “seems to be the crowning achievement for, it is difficult to visualise a more perfect and beautifully illustrated product.”

It cost, except for flag fam, will probably place it beyond the orbit of the casual reader, but it certainly must be a necessity in every library, and many an office and studio.

We are not told whether the numerous coloured plates and textual drawings are the work of the editor, but whoever drew them deserves warm commendations.

There is a chapter on the flags of the Royal Air Force and on the flying organisations, and to show how absolutely up to date the book is, one might mention that even the house-tartan green.

The Marine Proteus may — as in this case — form the sole propulsive machinery of a vessel, or it may be used in combination with a lower powered diesel unit for cruising.

The Marine Proteus is designed for offensive operations against warships and merchant shipping in coastal waters. With a length of about 34 feet and a beam of 10 feet, and having a high speed propeller, she can be used to destroy merchant vessels and to search out and destroy enemy merchant ships. She can be used in combination with a smaller vessel to form a ship of war against the enemy and to search out and destroy enemy merchant ships. She can be used in combination with a smaller vessel to form a ship of war against the enemy and to search out and destroy enemy merchant ships.

M A L T A D O C K Y A R D T R A N S F E R T O P R I V A T E

The British Government has decided that the Malta Dockyard should be transferred to a private ship-repairing firm. The continued use of the dockyard in this new role would be a major step in the privatisation of the Maltese economy.

This diversity has been a problem occupying the attention of the Governments both in Britain and in Malta for some considerable time. In the past, the Maltese economy has depended on foreign aid, and the British Government has recognised that the long-term changes in United Kingdom defence spending and naval strategy are particularly infeasible as these affect the requirements of the Royal Navy in Malta, which will necessitate major changes in the existing pattern of the island's economy.

The dockyard has for generations been the industrial core of Malta, and it is an economic asset which should be used to the full. It would no longer be possible to keep it in being as a naval yard, and it would offer good prospects, it converted, for commercial ship repairing.

Preliminary negotiations have been concluded with Messrs. C. H. Bailey of Lübeck, and, subject to the completion of a satisfactory agreement, this firm will form a company to take over the dockyard on lease during 1959. The total capital cost involved is about £54 million. Messrs. Bailey, in association with the Colonial Development Association and Maltese interests, would provide £3 million, and the British Government would make available the balance of £41 million, partly in the form of debentures and partly as a special grant on which the Government would look for a return as the enterprise grew in prosperity.


The college has a resident honorary chaplain who conducts religious services, but all religious denominations are given the opportunity of attending their own place of worship when possible.

Two years in the General botha exempts cadets from further A.G.C. training in the Union.

It should be appreciated that numerous applications for entry are received. Selection is based on a combination of factors: the waiting list together with results obtained at a previous school up to the time of joining the General Botha.

At the end of the course the cadets are placed by the college with various South African and British shipping companies as cadets or apprentices: here, they remain for a further three years before taking their first examinations for officer status. Two years later, in the General Botha, they give themselves a remission of one year's service from the normal four years apprenticeship. They are given a certificate and a substantial sum of money.

The Naval Board moved the dockyard to private ownership, and a transfer agreement was signed in November, 1955.
A D D R E S S I N G the Annual Meeting of the share
holders of the Melbourne Steamship Company Limited, held at the
built dock which was previously
constructed in the port of Mel-
bourne. The dimensions of this
dock — which is moored at
Williamstown abreast of the
Company's engineering works —
are: length overall, 206 ft. 6 ins.;
breadth inside dock walls, 43 ft.
6 ins.; maximum draft available,
16 ft. 0 ins.; dead weight capacity,
1,375 tons. The dock was
acquired by the Company in
May of this year on a 30-year
lease, and is described as
materially strengthening the
facilities of the Port.

It is of interest that it
replaces the old wooden
dock which was, 64 years ago,
converted from the hull of the
barque Habitent, which, when
berthed at Melbourne, was
severely damaged by fire.

During its career as a dock, the
Habitent accommodated a total
of 5,000 vessels.

In his address, Mr. D. York
Syms said:

"The Directors feel that
shareholders will be satisfied
with the Consolidated Profits of
£50,654 from the Company's
operations for the twelve
months ending June 30 last.
This is equivalent to an
increase in dividends payable on
shareholders' funds at the
rate of 7.2½ p.a.

"After making transfers to
General Reserve and to
Contingencies account and paying
the dividend, the amount
carried forward to next year's
accounts is £85,617.

"The Directors are keeping
well in front of them the
question of expansion when a
favourable opportunity presents
itself. Unfortunately the
Company's interests in shipping
have of recent years not given
a reasonable return on the
capital invested, nor is it easy
to foresee an improvement
owing to the increasing
cost of running and maintenance
of vessels. Furthermore, the
depth of Melbourne Harbour has
been seriously upset at times by
industrial troubles and
rain delays."

"Competition from road and
rail in the carriage of general

A NOTHER anti-submarine
frigate for the Indian
Navy, I.N.S. Kirpan, was
launched at the shipyard of
Messrs. Alexander Stephen &
Sons Ltd., Glasgow, on August
19. She will be the second
frigate of her type to be
acquired by the Indian Navy.

Of 810 ft. extreme length (300
ft. between perpendiculurs),
she has a beam of 35 ft. She is
powered by geared turbines of
advanced design. Armament
will be three Bofor guns and
two three-barrelled anti-
submarine mortars, which can
fire a pattern of large projec-
tiles. She will be capable of
operating in all clionic con-
ditions without discomfit to
the officers and men.

THE FIRST "BATTLE"
DESTROYER

H.M.S. Barleir, the first
Battle-class destroyer to be
accepted into service and the
only one to see service in the
Second World War, recently
paid off into reserve at Devon-
port, England, after an 18-
month commission, in which she
steamed 50,000 miles, visit-
ing 20 countries in the Medi-
terranean, West Indies and
the Middle East. Since she was
first commissioned in 1914 she
has steamed 250,000 miles.

WARTIME WRECK RAISED
AT MALTA

SIXTEEN years after she was
 sunk in an air raid in
Lazzaretto Creek (fortunately
without casualties, as her crew
had been ordered to take shelter
ashore), H.M. Submarine P.36
has been hauled to the surface,
after her 650-ton hull had been
lying on a narrow shelf between
70 and 80 ft. down. A member of
the 10th Submarine Flotilla
under the command of Lieuten-
ant H. N. Edmonds, R.N., she
carried out several success-
ful patrols before, on the 1st
April, 1942, a bomb falling close
to her berth blast tanks and
hull in many places. Every
effort was made to keep her
afloat, and wires were passed
over the arches to stop her from
heeling over, but these had to be
cut when it was seen that the weight

of the submarine would cause
the ship to list. With Lieuten-
ant Edmonds said at the
time, it was bad enough losing
one submarine without being
forced to destroy an ancient
monument as well. Soon after
the wires were removed, P.36
rolled over and sank.

QUEEN MOTHER BOARDS
ARK ROYAL BY DELICATE

TWO and a half years ago the
Queen Mother, H.M. Queen
Elizabeth, promised to
present Ark Royal with a
memorial sash for the five
Major of the ship's volunteer
band. In July, at Devonport,
England, she fulfilled the
promise when she flew from
London to Exeter Airport, and
then transferred to a Fleet Air
Arm helicopter, which landed
on the Ark she landed on the flight
dock. Her Majesty afterwards used
the ship's Land Rover to
inspect the ship's company,
embroidered in gold — about
a reception given by the ship's
members, officers and ratings.

The Queen Mother said:

"I am most pleased to
receive the sash which is
the most distinguished
honour that can be
bestowed on the Royal
Navy. I wish the band
success and much
happiness in the
future."

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cargo is becoming more intense. A considerable section of passenger traffic is being attracted by the air services. The tremendous increase in the cost of new ships compared with the prices paid for our original vessels in the 1920's and 1930's presents a further problem.

"However, the diversity of the Company's general operations has enabled a reasonable profit to be achieved. Our trading departments have been kept busy and engineering subsidiaries contributed materially to our revenue.

"Because of the inadequate passenger earnings between mainland ports, we arranged for Duntroon to be diverted to Pacific cruises for about four months during the current winter season. The results, I am glad to say, have shown a decided improvement.

"For many years past the volume of interstate general

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in a glass by itself
— or with a kindred spirit

cargo has been sufficient to give constant employment to the fleets, but conditions have now changed and the outlook for the next few months is not very promising. It is probable that the Australian-owned cargo vessels may be temporarily laid idle for lack of trade.

"After careful investigation, the Associated Steamship Owners of which we are one, have come to the conclusion that bulk ship carriage presents a relatively stable form of transport, and steps have been taken by the seven Associated Companies to form a new Company with capital sufficient to build two vessels of about 10,000 tons deadweight capacity. Tenders have been called for their construction and close examination will be made of all factors before definitely signing a contract.

"Shareholders will be interested in particulars of our steel floating dock. As a result of negotiations with the Melbourne Harbour Trust, we have secured a lease of this dock for 30 years. This cemented our long association with the dry docking of ships up to a moderate size, and I am confident that the dock will enable us to secure a larger share of ship repair work for our Williamstown establishment.

"Mr. G. Sutherland Smith and Mr. K. B. York Syme are the retiring Directors and, being eligible, offer themselves for re-election. It affords me much pleasure, on behalf of the Board, to record our appreciation of the loyal and unflagging service rendered by the members of our staff.

R.A.N. MAI'SED BANDS
HOLD FESTIVALS IN
MELBOURNE AND SYDNEY

OPENING with a recital at the Victorian Football League grand final at the Melbourne Cricket Ground on Saturday afternoon, September 20, massed bands of the Royal Australian Navy held a festival in Melbourne last month and another in Sydney early in this month. Features of both festivals were out-door and indoor concerts, broadcast and televised recitals, and spectacular marching displays in full ceremonial uniform.

The bands were provided by Flinders Naval Depot, the East Australian Area (with headquarters in Sydney), and the Australian Fleet. Their full programme in Melbourne included a "Music for the People" recital in Alexandra Gardens, a musical appreciation concert for 3,500 children from State and private Secondary Schools at the Olympic Swimming Pool, and, on Tuesday, September 22, a concert in the Treasury Gardens.

In Sydney, the massed bands made recordings from Monday, September 29, until Friday, October 3, and gave a display at the Naval Ball in the Sydney Town Hall on the Friday night. From Sunday, October 5, until Saturday, October 11, they took part in the Waratah Spring Festival. They played at the opening ceremony on the Sunday afternoon, and gave a televised recital on ATN7 on the following day. On Tuesday, October 7, they played at the Music Shell in Hyde Park. At lunch-time on Wednesday, October 8, they gave a marching display and recital in Hyde Park.

They gave another recital at the Music Shell on Thursday, October 9, and lunch-time marching display at the shopping centre at North Ryde on Friday, October 10.

Finally, they led the Waratah Spring Festival pageant through Sydney on Saturday, October 11, and on the night of October 11 gave a marching display on the Sydney Show Ground.
NUCLEAR POWER

THE voyage of the U.S.S. Nautilus from Pearl Harbour to Portland via the North Pole has been the subject of much well-deserved congratulation: but it has also set off a spate of comment on the potentialities of the cargo-carrying submarine and of the trans-Polar route; and also on the strategic implications of the voyage.

An excellent general summary of both aspects — commercial and strategic — appeared in the "Economist" of 16/8/58. Under the heading "North West Passage" it pointed out that the real lesson of the voyages of the Nautilus and Skate was that the nuclear-powered submarine was "a new breed of ship, differing from its predecessors as much as steam differed from sail.

The endurance, range and underwater speed of these vessels would be impossible for the conventional submarine. Nautilus was submerged for 100 hours and covered about 1,850 miles under the ice. Sir Hubert Wilkins had attempted the feat in 1931 but failed because the conventional submarine must breathe. Navigating had also been a difficult without the further modern development of inertial guidance.

The article continued:— "Nautilus and Skate have, in fact, the type of inertial guidance which is fitted in the Thor missile and B.A.R., navigation will not doubt also be fitted in the Polaris missiles that these submarines will be able to fire.

The nuclear-powered submarine has thus added the ice cap to the oceans of the world as an area for commercial navigation and naval strategy. The commercial and military applications of this opening of the North West Passage are worth comparison.

"Crossing via the North Pole shortens the trip from London to Tokyo from 11,200 miles to 6,500 miles. But the quantity of bulk cargo which is hauled to these ships making the Sino-Japanese sea-board to the European seaboard is limited and does not include mineral oil. The commercial routes through the Panama and Suez canals. long as they are, will still be more economical until the flow of trade radically alters, because so much profitable cargo can be taken on and discharged at intermediate ports. Even the through cargo, like Japanese machinery, would always go by the cheapest route.

"The polar route can therefore only come into its own when the cost of operating nuclear submarines becomes less than that of surface operating the world. This will have to include atomic surface ships, which shipowners assume will prove cheaper at first than atomic submarines. But even the conversion of surface ships to nuclear power is not expected for ten years, and some shipowners think the nuclear marine engine will start becoming economic only when ships now building are due for replacement — in 20 years' time.

"They may be unduly conservative. But shipowners foresee certain problems which will keep the cost of atomic submarines on the high side relative to surface ships with nuclear engines. To achieve the maximum economies of the power unit (not necessary in warships), commercial submarines will have to be large — and therefore of great draught.

This would mean that when approaching a sheltered coast, they would have to surface, and therefore be capable of standing the stress of heavy weather for a considerable time — and that would add to costs. Moreover, service in such ships, after the pioneering stage, would be dull. This already makes it hard to man tankers, so that wage costs would be high relative to the costs of transp.

"The military potential is much greater. But it is important to realise that (a) it is some way off and (b) in the long run it would benefit Russia, with its long Arctic coastline, rather more than the West. The virtues of atomic submarines armed with missiles have been fully discussed by strategists. The Americans are planning a fleet of 35, and if half of them are 20 miles long, the total broadside would be 250 megaton warheads, deliverable from ships lurking under the ice-cap. But the first Polaris missile is not likely to be operational until 1961, if then. Russia has time to draw level, and in any event the absolute advantage will not last long. The Americans claim to see two permanent advantages of having this weapon in the American army: (a) it will finally make impossible any Russian surprise attack which would knock out the western retaliatory deterrent 'on the ground,' since such submarines would be invulnerable; (b) it would lessen American dependence on overseas bases, which might make American relations with many countries much easier. It would reduce western dependence on the Suez and Panama canals.

"These advantages, however, lie a good way ahead. To do all that is required of it, the Nautilus-Polaris weapons system must have a range of at least...
designing a reactor for a fairly low-speed vessel, it would lie pretty well whether they were capable of laying near continental shelf or, if it were, which was competitive, they did not know whether they would be able to design a reactor for a nuclear-powered submarine.

Sir William G. H. Dunphie, member of Engineering Staff of the Atomic Energy Authority, said recently that for the best part of next year, they would be able to design a reactor for a nuclear-powered submarine. Sir William Dunphie said: "I believe that it will not be too long before someone achieves a break through in this new marine field and I am sure it will not be the country which starts last. Sometimes I wonder whether we in the shipbuilding industry and you in the shipowning industry are being quite bold enough at this stage in the development of new sources of power.'

"Gen. Dunphie observed that projects which a few years ago seemed impossible were now only a matter of time and money. He then referred to the recent voyage of the U.S. submarine Nautilus under the Polar ice cap and said that he was sure that we should not take too many steps at once, certainly not in more than one direction at a time, but I wonder whether we are not going to the other extreme and marking time. We at Vickers feel that we are going ahead with certain schemes despite the rather discouraging conditions.'

Vickers Nuclear Engineering, incidentally, is showing at the Geneva International Atomic Energy Conference a model of a proposed nuclear-propelled 65,000-ton tanker. Other projects sponsored by shipbuilders which have had recent publicity are a Swedish proposal from Cegilverken — a 15,000-tonner with a boiling water reactor — and a Japanese from Mitsubishi. The latter project, a 30,000-ton submarine tanker, is also being presented at the Geneva Conference.

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1,500 miles, and must exist in quantity, by the time that has been achieved, the intercontinental ballistic missile will dominate the strategic situation, while, in the meantime, western coastlines will be highly vulnerable to much shorter-range Russian submarine-launched missiles. And freedom to move under the ice cap, from Murmansk to Vladivostock, will give Russian submarines even greater maneuverability.

The annual report of the Atomic Energy Authority, published at the end of July, contained reference to the present state of research in this country state of research in Britain into the application of nuclear energy to merchant ship propulsion. It is clear that the difficulties of adapting the Calder Hall type of reactor, already known to be very considerable, have not been overcome, and work is now proceeding on other systems. "Fairplay" American firm, American Machine Foundry (Atomics) Inc.

There has also been a comment from Maj.-Gen. C. A. L. Dunphie, Chairman of Vickers-Armstrongs Ltd. At the launch at Barrow of the 42,000-ton tanker, British Ambassador, reported in the "Journal of Commerce," 18/8/58, Gen. Dunphie said: "I believe that the time had come for British shipowners and shipbuilders to co-operate in the study period for the design of a nuclear powered merchant ship to ensure that the country was not left behind. In the past we in this country have always led the world in marine development. I hope that before long a British owner and British builder will take the first step to do so once again."

"After recalling that his company were spending between £4m. and £5m. on the construction of a large dry dock on the Tyne that would be capable of taking ships similar to the tonnage of the British Ambassador, Gen. Dunphie said that they were also devoting considerable effort in collaboration with others in various alternative types of nuclear marine propulsion. I believe that it will not be too long before someone achieves a break through in this new marine field and I am sure it will not be the country which starts last. Sometimes I wonder whether we in the shipbuilding industry and you in the shipowning industry are being quite bold enough at this stage in the development of new sources of power.'

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EAST INDIES STATION PASSES
"FATHER" OF AUSTRALIA STATION GOES

EARLY in September, recorded "Geiger" in "The Navy's" feature, Pinger on the Pulse, "the Royal Navy's East Indies Station commands almost unnoticed into oblivion."

This is peculiar of interest to Australia, for the East Indies Station was the Linan of the Australia Station. Prior to the establishment of the Australia Station as a separate command in March, 1859, Australia, so far as naval defence and administration were concerned, formed part of the East India and China Station.

The East Indies Station — the abolition of which followed a decision reached by the Admiralty in February of this year — was established in 1744, with Commodore C. Burnett as Commandant-in-Chief. Since then it functioned under an imperfect list of some 100 Commanders-in-Chief, including, in the last 20 years, Admirals of the Fleet Lord Fraser of North Cape and Sir Arthur Power; the late Admiral of the Fleet Sir James Somerville; and World War I submarine ace, Admiral Sir Martin Dunbar-Nasmith.

The last officer to strike his flag as Commandant-in-Chief, East Indies, was Vice-Admiral H. W. Biggs. He, as commanding officer of the destroyer "Hero" in the Mediterranean Fleet, 1940-41, was closely associated with the R.A.N. "Hero" was one of the destroyers with "Sydney" when the "Bartolomeo Colleoni" was sunk in July, 1940, and Biggs, April 1941, took part in the withdrawal of troops from Greece. She was one of the destroyers with "Perth" at the resulting bad language between the strangers was genuine or an enemy. One Australian was identified by asking him: "What Matilda was doing."

The establishment of the Australia Station in 1859 followed representations from here. Correspondence regarding the defence of Sydney Harbour was exchanged between the Governor of New South Wales, Sir W. Denison, and the Home Government, as a result of the Crimean War; and in October, 1858, Sir W. Denison received from the Governor of Tasmania, Sir Henry Young, a copy of a despatch which Sir Henry had transmitted to the Secretary for the Colonies (at the request of his responsible advisers) urging "the necessity for making the Australian Colonies an Admiral's station and for maintaining in these seas a Naval squadron equal at least to that maintained therein by any other power."
are of opinion that an officer with the rank of Commodore will be sufficient for all general purposes at present."

A week after this letter, an Admiral's Minute, of 30th March, 1859, stated: "Captain Loring of H.M.S. 'Iris' is to hoist a Blue Pendant and to assume the command as Senior Officer of Her Majesty's Ships on the Australian Station independently of the Commander-in-Chief. The limits of the Command are to be as they are now defined in the Commander-in-Chief's instructions, viz. : Australian Station, Bounded on the North by the Parallel of 10 Degrees of South Latitude — on the East by the Meridian of 170th Degree of West Longitude — on the South by the Antarctic Circle — and on the West by the Meridian of 75th Degree of East Longitude. Inform Admiral Hope, and send fresh Commission to Commodore Loring."

Three days later, another Admiral's Minute stated: "Captain Loring as Commodore and Senior Officer on the Australian Station is to have £1 a day in addition to his pay." And that same day a third Minute, addressed to the Chief Clerk, stated that: "The Australian Station being now a separate Command under a Commodore, and independent of the East India and China Station, I think the letters to Commodore Loring of the 'Iris,' the Senior Officer in Australia, should be numbered."

In thus moving, the Admiralty anticipated further representations from Australia, for in a letter of 25th April, 1859, the Secretary for the Colonies informed the Admiralty "that the Government of Victoria is now seriously engaged in making arrangements for the protection of the Colony against external assault . . . and request first that a blockship fully armed and possibly iron plated should be placed at their disposal and secondly that an Admiral's Station be established at the Colony"; and in a letter of the 6th May, 1859, further informed the Admiralty that a Select Committee of the House of Assembly of the Colony of South Australia sought information as to the terms on which Her Majesty's Government would consent to station in South Australian waters a gunboat "with heavy metal and small draught of water and capable alike of defence and attack, one moreover which might be rapidly moved to any threatened point, manned by stout hearts and strong hands."

On 20th June, 1859, an Admiral's Minute stated: "In April, 1858, the Naval forces on the Australian Station consisted of 'Iris,' 26 (Sailing); 'Saphire,' 12 (Sailing); 'Cor- delia,' 11 (Screw); 'Bramble' (Tender, Sailing). In June, 1859, it consisted of 'Iris,' 26 (Sailing); 'Pelorus,' 21 (Screw); 'Niger,' 14 (Screw); 'Elk,' 12 (Sailing); 'Cor- delia,' 11 (Screw). This force should be increased by substituting a first-class screw frigate for the 'Iris,' and by adding another small frigate, two or three gun vessels and several 80 h.p. gun boats, as soon as the home defence is sufficiently provided for. The Australian Station should then be commanded by a 1st Class Com- modore or by a Rear-Admiral. It is necessary not only to provide for the defence of the Colony, but, in the event of war, to give periodical convoys to treasure ships proceeding home either by the Cape of Good Hope or by Cape Horn. Ships sent to convoy Merchant vessels from Australia would have to escort them as far either as Cape Horn or Falkland Islands, or as far as the Isle of France. There they should be met by ships of war from the Cape or South American Stations."

Now, just on 100 years since the Australian Station was born, its parent Station, the East Indies, is abolished. Responsibilities in the ocean areas of the old command are now divided between the Far East and South Atlantic and South America Stations and, of course, so far as the original (Turn to page 9)
POLAR SUBMARINE VISITS BRITAIN

When the U.S.S. "Nautilus" reached England fresh from her historic voyage under the North Pole, and berthed in the naval base at Portland, Dorset, her weary crew must have felt at home, for Portland, Maine, is a well-known U.S. naval base. And, incidentally, "Nautilus" was, in visiting Portland, England, adding another link to the story of the short channel linking that country and the United States. Portland, Maine, was first settled by the English in 1632, under the name of Falmouth, from that other West Country seaport of Cornwall. It was the birthplace of Longfellow.

Naturally, "Nautilus" and her people received a warm welcome from Portland, England; and there Lieutenant-Commander A. R. C. Rowe, D.S.C., R.N., Deputy Secretary of the Navy League, was able to board her and have a personal interview with her Commanding Officer, Commander W. R. Anderson, U.S.N. The fruits of that interview are here reproduced from "The Navy."

I asked Commander Anderson (wrote Lieutenant-Commander Rowe) how the ship's company were selected for posting to "Nautilus" and he said that officers and men of the U.S. Submarine Service were all volunteers and had to reach a certain standard of technical training, together with a very high record of personal conduct, before they were accepted into that service. After selection to the "conventional" Submarine Service they were then able to volunteer for service in nuclear powered submarines and, if accepted, were given a year's intensive course in nuclear physics, on various aspects of life and work in these new ships. The training of the officers is such that all duties are interchangeible. Sixty per cent of the enlisted men were married and all the officers were married — this disposed of a supposition that only bachelors were accepted for service in these ships. I then asked whether it would be true to say that the crews of the nuclear powered submarines were, in fact, the pick of the United States Navy and he said that this was probably the case.

The next question was whether Commander Anderson considered this particular trip of a perilous nature and he said that none of the officers or men had any particular feeling of danger whilst operating on this voyage, but it should be borne in mind that "Nautilus" was operating in an almost completely new environment, and unknown factors might have arisen which would, in fact, have made the trip somewhat hazardous.

On the question of general living conditions on board, the captain said that they were excellent and brought out a further point. In all nuclear powered submarines, the ships company very much prefer being below the surface, since the ship is completely stable when at a reasonable depth and there is no physical discomfort. The only restriction to smoking in these submarines is in the Battery Tank, which is then disposed of by chemical scrubbing. Commander Anderson added that in a nuclear war, probably the safest place in the

THE NAVY

"JULES VERNE" VESSEL LINKS OLD AND NEW WORLD PORTLANDS

When the U.S.S. "Nautilus" completed her historic trip to the North Pole, it was the birthplace of the Navy League, was able to board her and have a personal interview with her Commanding Officer, Commander W. R. Anderson, U.S.N. The fruits of that interview are here reproduced from "The Navy."

I asked Commander Anderson (wrote Lieutenant-Commander Rowe) how the ship's company were selected for posting to "Nautilus" and he said that officers and men of the U.S. Submarine Service were all volunteers and had to reach a certain standard of technical training, together with a very high record of personal conduct, before they were accepted into that service. After selection to the "conventional" Submarine Service they were then able to volunteer for service in nuclear powered submarines and, if accepted, were given a year's intensive course in nuclear physics, on various aspects of life and work in these new ships. The training of the officers is such that all duties are interchangeible. Sixty per cent of the enlisted men were married and all the officers were married — this disposed of a supposition that only bachelors were accepted for service in these ships. I then asked whether it would be true to say that the crews of the nuclear powered submarines were, in fact, the pick of the United States Navy and he said that this was probably the case.

The next question was whether Commander Anderson considered this particular trip of a perilous nature and he said that none of the officers or men had any particular feeling of danger whilst operating on this voyage, but it should be borne in mind that "Nautilus" was operating in an almost completely new environment, and unknown factors might have arisen which would, in fact, have made the trip somewhat hazardous.

On the question of general living conditions on board, the captain said that they were excellent and brought out a further point. In all nuclear powered submarines, the ships company very much prefer being below the surface, since the ship is completely stable when at a reasonable depth and there is no physical discomfort. The only restriction to smoking in these submarines is in the Battery Tank, which is then disposed of by chemical scrubbing. Commander Anderson added that in a nuclear war, probably the safest place in the
Commander Anderson immediately took his ship nearer to the sea bed, reduced speed and altered course to port. At one stage of the turn there was only 10ft. of water above the ship and 20ft. below.

Warning of further ice ahead was given by the sonar screen and it was physically impossible to maintain a visible look out as the only thing to be seen was grey-black sea. It was under taking the ice when Commander Anderson said "the situation was a little too close for comfort.”

It was perfectly clear from talking to Commander Anderson that the ship’s policy of keeping his officers and men advised at all times of the various aspects of ice experience showed that ice in this feeling must be ascribed to surface, but that this method of surfacing through had been used and he said that the performance of equipment by far exceeded his most ambitious expectations.

In answer to further questions, Commander Anderson said that had the submarine’s navigational equipment failed it would have been feasible for the submarine to have been lost. In the event there was a chance that without the warned of further ice ahead. An "INTERESTING SITUATION"

THE NAVY

FAREWELL CREEK in a waste of mud flats as a signals school. Before being paid off to this duty she did once Commission on the East Indies Station where she showed herself so unstable she became in turn Port Guardship and then Accommodation Ship before being towed home.

She brought home a fine complement of cockroaches, not the friendly little black-beetles that go by that name in this country, but the big brown "Bombay Charlie" that grow wings and blunder round in the dark during their mating season. "Impudence" was kind to them; cool in summer and warm in winter, her oak sides gave them the enervating conditions they needed to breed for generations whilst successive fumigations were of no avail and the weaker brethren, till in the 1930’s the few vigorous strain was thriving.

The ingenuity born of boredom saw them in a source of fun and profit, and Cockroach Racing was invented. Each had its 'front' and "side" knock-out championship was started. Individual starters were allowed, but at a fee few cared to pay — one week’s tots to the Clerk of the Course. The eliminating canter was run off, and some got the prize, so we drew near a gruelling test of training and stamina over two weeks to end, down a course edged with Bluebell men, two jumps of rolled-up oilcloth and across the grand hazard, "Becker’s Brook" — a strip of wood across a bed of varying depth of water. The fever was on the mess-decks, and restless bets were placed on long odds. None seemed more reckless

THERE could not be a better notice of what they said, but kept a close watch on all they did. On not unaware of various forms of "nobbling" (such as the bloo of rum and jam that would be dropped into the "stable" in the owner’s absence) he took his entry with him wherever he went; as a regular cockroach, as the "Beef Boat" was a euphemism — its real purpose was to take the gash bins of waste ashore for pig food). The other flies were hand-made in zinc gone boxes, fed on the strictest diets of rationed morel seeds. Such a contraption could not be a better notice of what they said, but kept a close watch on all they did. On not unaware of various forms of "nobbling" (such as the bloo of rum and jam that would be dropped into the "stable" in the owner’s absence) he took his entry with him wherever he went; as a regular cockroach, as the "Beef Boat" was a euphemism — its real purpose was to take the gash bins of waste ashore for pig food). 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The other flies were hand-made in zinc gone boxes, fed on the strictest diets of rationed morel seeds. Such a contraption could not be a better notice of what they said, but kept a close watch on all they did. On not aware...
At long last the great inter-Mess final of the "Impudence Stakes" was ready to start. On the lower forward mesa-deck hardly a soul could press into the space between the bulkheads and the mess stools that held the course free for the Race Stewards, who kept the Bluebell fresh and saw that the hazards and finish were in place and in order. At the head of the table sat the Clerk of the Course and Judge in the person of the Chief Cook. Striper's entry fee had been paid in one lump — if Cookie's purple face and aromatic breath were anything to go by.

Cookie belloued over the runners' names, and the colours painted on their back, if you prefer — and it had evidently been heavily punished a short while before, if Cookie's purple face and aromatic breath were anything to go by.

"Four Mess: Custard Lugs, one yellow spot."

"Seven Mess: Tiddly Kid, two white stripes."

"Miskellaneous Mess: Donkey's Breath, two red spots."

"Nineteen Mess: Caballero, green circle."

"P.O.'s Mess: Dose o' Salts, blue zigzag."

"H'individual entry: Little Dick, A.B. Catley, black square."

"All ready, then! Up to the start!"

Leading Hands of the Messes brought their entries and put them into the little wooden starting boxes in the order called.

"Ere, wait a minute; where's Catley? Where's Stripes?"

"E's scuppered wiv the money," said a voice.

"Ho no, I ain't," said another from the hatchway, "Custard Lugs," said the offender.

"No, no, I ain't," said another from the hatchway, "Custard Lugs," said the offender.

"Hello, Cookie," said Striper carefully hanging his coat up for the finish, and took out the grubby match box that contained his entry. He shook out "Little Dick" and placed him in the starting box. "Right! Stand by!"

Cookie's finger crooked into the loop of elastic that held the starting boxes down; as he pulled he brought his other hand down on the table with a bang like a shot. The boxes whipped over the cockroaches' heads and fell to the deck. Striper was certain the cockroaches ran down the course.

"They're off!"

The crowd pressed forward, cheering and laughing, and jostled for a better view. "Custard Lugs" and "Gay Caballero" were well out in front, seeking the clear. "Tiddly Kid," and "Donkey's Breath" were on their backs, having collided in the first mad rush. The owners moved to right them, but Cookies' roar stopped them short.

"No 'elp allowed to runners. Let 'em be."

"Dose o' Salts" was fascinated by the pair on their hands, and made short rushes, punctuated by stops to look back at them. By now "Custard Lugs" was essaying another jump. "Tiddly Kid," and "Donkey's Breath" seeking an easy way round the first jump. "Tiddly Kid" was on his feet again, having hooked a foot in "Donkey's Breath," whose owner complained bitterly of unfairness to an ungodly man. "Custard Lugs" was over the jump but poor "Gay Caballero" fell off the Bluebell and off the end of the table. The crowd was delirious with excitement and were seeking an easy way round the first jump. "Tiddly Kid" did likewise.

"Little Dick" still came on, and boldly struck out across the bridge. His wobble in the middle brought the cheering to a shrill, high-pitched sound, and he ran faster than ever for the finishing line. He did not stop there but ploughed on through the Bluebell and off the end of the table. The victor was half-a-cock and half-a-finish. Real queer it was, but I couldn't disqualify yer, with a fortnight's tots an' ten per cent. of yer winnin's."

Striper looked quizzically at the Bredg英特, "Yer won't tell nobody!"

"'Not for me pension I wouldn't."

"If I ad a female cockroach inside me coat, see, and nice and warm in a little bit o' guaze. I kept 'em both in the Cold Store, an' brought 'em out for longer periods each day to kid 'em on it was breedin' time, see; so all I did was clip 'em in a bit of paper and sold 'em to respectable folk."

"Ar," said the other, and did likewise.

After a pause he added, "Y'know, Stripes, I still don't understand 'ow you did it. E was stone cold at the start, an' all of a sudden 'e's at the finish. Real queer it was, but I couldn't disqualify yer, wot."

A STANDING SALT FOR A SAILING SALT

Bulwark's New Trophy

Shortly before she sailed for the West Indies with the Home Fleet, H.M.S. Bulwark received a notable addition to her trophies.

At an informal City luncheon, Mr. Charles Trustram, Chairman of the British Insurance Association, presented Captain D. Gick, the commanding Officer of the aircraft carrier, with a standing salt, or ceremonial salt cellar.

This new Bulwark trophy commemorates the part played by the ship and her company in the Suez operations of 1956 and strengthens the link between the Insurance Association and the Bulwark, as the Association's adopted ship.

The salt weighs 28 oz. and is 13 inches high. Its cover is supported by three heraldic sea hawks sigining the three Squadrons of Sea Hawks which took part in the Suez operation. An appropriate inscription commemorates the occasion.

Standing salts have long been presented as gifts to symbolise the friendship of the giver. They date from medieval times when at banquets they were always placed at the head of a table raised on a dais. During banquets they were passed down to lower tables. Diners were seated above and below the salt according to their status: in other words, according or not to whether a man was "worth his salt."
A vast hydrographic survey task, in which four ships of the Royal Australian Navy steamed a total of 33,552 miles, was this year completed in a little more than 10 weeks in the Sahul Bank area between Darwin and Timor.

The area covered by the survey comprises 11,500 square miles, in which there are large numbers of treacherous shoals and coral outcrops, and the survey was the most extensive ever undertaken by the R.A.N. in peace time. The Australian Naval Board made a signal to the four ships expressing satisfaction at its completion.

The four ships were the frigates Swan and Warrego, and the ocean minesweepers Fremantle and Costamunda. The senior officer of the force was Commander B. H. Loxton, R.A.N., captain of the Swan. The officer in charge of the surveying operations was Commander J. H. S. Osborn, R.A.N., captain of the Warrego.

During the survey, which occupied 1,900 working hours, the ships laid 165 surveying beacons and plotted 11,600 miles of soundings. As a result, several shorter and safer routes than were available between Darwin and such places as Singapore, Djakarta, Bangkok, Hong Kong, Tokyo, Kure, Manila and other South East Asian and Far Eastern ports would be provided for shipping, which had increased tremendously in the area since the end of the Second World War.

The method used in bringing the operation to a successful conclusion so speedily was similar to one used in surveying the waters on previously unchartered coasts of New Guinea and other islands in the tropical area of warfare obviate the necessity of retaliation against surprise attack, the Merchant Marine, after the initial period of devastating nuclear exchange, would play a most vital role.”

(Incidentally, this looks suspiciously like the doctrine of broken-backed war, now discredited by our own Minister of Defence!)
super-aircraft and five average tankers—are essential to American security and also to the security of the free world. They could not be operated under the United States flag except on subsidy terms, at the expense of which the United States taxpayer would certainly jib; and, as is pointed out in an article from the "Tanker Times," quoted in the pamphlet, there would probably be difficulty in managing them. As operated as they are, they form an insurance immediately available in the event of war; and they earn something for the American taxpayer in the meantime in that any remitted profits immediately become liable to American taxation.

So far, so good. The position of the American owner has always been recognised, as have the advantages which the West in general may draw from the existence of a pool of tonnage under flags which, in the event of hostilities, might well remain non-belligerent, thus available—in some cases, at a price—to the West. But Mr. VanderClute, and the other, anonymous, authors of the articles in this pamphlet, spoil an excellent case by the accusation that European shipowners, the British and Norwegians in particular, are anxious to get these ships off the seas for selfish reasons—"so they may have the field to themselves."

In effect the writers of this pamphlet have put not only the American but also the British case for a strong merchant fleet. Basically, the grounds are the same—security and earnings of foreign exchange. The Government restrictions are also the same—Government restriction and the burden of taxation. The solution found was a way out through the tax-free flags; and British owners certainly look with envy at the freedom which their Panhohnite brethren enjoy. They realise, however, that no owner in his senses will voluntarily come into a strait-jacket, what they ask is equivalent freedom for themselves. There has been some relaxation of restriction in the past few months, and the investment allowance provides some taxation relief in very small cases. But two major points remain untouched: the balancing charge on the sale of older tonnage, and in an age of machine, they ask for the abolition of depreciation on historic instead of on replacement cost.

There are incidentally two misconceptions which make the position of the British owner appear better than it is. The investment allowance does not, in fact, provide virtually complete relief from taxation; an owner can only claim the allowance if he has earned equivalent taxable profit. Both Cunard and Furness Withy have this year been unable to claim investment allowances; while to the small owner they are of relatively little value at any time. Again, the balancing charge on the sale of older tonnage has the same effect as the American Capital Gains Tax, a fact which is apparently overlooked by the authors of this pamphlet.

But the major weakness of the pamphlet is that it burkes the real problem raised by any cushion of tonnage kept in operation for security reasons. The world can absorb it when trade is good, but tends to be over-tonnaged in times of recession. This is manifest in the 8,000,000 tons of assorted shipping laid up in various ports of the world this summer, the result of the recession of the last few months. It may be that one effect of this is to clear out some of the financially weaker ownerships under all flags; certainly Panhohnite have laid up fairly heavily, and it has been suggested that they may prove less able to meet hard times than their older competitors. They may, however, be able to live on their fat in the shape of unremitted profits. But a good many British owners, however, have no fat. They do not grudge it to their competitors; but, being only human, they would like the opportunity to put on a few "lbs" themselves.

It looks as if the British Admiralty's establishment at Taunton, Somersetshire, England, which prints charts and navigational books for mariners using the world's oceans, will have another record year.

The big red-brick building at Taunton is officially known as the Hydrographic Supplies Establishment of the Admiralty. It is the most comprehensive production unit of its kind on earth. Within its walls is printed a wide variety of beautiful detailed charts which are used by the Royal Navy and other navies, merchant shipping, fishing vessels, yachtsmen—in a phrase, by the great international brotherhood of seamen.

Last year the Taunton Establishment broke its previous records by producing and printing 2,092,909 charts. Of these, 1,404,150 were sold in many countries for £368,980, the rest being issued to the Royal Navy and to United Kingdom Government departments. It sold 182,943 navigational books, for use in conjunction with the charts, for nearly £87,000, most of the sales being made through 150 agents in and outside Britain.

Charts for The Netherlands and Japan

Here are two reasons why 1958 may be a year the Taunton Establishment will never forget. The first is that a large order is now being executed for the Netherlands Government. During a recent visit to the Taunton works I was told that this, the biggest order ever received, is linked with the development of Rotterdam as one of the world's major ports.

Another large order has been received from Japan. Presumably the charts are needed to supplement those supplied from the newer department of the Japanese Hydrographer, whose "coverage" is more limited and largely confined to Asian waters.

The Taunton Establishment is part of the Admiralty's organisation which has produced up-to-the-minute charts and navigational books officially ever since 1759. Today there are more than 3,000 different Admiralty charts covering the seven seas. Waters will be thoroughly charted include certain coastal areas of Greenland, and areas off Chile.

Elaborate Planning

Most of the charts are printed in black, except for such "sea-marks" as navigational lights and radio beacons, which are in dark red. During the past 12 years about 800 charts have been given a blue overprint to indicate shallow coastal waters. In addition, about 170 have so far been prepared for mariners using the modern "Decca" system of navigation. These post-war amendments will be extended to more charts each succeeding year.

Some aspects of the British Admiralty's contribution to Safety Afloat

by Nowell Hall

Naval Correspondent of the London "Daily Telegraph"

Elaborate plans are made to ensure that every chart incorporates the very latest information. Last year, for instance, more than 6,500 small corrections, and nearly 100 large corrections were made to chart plates. Some of the smaller ones were hand-stamped by staffs of highly-skilled craftsmen with the aid of powerful magnifying glasses.

New Publications

During 1957, 108 new charts were published, and there were 207 new editions of charts and diagrams for special purposes. The Establishment also printed well over 3,000 Admiralty Notices to Mariners, warning of hazards encountered at sea, and even down to a buoy being slightly off station.

The growing numbers of charts printed and their sales throughout the world, is shown by the following figures:

<table>
<thead>
<tr>
<th>Year</th>
<th>Printed</th>
<th>Sold</th>
<th>Receipts</th>
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<tr>
<td>1953</td>
<td>1,740,634</td>
<td>1,065,105</td>
<td>£250,117</td>
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<tr>
<td>1954</td>
<td>1,847,454</td>
<td>1,056,744</td>
<td>£255,343</td>
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<td>1955</td>
<td>2,274,672</td>
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<td>1956</td>
<td>2,046,800</td>
<td>1,260,701</td>
<td>£301,798</td>
</tr>
<tr>
<td>1957</td>
<td>2,092,909</td>
<td>1,404,450</td>
<td>£368,980</td>
</tr>
</tbody>
</table>

For The World

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The Navy

November, 1958
**NAVY LEAGUE REPORTS**

**NEW SOUTH WALES DIVISION**

**The Committee’s Report for the Year Ended 30th June, 1958**

It is with pleasure that I present the Committee's Report for the year ended 30th June 1958. This report covers a curtailed period of nine months only, as we have now adopted the 30th June to be the end of our financial year, in lieu of the 30th September as previously. Our object in making this change is to enable the Report and Audited Accounts of this Division to be available to the Federal Council at its annual meeting, which is convened about the end of September each year to coincide with the Annual Sea Cadet Council Meeting.

**MEMBERSHIP:** Our membership has remained static during the year.

**FINANCES:** The FINANCIAL STATEMENTS record a gain for the nine months, amounting to £818. The Loans are interest free, and, provided that the money has been expended on improvements to their Depots or training facilities for their Cadets, the Units are normally subsidized on a £5 for £1 basis on presentation of their accounts. Without the support of our Members we would be unable to provide this assistance and we thank you all for making this possible.

As stated in the last Annual Report, the magnificent sum of £650 was raised by the Ladies’ Auxiliary before and at the 1957 Navy League Ball, one of Sydney’s brighter functions. Mrs. Harrington, the then President, presented a cheque for this amount to the Committee. We have pleasure in informing you that Mrs. D. H. Hardie, although an unfortunate illness, has kindly consented to be President of the Ladies’ Auxiliary this year. Their sterling efforts culminated in the Navy League Ball held at “Princes” on Tuesday, 28th October.

We are indeed most grateful that our Movement has such an energetic and devoted band of workers, who give us such practical and cheerful encouragement.

Both the League and the Sea Cadet Units suffered a loss of income this year, due to the unavailability of that establishment. The resultant disappointment, however, has been alleviated somewhat by the receipt of two international invitations. These have been received by the Federal Council from both Canada and New Zealand to send a representative party of Australian Sea Cadets to these countries during 1959 and 1960, respectively.

The Federal Council has asked us to pursue actively every avenue to raise money to enable our N.S.W. Units to be suitably represented at these wonderful opportunities to advertise our Movement and the Sea Cadet potential. We would be grateful for any suggestions to this end from the Fellow of our League.

During the year we welcomed 25 Canadian Sea Cadets, who arrived in H.M.C.S. “Ontario,” and were suitably entertained by our Units during their week’s stay in Sydney. From the letters of appreciation received, it was obvious that they thoroughly enjoyed themselves. More recently, a party of four Indian Sea Cadets briefly visited Australia at the invitation of the Commonwealth Government, and they were shown the sights on two separate days by Cadets from our own Units.

On the training side of our Division has been most active and all Units have sent Cadets to training camps at the R.A.N. Ships and Establishments. The fortunate ones have had trips to sea in destroyers and smaller vessels, whilst one lucky party spent a day in a submarine, including diving exercises.

The Annual Church Parade was held at Garden Island and on this occasion the Inspector Officer presented the Cadets Forces Medal to two Sea Cadet Officers. The first was Commander L. Forsythe, the Commanding Officer of T.S. “Shropshire,” and the second was Sea Cadet Lieut. Commander J. M. Mott, Divisional Administration Officer for the Sydney Sea Cadet Unit.

Sea Cadet Guards were paraded on a number of occasions, notably on the Commemoration of Trafalgar Day in Martin Place, when our President placed a wreath on the Cenotaph. The Corps also provided an armed detachment for the Australia Day March through the streets of Sydney.

Sporting activities have been well maintained, and the Annual Swimming Carnival at Manly and Regatta, to mention two, were well organised and successful. Rifle shooting has been encouraged, and has become most popular, and several Units have taken miniature ranges. For the first time we competed in the 22 International Small Bore Rifle Competition and our Divisional team was placed tenth from a large entry from countries.

We were particularly honoured that our Divisional Senior Officer was invited to provide a party of Sea Cadets to attend the official cars at Manly wharf during the visit of H.M. the Queen Mother in February last. They acquitted themselves in a most praiseworthy manner and brought great credit to the Corps.

During the year the Sea Cadet Committee has, by invitation, attended the monthly meetings of Unit Commanders. Whilst retaining its separate identity, this arrangement, which removes the necessity to hold regular monthly meetings itself, committee to maintain much closer liaison and expedite administrative action with the League.

**OTHER MATTERS:** It is with deep regret that we report the death of Sea Cadet Lieut. L. C. Seymour, Commanding Officer of T.S. “Shropshire” during the year. We hope, at a later date, with the co-operation of the Local Committee, to arrange a memorial to his memory.

Rear-Admiral H. J. Buchanan, C.B.E., D.S.O., R.A.N. (ret’d), was invited to join the Committee, and has accepted. We welcome him as at an earlier date.

**IN CONCLUSION:** We thank all our Fellows and Associates for their continued support and interest in the work which we are doing for this country and that worthwhile Youth Movement, the Australian Sea Cadet Corps.

We hope also that they are satisfied with the results which have been achieved, although much, regretfully very much, more remains to be done.

For the Committee of the Navy League of Australia, New South Wales Division, H. A. SHOWERS, President.

Date: 29th September, 1958.

November, 1958.
NAVY LEAGUE—QUEENSLAND DIVISION
ANNUAL GENERAL MEETING

THE Annual General Meeting of the Division was held in July this year and once again Cdr. N. Pixlev was re-elected President with almost the same Executive. One worthy addition as Assistant Secretary is Mr. Phil Coles, a Chartered Accountant, who is fast becoming a tower of strength.

T/S GAYUNDAH
This Unit is at full strength with 5 officers, 0 instructors and 120 cadets and easily maintains its record of being the strongest Sea Cadet Unit in Australia.

In early June the Director of Naval Reserves (Capt. G. D. Tamered, D.S.C., R.N.) expressed his complete satisfaction with this Unit and all the other Units in Queensland.

T/S MAGNUS
Excellent progress continues to be made by this Unit, which now has 60 cadets. Great disappointment was felt just prior to the school holidays when it was learnt that the annual "camp" on board "MILDURA" would have to be cancelled. However, the Commanding Officer made arrangements for the boys to have "day-camps" on board. This required cut lunches being prepared by mother and at the time of going to press no serious complaint has been received from parents.

T/S ENDEAVOUR
I paid a visit to Cairns recently and was very pleased with everything and everyone I saw. Bert Yarles has now been appointed Commanding Officer and Jack Atkinson as Chief Petty Officer. These two will no doubt do full justice to the duties of both these Commands.

Polaris-firing submarines. Instead of the Polaris as amazing.

T/S BUNDABEEG
This Unit continues to make steady progress and held a three-day camp at Bargara over the Queen's Birthday week-end.

Cadets took part in the Anzac Day march and mounted a guard in honour of Excel-lence the Governor of Queensland at the Bundaberg Show.

T/S ENDEAVOUR
I paid a visit to Cairns recently and was very pleased with everything and everyone I saw. Bert Yarles has now been appointed Commanding Officer and Jack Atkinson as Chief Petty Officer. These two will no doubt do full justice to the duties of both these Commands.

Whither Vikings still sail the blue seas, is questionable, but they do certainly navigate the calm waters of Moreton Bay when Sea Cadets of T.S. "Magnus" of the Church of England Grammar School, Brisbane, are on Annual Continuous Training.

On Saturday morning, August 9th at 0945, five officers and five of the six cadets boarded two Navy boats and an army work-boat at Kangaroo Point and at Hamilton, and proceeded in line ahead to Dunwich, on Stradbroke Island. While travelling down the familiar Brisbane River, land, from the country, the not so familiar parts of the bay — the signallers and plenty of helpers were busily engaged in keeping communications between the flagship — the army work-boat — and the remainder of the flotilla.

Whether the C.O. is a good conversationalist or likes to give signallers plenty of practice is something the signallers could not work out, but there certainly seemed to be a lot of wardroom chat going down on the signalling pads. Every cadet also took a trick at the wheel, and judging from the course steered the unit now has some good coxswains — and a few who are not quite so good.

Stradbroke Island was now rapidly approaching, and so we Poles are amazing. He said that the Navy planned to ask Congress "within the very near future for funds to enable nine Polaris-firing submarines instead of the three previously planned.

OPERATION "GREAT FUN"
by Sea Cadet P. BLACKBAND. T.S. "Magnus"

The convoy hove to and anchored about two hundred yards from the shore. Then began the task of transporting sixty men, stores, equipment, and personal gear, for what looked like one hundred and sixty men. Three dinghies and a canoe were used for the operation in which there were, strangely enough, no casualties. At one stage the C.O. was biting his nails when the 1st Lieutenant went ashore. No. 1 was perched forward on top of a lot of gear very loudly calling the oarsmen not to row in circles. So engrossed was he in his theory of rowing, that he almost failed to realize that he was upsetting the trim of the boat. He was promptly reminded of the situation by two young cadets in the stern benches who were a little optimistic about having a swim. I wonder whether the C.O. was worried about his No. 1 or the boat. Some cadets could well have taken a lesson from Sub Lieutenant Kleinschmidt, who was really at home with his boat. The way he managed to bring the boats ashore with such practised ease is nobody's business.

The light of the last rays of the sun was now shining on the sea to find a camping place for the night, to get some wood, to cook the supper, and to stoke one's claim on a fishing spot — and all not without mishap.

No. 1 painstakingly supervised the construction of a trench in the ground, and the collection and arranging and re-arranging of fire-wood therefor.

The local Mongrel dog was carefully cleansed of all foreign matter, laid with extreme care, to keep it free from sand, on the fire to heat up for cooking. Darkness had now closed in, so scamping feet around the fire could not be seen where they were knocking sand. As a result, instead of sauced steaks, one probably found one had a sauced and sanded steak. However they were still most delicious, and rather morale boosting.

All except the enthusiastic fishermen joined in at the round of singing and yarns at the camp-fire after supper.

The singing was quite up to the standard of bush concerts until certain members of a distinguished choir exercised their voices, and thus managed to clear the beach. Thus ended the camp-fire, but certainly not the night's entertainment.

Various parties developed along the beach, each with its own small camp fire. Singing and feasting seemed to be the order of the night. An occasional fish that was caught, supplemented the personal rations of food that were brought ashore; talk about a night!
**From India They Take a Retrospective Voyage to Sydney**

**Indian Cadets Remember**

29th November, 1956

Glebe Island, N.S.W.

Hi, Jack.

I am writing to you from the site of the Indian Sea Cadet Training Establishment, which is located on the beautiful island of Snapper Island, off the coast of Sydney, Australia.

I must admit that the last few days have been filled with excitement and anticipation. The Indian Sea Cadets, under the leadership of their respected Cadet Leader, Mr. Chandra Chattch, have been preparing for the departure on a remarkable voyage to India.

The purpose of this voyage is not only to celebrate the spirit of adventure and camaraderie that defines our training but also to strengthen the bonds between us, the Indian Sea Cadets, and our counterparts in India.

As we prepare to set sail, I cannot help but reflect on the journey that brought us here. It was not an easy path, filled with challenges and obstacles, but the support and encouragement from all of you, dear friends, have been a constant source of strength.

I want to express my sincere gratitude to everyone who has been a part of this journey. Your support has been invaluable, and I am grateful to have had the opportunity to grow and learn alongside you.

I am looking forward to sharing more about our voyage and the adventures we will experience in India. Until then, I wish you all the best in your endeavors.

Yours truly,

[Signature]

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**Modern Submarine To-Day**

A modern submarine is a vessel of utmost significance, undergoing constant evolution to meet the demands of the changing maritime landscape.

The design and construction of a modern submarine involve intricate calculations and cutting-edge technology. The primary role of a submarine is to provide covert and strategic support, equipped with advanced navigation systems, state-of-the-art weaponry, and powerful engines.

The propulsion systems of modern submarines rely heavily on nuclear power, allowing them to operate submerged for extended periods without recharging. This capability is achieved through the use of advanced nuclear reactors that release energy to drive the submarine's propulsion system.

Communication with the outside world is crucial for modern submarines. They are equipped with advanced communication systems that enable them to maintain contact with command centers and other vessels. This ensures the submarine can receive and transmit crucial information, enhancing situational awareness and strategic planning.

In conclusion, the modern submarine is a marvel of engineering, showcasing the ingenuity and technological prowess of the maritime world. Each component, from the sleek design to the powerful engines, plays a vital role in ensuring the submarine's capabilities and mission success.

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**Sailing Primer**

By W.D.

"Sailing Primer" is a book designed for the instruction of both beginners and experienced sailors. The author, J.J. S. Y., has compiled a comprehensive guide that covers all the fundamental aspects of sailing.

This book is an invaluable resource for anyone looking to learn the essentials of sailing. It begins with the basics, such as understanding the parts of a sailboat and the basic terms, and gradually progresses to more advanced topics like sail handling, navigation, and safety.

The book is written in an accessible manner, making complex concepts easy to understand. It includes practical exercises and real-life scenarios, ensuring readers can apply the knowledge they gain to real-world situations.

In conclusion, "Sailing Primer" is a must-read for anyone interested in exploring the world of sailing. Whether you are a beginner or an experienced sailor looking to refine your skills, this book offers a wealth of knowledge and practical advice.
Britain’s decision to purchase from an American firm a complete nuclear submarine propulsion unit indicates the importance the Admiralty attaches to building a flotilla of nuclear-powered submarines as soon as its finances permit.

The United States has already 19 nuclear-powered submarines, built, or authorized. They include one equipped with the 1,000 mile “Regulus” guided flying bomb; seven “high-speed attack” submarines of the 2,700-ton “Skipjack” class, with a hull shaped like a whale; and five very large submarines, four of which are of 5,600 tons displacement and are to be armed with 16,000-mile “Polaris” ballistic rockets for launching while submerged. The fifth — the “Triton” — designed as a radar-picket vessel to accompany high-speed carrier Task Forces, has a displacement of 5,200 tons and two atomic reactors. Most of the remainder are overseas patrol submarines of the “Skeete” type, a 2,190-ton version of the much larger and more costly 3,200-ton prototype “Nautilus.”

Britain urgently requires submarines even smaller than the “Skeete” with a hull similar to the “Skipjack” class which, in conjunction with nuclear power, will give them a submerged speed of between 30 and 40 knots. It is a submarine of this size and type which will provide one of the most effective means of locating and destroying the large ballistic launching submarines.

Naval experts and other enthusiasts, who realize the great increase of offensive and defensive capability given to the submarine by nuclear power, urge that Britain should also build rocket-launching submarines. There could certainly be no safer nor more effective deterrent. But the estimated cost of these large United States submarines is between £20 million and £25 million as compared with £16 million for the “Skeete.” And though these costs might well be reduced by at least a third if the United States built Britain for many years yet will not be able to afford £20 million for a submarine which will enable her to fire a ballistic rocket.

What of the submarines of the Soviet Navy? There are indications that Russia has slowed down on submarine construction. But this, it may be assumed, is for good. Russia does not hesitate to inform the world that her nuclear-powered ice-breaker is being constructed with this object in view. But instead of a voyage of 10,000 miles whether through or under the Arctic ice-cap from West to East — their submarines will now be able to reach the Behring Straits five or six days sooner via the North Pole.

This means 10 days longer on the patrol area for the few submarines in “the pipe line.” It also means that the industrial areas on the Pacific Coast of the United States are probably more extensively and readily accessible to bombers from Russia’s nuclear-powered, rocket-launching submarines.

In reply to a question in the House of Commons the Parliamentary Secretary to the Admiralty, Mr. Allan, stated that the obligations of the United States to keep a high state of readiness in the Operational Reserve had ended. This change of keeping “Van guard” in this Reserve was recently estimated to a Select Committee at £310,000 for the current year, of which £207,000 was the cost of crew and equipment. She would now be brought to a lower state of reserve, with a considerable saving of manpower and money. She would continue to be used as a Training and Reserve Fleet Headquarters Ship until satisfactory alternative arrangements were made. But in view of the policy of maintaining a reduced number of ships in a high state of readiness it would be wise to assume that “Vanguard’s” days may now be numbered.

The Royal Malayan Navy

In July, the Royal Malayan Navy was transferred to the Federation of Malaya for the operation of a Navy as one of the armed Forces of the Federation. Shortly before the transfer, the Senior Officer of the Royal Malayan Navy, Rear Admiral, Officer of the Royal Navy, sent a message to the Commander-in-Chief, Far East Fleet, in which he spoke of the deep gratitude for help and advice received from the Royal Navy, and expressed a hope for a future in which there would be interchange of help and advice.

There was a Commonwealth Naval exercise in the Indian Ocean. India contributed two cruisers, three destroyers, three frigates, one support ship and four Seeadler aircraft; Pakistan, two destroyers and two British freight aircraft; Ceylon, harbour support craft and aircraft of the Royal Ceylon Air Force; while R.N. participation included two cruisers, one aircraft carrier, three destroyers, two submarines, one frigate, three support ships, and four naval air squadrons.

Indian Army’s New Base

Another new frigate for the Indian Navy, the “Kirpan,” was launched recently at the yard of Alexander Stephen & Sons Ltd., at Glasgow. An anti-submarine vessel, she is the second of her type for the Indian Navy. Her accommodation has been designed to enable her to operate in all weather conditions without discomfort to officers and men. Her anti-submarine weapons will fire a pattern of large projectiles with greater accuracy.

The Suez Canal

The Suez Canal became available for ships up to 35 ft. draught from the beginning of September — which was the...
position when the Canal was first nationalised by Egypt. The British Government has offered to refund the amount of the surcharge to British owners, subject to the rest of the Convenient Fraternity following suit.

**TANKERS**

In the six months to the end of June last, the world's tanker tonnage increased in the total by 3,355,000 tons. Liberia now has the largest tanker fleet with 10,625,233 tons; the United Kingdom, with 9,214,977 tons; then Norway with 8,466,273; and then the United States with 8,010,000 tons. Some of the Liberian increase is due to transfers from the British flag, but the major portion is composed of new launches. The total has declined slightly, partly owing to transfers of flag, partly to scrapping of older tonnage, and to the small numbers of new vessels launched for British registration.

**ARGENTINA — AND BRITISH CARRIER**

It is reported — says "The Navy" — that the Argentine Chamber of Deputies has declared a bonus of 1,000,000 pesos on the proposed purchase of the British angle deck aircraft carrier "Warrior." The purchase price is very reasonable, and the agreement is between £1,000,000 and £2,000,000. At either cost it would not be a great bargain.

**CANADA TO TURKEY**

The Royal Canadian Navy recently transferred to the Turkish Navy 14 ships, manned by nearly 1,000 Canadian marines, sailed from Sydney, Nova Scotia, for their new bases in Turkey after being turned over to their new owners under N.A.T.O.'s Mutual Aid Programme. The ships are 10 "Bancroft" class minesweepers which were launched in 1940-42, are of a full load displacement of 900 tons and a speed of 16 knots, and are equipped with steerable dropping mechanisms and Admiralty type boilers. The other four ships are coast minesweepers of the "Echo" class, built in 1945. They have a full load displacement of 412 tons, and a speed of 15 knots obtained from modern diesels. These ships have given good results in service.

**U.S.N. "DISCARDS SHIPS WITH RELUCTANCE"**

"Geiger," in "The Navy," quotes an American colleague as writing to him and saying, regarding the discarding of some 85 ships by the Royal Navy, "The British history has been very different from yours in matters of this sort. We have never had anyone like Fisher, who in the midst of peace, discarded 150 ships. Our admirals on the contrary have discarded ships only with reluctance. And now the fourth "Echo" has recently joined the Royal Navy — first of a new class of inshore survey craft. She is equipped with two echo-sounding machines to assist her to carry out exacting work in shoal water; and she has also ASDIC for wreck location, and radar, in addition to many surveying instruments, in commission, nor allow them to rot in the basins in reserve, with inadequate spaces or torpedoes, or the machinery. So vice-Admiral H. W. Parker, the Director of Naval Equipment, who is also Deputy Controller, worked out for me a plan, for laying up these vessels, which would be salutary in value, in what we called "cold storage." Rosyth dockyard, now equipped to be their principal home, and there we sent most of them to lie in the large unused basins. Almost everything movable was removed and stored in the vacant ships, and there are now many, under the direction of the Director of Naval Equipment, who in charge of the "Echo" and the "Jane," for 1910 shows the new bases, which, under his command, he was able to undertake and carry out effectually, to the great credit of Admiral Parker."

**NEW R.N. SURVEY VESSEL**

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**MANNERS MAKETH MAN**

"Geiger," in "The Navy," says, "Only a man of good manners and a strong sense of decorum" — i.e., says "Geiger," in "The Navy," "could have wined and dined some of his captives and then disposed of them neatly by presenting them with a ship's whaler within their own territorial waters and leaving them to row back as prisoners. The man to whom "Geiger" referred is Commodore Barry Anderson, R.N., who, in command of the Navy's Fishery protection ships in Icelandic waters during the recent dispute over territorial limits, had a delicate and difficult task. He showed, says "Geiger," that "with nothing more damaging than a powerful jet of water and the muscular strength of the men under his command he was more than a match for the Icelandic patrols which sought to enforce a 12 miles territorial waters limit which had not received international approval."

**SPEEDY SHIP CONSTRUCTION**

The first fruits of a big modernisation programme carried out at their Tyneside yard at Wallsend, Northumberland, enabled Swan Hunter and Wigham Richardson to launch recently the 32,500 ton deepwater tanker "Vanguard" after she had been only seven months on the POOLE & STEEL LTD.

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This year 1958 is the 21st anniversary of the F.A.A.’s return to Admiralty control
(by “L’Aiglon” in “The Navy”)

The primary role of the Vixen will be as an all-weather fighter. In that capacity it will carry four Firestreak air-to-air homing guided weapons or 96 in. air-to-air rockets. Although like the Scimitar, only supersonic in a shallow dive, the Vixen carries very effective radar which should give it all the necessary information for a successful interception (and to which will be added the powerful 984 radar of the carrier’s own). Initially it was included in “Victorious”. In the ground attack role the Vixen carries conventional bombs and rockets as well as a nuclear weapon. Reports so far from de Havillands encourage the belief that the Vixen will be the first class naval aircraft. Both the Scimitar and the Sea Vixen have undergone the latest and intensive deck-landing trials.

Highlight of the year has obviously been the first flight of the Sea Vixen N.A.39 (which, incidentally, first flew on the target date set for it three years before by the Ministry of Supply). It is claimed that the type is proving its efficiency in almost anything of its kind in the world. This is no doubt true because the Sea Vixen has been designed specifically to operate at low level, a complete break with the previous concepts of high altitude. This design looks like the only answer, for however high a bomber goes it remains vulnerable to the high altitude fighter and the ground-to-air guided weapon. Whereas the fighter-flying in on the deck at just under Mach 1 cannot be picked up at vital ranges and is extremely difficult to intercept with normal fire control. At the moment, it is practically impossible to hit with ground-to-air guided weapons. The N.A.39 is also expected to deliver its nuclear weapon by means of “toss-bombing” technique mentioned above. At the moment of writing the Treasury is believed to be determining whether one of their squadrons should carry a substantial order for this aircraft. It is hoped that such lunacy will not prevail — at any rate not according to the Navy at this vital time in her history.

The most elaborate changeover has occurred in the anti-submarine world during the last year. Based on experience gained by the original Whirlwind A/S squadron the Gannet squadrons have been converting on to helicopters. It had been obvious for some time that the future of A/S lay with the versatile rotary wing aircraft: their ability to operate sonar bulky equipment, their ease of maneuvure and their smaller cost than the Gannet.

Another helicopter development has been the design of a new two-carrier, the ideal weapon for the对付 ships which are running with limited wars particularly in out of the way places where Britain cannot afford to operate aircraft or troops. H.M.S. “Bulwark” has been mentioned as the first commando carrier. It is believed an important experiment in the turbo-prop aircraft and there will be as many as 200 in service by the time the first comes into commission, 1961. The success of this British venture will be as an all-weather fighter. In that capacity it will carry four Firestreak air-to-air homing guided weapons or 96 in. air-to-air rockets. Although like the Scimitar, only supersonic in a shallow dive, the Vixen carries very effective radar which should give it all the necessary information for a successful interception (and to which will be added the powerful 984 radar of the carrier’s own). Initially it was included in “Victorious”. In the ground attack role the Vixen carries conventional bombs and rockets as well as a nuclear weapon. Reports so far from de Havillands encourage the belief that the Vixen will be the first class naval aircraft. Both the Scimitar and the Sea Vixen have undergone the latest and intensive deck-landing trials.

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moderation. Already she has included a visit to the United States and a considerable amount of cross-operations ofing to see that although the ROBINSON & the British who were faster at launching from the cata-
pults (thanks to yet another device of British design — the device of H.M.S. "Eagle" just in the fire of necessity, was the most successful Grand Alliance in history. And he adds, "Woe! Woe! to those who would try to break it."
This is a book which every officer and every member of the fleet should read and keep for reference.

MEDITERRANEAN WAR

Among general features of the last year has been the training of German Naval air-
craft at Culdrose and Lossiemouth, trials of flight-refuel-
ing equipment, trials of the Fairey Ultra-Light Helicopter operating from a platform on the stern of a destroyer, the development of a new mirror landing aid and the possibility of the use of helicopter counter-measures. In all, a very full year, not for-giving the memorable fact that 1958 is the 21st anniversary of the linkup Award when the Fleet Air Arm returned to the control of the Admiralty. And to celebrate this historic occasion a Fleet Air Reunion is being held in the Albert Hall on 1st December. A very illustrous coming-of-age party!
and repeated the process a few days later when she intercepted a convoy off the African coast. Purely in the naval sense, this makes sorry reading.

Nevertheless, her story is dramatic in the extreme and the joint authors make the most of it. The result is a book packed with excitement; though below the surface of her story there still lies the feeling of frustration that so fine a ship was permitted to achieve so little.

K. P.

SLAVES OF TODAY
"Katorga — An Aspect of Modern Slavery." By Bernhard Roeder. (Heinemann, £1.)

For five years the author of this book was condemned to slavery in the Russian forced labour camps. He writes quietly of his horrible experiences in this informative and important study. Born in Germany, he studied law in two universities there and at Cambridge. Needless to say what he found in Russia was that the concentration camp in a political dictatorship cannot be compared with prison in a democratic society. An example of what one may expect in Russia is that of a Spaniard who was granted asylum there after the Civil War in his country. He kissed what he called the sacred soil of Russia. That did not prevent his subsequent arrest and sentence to many years imprisonment, while the former leader of these Spanish refugees, La Pasionara, was leading a life of luxury in Moscow as a reward for having sold his compatriots. It is therefore not surprising that today this man wishes he had never set foot on that "sacred" soil. Our author concludes in hopeful vein, saying that when Soviet anti-Semitism is freed with a strong and united front its game is up. When that will occur, however, we are not told.

II. B.

THE MEN OF LITTLE SHIPS
"A Prayer for The Ship." By Douglas Reeman. (Jarrolds, 13s. 6d.)

The author of this yarn saw service in destroyers in the last war and now lives with his wife in a small motor yacht. In effect this simple unvarnished tale is a tribute to the men of the Little Ships who, often unheralded, endured not a few dangers and more than a few disappointments in the cause of routine work.

The hero of the tale, Clive Royce, is an average civilian who finds himself in command of a little ship as she sails out to chase the enemy in his own waters. Inevitably he does not always see eye-to-eye with his superiors, his equals, and his subordinates. Thus he fights an inner as well as an outer battle.

His ship, at all events, is engaged in a series of running fights with superior enemy forces. Sometimes he succeeds and sometimes he almost fails.

J. II. B. P.

A GREAT GERMAN COMMANDER
"Lost Victories." By Field Marshal Erich von Manstein. (Methuen, 50s.)

But for bad weather in the "phony period" of World War II. France would probably not have surrendered in June, 1940. The author of this informative book — Field Marshal von Manstein — tells us that Hitler, immediately after the conquest of Poland, assumed in fact, if not in name, the duties of Chief-of-the-General Staff and Commander-in-Chief of the Army.

He promptly ordered the Army to commence an offensive on 12th November through Holland and Northern Belgium to destroy the Allied forces there and reach the Channel coast. But bad weather again and again caused a postponement.

Meanwhile von Manstein — then a Junior General, Chief of Staff to von Ranstel's Army Group — had been

DE HAVILLAND AIRCRAFT (AUSTRALIA) PTY. LTD.

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A VERY VARIED LIFE
"Sea Prelude" By Geoffrey Rawson. (Blackwood, 18s.)

Lieutenant-Commander Geoffrey Rawson still remembers the ingredients of a meal placed before him at Gow's Chop House in Cheapside when, at the age of nine, he was having his nerves quietened before being taken to the Hertfordshire prep. school of the famous institution in Newgate Street, the blue-coat school which has since his time migrated to Horsham. "I was reduced to tears," says the author of this interesting book, on beholding himself arrayed in the quaint Tudor costume with the yellow stockings that we know so well. He was to wear many other costumes in the course of an enviable life, which took him from H.M.S. "Warrester" to voyages in the "Inversnaid," a sailing ship with little about her that was beautiful except her name. Quite understandably the captain would not permit any of his crew to go ashore in a foreign port, as they would scarcely have returned to the ship. Rawson was fortunate in having relatives in Montevideo; there and in Australia he tells us of happy days. By the way, his descriptions are of such excellence that one is not surprised that this book has the imprint of Blackwood.

U-BOAT, R.M.
"H.M. U-Boat," By John D. Drummond. (W. H. Allen, 18s.)
The capture of "U 570" and her subsequent employment in the Royal Navy as H.M.S. "Graph" is one of the well-known facts of the war. In this book Mr. Drummond attempts to tell a fuller story of the episode. From the large volume of extraneous matter included it is to be assumed that Mr. Drummond found the relevant material insufficient to fill his book.

The author claims that he has had access to both British and German official records. One is forced to wonder whether this is the case, for the most elementary search of either would have revealed to him the fact that the "Graph" did not sink a U-boat in the Bay of Biscay, or anywhere else for that matter. The subsequent scene between Hitler and Doenitz at which this mythical loss is discussed is presumably, entirely fictional.

The book abounds in errors, both large and small. To take but one example, it will be a surprise to most naval readers to learn that Admiral Stephen- son is known as "Monkey" throughout the Service. He has been known as "Puggy" for as long as the reviewer can remember, and that is a great many years. If this were the only mistake of its kind, it would not matter greatly, but it is typical of far too many.

G. P. T.

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Published by The Navy League of Australia, 83 Pitt St., Sydney, N.S.W. Circulating throughout R.A.N. Ships and Establishments.
"The Navy" is the official Organ of The Navy League of Australia and the Ex-Navy Men's Association (Federal).

SUBSCRIPTION RATE: 12 issues post free in the British Commonwealth, 20/-.
Copies of all photographs published may be obtained direct from Photo Sales, Sydney Morning Herald.

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December, 1958
THE NAVY LEAGUE OF AUSTRALIA

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AUSTRALIAN COMMONWEALTH NAVAL BOARD EMPHASISES THIS IN TRENCHANT ADDRESS TO THE GRAND COUNCIL OF THE NAVY LEAGUE

HE address given by Rear-Admiral George P. Thomson, C.B., C.B.E., at the Grand Council of the Navy League on 6/10/58 was widely reported in the press, and was also the subject of considerable editorial comment. We note here the main points of Admiral Thomson's argument, preparatory to a summary of the comments on his address.

Admiral Thomson foresaw that our greatest danger was probably a major war fought with conventional weapons, since the "deterrent" policy had reached a position of stalemate. Russia would try to dominate the uncommitted countries by subversion and by economic assistance; she would maintain her huge fleet as an insurance in case her policy landed her in major hostilities: and she would continue, by her threat of readiness for nuclear war, to force the West to carry on increasingly on weapons that would never be used.

Government policy was to cut our overall spending on defence; to concentrate on measures to prevent war (i.e., the deterrent) rather than means to wage it; and to halve the size of our Armed Forces. It involved us in a great measure of dependence on the United States and on collaboration within N.A.T.O. Admiral Thomson felt, however, that, if we wanted to preserve our Welfare State, we must be prepared to pay for defending it and not rely on others whose forces may not be available when needed.

If we were to prevent a local war from spreading, we must be prepared to defend the seas where we had vital interests. Our existing anti-submarine and minesweeper programs must not be underestimated. In these categories ships capable of carrying and launching guided or ballistic missiles. Rocket sites must be seaborne to provide safe and effective medium-range retaliatory power.

Admiral Thomson's address, together with the Navy League Annual Report, received wide publicity in both the London and the provincial press. Moreover, it was the subject of more editorial comment than is usually accorded to a naval speech; and the approving tone is a clear indication of the growing disquiet over the implications of the last Defense White Paper. Critical comment on this matter has been summarised in numerous recent issues of this "Digest"; and it is perhaps of interest to add that questions in similar vein are put with increasing frequency to Navy League speakers as they travel about the country.

Writing of Admiral Thomson's speech, the "Yorkshire Post", 7/10/58, took up the question of sea-borne rocket sites.

The suggestion by Rear-Admiral George P. Thomson that rocket sites must be seaborne if they are to provide safe and effective medium-range retaliatory power deserves serious consideration. Rear-Admiral Thomson is widely known as an officer of the soundest and most experienced judgment. Not only are his views on the broad aspects of strategy worthy of deep respect, but he is the last man to speak out on this subject without being sure of his ground.

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sites are simple and telling. As he points out, such weapons would probably be doubled. Industrial areas of Eastern Russia, but the Thor rocket has not the range to reach 'the position of rocket sites in a democratic safety of land-based sites. He believes that nearer the objective and the effectiveness of rockets or guided missiles from places much greater advantage. Rear-Admiral Thomson who has suggested that Britain should start now to build new carriers and cruisers 'with part of their flight deck and part of their accommodation and armament earmarked for the storage and launching of guided missiles or ballistic rockets, neither of which has any recoil'. It seems that submarines are finally suited for carrying such missiles. They are difficult to detect and difficult to destroy.

Russia’s Largest Fleet

The “Nottingham Guardian-Journal” on the same date, in a leader headed “A Dose of Realism”, referred to: “an air of anxiety at the meeting of the Navy League and Council of the Navy League”. Too great an armament, it had contended, been placed on the possibility of a major nuclear war, and not enough on the need for a man-of-war type of life in a ship, as, the result that the Royal Navy was, in terms of quantitative strength, now dangerously weak.” The leader summarised Admiral Thomson’s argument for an adequate fleet and his appraisal of Russian strength, and concluded: “What is the purpose of this great fleet? Russia does not, as we do, depend on many of the necessities of life supplied from the unimpeded passage of sea-borne traffic. No, she has, as Admiral Thomson sees it, built her large fleet ‘in case her subversive policy should imperil our security’... The threat is not going to start an H-bomb war, and she is quite confident that no Western government would deliberately start one either. There is a ring of truth about this appraisal of the situation. It is, we repeat, one well deserving of serious consideration.”

Nuclear Weapons

In “Northern Echo”, Darlington, 7/10/58, reported the speech extensively and also wrote in a leader headed “Sea Power” that the menace of nuclear war had so far monopolised discussion of defence that the nation had only a sketchy idea of the nature and size of our defences. Admiral Thomson had focussed attention on an important point in the government’s defence policy taken into account that our greatest danger lay, not in nuclear war, but in another world war fought without the H-bomb.

This is Britain’s Concern

The article continued: “If that should come about, it is vitally important to know how we should fare. The point of the inquiry lies in the fact that quite apart from its nuclear weapons, Russia has a vast supply of what are termed conventional weapons. It has built a huge navy of over 400 ocean-going submarines, 57 modern powerful cruisers, 150 destroyers and 4,000 naval aircraft.

‘Britain has more reason to satisfy itself about the possibilities which these facts suggest than have the United States or the French, or, it is thought, Mr. Sandys. Sandys will proceed with his usual determination to continue carrying out his policy in detail, virtually every item is still the subject of determined representations by people genuinely and loyally interested in the future of the Services. Such criticism, such representations are, indeed, valuable, but more to the point would be a reasoned examination of the conclusions on which the Government base their present policy. There is actually only one conclusion. That, in the event of war, the H-bomb or a major war can only be a nuclear war, and that a nuclear war must be so destructive, if there is general use of the H-bomb, that no one will claim first time. That may well be a supposition which history will turn into a certainty, but there is one deduction from it that is very open to question, the deduction that, with the dividing line so firmly drawn between the free and the Communist world, a minor war must become a major one. Therefore, so runs the argument, a minor war also is virtually impossible.”

Wars could, the article continued, be localised, though this was becoming steadily more difficult. There was the danger, pointed out by Admiral Thomson, that, if the deterrent was to put major war out of the question, there is: . . . the grave possibility that there could well be a major war without the H-bomb ever being used by either side. In which case it might be fought with conventional weapons and is, therefore, the likelier to happen. For such a possibility we are really prepared with a Government policy which is based on the assumption that, because of the ‘deterrent’ we can with safety economise on conventional weapons’

Re-examina Policy Basis

The leader concluded: “We are reminded that Russia, despite her possession of the ‘deterrent’ and her persistence in developing ways of using it, is at present engaged in reforming, re-equipping, and greatly strengthening her conventional armaments. The extraordinary increase in size and efficiency of the Russian navy is the subject of a most valuable symposium, ‘The Soviet Navy’, edited by Commander Saunders. So far that navy appears to be designed in the main to carry on an old fashioned war at sea—submarines and fast cruisers raiding the trade lanes, flank protection for a land force, and readiness for amphibious operations. It is asked what the Royal Navy could do against such a superiority. If the Royal Navy could do against a world war, and the answer is, clearly, very little. Fifty German submarines did immense damage against our patent superiority in the last war. What could 400 Russian ones not do against an equally patent inferiority? The Government answer would be that our alliances are absolutely sure and so turn inferiority into superiority, and that we can do so certainly into superiority. But any alliance is sure only as long as the situation which established it remains constant. Any radical alteration in world policy, actual and hypothetical, are gravely shaken. Hence the necessity of a re-examination of the suppositions, political and military, on which our present policy is based.”

It is natural that Portsmouth, one of the old homes of the Navy, should comment on the possible future, and on the implications for the town and dockyard. The Portsmouth Evening News” wrote: (7/10/58): “The Navy League is one platform where it may be expected with the greatest confidence that the morale of the Senior Service for defence will be urged. In recent years this platform has been used to good effect to point shortcomings in the constitution of the Royal Navy, and yesterday’s annual meeting was no exception.”

It summarised Admiral Thomson’s argu-
ment and proposals and concluded: "Admiral Thomson’s address will at least cause fresh interest in the Royal Navy despite the advent of new weapons. Naval scientists and others have pointed out, missile sites to be effective must be sea-borne. It is upon states such as these that Porton Down people, whose economy is based upon the Navy and the Dockyard, cling for hope for the future."

Unprepared to Meet Russia

Finally, the “New Chronicle”, on 7/10/58, wrote in a leader: "As Mr. Duncan Sandys sits down to do his homework on next year’s Defence White Paper, Rear-Admiral Thomson gives him a shrewd reminder of naval thinking. The argument is that the next war, if it comes, will not necessarily be a nuclear one. Admiral Thomson feels that we have made insufficient preparations to meet the vast Russian build-up of conventional naval forces, particularly their fleet of ocean-going submarines, which are put to little use but considered a military threat. As Admiral Thomson argued in a previous speech, sea-borne forces must be sea-borne. It is upon states such as these that Porton Down people, whose economy is based upon the Navy and the Dockyard, cling for hope for the future."

Two turn-over articles in “The Times” of 15/10/58 and 16/10/58 by the Defence Correspondent also argued that the world had reached a stage of thermo-nuclear stalemate, largely due to the arrival of the nuclear submarine, which exposed the United States, the main holder of the deterrent, to direct attack by long-range missiles. The justification for maintaining an independent British deterrent force had been that it would have a better chance of survival, but the deterrent force should therefore be kept to a minimum, and every possible means used to ensure that it could not be knocked out by surprise attack. In this connection the Defence Correspondent referred to the missile-firing, nuclear-powered submarine, virtually undetectable. He summarised the priorities for, and emphasis on, the new thinking was necessary, and it must be global thinking. It was the great lesson of the past, and the future, was not be able to provide a first-rate contribution of conventional forces." ("The Times", 25/10/58.)

His detailed views on defence policy for the next few years were summarised in the "Sunday Times" of 19/10/58, where he wrote that some new thinking was necessary, and it must be global thinking. It was the great lesson of the past, and the future, must be viewed globally. The geographical limits of N.A.T.O. in Lord Montgomery’s opinion, were too narrow; the risk in Europe was small, but the risk outside the N.A.T.O. area was truly negligible. (From The Navy League Digest of Current Opinion on Maritime Affairs).
A "MINER" BECOMES A MAJOR

H.M.S. "PLOVER" 21 YEARS OLD

By R. V. Blackman in "Sea Cadet"

ONE of Her Majesty's Ships commanded by a former boy seaman. A warship in which all official documents addressed to the Engineer Officer are dealt with by a senior rating. A naval vessel to which a signal was recently sent in the form of a poem. A ship which lays metal eggs. A vessel which received the key of the door on coming of age. Which ships! All one ship: H.M.S. Plover, a coastal mine-layer.

An anniversary unusual in the history of the Royal Naval Service. The ship has been laid down only two years ago, yet she is 21 years old at the Leven Shipyard Walker on June 8, 1937. She was laid down on October 7, 1935, as a ship of the "undersea" forces in the Royal Navy's Underwater Counter-measures and Weapons Establishment, and was laid down on September 24, 1937, as a ship of the Vernon Flotilla.

Immediately before the Second World War she was at Rosyth for the Reserve Fleet exercises. At 7.00 a.m. on September 3, 1939, six hours after the declaration of war, she was laying the first minefield southward of Bass Rock. On September 9 she arrived at Dover, and was employed in the Dover Strait for two months.

Throughout the war she was employed laying minefields all round round the coast of the United Kingdom from Hartlepool north almost to the East Coast barriers. The last stretching roughly from Scotland to the River Thames. Further afield she carried out "lays" off the coast of Belgium and France, some of these latter being recent operations had been completed, in the bad weather conditions then prevailing, on all concernment.

"Their Lordships have also observed with satisfaction that H.M.S. Plover has now laid over 10,000 mines since the outbreak of war, and that the work of the ship has been marked throughout by its persistence, accuracy and freedom from breakdown.

"Since the war the ship has kept up a varied round of national and N.A.T.O. exercises. For example, she took part in the exercises off the Channel coast in 1937, and courtesy visits were paid to ports in Scandinavia and Flanders. Since commissioning Plower has steamed nearly 150,000 miles.

IN THE NAVY

INDIAN OCEAN DRAMA—From Page 9
were cut out and that St. Bride's Bay and Loch Killip were standing by her. Ablaze amidships, her gunwale awash and her seamen gasping, Malayak made an impressive sight as Bulwark prepared to pass a tow. In the moderate swell both ships were rolling considerably, making boat work difficult. On one occasion a seaboat was capsized under the Bulwark's counter, injuring two of the boat's crew, and on another the Melika's bows were washed by the Bulwark's water line. The tow was at last secured, but progress was slow as the Melika yawed widely. After only two hours the tow parted.

Meanwhile H.M.S. St. Bride's Bay had managed to get Fernand Gelabert towed by the stern and was making for the shelter of Ras al Hadd. Progress was painfully slow and towing extremely difficult. After only a few hours this tow parted. Had weather temporarily prevented another tow being passed, but a party of engineers were flown on board the Fernand Gelabert by helicopter from the Bulwark, who had arrived to lend a hand.

Eventually two tows were successfully employed in towing the tankers. Loch Killipost took the Fernand Gelabert slowly to Karachi, while Bulwark brought the Melika to Muscat with H.M.S. Puma secured to the stern of Melika to make steering possible.

The celebrations in honour of her "coming of age" were held on board on September 12. A gold-painted key nine feet long and festooned with garlands hung from the rigging of the ship for her 21st birthday at Portsmouth. On the quarter-deck pride of place was given to a 20-ft. cake made in traditional American style, by an exuding cook. Formerly of H.M.S. Plower, who is now a cake decorator. The cake bore 18 decorated panels with motifs of the Plower's crest, minefield, and, of course, a 21st key.

In the Captain's cabin was a sheaf of signals and congratulations messages from warship and fleet naval personnel who had served in the veteran mine-layer. Among them was one from the Commanding Officer of the Royal Navy's Underwater Counter-measures and Weapons Establishment, in which Plower has worked in close liaison for many years. It read:

"Progressing on lethargic legs. The Plower lays her metal eggs. This she's done for many years. And with success—or so I hear. She's also done our U-boat trials. From Orford Ness to Scilly Isles. Now one on twenty have run. We all sincerely say, 'Well done.'"

The celebrations included a commemoration service conducted by the Chaplain of the Dockyard, the Rev. W. H. S. Chapman R.N., a cocktail party for Service officers and Dockyard officials, and an "after show" on twenty past and present members of the ship's company. In the evening a dance was held at the Royal St. George's Hospital Club for the ship's company. At the dance the ice cake was illuminated and cut by the wife of the Commanding Officer, Lieut-Commander Charles F. Thorpe, R.N.

THE NAVY

beer in handy cans

POSTER'S LAGER
VICTORIA BITTER

It was a proud day for Commander Thorpe, who started his naval career as a boy at H.M.S. Granges, the Royal Training Establishment at Chatham. In 1949 he was serving in Plower as a petty officer training trials from H.M.S. Plower in 1949. Later in the war he was rated as a commanding officer of the ship. He was then appointed to Plower as torpedoes officer, and in 1951 he returned to command the ship.

In his cabin he welcomed nine of the ship's ten previous commanding officers (one, Lieut-Commander R. H. White, died in 1949). They were: Commander A. W. C. Nicholson, Rtd., Captain R. H. Johnson, Rtd. (who commanded the ship during the war), Commander C. J. Bennett, Rtd., and Lieut-Commanders P. W. Williams, Rtd., M. A. Chapman, R.N., T. B. Aston, R.N., R. H. Hawkins, R.N., and J. C. Wemyss, R.N.

Plower is the eleventh warship to bear the name. The first two ships were prizes captured in 1602 and 1657 and renamed Plower, while the fifth was originally part of the famous East India Company, being purchased by the Admiralty in 1842.

The early Plowers were all relatively small, fast, well-armed vessels and their history is one of hard fighting against privateers and pirates. Outstanding success was achieved by the first ship to be built and named Plower for, in five months in 1809, three famous
French Privateers, the Aurope, Hironde and Saratol all struck their flags after fierce engagements and were captured.

Not to be outdone by her forebears, the present Plover was, within minutes of the Second World War, being declared, engaged on the first of her 165 sorties against the enemy. In her remarkable career, Plover laid over 15,000 mines in offensive and defensive minefields. Under cover of darkness, her mine sorties were made within a few miles of German-occupied Channel ports and mines laid in coastal traffic sea-lanes caused heavy losses to the Germans and, even more important, dislocated coastal traffic and thus increased the strain on the German mineworkers.

It is interesting to note that the ship's motto is noli me tangere, and that owners of such ships would probably always have been for "Old Ploverites" from as far back as 1937 wrote to the ship asking to attend the re-union. And so many officers have either served in the ship or have been closely associated with her and were thus invited to join in the celebrations that the only way they could all be accommodated was to invite them in parties or occasions spread over the actual day or previously.

Senior officers who attended the official party included the Admiral Superintendent of Portsmouth Dockyard, Rear-Admiral J. H. Unwin; the captain of the H.M.S. Vernon, Captain E. A. Blundell, R.N.; the Queen's Harbour Master, Captain R. H. Mauclere; the captain (15) Portsmouth Squadron, Captain M. P. Polluck; and the Captain H.M.Underwater Counter-measures and Weapons Establishment, captains and dockyard representatives.

The leader concluded: "It is interesting to note that the ship's motto is noli me tangere, and that owners of such ships would probably always have been for "Old Ploverites" from as far back as 1937 wrote to the ship asking to attend the re-union. And so many officers have either served in the ship or have been closely associated with her and were thus invited to join in the celebrations that the only way they could all be accommodated was to invite them in parties or occasions spread over the actual day or previously.

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and that drastic measures would be required if shipowners were to be put in a position to meet it. However, the comment continued: "The action suggested by Mr. E. Hill, the Boilermakers' Society secretary, in a resolution at the annual council last week, though drastic, can by no means be regarded as a satisfactory way of dealing with the problem. He is seeking to ban the building and repairing of all convenience-ship旗s.

The resolution was supported by Mr. D. Tennant, secretary of the Merchant Navy and Air Lines Officers' Association, who suggested that the resolution could be remitted to the T.U.C. general council. Mr. T. Yates (general secretary of the National Union of Seamen), the chairman, said that the general council was prepared to agree to this course and examine the resolution when it was remitted. It will be recalled that a similar proposal has been put forward by the British section of the International Metalworkers' Federation ("Fairplay," "Shipbuilding Notes," 14th August). However, discriminatory practic-}

shipyard workers will suffer because British shipowners will not be able to afford to pay new tonnage. It is to be hoped that, no matter how keen they might be to protect British shipbuilding, for whatever purpose, the T.U.C. general council will look further at these aspects and possible consequences of such action as that proposed when they examine the resolution.

The "Daily Telegraph" also commented: "A short leader on Mr. Yates' address: "Mr. Yates, the chair of the T.U.C., devoted much of a mainly sensible address yesterday to a topic on which he will receive universal applause. British shipping is in competition with that flying 'flags of convenience'. . . . The most de-}

lirious consequence is that British firms cannot set aside out of undistributed profits enough to keep their fleets at sea and pay their debts for a time in increasing competition and of a falling off in shipbuilding orders, needs no elabo-

"The problem is thus squarely on the plate of the Chancellor of the Exchequer. Much as we must all dislike discrimination in the taxation of different industries, there seems no other way of securing justice and survival — for this most British of industries. International agreements to this point can only be wishful thinking. Boycott of 'flags of convenience' are self-damaging, and the only solution seems to be to make British registration as financially convenient as registration elsewhere."

The problem was also referred to in the report of Farn-}

ness Witty & Co., discussed in a leader article in the "Shipping World," 10/9. It was stated: "But if a protracted spell in the trade doldrums causes British shipowners con-}

NAUTICAL AFFAIRS

NAVAL AND MERCANTILE NOTES AND NEWS FROM ALL COMPASS POINTS

THE Australian historian the late Chester Wilmot, in his description of the Normandy landing at Omaha Beach in the early morning of the 6th June, 1944, in his book "The Struggle for Europe" tells how, "Soon after 6 a.m., Naval Force 'O' (Republic, Lord Louis Mountbatten, 19th Earl of Mountbatten, Jr., U.S.N.) began landing the assault-craft from their 'mother-ships' into a rough and unfriendly sea twelve miles off shore. Several craft were swamped within a few minutes of touching the water; others were kept afloat only by strenuous baling by troops who used their steel helmets as buckets. None but the most hardened stomachs were unmoved by the pitching and tossing, and men became weak from sickness long before they began the run-in. The men approached the shore under the gravest disadvantages. As one report says: 'Men who had been chilled by their wetting, cramped by immobility in the small and fully-loaded craft and weakened by sea-sickness, were not in the best conditions on landing.'

Recognition of this still-existent problem of sea-sickness in amphibious land operations led the Army to co-operate with the Navy in experiments recently carried out at Gosport, Hants, England, by the Medical Research Council. Two officers and 90 other ranks from the Army's Southern and Eastern Command spent an hour every other day tossing up and down in the boat for three weeks.
The trials took place in September and October in an 890 ft. long, 18 ft. deep tank, in which the rafts were subjected for 60 minutes to waves two feet high. The rafts were moored diagonally to an artificial current to give them a compound motion, and the soldiers were transferred from one raft to another to give variety of movement.

Before they embarked in the rafts the soldiers had to eat a standard meal of meat, vegetables and "fairly substantial sweet." They were then given one of the six different tablets was the most successful.

**FIRST SEA LORD'S AMERICAN VISIT**

During October the First Sea Lord, Admiral of the Fleet the Earl Mountbatten of Burma, visited Canada and the United States to meet the Chief of the Canadian Naval Staff and the Chief of Naval Operations, United States Navy. Their talks were confined to exchanges of views on naval matters of mutual interest. It was the first visit of the First Sea Lord to Canada and the U.S.A. since October three years ago.

**H.M.S. LEOPARD — TWO CENTURIES OF HISTORY**

The first H.M.S. "Leopard," a 40-gun frigate, was built in 1734. The present "Leopard," an anti-aircraft frigate, was commissioned on September 25, 1958. The ship's company, which numbers some 200 officers and men. Fittings include reading lights at bunks, light control and billet lights in bathooms, power points for electric razors, stainless steel fittings and diffused strip lighting in bathrooms, and tiled, all-electric galley. When the ship's company marched on board at Southsea, on the 30th September, before falling in to hear the Commanding Officer (Commander R. G. Gaunt, D.S.C., R.N.) read the Commissioning Warrant, they made their way to their small messes for their first "tot" and hot meal in the new ship.

**LONDON MARINES IN STERENUOUS EXERCISE**

During September, 250 officers and men of the Royal Marine Forces' Volunteer Reserve (City of London) left their civilian jobs to take part in their annual training period of great interest to the Royal Marines and Amphibious Warfare Headquarters. They are now out training specially designed to prove their short notice operational efficiency. Assault and raiding craft crews and Commandos trained during war conditions, and briefings, rehearsals and joint schemes culminated in Exercise "Mickey Finn." Joint planning was completed in London by the raiding squadron and Commando staffs in their normal volunteer training time.

The force sailed from Plymouth on the morning of September 15, and landed near Dawlish, on the Devonshire coast. Exceptional problems of navigation and technique for the landing craft crews were included in the exercise, which was also a severe test of the endurance, flaircraft and skill of the Commandos. They had to move, undetected, over at least 50 miles of rough country, existing entirely on what they could carry. The "enemy" force was provided by the Regular Army, and the exercise centred on the rescue of a "political prisoner" from enemy-held territory during a seaborne raid into "enemy" coastal waters. The identity of the prisoner was kept as secret as the rescue details. It was flown down after rescue by a helicopter of the Fleet Air Arm. Average age of the commandos was 25, and they came from many trades and professions in the London area.

**H.M.S. "ULYSSES" ACTS UP TO NAME**

Ulysses, the Roman-named hero of Homer's "Odyssey," was 20 years on his epic voyages, on which he saw so many wonders and had such adventures. The anti-submarine frigate H.M.S. "Ulysses" was only five months on the same voyage on her voyage which she completed with her arrival at Devonport, England. "Ulysses" had been "on the二线" during that period she saw more of the "wonders in the deep" than did her namesake. She steamed over 38,000 miles, crossed the Equator six times, visited nine Crown Colonies, two Commonwealth countries, the Panama Canal Zone and Jordan, and was the first ship of her type to pass through the Panama Canal round the world.

She took up duties at Christmas Island (Pacific Ocean) in April, and a nuclear device was set off at the end of her period of duty there. From Christmas Island she sailed for Singapore, stopping in the Gilbert Islands, where the native population performed their traditional "dances" at a "feast,"" given in her honour. After three weeks in Singapore she sailed with the Far East Fleet for joint exercises with the Indian and Pakistan navies off Ceylon, and visited Trincomalee.
A MEMORABLE ACTION

"The Jervis Bay." By George Pollock. (William Kimber, 21s.)

Mr. Pollock has written an unusual book. With exhaustive care he has collected memorable phrases actually uttered by those concerned, together with descriptive accounts of actual incidents by those who witnessed them.

The welding together of isolated remarks and happenings into one connected narrative is no mean achievement, and the result in this ease is the production of an enthralling account of a most memorable action.

The author's sympathy, peeping through here and there, leads him to point to technical details in the political folly which resulted in the deaths of The Kid and his fellow-pupils, and to sacrifice themselves, how ever willingly, in the cause of freedom. The fact that the efforts of the crew of H.M.S. "Jervis Bay" were crowned by success was their reward even though the majority did not live to know the result. It is to be hoped that the readers of this book will be many and that the gentle moral drawn by Mr. Pollock is not so gentle that it will be ignored.

D. S. E. T.

SEA VADE MECUM

"The Sea Story." By Frank Knight. (Macmillan, 21s.)

Captain Knight, Extra Master Mariner, has produced a most valuable reference book and guide to the vast lore of fact and fiction about the sea and its sailors. It takes in history, travel, discovery and its various technical matters including naval architecture and seamanship. Its pattern is unusual: a short introductory essay to each subject is followed by a comprehensive bibliography for further reading on that subject. In this way a pointer to some 600 references is given, and not the least valuable section is that which shows how to use a Public Reference Library efficiently.

Captain Frank Knight in the war became well known to pupil navigators in Bomber and Coastal Commands, R.A.F., but he is fundamentally a sailor who writes pungently and crisply of the element that was his first love in whose service he obtained his Extra Master's certificate when only 24.

B. J. H.

FROM COURT MARTIAL TO GLORY

"The Kid." By Philip McCutchan. (Harrop, 12s. 6d.)

This sea story was dramatized by the B.B.C. under the title "Flash Point." It is certainly exciting enough. The Kid himself is Sub-Lieutenant David de Vere, whose gun turret became the scene of an accident from which he too hastily absent himself. Court martial followed, on a charge of cowardice.

The Kid is acquitted on that charge but is found guilty of deserting his post. He is reprimanded and loses seniority. He would certainly have been dismissed from the Service had not some distressing events in his early life been shown to exert sinister influence over his actions.

Happily, the black mark does not wreck his career. He is posted to another ship where—conveniently enough—he finds himself in charge while the ship blazes alongside an ammunition dump. It would be unfair to reveal the ways in which The Kid wins through to glory.

B. P.
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