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November, 1961

Garden Island

What was formerly an almost barren island in Port Jackson is today one of the most modern Naval bases in the world. From supplying vegetables to the men of the First Fleet, it now cares for and provides, supply and maintain some of the most modern machinery and equipment in H.M.A. ships.

It is recorded in the log of H.M.S. SIRUS, one of the ships of the fleet, on February 11, 1788, 16 days after the settlement of the colony, that a party of men was sent to "Garden Island" to clear it for the purpose of planting a vegetable garden for the use of the ship's complement.

The gardens on a rack at the northern end of the island, EM 1788 and HR 1788, presumably made by members of one of those gardening parties, are probably the first gardens made by white men on the eastern shore of the continent.

The topography of the Island then consisted of two rocky hummocks with a saddle, where the gardens were cultivated, in between the two hummocks, still remains, but the southern one was levelled to provide a site for buildings.

The gardens have been successful, for after H.M.S. SIRUS was lost on a reef at Norfolk Island, other ships, including H.M.S. Lady Nelson, the first ship to make the passage through Bass Strait and to hoist the new Union Jack in the Colony, were recorded as having obtained supplies from the Island.

This association between the Gardener Island, compared with such places as Dawes Point, Fort Macquarie, Goat Island, Cockatoo Island, and Port's Point, as a Naval Depot held up work until May 30, 1866, when a start was made on the Rigging Shed and Sail Loft, which building was completed in 1887. The establishment by 1886, it was taken over by the Admiralty, comprised buildings known as the Barracks, Boathouse, Spar Shed, Engine and Boiler Room, Dockyard Head Office, Anchor and Chain Store, Sawmill, Blue-smith Shop, Naval Stores and Main Office, either in being or in the course of construction.

Admiralty House "Kirribilli" was acquired at a later date, as a residence for the Naval Officer Commanding the Australian Naval Station, but when the Governor-General (Lord Denman) was evicted from Government House, Sydney, as a result of the Government of N.S.W. not considering itself to be responsible for providing an official residence for Commonwealth purposes, Admiralty House was taken over as the Governor-General's official residence.

With Federation came a strong feeling that Australia should maintain its own Navy, but it was not until several years later that it was definitely decided that it should be founded. Once the decision was made, events moved rapidly, and in 1918, the Royal Naval Squadron was relieved by the Royal Australian Naval Squadron, with the transfer of the station to other parts of the Commonwealth, passed to the control of Naval Establishments, passed to the Commonwealth with effect from July 1, 1913.

During the intervening years many alterations and additions have been made to the engineering establishments on Garden Island in order to keep abreast of modern Naval engineering.

The growth of the engineering side of the Navy had made it necessary to move many of the Naval Stores to other parts of the city and, in addition, to construct other subsidiary
Captain Cook Dock

The building of a Capital Ship Training Dock in Australia was first proposed in 1938, and the present site was recommended in January, 1940, by Sir Leonard Saville of Sir Alexander Gilb & Partners, who later supervised the construction to the requirements of the British Admiralty. Preliminary work was commenced in July, 1940, and by the end of that year construction work was in hand.

To conform with the design of the dock, an area of 33 acres between Garden Island and the mainland at Port's Point was reclaimed, 170,000 feet of sheet piling and approximately 800,000 cubic yards of stone and earth filling were used for the purpose of forming a huge caisson from which the dock was pumped leaving a large basin in which the dock was built. This work was completed in February, 1942, after which construction of the dock proper was commenced.

Most of the permanent machinery and plant required was manufactured in the United Kingdom and installed without loss despite the then existing sea hazards.

The project was proclaimed an absolute priority and the demands on Australian manpower were very severe in order to progress the Captain Cook Dock was continually in use for essential servicing of major units of the British Pacific Fleet and subsequent refits of units of the Royal Australian Navy. During that time 15 units of the B.P.F., which included Capital Ships and Carriers, were docked.

The Captain Cook Dock was opened by H.R.H. The Duke of Gloucester on March 29, 1945. This ceremony marked an important stage in the completion of the greatest civil engineering project ever undertaken in Australia, and at a time when the resources of the country were strained to the limit.

The dock is large enough to accommodate any ship afloat or at present contemplated. It has been designed in two sections so that medium sized ships can be docked simultaneously with smaller ships in the other section.

U.S.N. 70,000 ton Carrier could be docked.

The docking of one of the United States Navy's new 70,000 ton carriers would be very interesting should it ever be necessary. The hull of the carrier could easily be fitted into the dock but the angled deck of the carrier would extend over the side of the dock. This would not interfere with the docking of the carrier but would prevent one of the fifty ton cranes on the side of the dock, moving up and down as it does at present.

Special facilities such as shoring towers are provided in order that smaller ships can be docked safely in a dock of this size. It is so large that it is not convenient or economical to dock single ships of ordinary size.

In all a light Fleet carrier such as H.M.A.S. MELBOURNE can be docked simultaneously in the inner section of the dock and two frigates in the outer sections; in that it is not convenient or economical to dock single ships of ordinary size.

Primarily the Captain Cook Dock must be regarded as a very important defence asset which should be kept in the highest state of efficiency and readiness for use. Its main use in peacetime will be the docking of Naval vessels especially...
DIMENSIONS OF THE CAPTAIN COOK DOCK
Length: 1,139 ft. 5 ins.
Inner Dock: 706 ft. 5 ins.
Outer Dock: 393 ft. 10 ins.
Breadth: 147 ft. 7 ins.
Draught of water on chill at spring tide: 45 ft.
Maximum Pumping Rate: 360 tons per min. per pump.
The whole dock can be emptied in approximately 4 hours.

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those being refitted at Garden Island.

It will enable the work of
refits to proceed without exces­
sive disruption or the necessity
for sending Garden Island men
to work on ships at other dock­
yards. Its use for this purpose
also relieves the pressure on
other docks and enables more
commercial dockings to be un­
tertaken in Sydney.

Dock used for Merchant Ships.
The Captain Cook Dock has
also been made available for
the docking of merchant ships
when because of their size or
for other reasons they cannot
be accommodated in a commer­
cial dock. Two of the most
notable ships to have used the
dock were the liners GEORGIE
and HIMALAYA.

Alongside the Dock is a large
Engineering Workshop, a
heavy frame shop and a boilet
shop which houses machinery,
including one lathe with a dis­
tance of 108 feet between sur­
faces, capable of carrying out
any work required on a ship.
The machinery has also been
used for civilian purposes—one
of the most interesting jobs
was the machining of over
1,000 tons of steel in slabs of
up to thirty tons for the mag­
et which is to be used in the
nuclear plant in Canberra.

Whilst the Electric Power is
supplied by the City Council,
the dock is self reliant
in this direction in the event of
a blackout, as an emergency
power house is incorporated
within the area which can
supply all the power require­
ments for Garden Island and
Dock Area. There are also
three compressors constantly
in use for all air supplies.
NAVY LEAGUE SEMINARS

As a contribution to the Royal Australian Navy's Jubilee, the Navy League of Australia organised a series of seminars throughout Australia.

With the assistance of the R.A.N., the public were given a much closer idea of the latest trends in modern Naval warfare.

In Sydney the seminar was held at H.M.A.S. Watson, the home of the Torpedo-Anti-Submarine School and the Navigation Direction School.

Senior Officers from the Schools told the visitors of modern methods of detecting and destroying submarines and then gave demonstrations on the equipment in the Schools to illustrate their talks.

Commander P. R. Wood, of the 4th Submarine Squadron, which is based in Sydney, told visitors of some of the advances that have been made in the submarine field in the last few years. He said that he believed that the conventional submarine was still a very potent weapon although the nuclear submarine was of course an outstanding contribution to the submarine field.

"Russia," he said, "was today drafting some of her best Officers and men to the submarine service of the U.S.S.R. Navy."

Photograph shows, from left to right: Rear Admiral H. A. Showers, R.A.N., Retd., President of the Navy League, Mrs. Showers, Mrs. Oldham and Rear Admiral G. C. Oldham, Flag Officer in Charge, East Australian Area, at the seminar at H.M.A.S. Watson.

The Dockyard Church is one of the most interesting churches in Australia. It is unusual in that it is situated upstairs yet still has an outside entrance.

T H E late Rev. V. H. Thompson (formerly Chaplain, R.A.N.), in his short history of Garden Island, writes these words: "The Dockyard Church was originally situated in a part of the joiners' loft, over the Torpedo Stores. When the establishment grew and this space became too small, the northern end of the sail loft was partitioned off to form the present Church, in which there is accommodation for about 400 persons. The date of the occupation of the present Church is a matter of doubt, but I have learned from one informant, who is a pretty reliable authority, that as far as his memory serves him the first Service held in the present Church was a Thanksgiving Service for peace on the termination of the South African War. That would make the date about 1902. The gelatine representations of stained-glass windows were installed in 1904 and 1906 by attendants at the Church. I believe by subscription. One incident connected with the Church—which I trust will give no offence—in which some may see a little humour, I note. Accidentally, among some old papers I came across the record of a wedding that took place there. It was a beautifully executed Order of Service, done in the usual silver type. For the opening hymn, however, the compiler had chosen... 'Lead us, heavenly Father, lead us... Over the world's tempestuous sea.' I make no comment."
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1958 brought several changes to this old Church. The old canvas wall separating the Church from the Sail Loft was taken down and renewed with a stronger wall of masonite. The gallery in the Church used to be known incorrectly as "the prisoners' gallery," but it was so called because for many years, defaulting Seamen were marched from the Fire Station-end of the Sail Loft to attend Church; there existed at that time, a staircase from the Sailmakers' Loft into this gallery in the Church. These defaulting Seamen were under the jurisdiction of the Master-at-Arms, and they sat in this "prisoners' gallery," with a h Omnibus Commanding his side to prevent their escape.

Furthermore, there was a wire netting placed around the "prisoners' gallery" to prevent any defaulter from throwing his book at the Admiral, who sat just below the altar end of the gallery. In July, 1948, this gallery was closed off from the Sailmakers' Loft and a firm wooden staircase to the gallery was placed in the Church, and the old so-called "prisoners' seats" were removed. This gallery is now called "the Choir Gallery" and has seating capacity for a Choir of 50 souls.

In November, 1958, the Dean of Sydney, the Very Rev. F. A. Pitt, M.A., dedicated new Church doors which replaced the original "sliding doors." These were modelled on church doors to be found at St. John's Church Darlinghurst.

The Stained Glass Window commemorates the Australian Submarines A.E.1 and A.E.2, both of which were lost in the First World War.

The Church has many unique Navy features—the pulpit is in the form of a ship's prow. It was presented to the Church by one of the late Rear Admiral H. J. Feakes.

New Chief of Naval Staff for Royal Australian Navy

Rear-Admiral W. H. Harrington, C.B.E., D.B.O., has been appointed First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff to date 24th February, 1962.

Rear-Admiral Harrington was born in Queensland in 1906 and entered the Royal Australian Naval College in 1920.

He had a distinguished war service and was awarded the D.B.O. when, as Captain of H.M.A.S. YARRA, he took part in operations in the Persian Gulf. He was also twice Mentioned in Despatches.

During the battle of the Coral Sea, he was the Executive Officer of H.M.A.S. AUSTRALIA and later commanded the QUEBEC. After the war he was appointed to the Department of Defence and later served as Director of Manning. He completed the Imperial Defence College Course in 1952 and later served for two years with the Admiralty.

On his return to Australia, he was appointed Captain H.M.A.S. Sydney and on promotion to Rear-Admiral on the 10th March, 1957, he assumed the appointment of Flag Officer in Charge, East Australian Area. He served as Second Naval Member from January, 1958, until he took over his present appointment of Flag Officer Commanding Australian Fleet in December, 1959.

He was awarded the C.B.E. in the Queen's Birthday Honours in 1957.
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Senator J. G. Gorton, Minister for the Navy, with Mrs. Freestone, who presented a Park at Carlingford, Sydney, as a memorial to her husband and to all Commonwealth Submarines. It is the only memorial outside the United Kingdom.

The late Mr. Freestone was serving in the Submarine K.13 when she was lost during builder's trials but escaped through a hole cut in the hull. He came to Australia with the J Class submarines and remained here, when he was discharged from the R.N. in 1926.

The memorial features the letters K.13 rising out of a pool and as can be seen from the photograph on the opposite page, which shows the Guard at the opening, occupies one of the highest points between the Harbour and the Blue Mountains.

November, 1961
Navy Week in New South Wales

THIS year, to commemorate its 50th Birthday, the Australian Navy took a much greater part in the annual Waratah Festival.

In addition to having open days at WATSON, ALBATROSS and Garden Island the Service had three floats in the Waratah Procession. The floats representing — the Past, the Present, and the Future drew many handclaps from the 700,000 spectators who watched the cavalcade pass. The theme of the Festival this year was Red, White and Blue.

The Massed Band of the R.A.N. led the procession, followed by a Guard from H.M.A.S. WATSON, then came a group of apprentices from H.M.A.S. NIRIMBA followed by 50 members of the W.R.A.N.

The "Open Days" at ALBATROSS and WATSON were held on the Holiday Monday, 2nd October.

The Minister for the Navy, Senator J. G. Gorton, who opened the Air Display at ALBATROSS told the crowd, of over 100,000 people who visited the Station, that this would possibly be the last "show" of the fixed wing aircraft at present based there. "In a few years these aircraft will be replaced by Anti-submarine helicopters," he said.

"But I personally believe that fixed wing aircraft will again return to the forces when V.T.O.L. aircraft go into service."

A low cloud base, 2,500 feet, curtailed to some extent the aerobatics of the Sea Venoms but the team were able to carry out sufficient manoeuvres to give the crowd an idea of how Navy Pilots can handle their aircraft. Gunners, Sea Furies and Fireflies also showed their prowess but undoubtedly the biggest attraction was the helicopters.

These aircraft not only impressed with their versatility in carrying out Sea Air rescue drill but provided many laughs by the ingenuity of their "Comic" turns.

During the "Week" the Massed Band of the Navy gave recitals in Hyde Park and there were two fly pasts over Sydney by aircraft from ALBATROSS.

Over 40,000 people visited Garden Island on Saturday, 7th October, to witness the final event of the programme. Highlight of the display was H.M. Submarine TRUMP diving in one section of the Captain Cook Dock.

OPPOSITE is one of the huge lathes in the machine shop. November 1961
Top left: Naval Guard from H.M.A.S. WATSON headed the Naval contingent. All of the Naval personnel were warmly applauded by the crowd which lined the streets.

Bottom right: A model of H.M.A.S. PARRAMATTA which was built at H.M.A.S. ALBATROSS was a replica of the recently commissioned Frigate.

Top right: The ship of the future — what the Naval apprentices from H.M.A.S. NIRIMBA, who built the float, believe that the ship of the future will look like. Rockets which were concealed in the hull of the ship, came into view every two or three minutes.

Bottom left: To honour the 50th Anniversary of the Royal Australian Navy, many firms and organisations adopted a Naval theme for their floats.
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NAVAL SURVEYORS

It is fitting, therefore, that to-day on Garden Island, almost on the exact spot where sailors from the First Fleet dug the gardens from which the island gets its name, stands the R.A.N. Hydrographic Office. It is from here that modern charts go to the Fleet to enable them to sail in safety the waters of this island continent.

The chart is as necessary to-day as it was in the days of the first ships to visit Australia.

Work is to begin this year on a new ship that will enable the Royal Australian Navy to intensify its campaign against one of its major targets — the Australian coastline.

The new ship is a specially designed survey vessel that will greatly increase the speed and efficiency of putting Australia on modern navigational maps.

Preparing revised charts of Australia's 12-thousand mile coastline is the responsibility of the Royal Australian Navy, and is one of the Navy's tangible contributions to the peacetime development of Australia. The Royal Australian Navy inherited the task from the Royal Navy, whose ships had carried out the first detailed explorations of the Australian coastline.

Large sections of the Australian coast have never been surveyed, and in other areas the original charts of the explorer-surveyors are still the only maps available. These charts are largely drawings of the coastline itself, rather than an accurate record of sea depths and other vital information required for safe navigation.

The formidable charting assignment is made more difficult by the type of coastline, the environment and the weather. The northern half of the continent is fringed with coral reef formations, while in the south there are off-laying dangers in the shape of reefs and shoals. Many of the areas that remain unsurveyed are in difficult and sometimes stormy regions, far from settlement and with no facilities to assist rapid surveys.

New Equipment

The new survey ship, to be built by the Newcastle State Dockyard, will be an invaluable addition to the Navy's Hydrographic Service. It will be the Royal Australian Navy's first ship designed specifically for surveying. Previously, warships have been converted for hydrographic duties, and while they have made an important contribution to surveying, they lack the potential of a ship designed specifically for the job.

A survey vessel needs long range to avoid time-wasting trips to port for fuel. Also, because the nature of its work necessitates long periods at sea, the ship needs to offer a high standard of amenities for the crew.

The Royal Australian Navy's new survey ship will incorporate these features, and will rank among the best vessels of its kind in the world. She will have a helicopter, small auxiliary boats fitted with echo sounders, and many other advanced fittings. The ship will have a Lambda position-fixing system, which has been one of the most significant single advances in surveying techniques.

Early Surveys

Electronic devices that ensure accurate and speedy surveying are in marked contrast to the methods available to the early explorers and surveyors of the Australian coastline. Their technique was to go ashore, make a visual observation of the coastline, and then sail slowly along noting features as they went. Their charts provided little information on underwater hazards, and their only equipment for checking depths was a lead line lowered into the sea.

Such was the equipment and techniques of the men who made the first charts of Australia — charts which are still in use today. Surveys by the Royal Navy navigators Cook, Bass, Grant and Flinders had completed a general picture of...
the entire Australian coastline early in the nineteenth century. Matthew Flinders in INVESTIGATOR, the first ship sent to Australia specifically for surveying, circumnavigated the continent starting in 1801.

The Royal Navy continued to take the whole responsibility for surveying until the mid-nineteenth century, when the Colonial governments gave assistance by providing the ships and the finance.

In 1821 the sloop, H.M.A.S. GERANIUM, was commissioned as a survey vessel. It was four years later before the Survey Service became functional. Its first task, upon the arrival of H.M.A.S. Moresby, was to become Vice-Admiral Sir John Edgell and the Admiralty’s Hydrographer. Four years after Australia he instructed Australian officers in the science of hydrographic surveying.

Between the wars, the economic difficulties of the times limited the work of the Survey Service. However, surveys were conducted in the Great Barrier Reef and in the Northern Territory, and various harbour surveys were carried out from small boats.

The Challenge of War

The Second World War proved the testing time for the R.A.N.’s Survey Service, and it came through with flying colours. Many of the operational areas in the Pacific were uncharted, and so the hydrographers, in their small ships, had the onerous job of “blazing the trail.” Before the offensive could be launched in New Guinea, the hydrographers had to chart the coastline. Again, they were in the forefront of the Allied Advenure in the Philippines and other areas. Their hazardous existence is reflected in the fact that the comparatively small band of surveyors won a total of more than thirty awards for gallantry. In 1945, the Survey Service was using thirteen vessels. During the war, the Navy’s hydrographic office in Sydney produced almost one and a half million charts for allied forces in the South West Pacific.

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After the war, arrangements were made for a twenty-five year programme to complete the modern charting of shipping routes in Australian waters. In 1956, the R.A.N. began the first of a proposed series of comprehensive five-year mapping programmes. This approach proved highly successful, and a second five-year programme will begin next year. The programmes are designed on a priority basis and following consultations with representatives of Federal and State Governments and shipping interests.

The Navy at present has four survey vessels — WARREGO, BARCOO, PALUMA and BASS. WARREGO and BARCOO have borne the brunt of post-war surveying, and WARREGO has steamed a total of nearly 400,000 miles, mostly on hydrographic work. After twenty years she has reached the end of her economical life, and will be retired when the new survey ship is commissioned. Both BARCOO and WARREGO have been fitted with the Lambda point-fixing equipment, but PALUMA and BASS, which are small general purpose vessels, rely on visual sightings for their surveys.

PALUMA has been given the job of carrying out the biggest peacetime survey of New Guinea. She began the task in January, and will be working in the area for some years.

Charting in Victoria and New South Wales is well advanced, and the new five-year programme will concentrate on Tasmania, South Australia, Western Australia and Queensland.

Since the end of the Second World War, the Hydrographic Service has produced nearly 150,000 charts. This has included copies of 101 new charts, 50 new editions and 400 reprints. The magnitude of the task of surveying a complex, 500,000 mile coastline is highlighted by the United Kingdom’s charting programme. To maintain modern charts of the British Isles, the Royal Navy has been employing three survey ships for 15 years!

Sea Route Project

The biggest single post-war project tackled by the Royal Australian Navy Survey Service was the charting of safe routes across the continental shelf north of Australia in 1958. An increasing number of deep draught ships were using the northern route to the eastern states, including Australian warships on their regular tours of duty in South East Asia. The waters over the continental shelf had never been surveyed, and the irregular nature of the sea bed was a persistent danger.

In a concentrated three-month effort, one survey ship assisted by three warshipscharted three safe routes for deep-draught shipping, eliminating the dangers of lashing banks and shoals.

The frustrating complications of charting in Australia are illustrated by an incident off the coast of New South Wales. A survey ship was unable to find a shoal reported on Sando\nBluff. An old fisherman was discovered who was able to provide some additional information, but even then the auditors and other devices failed to find the shoal. There was, however, a...
tell-tale slick on the surface, and a boat with its anchor down eventually drifted over the rock and caught hold. An examination by divers showed that the rock was only four feet wide at the top.

**Dedicated Sailors**

Pimpernel Rock is now on the charts, and is just another navigational hazard revealed by the men of the R.A.N.'s Hydrographic Service. They are dedicated men, ranging from the ratings on the survey ships to the skilled hydrographers. Survey ratings have to be "jacks of all trades." Their work involves establishing base camps in rugged terrain, blazing trails through jungle country, erecting beacons under all kinds of conditions, cliff climbing, hazardous missions in small boats and survey diving.

They need to be independent individuals who would think nothing of being put ashore on a remote island and spending a month making recordings of tide movements. In addition, survey ships spend more time at sea and less in port than any other types of vessel, but despite these discomforts there is never any shortage of volunteers.

Their efforts have not been in vain. Australia is now recognised as one of the foremost hydrographic authorities in the world and its charts are among the world's best. As a result of its contribution in this field, the R.A.N. has been admitted to membership of the International Hydrographic Board, which is the world hydrographic organisation.

As long as ships are sailing on or under the sea, the Royal Australian Navy's Hydrographic Service will be striving to ensure safety of navigation in Australian waters.

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**Support the RED CROSS BLOOD BANK**

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**ROCK & ROLL**

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**Captain H. Morgan Giles, Commanding Officer of H.M.S. BELFAST, greets his family when the cruiser recently arrived in Sydney on a goodwill visit, after exercises in the Tasman.**

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**Morganite Australia**

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November, 1961
Compliments to the R.A.N. Establishments
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DOMESTIC BUILDER
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- HOMES BUILT TO ANY DESIGN AND SPECIFICATION
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Past tradition of dealing with Naval Personnel on a very satisfactory basis

GAMLEN “CW” SOLVENT
Removes Grease, Gum, Oil, Dirt from almost every type of surface

GAMLEN “CW” Solvent is a concentrated emulsifying detergent — safe to use, safe to store, neutral, and absolutely non-injurious to hands, eyes, clothing, or shoes. “CW” has a high flash point, and its use eliminates the dangerous fire hazard that is always present when gasoline or similar cleaning agents are employed. GAMLEN “CW” is easy to use — simply apply it, then flush with cold water. It is much cheaper than laborious hand-scrubbing operations, and much more efficient.

GAMLEN “CW” is in widespread use for the cleaning of machine surfaces; equipment, motors, and machinery; factory, engine room and garage floors; runways and pits; chassis, body and engine of buses, trucks, tank trucks, and road machinery; street cars and railway cars, and scores of similar cleaning jobs that regularly occur in commercial and transportation industries.

The rapidity with which GAMLEN “CW” emulsifies heavy accumulations of gummy grease, so that they are rinsed away easily with water, is truly amazing.

GAMLEN “CW” Solvent is especially suitable for cold cleaning of oil storage tanks. It may be applied by spraying, brushing, or mopping.

H. G. THORNTHWAITE PTY. LTD.
167 KENT STREET, SYDNEY — 27 4937
Agents in all States

SEA CADET NEWS

Sea Cadets have recently been in the public eye.

NEW COLOURS

At the open day at Garden Island on October 7, Rear Admiral H. A. Shouvers, R.A.N. (Retd.), President of the Navy League, presented a new Colour to the Corps.

The ceremony was witnessed by many people, all of whom were impressed by the bearing of the Cadets taking part.

TRAFFALGAR DAY

Over a hundred Cadets took part in a wreath-laying ceremony at the Sydney Cenotaph on Saturday, 21st October, to commemorate Trafalgar Day.

Wreaths were also laid by other representatives of other Maritime organisations.

The Sea Cadets again earned high praise for their bearing and in the words of one television commentator “carried out every manoeuvre with the precision of veterans.”

Capt. W. B. M. Marks, Director of Naval Reserves, tries out some semaphore during a visit to a Sea Cadet Training Establishment in Sydney.

November, 1961

24

THE NAVY

25
MONTHLY LIST OF INTERESTING HISTORICAL DATES

SEPTEMBER

15th

1939 South Africa declares war on Germany.
1941 Sugar unmanned by Germany.
1942 Japs repulsed at Milne Bay by 7th and 18th Aust. Bdes
1944 Dieppe, Arras, Verdun captured.
1945 H.M.A.S. SHROPSHIRE, RIGBY, HOBART, RATAAN and WARRAMUNGA move into Tokyo Bay.
2nd to 7th

1942 Japs repulsed at Milne Bay by 7th and 18th Aust. Bdes.
1944 CG Sixth Army terminated Wakeda-Sarmatian Operation.
3rd

1939 British and French ultimatum to Germany expired. Declarations of War by Britain and France against Germany. Sinking of the ANCHIELA off N.W. Ireland. Aust. and N.Z. declare war on Germany.
1943 British and Canadian troops of the Eighth Army commanded by General Montgomery and supported by Allied sea and air power attack across the Straits of Messina and land on the mainland of Italy in the area of Raffia di Calabria. A military Armistice between the United Nations and the Italian Government signed at Syracuse.
1944 Brussels liberated by British.
4th

1940 H.M.A.S. SYDNEY takes part in the bombardment of Scarpanto Is., airstrip.
1943 Landing at Loe, H.M.A.S. SHEPPARTON and BENALLA take part in naval bombardment and H.M.A.S. STELLA and POLARIS assist in preliminary surveys of area. Also M.L. 617. Amphibious landing Loe Area (9th Austn. Div.).
1944 Antwerp captured.
5th

1943 Nadzab parachute landing (5003rd Preh. Inf. Regt.).

10th to 14th

1944 3rd Fleet struck a.m.s. and shipping in Mindanao and Viscayan area.
1939 Canada declares war on Germany.

19th

1944 3rd Fleet struck a.m.s. and shipping in Mindanao and Viscayan area.

11th

1943 Surrender of the Italian Navy. Salamina captured.
1944 Timor surrender, signed in H.M.A.S. MORESBY. Ships present in the area included H.M.A.S. WARRAMUNGA, HOBART, PARKES, KATOOMBA, BANGLA, ECHUCA, GLADSTONE, KANGAROO and BOMBO as well as M.L.'s 1324, 1323, 1322.
11th 1944  All Southern Palau Islands in U.S. hands.


13th 1944  Allied governments adhere to Atlantic Charter.

14th 1944  3rd Fleet struck Luzon and Visayas.


16th 1944  Survivors of British Airborne Division withdrawn across the Lower Lek.


18th 1944  Japs land forces reach tribalwa Ridge - 30 miles from Mosny.

19th 1944  Japs captured by 25th Austn. Bde. (7th Div.).

20th 1944  Farthest penetration of Japs toward Port Mosny. (20 air line miles - Japs reached Imata Range).


22nd 1944  Germans occupy Kiey.

23rd 1944  Liberation of Sarhina.

24th 1944  Kainipit captured by elements 7th Austn. Div.

25th 1944  3rd Fleet struck Luzon and Visayas.

26th 1944  Finnschafen landing (20th Austn. Bde. later reinforced by remainder of 9th Div.).


28th 1944  Attempt on Dakar by British and Free French Forces. H.M.A.S. VOYAGER lost at Timor while on guerrilla operations.

29th 1944  Liberation of Corsica.

1st 1945  CG Sixth Army terminated Morotai Operation.

2nd 1945  3rd Fleet struck Luzon and Visayas.


4th 1945  Allied governments adhere to Atlantic Charter.

5th 1945  3rd Fleet struck Luzon and Visayas.

6th 1945 1944 MOSCOW Conference between Foreign Secretaries of U.K., U.S. and U.S.S.R. meets to discuss future co-operation between the three countries.

7th 1945  U.S. Forces land on Leyte Island in the Philippines.

8th 1945  Allied assault landing and bombardment of Leyte. H.M.A.S. Ships included were AUSTRALIA, SHROPSHIRE, WARWICK, MANOERA, ARUNTA, KANIMBA. H.M.A.S. AUSTRALIA suffered damage and casualties.

9th 1945  Sixth Army invaded Leyte.

10th 1945  British airborne troops land near Athens. Town cleared of enemy by Greek partisans.

11th 1945  Italy declares war upon Germany.

12th 1945  3rd Fleet struck Nanshi Shoto, Formosa, Luzon and the Visayas.

13th 1945  British airborne troops land near Athens. Town cleared of enemy by Greek partisans.

14th 1945  First elements 32nd Inf. Div. moved by air to X. Coast of New Guinea, landing at Wanigela.

15th 1945  3rd Fleet struck Nanshi Shoto, Formosa, Luzon and the Visayas.

16th 1945  All enemy resistance in New Georgia Groups having ceased Com. 3rd Fleet terminated the Operation.

17th 1945  Australians progress Gap in Owen Stanley follows up retreat. Japs en route to Kokoda.

18th 1945  6th Ranger Battalion landed Dinagat, Sibalt and Djonobun islands in entrance in Leyte Gulf.

19th 1945  H.M.A.S. GEELONG lost in collision. 6th Ranger Battalion Dinagat.
NAVAL

Reserves Train

As Divers

Volunteers from the Royal Australian Naval Reserve have recently undergone a series of courses at the Royal Australian Navy's diving school at HMAS RUSHCUTTER in Sydney.

The courses are the result of a new scheme introduced by the Royal Australian and will, it is hoped, provide the means to rapidly increase the strength of the Navy's diving teams in the event of an emergency.

It is believed that the introduction of the scheme will also increase the number of men wishing to engage in the R.A.N.R. and who are at present interested in underwater work.

The men are being put through a basic course which will train them to a stage where they can immediately begin more advanced clearance diving training if they are needed in a hurry.

It is the same basic course as given to permanent members of the R.A.N. who volunteered for diving duties. The course teaches the techniques of compressed air diving, and at the end of three weeks the reserves qualify as divers.

Divers have an important role in modern naval warfare. They have an offensive task in clearing beach-heads of obstacles, and a defensive role in keeping ships clear of underwater explosive devices.
The two new Frigates, PAR-RAMATTA and YARRA joined H.M.A. Fleet on the 1st November. The Ships with other units of the Fleet and the visiting New Zealand Ships ROYALIST and OTAGO will late in November take part in exercises in the Tasman.

**R.N. to get H-bombers**

A London Press report says that the Royal Navy would get its first two squadrons of bombers fitted to carry hydrogen bombs early next year, an Admiralty spokesman said recently.

The aircraft would be Blackburn Buccaneer low-level strike bombers.

The two squadrons would be formed next March at the Royal Naval Air Station in Lossiemouth (Scotland).

One of the squadrons would be drafted to the ARK ROYAL, the aircraft-carrier at present serving with the Mediterranean fleet.

The other would possibly be shore-based for a time to take part in anti-submarine training exercises.
From the Anglo-Saxon word 'sceapan' meaning 'to make or shape' derives our word 'ship'. And International has shipped out with the Navy now, making and shaping special units like the one shown above, to carry out a variety of duties all shipshape and Bristol-fashion. This International AA110 panel van, as a Navy personnel carrier, seats 10 bodies in real comfort; or, with seats removed, hauls 147 cubic feet of cargo with speed and ease. International vehicles are truck-built... every component is a truck component... each series is the result of over fifty years experience in building the best trucks in the world! Go about your business with International... the most trusted name in trucks!
"We've seen all the other outboards—these are fantastic!"

The new
6, 16, 35 AND 40-H.P.
Perkins
OUTBOARDS
acclaimed by the Boating Press for power, performance and reliability!
F. PERKINS (AUS.) PTY. LTD.
6 Chalder Avenue, Marrickville. 51-8206

A frogman's life is as safe only as the tanks on his back. That's why the Royal Australian Navy ensures that it purchases only the best in equipment—lives are at stake! That's why, too, the RAN chose new Perkins Outboards for pick-up boats hailed by the Boating Press for outstanding reliability.

THE NAVY LEAGUE OF AUSTRALIA

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Navy Salvage of Wrecked Aircraft

Mrs. N. D. BRETHERTON, S.V.S.O.

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Cdr. J. B. Howse, V.R.D., R.A.N.V.R.

December, 1961-January, 1962
NAPIER "DELTIC" ENGINES TO POWER R.A.N. SHIPS

Napier "Deltic" diesel engines have been ordered by the Royal Australian Navy as replacement power plants for six of their "TON" Class minesweepers. The ships are to be re-engined with "Deltics" as part of a modernisation programme starting mid-1961. They will be ready to be sailed back to Australia by R.A.N. crews by the summer of 1962.

This R.A.N. order brings the total number of "Deltics" ordered to nearly 500, and there are already more than 400 of these 9 and 18-cylinder diesels in service in marine, rail traction and industrial installations in many parts of the world.

THE ROYAL EDWARD VICTUALLING YARD OF THE R.A.N.

The Royal Edward Victualling Yard is the only Royal Victualling Yard in the Southern Hemisphere and was granted the title at its inception in 1921. The authorisation read:

Sir,

In continuation of Admiralty Letter D.W.12127 of the 14th ultimo, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that His Majesty the King has been pleased to approve the title "Royal Edward" being given to the new Victualling Yard at Sydney.

The official designation of the Yard in future will therefore be "Royal Edward Victualling Yard, Sydney."

I am,

Sir,
Your obedient Servant,
(Sgd.) Evan Macgregor

The Commander in Chief H.M. Ships and Vessels Australia

The Victualling Branch of the Royal Australian Navy, with its Royal Edward Victualling Yard located at Sydney, is concerned with all matters affecting requirements of:

2. Clothing: Articles and materials necessary to provide uniforms and kits for R.A.N. personnel which includes W.R.A.N.S., Naval Dockyard Police, Cadet Midshipmen, Naval Apprentices, Naval Reservists, Sea Cadets and Flying Clothing.
3. Mess Gear: A number of items for use in the galley, in the preparation of food and all the necessary table appointments for its consumption.
4. Miscellaneous: Library books, etc.

It is of interest to note that when the construction of the Yard was authorised it was by arrangement entered into by the Imperial authorities and New South Wales Government whereby the land and buildings could not be transferred to the Commonwealth nor be made available for Defence Forces of the Commonwealth, the State Government declining to consent to its being regarded as transferred property. Thus in 1904 the Government of New South Wales provided the land and buildings in order that requirements of H.M. Ships on the Australian Station might be satisfactorily met also adequately providing requirements of Victualling Yards at Hong Kong, Bombay and The Cape during periods of hostilities.

One of the main purposes of the establishment of the Victualling Yard is to ensure that...
The Favelle Group of Companies will relieve you of all worries connected with the design, manufacture, erection and installation of ship's cranes and pallets, dockyard cranes, new industrial factories and plant or alterations and extensions to existing plant and buildings, etc.

For Efficient Ship and Dockyard CRANES, PALLETS, ETC., Consult THE FAVELLE GROUP

The Favelle Group of Companies is prepared to meet the urgent demands of the Commonwealth and States for all kinds of bulk-handling equipment manufactured and commissioned, stainless and aluminium installed by Favelle & Cole Pty. Ltd. in the "South Esk" for the Tasmanian timber and fruit trades.

Many items not normally readily available from commercial sources are procured in economical quantities and can be available to ships as and when required.

In cases where items are readily available from normal commercial sources, purchasers are effected through the Department of Supply which has a Contract Board in each State and as the basic requirement is to purchase by the tender system it ensures the elimination of the "percentage pest" and that each and every tender is considered on its merits.

It will therefore be apparent that where high standards are concerned it is necessary for the requirements of the Service departments to be co-ordinated and thus ensure adequate stocks are procured during each normal seasonal production run and held in stock for ease.

Where ships require service outside Sydney the victualling branch ensures that contracts are arranged and generally the branch is responsible for originating all action to provide, through the Department of Supply, period contracts for victualling stores.

The Navy is not conducted like a large Departmental Store or a "Shippers" Provider where the main concern is the making of profit and if a particular line is sold out it is not generally accepted as the customers' misfortune. It is to avoid a situation of this type that the Victualling Yard is so important because every care is taken to provide the wherewithal to meet every reasonable request, as once a ship sails it is extremely difficult to get supplies to her under normal circumstances.

From 1907 to 1913 the Royal Edward Yard was staffed by Admiralty officials, the Victualling storekeeper in charge being transferred to the Royal Australian Navy when it took over from the R.N. in 1913.

Vicualling stores of all types, whether food, clothing or mess gear, are purchased to a very rigid specification and are subject to strict examination on delivery. During the course of examination the technical services of the Commonwealth and States are utilised where appropriate, e.g., Customs Laboratory, inspectors of Department of Supply, Department of Defence Research Laboratories, Department of Commerce Research Institute, Standards Association, and all accredited bodies of a similar high standard.

To the landlubber accustomed to selecting his requirements personally at the "corner store" it is a mere gherkin from a jar of pickles may not be noticed, but to a rating in a sick bay with an increasing hunger for that one thing it can (and has had) much frustration. This is not to say the rating of today is less tough than his predecessor, although the unthinking might consider him so—simply that he has been encouraged to expect as his right everyday fare as distinct from the hard task of many days, and he is "human."

It can also be understood that although inferiority of drying of materials can provide sympathetic amusement to bystanders, it can cause much discomfort to a Guardsman of Honour required to acquire himself with dignity in pouring rain.

For the purposes of procurement, sealed samples and patterns are sent to all items utilised in the Victualling Branch of the Royal Australian Navy are maintained by the Yard Pattern Room and are the foundation of all action for the procurement of bulk supplies. These sealed samples are really obtained from the Admiralty.

To-day practically 90 per cent. of Victualling Stores are produced in the Yard when the Yard was opened by the R.N. it was in complete review.

In order that stores may reach their destination in a serviceable condition it is imperative that efficient packaging be employed and, consequently, a study of modern packaging methods through the world is constantly examined and wherever practicable and economical those considered most suitable for use are employed.

Where ships require service outside Sydney the Victualling Branch ensures that contracts are arranged and generally the branch is responsible for originating all action to provide, through the Department of Supply, period contracts for victimising stores.

The Navy is not conducted like a large Departmental Store or a "Shippers" Provider where the main concern is the making of profit and if a particular line is sold out it is just a matter of covering a similar high standard.

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In order that stores may reach their destination in a serviceable condition it is imperative that efficient packaging be employed and, consequently, a study of modern packaging methods through the world is constantly examined and wherever practicable and economical those considered most suitable for use are employed.
The fundamental property of cooking is the preparation of food before it is cooked and, with the introduction of schools such as the William Angliss School of Cookery, much improvement has been achieved in this regard. In addition to the cooks, butchers, stewards, etc., various courses are provided for the Supply Officers, all of which has tended to bring the standard of catering up to its present high level.

Practically every State has a stake in the Navy; for instance, Queensland supplies large quantities of beef, mutton, lamb, pork and offals. However, the major needs at Sydney and through the various ports of call are normally supplied direct to the Victualling Yard to the R.A.N., II.M.A. Ships and Establishments at the Submarines by commercial firms, the Victualling Yard arranges period contracts to meet these needs at Sydney and throughout the various ports of call.

The number of items stocked at the Victualling Yard would at least equal that of some of the large clothing and grocery warehouses. The total number of items involved in this would be roughly 9,000:
(a) Provisions—Fresh and dry,
(b) Clothing,
(c) Mess gear.

The Victualling Yard arranged supplies to the Australian Antarctic Research Expedition and in special assignments such as the Monte Carlo, Christmas Island, Cocos Island.

Lime Juice
In 1792, lime juice was added to the ration instead of lemons introduced after Captain Cook's voyage, and procurement necessitated the addition of white spirit and supply of wooden casks to ships. It can be imagined the amount of work involved under this system which has now been superseded with lemon powder in 33 oz. tins.

Naval Cookery
The fundamental property of cooking is the preparation of food before it is cooked and, with the introduction of schools such as the William Angliss School of Cookery, much improvement has been achieved in this regard. In addition to the cooks, butchers, stewards, etc., various courses are provided for the Supply Officers, all of which has tended to bring the standard of catering up to its present high level.

The Victualling Yard acts as the Admiralty agent for supplies required by Australia and large quantities of beef, mutton, lamb, pork and offals are procured and shipped according to their availability in the various States. The items must be supplied as space becomes available because it is of the utmost importance that supplies arrive at Singapore and in Malta to replenish the freezers as stocks become depleted at these places. The amount both quantitative and financial involved in this operation is considerable and represents quite an appreciable contribution to Australia's exports.

Rum is not supplied in the Australian Navy, but stocks are obtained from the Royal Naval Base at Singapore to meet the needs of the R.N. personnel serving in the Submarines attached to the Australian station.

The Victualling Yard handles the canteen stores for this locality and undertakes all work involved in Customs requirements and special packaging.

Sir,
In reply to your letter of the 30th ultimo requesting that your new storeshouse at the Royal Edward Victualling Yard, Darling Island, may be regarded as bond in the same manner as those formerly at Garden Island, I beg to inform you that your request has been approved.

I have the honour to be,

Your obedient Servant,
(Sgd.) J. Baxter,
Acting Collector of Customs

When dealing with stores to an average value of £1,000,000, it is obvious that the utilisation of available storage space to best advantage is essential. A walk through the stores shows them to be well laid out and good housekeeping is forever present. A great deal of mechanical handling is practised and current trends in storage and handling are followed.
Distribution of the stores is effected mainly by road or water transport and with the linking of Garden Island to the mainland during the last war the former has become most prevalent. While the foregoing deals with the procurement, inspection, storage and distribution of the stores, the Victualling Yard function is only the first of two major phases. The second obviously is the receipt and use by the ultimate consumers, H.M.A. Ships and Establishments. In these a Supply Officer has the responsibility of ensuring that the ship or establishment has sufficient stores to provide for the ship’s company at all times. This includes the provision of all mess gear and galley gear, all types of clothing and food.

The receipt of stores on board a ship when a major stowing is being undertaken is a highly organised operation. Obviously not only victualing stores are taken and it will be appreciated that a lot of planning must go into the stowing programme to ensure a smooth operation. In the actual stowing care must be taken to ensure that the stores are readily accessible and that “first in, first out” can be observed.

No doubt all the ship’s company regard the catering function as the most important of the Supply Officers many responsibilities. It is most important that menus provide for a varied and well-balanced diet and they are planned with much detail. As is well known and earlier references bear out, food plays a most important part in the well being and morale of a service. While it is essential to keep the sailors contented it is also important to ensure that economy is practised and waste kept to a minimum. A monetary allowance system operates which provides that the foregoing objectives are achieved.

The Navy has two schools of cookery at which it trains its personnel. Every phase of cooking and baking is covered in the Naval course, and the ease and rapidity with which the cooks are absorbed into their trade in civilian life after leaving the service are sufficient proof of the high standard achieved. This standard is expected in both ships and establishments under all conditions.

Galley in ships are performed considerably restricted in size and to an untrained person would present a problem in themselves. While the equipment is modern and of a high standard, and a comprehensive range is available, the relatively small area of a ship’s galley makes the task of the cook more difficult. Nowadays, stainless steel is well to the fore, just as in the kitchens of large commercial undertakings. Because of the restricted area, the layout of a galley must be carefully planned and it is recognised represents in itself a study of time and motion. Cleanliness is a byword in all Naval galleys and is in evidence in the cooks, their clothing and equipment.

Most ship companies are served on the cafeteria system where the men as they are served by the cooks, pass by the galley in a continuous line. In this way it is possible for a company of 900 men to be served a three course meal (with choice of dishes) in 25 minutes. They then proceed to their dining room or mess deck where continuous efforts are made to improve appearance and comfort. Various colours have been introduced in the painted areas. Much of the furniture is aluminium, this being both presentable and light. Coloured crockery and table ware are now used and generally enhance the appearance.

Harking back to the food, probably the easiest way of covering the way the sailor eats is to present a typical menu taken at random from one of H.M.A. Ships:

**A Typical Menu in Any of H.M.A. Ships**

**HMAS MELBOURNE Christmas Day, 1961**

**Menu**

**Breakfast**
- Iced Tomato Juice
- Grapefruit
- Cranberry Sauce
- Espagnole Sauce

**Dinner**
- Cream of Chicken Soup
- Cranberry Sauce
- Espagnole Sauce
- Cranberry Sauce
- Crisp Potato
- Baked Beans
- Baked Onions
- Green Beans
- Roast Seasoned Turkey
- Baked Seasoned Ham
- Baked Potatoes
- Boiled New Potatoes
- Cauliflower Au Gratin
- Garden Peas
- Steamed Plum Pudding and Brandy Sauce
- Fruit Salad and Cream
- Cream of Tomato Soup
- Cold Roast Chicken and Pork
- Buttered New Potatoes
- Garden Salads
- Chilled Pineapple
- Wine Trifle and Cream

**Supper**
- Chilled Pineapple Wine Trifle and Cream
- Christmas Cake
- Tea or Coffee

**Tea**
- Christmas Cake
- Tea or Coffee

**Supper**
- Cream of Tomato Soup
- Cold Roast Chicken and Pork
- Buttered New Potatoes
- Garden Salads
- Chilled Pineapple
- Wine Trifle and Cream

**A Merry Christmas To All**

December, 1961-January, 1962
H.M.A.S. QUICKMATCH SAILS FOR FAR EAST

The Minister for the Navy, Senator Gorton, said when QUICKMATCH left on her fifth tour of duty with the British Commonwealth Strategic Reserve:—

This is a record for Australian destroyers and frigates, equalled only by the flagship, H.M.A.S. MELBOURNE.

In Singapore, QUICKMATCH relieved H.M.A.S. QUIBERON, which is completing her third tour of duty with the Reserve.

Before leaving for the south, QUIBERON took part in exercises with the British commando ship, H.M.S. BULWARK.

P&O-ORIENT journeys are all too short

The way of life is delightful

As your giant liner speeds smoothly through the golden tropic evenings, you form new friendships and make valuable contacts. This floating world of magic will provide weeks of delighted release from the daily terrors of life ashore. • In such glamorous "cities afloat" you may lunch beside a sparkling pool, dine in a glittering sea-going cafe. Dance your way around the world, if you like!

THE HISTORY OF VICTUALLING IN THE NAVY

The following are some of the landmarks in the early history of the Victualling of the Navy from its beginning up to the present day:

1537-77.—In the reign of Henry III, a Clerk was borne in large vessels; all stores and provisions appear to have been in his charge, and sometimes to have been provided by him.

The expression "Purser" from which "Purser" is derived, is found on one occasion.

1439.—A Seaman was allowed 1s. 2d. (approximate present value 4s. 8d.) per week for victualling, and presumably found for himself.

1512.—First indication of any uniform found in references to certain costs of green and white cloth (the Tudor colours) for issue to mariners.

1550.—Hammocks introduced, sold at cost price.

1556.—General Surveyor of Victualls of the Sea appointed by Letters Patent. Provisions were obtained by exercising the Crown prerogative of purveyance; prior to this commissions to supply provisions were given to persons attached to the Household, or to high officials with sufficient influence to obtain them.

1565.—Vicualing by contract introduced. The General Surveyor received a fee and also a fixed rate per man per day, from which he had to provide the "necessaries"—money for fuel, candles, lanterns, mess accommodation by sails, etc., and also the following rations:

Sunday: 1 lb. biscuit.
Monday: 1 gal. beer.
Tuesday: 2 lb. salt.
Wednesday: 1 lb. biscuit.
Thursday: beef.
Friday: 1 gal. beer.
Saturday: 1 stock fish, 1 lb. cheese, 1 lb. chocolate, 1 pound of butter.

The rates were at first 4½d. a day in harbour and 5d. at sea, gradually increased to 7d. and 8d., in 1637, the present equivalents would be about 7d. and 7¾d. and 8d and 9d.

1597.—Hammocks introduced, sold at cost price.

1628.—Instructions issued for certain articles of clothing to be obtained by the Navy Office and sold to the men at cost price.

1629.—Victualling by contract introduced, the General Surveyor was responsible for the immediate care of the Commissioners, who had a view to controlling the supply of provisions, and in this year, victualling (i.e., food) was constituted a Department under the immediate care of the Commissioners, with a Captain in charge. "Purser's perquisites" (the withholding of one-fifth of every pound due for victuals) were abolished.

1637—Friday's food ration had been reduced to a half, but was restored on the grounds that the observance of Fridays was begun by the conscientious desires of the contractors, though coloured with a spurious pretence of abstinence and religion.

1635.—Extract from official report:—"Inhabitants and stinking victuals whereby many of the seamen are become sick and unserviceable and many are dead."

1655.—The quantity of those supplying and handling clothing was such as to defeat the Admiralty's intention of securing a fair rate of pay for the men. On the food side speculation, embezzlement, and abuse of position were rife.

Under the Parliamentary administration action was taken to improve quality and do away with abuses in connection with both food and clothing, and in this year Victualling (i.e., food) was constituted a Department under the immediate care of the Commissioners, with a Captain in charge. "Purser's perquisites" (the withholding of one-eighth of every pound due for victuals) dates from this period.

1657.—The Captain just mentioned died, and was succeeded by three of the Navy Commissioners, who were styled "Commissioners of the Navy and Victualling."

There were two great disadvantages as we see it now—

1667.—The money allowance was not commensurate with the actual value of the provisions left behind, and purchased in lieu at the canteen or on shore, to provide variety, were almost invariably higher priced; and there was no machinery for purchasing Service provisions out of the money allowance—"on repayment," as it is now.

(Continued on page 15)
NAVY IN SALVAGE OF WRECKED AIRCRAFT

A Viscount airliner crashed into Botany Bay and Navy ships and men assisted in the salvage.

Left: H.M.A.S. WALRUS with a crash boat at the scene of the crash.
Centre: H.M.A.S. KIMBLA.

Lieutenant Commander Martin, Captain of H.M.A.S. KIMBLA, and airline and aviation authority officials examine some of the wreckage.

A Navy clearance diver reports to Dept. of Civil Aviation officials and Police after a preliminary inspection of the area in Botany Bay, where the airliner crashed.
FAMILY DAY IN FLAGSHIP

Over 1,000 guests were aboard the flag-ship of the Fleet, H.M.A.S. MELBOURNE, as she left Garden Island recently for “Family Day.”

During the day’s trip to sea, the Flagship, H.M.A.S. ANZAC and H.M.A.S. PARRAMATTA thrilled with displays of flying, mortar firing, a “jackstay” transfer between ships and other activities peculiar to the daily ritual of a ship at sea. It was a day of non-ending interest for the visitors.

Whenever you need Milk, use . . .

TONCALA MILK

in CANS or TUBES

(Continued from page 11)

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from

J. F. PEEL & SONS PTY. LTD.

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Baulkham Hills, YA 4345

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As contractors to the Royal Australian Navy, we provide them with all classes of Electrical Installations and Repairs, Motor and Generator Winding, Radar Installations, etc. These services are also available to Private Enterprise for Ships, Factories, Commercial Buildings, etc.

We offer our services

ELECTRICAL INSTALLATIONS PTY. LTD.

6 NAPOLEON STREET, SYDNEY

JOIN THE
NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League sponsors the Australian Sea Cadet Corps by giving technical sea training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge, will form a valuable Reserve for the Naval Service.

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

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

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

For particulars, contact The Secretary, 66 Clarence Street, Sydney, N.S.W., or The Secretary, Room 8, 8th Floor, 528 Collins Street, Melbourne, G., Victoria, or one of the Hon. Secretaries at:

Box 376E, G.P.O., Brisbane, Queensland

726 Sandy Bay Rd., Lower Sandy Bay, Hobart

P.O. Box 90, Darwin, N.T.

30 Pirie Street, Adelaide, S.A.

62 Blencowe St., West Leederville, W.A.

60 Limestone Ave., Ainslie, Canberra, A.C.T.

THE NAVY

December, 1961-January, 1962
Dinner: Fresh meat and vegetables, or salt beef or preserved meat and plum duff, or salt pork and pea pudding.

Supper: Tea, bread, and biscuits.

The allowances of the principal cookery staff were: for soft bread, 1 lb.; or biscuit 1 lb.; for salt meat 1 lb. or preserved meat 1 lb.

1832.—Supply of clothing taken over by the Admiralty.

Civil Departments of the Admiralty were reorganised and both food and clothing placed in the hands of a Comptroller.

1882.—Pursers ceased to exist, and the present system of Accountant Officers was commenced.

1887.—Uniform clothing for men introduced.

1897.—Free uniform on first entry introduced.

1870.—An Admiralty Committee investigated the savings system. It found itself unable to agree to the general working of the system or as to any scheme that would be preferable to it. It recorded that the system was one of the best methods of controlling nothing at cooking in the proper acceptance of the term. (With its necessary accomplishment of the “Household Management” i.e., recall 1880’s episode—Complaint re fatty effects which investigation showed were shortlived intended for frying, baking or grilling meats which investigation showed were shortlived intended for frying, baking or grilling meats and were used instead for a soup.)

1873.—School of Cookery established at Portsmouth.

1877—Canteen General on two systems—tin established at Portsmouth.

1892—Committee to consider the introduction of Victualling Course, Part I (Provisions) for Accountant Officers, established at Chatham and Devonport.

1894.—Committee on Naval Cookery. It pointed out that the fundamental principle of cookery is the proper preparation of food before it is cooked in the ship’s stores, which was not entrusted to the trained cooks, but to inexperienced Mess Caterers. Although trained cooks were now becoming available, the mistrust and want of confidence bred by their predecessors persisted.

Two important results of this Committee were the establishment of a system of control for the purchase of bakeries and refrigerators in battleships and the larger cruisers; and the Committee recommended that the rendering of this work for the Canteen be placed under Government control.

The Committee had more or less to-content itself with an inspection of the existing system, and after much discussion it was decided to go into the questions of the provision of navigation and mess rooms, and to consider the abolition or the introduction of sea rations, and the introduction of variety. But the two disadvantages already mentioned still remained. The Committee recommended the official recognition of the Tenant Canteen system.

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1892—Introduction of Victualling Course, Part I (Provisions) for Accountant Officers, established at Chatham and Devonport.
iii) The introduction of lemon powder in place of lime juice which was supplied in casks.

iv) Polythene containers for vinegar which has, for many years, been supplied in wooden casks or wicker covered jars.

One of the latest interesting innovations is the supply of a new form of compressed milk in tropical areas and by ships with a large complement like the MELBOURNE.

The table appointments, for the Navy are kept clean with modern commercial production whereby bacon and bread slicing machines, knives, forks and other items of modern production are accepted. The adoption of colored cups, saucers and plates is indicative of the Naval Board's desire to obtain contentment in Victualling personnel.

When the First World War broke out the Fleet escorting the Australian troops to the Middle East and actually the work of the Victualling Yard then resolved mainly to supplying transport vessels, but in the case of these were later renamed and were apparently the beginning of the Commonwealth Shipping Line Supplies to these vessels produced many problems and as they were out of a nature brought new problems of Victualling.

When the Second World War broke out similar conditions existed until the fall of Singapore necessitated a radical adjustment of Services particularly the Victualling Branch. I was instructed to open a Victualling Yard in Australia and this I operated until 1949. Of all the interesting assignments I have carried out, that in Western Australia was outstanding.

Because of the situation existing in Western Australia the R.A.N. acted as suppliers of fresh food to all allied Navies.

Of the many unusual things that did happen in Western Australia I would like to refer to three:

1) The evacuation of Fremantle, when the Japs were reported heading south. It was a strange sight to see the Fremantle Harbour devoid of vessels of any type, even the floating dock had been towed away.

2) A strangeness to see Fremantle Harbour devoid of vessels of any type, even the floating dock had been towed away. You may imagine the surprise when H.M.S. SUSSEX appeared late p.m. and when asked why the fruit and vegetables were on the wharf, I replied “You will need them,” the reply was “Not on your life, we have been at sea for weeks and are looking forward to some Fremantle fresh fruit, vegetables.  So are the folks at home.”

3) The arrival of H.M.S. MADSTONE at Fremantle with 425 R.N. ex-prisoners of War who needed amongst other things, complete uniforms. This was a responsibility of H.M.A.S. LEEUWIN and organised by Commander F. G. Crowther, R.N., in conjunction with the Victualling Yard. The ratings were kitted up in two hours, which covered medical inspection, despatch of telegrams, advance of pay, personal fitting of uniform by proficient tailors, sewing on of badges and finally the very nice welcome by a special band of ladies volunteers who delivered cups of tea, etc., to the permanent occupants. Each of these was a credit to the R.A.N. Each rating was supplied with a barber to collect and carry his items of uniform.

On leaving Fremantle I returned to Melbourne as Deputy Director of Victualling and held the post of Director whilst the permanent occupant was abroad. I was later privileged to have a period with the Admiralty and represented the Royal Australian Navy at the Commonwealth Conference on Clothing and General Stores held in London in 1950.

I was appointed to my present position in 1950 and again had the privilege of being one of the Navy representatives at the Commonwealth Conference on Clothing and General Stores held in Canberra and Melbourne in 1959. Visiting Warships always appreciate advice on personal level regarding purchase of special articles for their families, and although not part of the normal duties of the staff it has contributed in no uncertain manner to the popularity of visits to Sydney. There are, however, few who do not wish to buy Koala Bears.

It may be of interest to quote one particular party of VIP's visiting Australia who when approached in the normal manner as to any personal purchase they might like advice on replied, Yes, a number of Australian Digger Hats complete with Rising Sun Badge and Chin Strap.

I am quite happy to retire and strangely enough it does not seem 48 years since I commenced duty. However, I intend to spend some of my retirement & it seems 48 years since I commenced duty. However, I intend to spend some of my retirement & it seems 48 years since I commenced duty. However, I intend to spend some of my retirement & it seems 48 years since I commenced duty. However, I intend to spend some of my retirement &
Log Wren Pam Witon and Wran June McMillan admire a model of the Westland Wessex helicopter. These anti-submarine helicopters are expected to join H.M.A.S. MELBOURNE in 1963.

MONTHLY LIST OF INTERESTING HISTORICAL DATES

NOVEMBER

1st
1943 Bougainville Landing.
1942 Naval Battle of Empress Augusta Bay.

2nd
1942 Allies capture Kokoda after advancing over Owen Stanley Range.

3rd
1943 Marine parachute battalion withdrawn from Choiseul.

4th
1943 Marine parachute battalion withdrawn from Choiseul.

5th
1940 H.M.A.S. JERVIS BAY sunk in Atlantic.
1942 Hostilities cease—Madagascar.

6th
1944 Bombardment Wide Bay area by H.M.A.S. SWAN, BARCOO and VENDETTA.

7th
1940 H.M.A.S. SYDNEY joins Battlefleet of 7th Cruiser Squadron in raid in the Straits of Otranto.

8th
1940 American ship CITY OF RAYVILLE hit mine and sunk off Cape Otway.

9th
1943 Agreement creating United Nations Relief and Rehabilitation Administration signed in Washington by 44 Allied and Associated Nations.

10th
1940 H.M.A.S. SYDNEY joins Battlefleet of 7th Cruiser Squadron in raid in the Straits of Otranto.
1942 Naval Battle of Guadalcanal.

11th
1940 H.M.A.S. SYDNEY attacks convoy coming out of Valona Bay, Otranto Straits.
Fleet Air Arm attacks Italian Naval Units in Taranto Harbour.

12th
1942 Naval Battle of Guadalcanal.
H.M.A.S. FACRO CHIEF (Ketch) shelled at Mimas Harbour.

13th
1940 American forces landed in Iceland.
1942 Naval Battle of Guadalcanal.
British capture Tobruk.

14th
1942 Naval Battle of Guadalcanal.

15th
1944 Mapia Islands cleared of Japs by elements 31st Inf. Div.

16th
1944 Mapia Islands cleared of Japs by elements 31st Inf. Div.

17th
1944 Mapia Islands cleared of Japs by elements 31st Inf. Div.

18th
1940 Valona Bombardment. SYDNEY participation.
1944 Mapia Islands cleared of Japs by elements 31st Inf. Div.

19th
1941 H.M.A.S. SYDNEY set on fire in action with German Raider KORMORAN, off the coast of Western Australia, presumed sunk.

20th
1939 Germany begins to use magnetic mines.
1940 H.M.A.S. GOORANGAI sunk in Port Philip Bay.
1942 British capture Benghazi.
1943 Gilbert Islands, U.S. Forces land at Tarawa and Makin in the Gilbert Islands.

21st
1944 Asia Islands occupied by elements 31st Inf. Div.

22nd
1939 Cairo conference between President Roosevelt, Generalissimo Chiang and Mr. Churchill.
The Magic of Davis Gelatine Cookery!

Discover A-NEW!

Davis Gelatine makes in Australia, from Australian raw materials.

- Ice Cream.
- Savouries and Salads.
- Fresh and canned fruit jellies.
- Aspics and Sweets. These and hundreds of other new ways to quick, economical dishes are available to you when you use Davis Gelatine for cookery magic.

Send to-day for the Davis Gelatine FREE Recipe Booklet, "Desserts, Salads and Savoury Dishes," to Dept. RAN. Davis Gelatine, Box 3533. P.O. Sydney. Enclose 5d stamp for return postage.

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Davis Gelatine

December, 1961-January, 1962

ROCK & ROLL

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1941 Wake Island surrendered.
First U.S. Expeditionary Forces landed
Australia (Brisbane). Task Force—
South Pacific became U.S.E.A. upon
debarcation.

24th
1941 First Japanese landings in Luzon,
Manila raided.

25th
1941 Hong Kong surrendered.

1944 CG Sixth Army terminated Leyte Cam-
paign.

26th
1941 Manila declared open city (bombed
following day).
1943 Cape Gloucester landings (1st Mar.
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U.S. Landings at Cape Gloucester:
U.S.N. Ships involved: L.L.E.A. Ships
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