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The Navy May 1947

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A GOOD BEGINNING

is half

the battle

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MAY, 1947 Vol. 10—No. 5

WELCOME TO U.S. TASK FORCE 38

A large American Task Force is to visit Australia
this month. We extend to all officers and men a
hearty welcome. We are delighted in having this
opportunity to renew acquaintances made during
those four hard years of the Pacific War, and in
greeting and thanking them now, in our home waters in peace, for their
great services to mankind. We of the British Empire, and our visitors
from the United States of America, members of the two great English-
speaking democracies, who fought shoulder to shoulder in the Seven Seas
and who together had the satisfaction of seeing the Hun, and later the
Jap driven to their knees in unconditional surrender, have many impor-
tant peace-time tasks ahead in order to keep the world a safe place for
those who follow us. It is such visits which help to cement the friendship
between our two great nations. We hope our visitors will enjoy their
stay and that they will have opportunities to see our country. We wish
they could remain longer, and are sure they will take away many pleasant
recollections.

G. D. MOORE,
Rear-Admiral,
Flag Officer-in-Charge,
New South Wales.
Editor's Notes

"THE NAVY" is published monthly. Literary communications, photographs and letters for insertion (which should be short) should be addressed to the Editor of "THE NAVY"—Royal Exchange Buildings, Bridge St., Sydney. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamp and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

NEW FEATURES FOR "THE NAVY"

- "Commemencing with this issue, "Sea Affairs at Home and Abroad" by Francis McMurrich, brings news of Naval interest from all over the world. Reproduced by permission of the Navy League, England, from The NAVY (English Edition). It will appear regularly each month.
- "Looking Backwards" has been specially compiled by Norton with an American background for this issue. This well known artist will contribute a page every month from now on.
- In honour of the visit of U.S. Task Force 38 this month appears "The United States Navy as it is Today" by Rear-Admiral Thursfield, R.N., with illustrations. Our Cover depicts one of the most dramatic destroyer shots we have seen and is an official U.S.War Office Photograph.
- News from the Ex-Naval Men's Association, The R.A.N. Sub-Branch of the R.S.S.A.I.L.A. and the Naval Officers' Club (N.S.W.) will keep you informed as to these organisations' activities each month. New members are always welcome and the Secretaries and their addresses will be found under their relevant headings.
- Beginning with June issue "What the R.A.N. is doing at Sea and Ashore" will cover the whole of the Australian Naval waterfront, bringing you sporting results, personal pars and anything of general interest, from Ships and Shore Establishments.

NEW EDITOR—Commencing with the June issue, Lt.-Commander G. H. Gill, M.B.E., R.A.N.V.R., assumes the general Editorship of 'The Navy' in Australia. Lt.-Commander Gill will bring a wide knowledge of nautical affairs to his task and under his able direction 'The Navy', with its many added features and improvements in layout and illustrations, should become widely popular.
- Captain W. W. Beale, O.B.E., who instituted the magazine under the title "Navy League Journal" in the year 1920, has found it necessary to relinquish the Editorship owing to indifferent health and the pressure of work in other directions associated with the Navy League.
- Rear-Admiral J. A. Collins, C.B., R.A.N., is our Naval Personality for this month, and on this page is one of his most recent photographs, taken before he left for England. Our Personality for June is Admiral Sir Louis Hamilton-K.C.B., D.S.O., First Naval Member of the Australian Commonwealth Naval Board.

Keep a Good Lookout for the Next Issue of 'The Navy'

THE United States Navy of To-day

By REAR-ADMIRAL H. G. THURSFIELD

The close of the Second Great War—World War II, as it is generally known across the Atlantic—has left the United States Navy in the position held for so many generations by the British Navy, that of the greatest in the world. The exact composition of the fleets of today is not yet ascertainable with certainty, because the process of post-war readjustment is still going on. The building of some ships which were already started when the war—rather unexpectedly—came to an end has been cancelled; of others, it has been suspended or much slowed down—possibly to be cancelled or remodelled before being resumed later; and these uncertainties are likely to persist for some time, at least until after the lessons of the atomic-bomb tests at Bikini have been formulated and digested. Most of the warships which were already in service before the late war, though they did sterling service in the course of it, are likely to be scrapped now or in the near future, owing to the operation of the Washington Treaty and its successors in the sphere of naval limitation. They were already a long way towards being worn out by their course, and the final decision on that irrevocable course has not yet been taken.

It is not necessary, however, to await these decisions to arrive at a fair estimate of comparative numerical naval strengths today—or indeed tomorrow, which is unlikely to be materially different. There are, in effect, only two navies now that count—the British and the United States; and the ships in them that count are those that have been completed for service since the outbreak of war in September, 1939. Their numbers will, of course, be increased by the ships still under construction, the most dramatic of which is the United States Navy's "Great Iowa".
construction which it may eventually be decided to complete. But that there is no more likely to be substantial, or materially to affect the balance between the fleets they may increase the disparity, but it is highly unlikely to reduce it and, in any case, will certainly not reverse it. Post-1939 ships, therefore, have been taken as the basis of comparison which follows, in which no attempt has been made to achieve exact figures.

Of battleships, the United States Navy possesses eleven against five British, and to them may be added the American heavy cruisers Alaska, Guam, and Hawaii, which are reported to be in commission. As between the two fleets, the comparison in this heaviest class thus far is due to the fact that, since each one returned to, so will be counted, two on a division.

If the comparison is extended to cruisers, the tale is the same. The United States Navy possesses sixteen cruisers against eight. And on the average the former are larger and more heavily armed than the latter. But these figures, to an unwise person, suggest the idea of parity, if account is taken of the British losses during the war, of the proportion of older British cruisers of the preceding and of the fact that the United States Navy had more leeway to make up in this class than in others in order to create a well-balanced force. On this basis, it was found that the United States Fleet had the very largest sea power in the world.

There is no reason why this development should be viewed with any disquiet, jealousy or uneasiness in this country, or indeed in any part of the British Empire. There has been no call for anyone among those who have been accustomed, without any very clear thinking about it, to sing "Rule Britannia!" and to boast of the British Navy as the greatest and best in the world, who will think otherwise, and will feel grief, or even shame, that it must now yield pride of place. But, in fact, the Royal Navy has never since the brief interlude of World War I of 1912—been rivals. They have stood for the same ideals of freedom, justice and the observance of unalienable rights—honor, bravery, traditions no less than between persons.

No sensible person would pretend that Great Britain and the United States have always seen eye to eye in international affairs, or have placed exactly the same interpretation on the principles of the recognition of this fundamental unity of ideals. During all the years that the strength of the British Navy was governed, almost rigidly, by the "Two Power Standard," the United States Navy was always excluded from the calculations which turned that formula into definite figures, and an increase in the American Navy was never cited as a reason for an immediate corresponding increase in our own, as a similar growth in a Continental Navy would have been. It is possible, however, that this exclusion, as clearly recognised in political circles in the United States as it was in this country.

In the period between the wars, there was heard a good deal of complaint in such circles that, in the negotiation for the various disarmament treaties, or treaties for naval limitation, that the United States was not as active as the British Navy had been in the past, or, in any part of the British Empire. There was indeed a reluctance on the part of some British warships to be maintained in order to assure the security or vital interests of the United Kingdom. Such complaints were not without measure, and the result was to yield pride of place. But, in fact, the British and American Navies had never—since the brief interlude of World War I of 1912—been rivals. They have stood for the same ideals of freedom, justice and the observance of unalienable rights—honor, bravery, traditions no less than between persons.

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It should be recognised, moreover that, whatever the vociferations of the anti-British Press in America, in time of stress sober American opinion reciprocates this view. One need only recall Mr. Roosevelt’s “Four Freedoms” address to Congress of 6th January, 1941, in which he said: “There is much loose talk of our immunity from immediate and direct invasion from the seas. Obviously, as long as the British Navy retains its power, no such danger exists.”

In conclusion, that distinguished American writer on foreign affairs, Mr. Walter Lippman, may be quoted to emphasise how Britain’s friend must go to the defence of the Americas or the British Commonwealth of Nations would dissolve. America must go to the defence of the United Kingdom and its positions on the other side of the Atlantic, or run the mortal risk of letting a hostile Power establish itself in the near approaches to the Western Hemisphere. The reality of this bond between Britain and America has been tested and demonstrated for more than a century. Once it is clear how indispensable is a British-American alliance in the Atlantic, where our most fundamental interests lie, it will become clear that the Alliance is necessary to the defence of the Pacific.” (“U.S. Foreign Policy,” 1943.)

These are the realities of the world situation today, and we should recognise and acknowledge them. In this country it is our duty, as ever, to maintain the sea-fors of the Empire at the level at which security demands; and it is neither necessary to take American strength into account in estimating the threat to that security, nor to view increase of that strength, whatever level that increase reaches, with anything but welcome.

The U.S.S. “Princeton”, Aircraft Carrier, leaving Trinidad with a column of destroyers in her wake.

The Navy

Naval Personalities

Rear-Admiral J. A. COLLINS, C.B.

JOHN AUGUSTINE COLLINS, C.B., was born at Deloraine, Tasmania, in 1899. Joined the R.A.N. in 1913 as one of the original term cadet midshipmen in the Royal Australian Naval College, from which he graduated as midshipman in January, 1917.

He served with the Grand Fleet in 1917-18. He specialised in gunnery and served in H.M.A.S. “Australia” from 1928 to 1930 as Squadron Gunnery Officer. From 1930 to 1931 he was in command H.M.A.S. “Anzac”. In 1937 he was promoted to Commander and at the outbreak of war he was Assistant Chief of Naval Staff at Navy Office.

In November 1939 he was appointed to command H.M.A.S. “Sydney”. In that position he performed distinguished service in the Mediterranean, the most outstanding feat being “Sydney’s” sinking of the Italian cruiser “Bartolomeo Colleoni”.

On his relinquishing his command of “Sydney” in 1941 he served as Acting Commodore in the Netherlands East Indies. On his return to Australia he filled the position of Naval Officer-in-Charge, Fremantle, until he was appointed Commodore Commanding the Australian Squadron, the first R.A.N. Officer to hold this command.

During the Leyte Gulf operations in October, 1944, he was wounded when his flagship H.M.A.S. “Australia” was struck by suicide planes. After recovery he was appointed Commodore Commanding the Australian Squadron, the first R.A.N. Officer to hold this command.

In November, 1945, he relinquished the command of the squadron to Commodore Farncomb, to leave for England to attend the Imperial Defence College.

DECORATIONS.

Awarded C.B. for service in the sinking of “Bartolomeo Colleoni”. For services to the Royal Netherlands Navy was made a Commander of the Order of Orange-Nassau.

United States Legion of Merit, Degree of Officer.

 Mentioned in Despatches.
SO-CALLED ECONOMY appears to be striking at the roots of our naval training programmes. H.M.S. Impregnable, the shore training establishment at St. Budeaux on the outskirts of Devonport, did not reopen last month as intended. Fresh orders having this effect reached Plymouth shortly before Christmas, implying a complete change in the arrangements that had been made. Only a short time previously Captain John W. Grant, D.S.O., R.N., had been appointed to the command of the Impregnable, in readiness for its resumption of peacetime functions as a training establishment at St. Budleigh, between Harwich and Ipswich, and H.M.S. St. Vincent, at Gosport. This year's intake of boys, estimated at about 4,500, would have fully committed the combined resources of the three establishments. In default of alternative accommodation, the only possible method of dealing with the situation which is bound to arise within six months would be to cut down the period of training, which normally occupies 12 months.

Such a reduction would necessarily imply acceptance of a lower standard of efficiency in trained men, a very serious thing in the Royal Navy, where standards must hold good for 12 months. It is pointed out in one letter that, according to The British Navy in the Second World War, published by Admiral Sir William James, the ship that was torpedoed by H.M. submarine Spearfish on 11th April, 1940, was the Admiral Scheer. This does not agree with the account of the situation given by Admiral of the Fleet Sir Charles Forbes, who was Commander-in-Chief of the Home Fleet at the critical period. He states that it was a sister ship, the Lutzow, ex-Deutschland, which the Spearfish attacked and disabled. At the same time he mentions that the Admiral Scheer was "out of action" from 3rd March, 1940, until the end of the following July.

It would be interesting if this point of difference could be elucidated. There are so many doubtful incidents in the scatty published accounts of the war at sea that the appearance of an official account would be more than welcome. It should be possible to publish such an account more easily than after the 1914-18 war, since the German Admiralty's official archives are understood to have fallen into Allied possession.

Two ships belonging to the Royal Navy were lost in the South China Sea in the week before Christmas. On 20th December the war-built tug Enticer, of 1,352 tons displacement, foundered in heavy weather while proceeding to the assistance of a Swedish merchant vessel, the Rosebank. The master and chief engineer both lost their lives. In the same week the frigate Aire, while on passage from Hong Kong to Singapore, ran on to the Bombay Reef, to the southward of Hainan, and became a total loss. Fortunately, everyone on board was rescued by the depot ship Bonaventure, which was also proceeding to Singapore. The master of the Aire resumed her original name, having been known as the Tamar for several months while acting as base ship at Hong Kong.

It now appears that three British submarines are being purchased by the Royal Danish Navy. These are the F 52, which served under the Polish flag during the war as the Dzik; the Vortex, which for a time was lent to the French Navy and known as the Morse; and the Vulpine, newest of the trio. All belong to the same general type, with a surface displacement of 540 tons or thereabouts, which is regarded as eminently suitable for the narrow Danish waters.

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The Dominican Frigate "Presidente Trujillo".

By FRANCIS McMURTRIE FROM LONDON

The Dominican Frigate "Presidente Trujillo".

The Navy
The New Swedish Cruiser "Tre Kronor" and Havronen, so extensively were they damaged when scuttled to avoid seizure by the Germans in 1943. Quite small craft, with a surface displacement of only 320 tons, they were of recent design, having been completed in 1938-40.

DOMINICAN REPUBLIC

Two fine modern escort vessels have been acquired by this State. One is the frigate Presidente Trujillo, ex-H.M.C.S. Carlisle; the other is the corvette Colon, ex-H.M.C.S. Lachute. An illustration of the former is furnished herewith by the courtesy of the Navy Department of the Dominican Ministry of Defence.

SWEDEN

A photograph of the new cruiser Tre Kronor, of 7,400 tons, running her trials is annexed. Great things are expected of this ship by her designers, who revised the original plans to incorporate war lessons. The armament, furnished entirely by the Bofors concern, comprises seven 6-inch, 20 40 mm. and nine 20 mm. guns, besides depth charge throwers and six torpedo tubes. Protection is said to be exceptionally good for a cruiser of this size, with three to five inches of side armour. Designed speed is 33 knots with 100,000 s.h.p., U.A.A.

"BARCOO" TO SURVEY KOKOPO AND YAMPI SOUND

H.M.A.S. "Barcoo" (Lieutenant-Commander D. T. Gale, D.S.C., R.A.N.) left Sydney on 24th April for Kokopo, New Britain, to carry out hydrographic duties in that area. After completion of the work at Kokopo the ship will sail for the north-west coast of Australia to undertake a survey of the Yampi Sound. "Barcoo" will spend nearly seven months on this work, using Darwin as its base.

This R.A.N. frigate completed a survey of Bass Strait early in the year and has been in Sydney since March, refitting and preparing for its new task.

ROYAL AUSTRALIAN NAVAL COLLEGE

Entry of Cadet Midshipmen

It is notified that an examination for entry into the Royal Australian Naval College, Flinders Naval Depot, Victoria, will be held in September, 1947.

Only boys born during the calendar year 1934 will be eligible to sit for the examination, and intending candidates are advised to make early application for information as to the educational standard required.

Applications will be received by the Secretary, Navy Office, Melbourne, S.C.T., not later than 15th June, 1947.

Full particulars may be obtained from the STAFF OFFICER, BEACH ROAD, EDGECIFF, SYDNEY.

Are You a Subscriber to "The Navy"?

Order Your Copy Now

The fleet aircraft carrier Ranger, of 14,511 tons, has been sold for scrap. Though only 13 years old, she was definitely outclassed by the many modern ships of this category built during the war. She was one of the few ships with beam funnels that could be lowered to a horizontal position when required, a characteristic which she shared with the small Japanese carrier Hosho (or Hosyoo).

It has been decided to build no more motor torpedo boats for the U.S. Navy, and all the hundreds of these craft built during the war have been disposed of with the exception of four retained for instructional purposes. The official view is that in the Pacific war m.t.b.s. failed to justify their cost. Compared with submarines, their record was disappointing.

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It has been decided to build no more motor torpedo boats for the U.S. Navy, and all the hundreds of these craft built during the war have been disposed of with the exception of four retained for instructional purposes. The official view is that in the Pacific war m.t.b.s. failed to justify their cost. Compared with submarines, their record was disappointing.
**H.M.A.S. Hobart**

**H.M.A.S. “Hobart”, light cruiser, was built as H.M.S. “Apollo”.** She was laid down in 1933 at Deenton Dockyard and launched in October, 1934. Commissioned in January, 1936, she served on the North American and West Indies stations until 1939.

**TRANSFER TO R.A.N.**

On October 6 of that year she was due to transfer to the Royal Australian Navy as H.M.A.S. “Hobart”, but owing to the mobilisation of the fleet in September, 1938, during the Munich crisis, she was commissioned on that date with the crew of H.M.A.S. “Albatross”, being renamed by the wife of the High Commissioner for Australia in London (Mr. S. M. Bruce).

**IN AUSTRALIA**

“Hobart” was on patrol in Bass Strait when war began, and on October 14, 1939, she sailed for the East Indies Station. She escorted the first A.I.F. contingent to the Middle East.

**ITALY’S ENTRY**

In August, 1940, “Hobart” escorted British Army reinforcements to Berbera, British Somaliland, but the British were heavily outnumbered by three Italian columns advancing overland, and a fortnight later the evacuation began. “Hobart’s” shipwrights and joiners built extra piers for the embarkation, and provided crews for two tugs. “Hobart” suffered a number of enemy air attacks, and her Walrus replied by bombing the Italian headquarters at Zeila.

**EVACUATION OF BRITISH SOMALILAND**

In March, 1941, when the British recaptured Berbera, the volunteer crew was found by H.M.A.S. “Parramatta” (later sunk) among the prisoners, and returned to their old ship.

**RETURN TO AUSTRALIA**

Following operations in the Red Sea and the Gulf of Aden, “Hobart” returned to Australia for a short period.

**REPLACED H.M.A.S. “Perth”**

In August, 1941, she replaced H.M.A.S. “Perth” in the Mediterranean, and was in heavy air attacks on the Suez Canal area. She did good work in rescuing passengers and crew of the “Georgic” which had been set on fire by bomb hits, and had been beached. She also towed off another merchant ship which had run aground.

From then on, “Hobart” was employed on bombardments of the Libyan Coast, the reinforcing of Cyprus, and operations in Syria, together with sweeps in the Mediterranean by the Battle Fleet.

**IN MALAYAN WATERS**

With the impending entry of Japan into the war, “Hobart” was withdrawn to the East Indies, and arrived in Malayan waters in January, 1942. She underwent heavy Japanese air attacks, and on one occasion, in Banda strait, 128 Japanese bombers aimed about 600 bombs at her without scoring a hit, although 74 were near misses. She shot down six bombers and damaged others. She was on her way to intercept a Japanese invasion force.

“Hobart” was fuelling in Tandjong Priok in February, 1942, when 27 bombers attacked her and 12 more lined up, but she was fuelling. Sixty bombs fell near, and “Hobart” suffered some damage from bomb splinters, and some casualties. Her inability to complete fuelling on this occasion prevented her from taking part in the Java Sea battle of February 27, after which H.M.A.S. “Perth” was lost.

**CORAL SEA BATTLE**

“Hobart” took part in the western “extension” of the Coral Sea Battle in early May, 1942, and was one of a covering force for Port Moresby. She shot down three enemy planes when eight torpedo-bombers and 19 heavy bombers attacked her.

**GUADALCANAL AND TULAGI**

In August, 1942, “Hobart” was one of the cruiser force which led the successful attack on Guadalcanal and Tulagi in the Solomon Islands.

**TORPEDOED**

On July 20, 1943, at 6.45 p.m. “Hobart” was steaming at 20 knots, in station astern of the flagship, H.M.A.S. “Australia”, screened by three American destroyers, when a torpedo struck her on the port side aft, beneath the wardroom. She had left Espirito Santo the previous day, and although crippled returned there at slow speed assisted by tugs.

The behaviour of the ship’s company was exceptional, and every person went calmly to his action station, despite a temporary blackout through damage to the ship’s electrical system.

Officers had miraculous escapes. In the ante-room of the wardroom, two officers and a steward escaped injury, although half the deck was torn upwards. One officer in this room was killed, and three injured. Two officers and two warrant officers’ messes were killed. Despite the fact that the deck lifted up three feet and the mess was completely wrecked, three officers escaped with light injuries. Seven were killed, seven missing, believed killed, and sixteen wounded.

**BACK FROM TOKIO**

“Hobart” formed part of the Australian Squadron which represented Australia at the signing of the Japanese surrender in Tokio Bay.

**COMMANDBING OFFICERS OF H.M.A.S. “HOBART” SINCE 1939**

Captain H. L. Howden, 9/39.

Captain H. A. Showers, 8/6/42.

Captain R. R. Dowling, 8/11/44.

Captain D. H. Harries, 14/4/46.

“Hobart” was taken to Sydney, and a new stern was built at Cockatoo Dockyard.

**PHILIPPINES OPERATIONS**

“Hobart” went into action again. American landing force in the Cebu landing, and in the cruiser force which took part in the landing on Mindanao in the southern Philippines.

**SUPPORTED A.I.F. OPERATIONS**

“Hobart” was in Admiral R. Berkey’s U.S. cruiser force which supported the A.I.F. landing in Borneo at Tarakan, Brunei and Balikpapan, and gave bombardment support to the Australian troops in their all-out drive on Wewak.

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Naval Empire-Air Age

A RECONCILIATION
By DONALD COWIE

Now for the refutation and the reconciliation.

This can begin conveniently with that last, ridiculous fallacy about our good American allies and their Pacific victory. Obviously it is not true that a few thousand American aircraft won that war. Aircraft accelerated the victory, which might have been delayed for a year or two longer but for their powerful short-range blows against Japan. But the war was won fundamentally by the American and British navies and by the merchant shipping of the United Nations. Aircraft are still like guns, in that they cannot bombard the enemy effectively till they are brought within range of him.

A vast armada of ships steamed from American and British ports across thousands of miles of ocean towards Japan. Naval battles were fought to prevent the strong Japanese Navy from interfering with that operation. Allied soldiers battled on tropical islands and through Asiatic jungles to prevent the strong Japanese Army from controlling bases and ports that the ships must use. Aircraft were the claws of that operation, but shipping comprised the paws, the powerful limbs and the great, bustling body of our revenge.

Events in the Orient since the victory have underlined the continuing importance of sea power. Britain and America possess those thousands of aircraft, but the countries of the Far East still wait upon shipping for their true liberation. To land the occupying armies in Japan, the thousands of Japanese soldiers in British Malaya, China and the South Sea Islands, to repatriate war prisoners and to bring relief in the form of food and clothing to devastated areas, whole fleets of British and American merchant vessels have been necessary. So great has been the demand for tonnage that aircraft-carriers have been used for passenger and freight transport.

Meanwhile the world has been anxiously awaiting the raw materials from the Orient that were isolated by the war. But Malaya cannot yield her rubber and tin until ships are available for the transport of those commodities, nor can the Dutch East Indies supply us with petroleum, quinine and many other products, nor China export again her silk, her tea. Aircraft can fly emergency supplies, but the freight that cannot provide hungry Oriental markets with goods and services from cotton gowns to safety pins and from currency systems to religious missions, until—the ships are available. Aircraft can fly emergency supplies, but the freight that can be carried by aircraft is still an insignificant drop in the fabric of demand.

That is the first answer to the contention that our British Empire must decline with the coming of air power.

As the nations that entered the late war with the strongest navies were the victors and are with the strongest air forces, so the peace will be won by those countries which are in a position to supply the economic needs of the world by sea. And, if we consider the Orient alone, the British Empire controls the main shipping routes through the Mediterranean, round Africa, round India, round the East Indies, Australia and New Zealand. The British Empire certainly knows more about ocean transport to and from China than any other power or group of powers.

But there is a second answer to the gloomy and/or triumphant people. Let us assume for the sake of argument that air power does eventually supersede sea power. Even so, the British Em-

The Navy
May, 1947
The Origin of British Seamanship

By LIEUTENANT ROLAND BLACKBURN, R.N.V.R.

THALES, a Greek philosopher, maintained that the sea was the mother of life, and Great Britain has drawn some of its noblest national life from the sea.

That mother-sea has nursed up into heroic manhood many of the best and bravest spirits whose names may be found written forever upon the map of the world. She has quickened and kindled up the spirit which would uphold truth.

Far back, in the dim dawn of history, we find the Celts in ancient Britain. Then came our Roman invaders. Next the so-called Saxon element is infused, and gradually the Anglo-Saxon race is formed. Anglo-Saxon is the name we often pride ourselves upon, especially when we look abroad and see how it spreads onwards around the world.

The Anglo-Saxon race as regards our British portion of it. We hear of Norman and Saxon as two representative terms which have come to signify the aristocracy and democracy of our race. But the truth is, that these Normans who boast to be the crown and flower of our race, were a kind of Norseman. They went forth from their northern homes, and subdued Normandy 160 years before they came over here. In Normandy they lost their language, and became, as one might say, Frenchified. They tried to make up for the loss of some of the old rough virtues by putting a higher polish on their vices.

In their own chronicles they have called their conquest the Memory of Sorrows. They only conquered England at Hastings because the people had been so exhausted and the land so desolated by the many desperate battles that had been fought around its coasts—battles to stem the tides of Norsemen as they passed, surging in wave after wave, year after year from the sea. Only 19 days before he fell at Hastings, Harold Sigurdson, the great ranging army under Harold Sigurdson. We must look back a little further than the advent of Normans. If we would see how the more vital stamina of our race was put into it, and how this country became the furnace which crowns each man king of his own castle or cottage. They possessed the germ of our representation in open parliaments, and they had the spirit which would uphold truth.

The Anglo-Saxon we may look upon as the mother-principle of our race. The Normans brought the fire and expanding force, the advancing foot and driving fist of the father. The Saxons was the home-loving, patriotic soul, but it was the Norsemen who gave us the spirit of the sea-kings.

Six hundred years before the coming of Norman William, the Norsemen landed at Ebbsfleet, in the Isle of Thanet, three boat-loads of Norse pirates.

They had been reared on a bosom that heaved with storms and the strength, calm, and cruelty of the sea had passed into their race.

At that time the empires of the old world had passed away, and the old races were fast decaying away from his childhood home, and who revisits it again in after years. He does not consciously remember, yet he is strangely familiar with so many things that he sees and hears—that sleeping instincts awake whereby kinship of nature will assert itself.

In the misty morning of the past the Englishman sees heroic forms. The faces of the young are ruddy, with clear blue eyes; the long hair of their women is golden fair. The aged warriors stand up in their courts of justice, and say their say very briefly, but with a voice of steel.

He sees them coming into the sea fight with the dragon-heads of their long ships agape and richly girt. There sits the king in helmet and short red cloak, steering his own ship—sword in one hand and tiller in the other. The war-horns sound, the ships close up together, and they fall to. When the spears and arrows are all spent, the fight goes on still more fiercely with battle-axe and sword.

We see them grip hands, as Thor gripped his hammer, "till the knuckles grew white." We hear Gittorm tell King Olaf that it is right royal work to fulfil royal words, and we are told that Olaf "hated lies like hell." We see how they will stick together and stand by one another. How they lay ship to ship in a war embrace, until, live or die, one of them shall go down.

But the robust Norseman had something besides this rugged strength. The eternal springs also touched with tenderness this grim rock of valour. Trait after trait, touch after touch may be something besides this rugged strength. The eternal springs will assert itself.

"Self-government is not a schoolchild's prize for good conduct—it is a human passion under the demands unconditional satisfaction."—George Bernard Shaw.
Exploring the Ocean Floor

Gold, Oil and Radium may be the Reward

By T. S. DOUGLAS

In the late summer the submarine Tudor with Professor B. C. Browne and other scientists made a remarkable voyage of nearly 4,000 miles exploring the bed of the Atlantic Ocean from the Bay of Biscay to the Shetland Islands. During many of its fifty dives, the Tudor went down to 400 feet and came back with invaluable new information about the Continental shelf.

It may be taken that this exploratory trip is only the first of a number and in other countries also there is considerable activity in preparation for the exploration of the sea bottom in many areas. A party of Swedish scientists plan next year to circumnavigate the world in the specially equipped Albatross examining the ocean bed. Professor Auguste Piccard who, fifteen years ago, travelled ten miles up in the air has been preparing a novel submarine in which he hopes to descend to the unprecedented depth of two miles in the Atlantic.

In the United States Otis Barton hopes next summer to make dives of at least one mile in a new diving bell. The U.S. Government's scientists are preparing for a detailed survey of the vast new "empire" which the U.S.A. recently "annexed". This was the continental shelf round all U.S.A. territory, the land under water to depths of 600 feet. The Continental Shelf is estimated at an area of 750,000 square miles and the U.S.A. has thus at the cost of two proclamations added to its area by 25 per cent.—a quiet "annexation" that has not even ruffled the sea of international diplomacy.

Why all this sudden interest in the bottom of the sea which only a few miles away which are unknown. In the one case, it is lack of pressure that is the problem, in the other excess pressure, and although the type of exploration are so complete different, techniques devised may help the other.

In the first instance and probably for many years direct exploration will be confined to the comparatively shallow continental shelves. The great ocean "deep" in which Mount Everest could swallowed up will have to be explored by sampling. It is difficult to conceive of any device that could withstand the pressure at these depths. But new methods of sampling open up new possibilities. The Swedish scientists will use a device capable of extending cores over 100 ft. long which will provide immensely more valuable information than the "plugs" of 3 inches which were usual only a few years ago.

For many years ocean floor samples were obtained by strait springs which bit out a mouthful of sediment. The new sampler is a "gun" loaded with propelling explosive. When it touches the floor of the ocean, the cartridge is fired and the "bit" driven deep into the rock. A long core is then withdrawn and brought to the surface. From these samples scientists have gained new knowledge of the composition of the ocean floor.

This is only one of many new weapons available to the ocean floor explorer. Modern geophysical methods make it possible to detect mineral deposits under water. In the case of oil, the "giant" has been discovered by detecting the influence that the resulting oil will be be fed direct into tankers which will take the petroleum direct to refineries.

The possibility that oil may be found in the sea-bed off the coast of Britain, although it seems unlikely that it will be in comparable quantities, cannot be overlooked. Several tin and coal mines already extend under the sea and the suggestion is believed to be under consideration for the undersea "Mulberry" and other large-scale devices of the war. In fact the suggestion is believed to be under consideration for the undersea "Mulberry" and other large-scale devices of the war. In fact the suggestion is believed to be under consideration for the undersea "Mulberry" and other large-scale devices of the war.
In contrast to Dr. Beebe's 'bathy-sphere,' Mr. Otis Barton's 'bathysphere' will be able to move about on its wheels, towed by a cable from a ship on the surface. Professor Piccard's submarine was also intended to travel along the ocean bed, but it will be "free" and propelled by two screws driven by batteries.

These batteries which will also provide current for the powerful lights required at great depths where no sunlight penetrates will be fixed on the outside of the submarine as ballast to take him down. The 8-inch steel walls of the submarine are designed to resist a pressure of 12,000 lb. to the square inch.

Apart from exploration of the ocean bed, these and other devices which we shall no doubt see in the next few years, should provide valuable data and experience in the construction of naval submarines capable of remaining at much greater depths than have hitherto been usual. The development of atomic weapons has made this of great importance. The invention of remotely operated devices may also enable us to employ on salvage operations at depths hitherto considered impracticable.

Apart from oil, gold, radioactive ores and similar minerals which may be obtained from the ocean bed, there is diatomaceous earth used for polishes, for insulation and for other purposes and great wealth to be obtained from seaweeds which may be "farmed" in comparatively shallow waters. A hundred products varying from plastics to roofing felt and insect powder to rubber substitute have already been manufactured from seaweed. Alginate acid made from seaweed is closely allied to the synthetic rubber known as "butyl." This may have been successfully made from it.

The problem is to obtain the seaweed easily in sufficiently large quantities and this may be solved by "planting" it at suitable places and harvesting it with boats. A simple under-water harvester with "tapes" on an endless chain has already been used in the United States.

The possibilities of this new under-water world whose serious exploration is just beginning are therefore immense. In the next two or three decades we can expect not only the solution of scientific problems concerned with earth movement but also the start of commercial exploitation of the sea-bed.

Naval Empire Air Age

NAVAL EMPIRE AIR AGE
Continued from Page 138

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NAVY QUIZ
Answers on Page 148

1. The last lot of destroyers presented by the Royal Navy were named Nestor, Nizam, Napier, Quiberon and Quickmatch. Whence these names and why?

2. William Penn's father was (a) a chemist, (b) a lawyer, (c) an Admiral, (d) parson.

3. A navigator is (a) battle manoeuvre, (b) skillful navigator, (c) boat-shaped bone, (d) certificate of approval for ship's cargo.

4. Sea Vampire, Sea Harrier, Sea Fury and Sea Fang. What are they and what can they do?

5. The two Australian-built tribal class destroyers of the R.A.N. are Arunta and Warramunga. Supposing some more were built, what would be good names for them?

6. What do you know about prize money?

7. Who is last in and first out of a boat?

8. What privileges attach to naval officers who have rounded the Cape of Good Hope or Cape Horn?

9. What is the main Saturday night's toast in the wardroom?

10. A naval man is either "in" or "on" his ship—which?
A Few Merchant Navy Facts

- Fishing vessels and ships of the merchant navy shot down 141 enemy aircraft from April 12, 1940 to the end of July 1944; in the same period they shared with the ships of the Royal Navy the shooting down of a further 163.
- The tanker "British Confidence" steamed 243,000 miles in the first four years of war. Some of the large, high-speed motor vessels completed 300,000 miles in the same time.
- Another tanker, "British Fudge," steamed 20,000 miles with a hole as large as a medium sized house in her side.
- During the month of October, 1941, British merchant ships carried 23,000 military vehicles, 1,300 aircraft, 400,000 tons of military and air stores and hundreds of locomotives.
- To support British armies in the Middle East in 1941, 300 ships were constantly employed on the 12,000-mile voyage from Britain via the Cape.
- From Canadian ports, up to the middle of June, 1943, 12,000 ships had carried over 77 million tons of cargo to Britain.
- Amillion tons of stores and half-a-million men were landed in North Africa in the first four months of the Tunisian campaign.
- For each army division 1,000 miles overseas, approximately 100,000 tons of shipping a year were required to transport men, arms, equipment and stores, and to keep it supplied and reinforced.

These vital statistics, chosen at random, may serve to enlighten those who tend to belittle the wartime job of the merchant marine. That the job was fraught with danger for the men who sailed the merchant fleet is evidenced by the fact that, in five and a half years of war, 30,589 merchant seamen in British ships lost their lives, 4,215 were wounded, 690 are missing and 4,088 were interned by the enemy.

Mr. Winston Churchill said, in February, 1944, that the proportion of merchant seamen hauling from the British Isles alone who had been lost at sea on their vital duty was about one-fifth of the average number engaged in the service. The percentage of lives lost to members serving in the merchant navy was higher than in any other service.

Naval Appointments Etc.

PERMANENT NAVAL FORCES OF THE COMMONWEALTH

Sea-going Forces

Appointments.—Frederick William Purves (ex Acting Temporary Engineer Lieutenant-Commander, Royal Australian Naval Reserve (Sea-going)) is appointed Lieutenant-Commander (E), with seniority in rank of 15th March, 1944, dated 1st August, 1946. Cecil St. Clere Williams, Commissioned Engineer (Emergency List), is appointed to the Permanent List in the rank of Commissioned Engineer, with seniority in rank of 1st October, 1945, dated 31st December, 1946.

Confirmation in Rank.—Acting Lieutenant Ronald Owen Brach is confirmed in the rank of Lieutenant, with seniority in rank of 11th September, 1945, dated 4th December, 1946. Raymond Arthur Rutherford, Gunner (T) ( Acting), is confirmed in the rank of Gunner (T) with seniority in rank of 24th November, 1945.

Transfer to Retired List.—Lieutenant William Lindsay Gay is transferred to the Retired List, dated 10th January, 1947.

Resignation.—The resignation of George Scott Stewart of his appointment as Commander (Acting Captain) is accepted, dated 16th January, 1947.

Emergency List

Promotions.—Lieutenant (Acting Lieutenant-Commander) Samuel Stuart James, M.B.E., is promoted to the rank of Lieutenant-Commander and re-appointed for temporary service, dated 5th February, 1947.

Transfer to Retired List.—John Alfred Newton, Commissioned Instructor, is transferred to the Retired List, and re-appointed for temporary service, dated 17th February, 1947.

Termination of Appointments.—The appointments of Lieutenant-Commanders Gerald Mellor Haynes, D.S.O., and Martin Hume Hopkins for temporary service are terminated, dated 6th January, 1947, and 16th January, 1947, respectively.

Retired List

Termination of Appointments.—The appointment of Commander Trevor Bardeley-Wilmot, D.S.O., for temporary service is terminated, dated 3rd January, 1947. The appointment of Lieutenant Frederick George Lowrie for temporary service is terminated, dated 18th December, 1946.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH

Royal Australian Naval Reserve (Sea-Going)

Fixing Rates of Pay.—Temporary Lieutenant-Commander (S) Raymond Thomas Bennetts and Acting Temporary Lieutenant-Commander (S) Frank Lindsay Brady are paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (S) (on promotion), whilst acting in that rank, dated 10th January, 1947.

Transfer to Retired List.—Commander Frederick Keith Baxter is transferred to the Retired List, dated 6th October, 1946. Acting Lieutenant-Commander James Gordon Stewart Fyfe is transferred to the Retired List, dated 21st October, 1946.

Royal Australian Naval Reserve

Promotions.—Sub-Lieutenant Alexander Joseph Lyons is promoted to the rank of Lieutenant (Provisional), dated 25th January, 1947.
The usual monthly meeting of the Sub-Branch was held in the 100 F.O. Building, 100 Clarence Street, City, on Tuesday, April 8th. Due possibly to the Easter holidays, the attendance was much lower than usual. New members enrolled in the Sub-Branch for the month totalled 15, including 4 transfers from other Sub-Branches. These new members present were suitably welcomed by the President, Mr. F. B. O'Leary, who emphasised the work ahead for all members, necessitating their taking active interest in Sub-Branch affairs and the League generally.

Important decisions have been made by the Sub-Branch during the past month. Firstly, the R.A.N. Sub-Branch has decided to adopt the magazine, "THE NAVY", as its official organ. The Sub-Branch is grateful to those persons connected with "THE NAVY" for affording the Sub-Branch the opportunity of availling itself of the publicity to be gained per the medium of an article in the magazine each month. The Sub-Branch expresses the wish that "THE NAVY" will expand and rise to greater heights in the advertising world. Secondly, the decision was also made to form a R.A.N. Sub-Branch "Women's Auxiliary". This is a matter long delayed, but with a membership of over 600, there are excellent possibilities and opportunities for the ladies to take an interest in an organisation in which their men folk are concerned. The inaugural meeting of the Women's Auxiliary was held on Wednesday afternoon, April 16th, with the following officers elected:

- President: Mrs. E. J. Evans
- Vice-President: Mrs. W. C. Miller
- Hon. Secretary: Mrs. F. B. O'Leary
- Hon. Treasurer: Mrs. J. Mullens
- Publicity Officer: Mrs. W. C. Miller
- Social Secretary: Mrs. W. C. Miller
- Sports Secretary: Mrs. J. Mullens

The Sub-Branch wish the ladies every success, and promise their solid support in all their endeavours.

On the social side of the Sub-Branch, the "Annual Smoko" held on March 14th was an unqualified success, both socially and financially. The Executive are experiencing great difficulty in obtaining a hall in which to hold another "Smoko" in the not too distant future; but as soon as facilities are available, an announcement will be made through this magazine regarding the date and venue. Unfortun-

"Evans of the Broke" has written his autobiography with the same forthright gusto, "take it or leave it, that's how I like it" attitude as he has to life. It is a boy's adventure story come true, with that hard-bitten, rough, fine seamanship blending humour with bluster, telling how he rose from an unwilling inmate of a "school for difficult boys" to admiral, Antarctic explorer, and commander of the last warship of the Royal Navy to signal "stand by to repel boarders" with cutlasses and .470 c.c.

He steers across literary shoals "by guess and by God," brushes off a tendency to triteness with the same forthright gusto, "take it or leave it, that's how I like it". He has a deep affection for the Navy. He steers across literary shoals with a heartfelt, "Here is a man!"

He dotes with brisk and detailed history. So his narrative combines jaunty, salty anecdotes tartly, en passant, on the frequent visits by Australian warships to the Pacific islands, and details the fate of every one of the craft who were targets for that first mass bombing raid. It makes an artless little string of memories, but pays serious tribute to the heroism of the Kittyhawk pilots, and details the courage of all the crews who took part in those first few, determined, and decisive raids on Japanese shipping in 1942. He urges at that time more frequent visits by Australian warships to the Pacific islands, confident, as proved to be the case, that the more the fleet knew of the islands the more useful it would be when war came. But in those days such urging fell largely upon deaf ears.

He contends that Jarvis Bay is not an ideal anchorage for warships despite its beauty, preferring for naval training the harbours around Hobart.

"Darwin Drama," by Owen Griffiths.—Bloxham and Chambers, Sydney.

Mr. Griffiths was in Darwin in its history-making days, from before the first Japanese raid on February 19, 1942. Few men of our time have had as much experience of life to write, as Mr. Griffiths. He wrote the "catch 'em young and treat 'em rough" school of journalism.

Recalling his first ship as a midshipman, H.M.S. Hawke, he dotes with brisk and detailed history.

Branch, Box 4556 G.P.O., Sydney, who will forward all information, nomination forms etc. immediately.

The next General Meetings of the Sub-Branch will be held in the I.O.O.F. Building, 100 Clarence Street, (Between King & Barrack Sts.) City, on Tuesday, May 13th, and June 10th, at 8 p.m. Sharp.
ANSWERS TO NAVY QUIZ

1. Nestor, King of Pylos, in Greece; the oldest and most experienced of the chieftains who went to the Siege of Troy. Nestor, after the ruler of Troy, was named after Field-Marshal Lord Napier of Magdala, of Indian Mutiny fame and conqueror of Magdala in the Abyssinian campaign of 1868. Quiberon, name of a bay near Lorient, in France, scene of Admiral Hawke's great victory over the French Admiral Conflans in 1759, thus defeating a projected invasion of Great Britain. Quickmatch, a match made of threads of cotton and steeped in various inflammable substances so as to burn a yard in thirteen seconds, used to fire the old-time matchlock, a very early variety of musket.

2. William Penn, founder of Pennsylvania, father was an Admiral.

3. A wartime certificate of approval for ship's cargo.

4. Newest types of seaplanes for the Navy. They operate on all Australian ships of excellent service in all sound workmanship — as equipment. Radar Australian as the crews.

5. Kalkadoon, Kamarlari, Koombukakburra, Pita Pitta, Wirradhuri, Murrawarri, Jagara, Gundunggurra, Ringaring Goa, to mention a few. All quite enigmatical when you get your tongue properly wrapped round them.

6. Prize money in the time of the Commonwealth was given at the rate of 10s. per ton and 45/15/4 per gun of ship captured; 410 per gun of ship sunk. Prize money is now divided between the whole fleet instead of going to the ship making the capture. There is also prize bounty based on the complement of any enemy armed ship taken or sunk.

7. The senior officer present.

8. Naval officers who have rounded either cape may put one foot on the wardroom table when toasting; both capes carry the right to put both feet.

9. Sweethearts and wives— to which somebody generally adds: may they never meet.

10. "In"—never "on". The merchant service is usually not so particular.

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Excerpts from the...

First Annual Report which was presented to members at the Annual General Meeting held in the Wardroom aboard H.M.A.S. Rushcutter on March 20th.

Reserve.—For the benefit of those members who were unable to attend at our Re-union on the 30th July last, Captain Newcomb, R.N., gave an outline of Naval Board’s policy in regard to the Interim Reserve Force.

Demobilised Officers are eligible for enrolment irrespective of place of residence, but they will be required to report their address annually during the month of February to the Director of Naval Reserves and Naval Reserve Mobilisation, Navy Office, Melbourne.

When the peace-time complement of R.A.N.R. (S) and R.A.N.R. are promulgated, consideration will be given for re-appointment, subject to the qualifications under the relevant Regulations governing the Force.

The Naval Officers’ Club has fully investigated every avenue to obtain suitable premises, but owing to the shortage of accommodation everywhere the matter has been deferred for the time being. To establish premises fitting to house a Naval Officers’ Club, would require at least £10,000 capital. Your Committee felt that the response was not forthcoming from Members.

It was therefore expressed in General Meeting on 30th July, 1946, that for the time being the Club should continue until circumstances permit of further enquiry.

Although the future is now assured, the movement will not grow without the co-operation of all members and a drive for further members among the 1,700 officers, who have been discharged in Sydney, is requested.

Your Committee wishes to express thanks to Captain H. B. Newcomb, R.N., and the Officers of H.M.A.S. Rushcutter for sa...
Affiliation.—On the 1st January, 1947, the A/S Officers' Association affiliated with us and we welcome them to all our functions.

There is now an affiliation with the R.N.V.R. Club, London, and Members who have taken advantage of the facilities offered, say that they have been made very welcome on their visits.

Amalgamation has been effected between the R.N.V.R. Club and the Auxiliary Patrol Club, making up a total membership of 10,560 members. To keep the spirit alive in all sections of the Naval Services it is hoped that some sort of affiliation can be effected with similar organisations to our own throughout the Empire.

Publications.—I should like to take this opportunity of drawing the attention of members to an announcement made to two Societies in the current Quarterly Newsletter of the R.N.V.R. (Auxiliary Patrol) Club.

The Navy Records Society, established for the purpose of printing rare or unpublished works of Naval Interest. The annual subscription of one guinea entitles the members to receive one copy of each work issued by the Society for that year.

The Society of Nautical Research, founded to encourage research into nautical antiquities, into matters relating to seafaring, and into other subjects of nautical interest. Among other achievements, the Society raised £107,000 to save Nelson's Flagship, and has superintended the restoration of H.M.S. "Victory" to her appearance as at Trafalgar: paved the way to the establishment of the National Maritime Museum at Greenwich, and the "Victory" Museum at Portsmouth, and organised exhibitions of Nelson relics and Naval prints, etc., in different parts of the country. The annual subscription of one guinea entitles members to receive the Society's quarterly journal, "The Mariner's Mirror."

Applications for membership to either or both of these Societies should be made to Commander Harry Vanderwell, C.B.E., R.N.V.R. (Ret.), 15 Wedderburn Road, London, N.W. 3.

Activities.—During the year members attended Church Service aboard H.M.A.S. Rushcutter: four reunions were held and a very successful dance was organised by the Entertainment Sub-committee aboard H.M.A.S. Rushcutter.

Don't forget! Our Re-union Dinner is on Saturday, May 24th.

Trafalgar Day.—Owing to the rationing and catering difficulties it was not possible to hold a Re-union Dinner on the 21st October last.

Empire Day.—Will members note that our Re-union Dinner falls this year on a Saturday and it is hoped that there will be a record gathering. The situation and final seating arrangements will be promulgated later.

Sailing Sub-Committee.—Our having been arranged for members during the year. On 27th January last the Naval Officers' Association entered two whalers in the Anniversary Regatta.

Representations have been made to Royal Naval Sailing Association to form a Branch Secretariat in Sydney, and this body has presented a trophy to be competed for annually.

"The Navy" is Your Guide to Naval Affairs

personal

Commander J. K. Walton, R.A.N., assumed command of H.M.A.S. "Shoalhaven" last month and took over the duties of Senior Officer of the First Fregate Flotilla, from Commander R. Rhoades, D.S.C., R.A.N. Prior to this appointment Commander Walton was the Commanding Officer of H.M.A.S. "Quickmatch."

Commander James Kenneth Walton, of Perth, Western Australia, entered the Royal Australian Naval College in 1919, and after the usual promotions became a Commander in June, 1941.

Was mentioned in Despatches for his work in "Hobart" in the Java Sea convoys. Wears the Palestine General Service Medal. Was serving in H.M.A.S. "Perth" when war broke out, and in June, 1940 was appointed to H.M.A.S. "Canberra", in which ship he organised the evacuation of Greece and Crete and also in the Tobruk Ferry Run, during which operations he commanded the Australian destroyer H.M.A.S. "Vendetta". He was then in command of H.M.A.S. "Quickmatch" from September, 1942 until March, 1944.

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The Commonwealth Attorney-General's Legal Service Bureau advise, without charge, on all legal matters affecting servicemen or their dependants. Any member or ex-member of the Forces who believes he has not been given the treatment to which he is entitled, under the Re-establishment and Employment Act or otherwise, is invited to place the facts of his case before the Legal Service Bureau, either by letter or by personal call.

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Nothing is more traditionally English than the Changing of the Guard; the Sovereign’s Guard has been mounted over the Royal residences in London since the reign of Charles II.

The impressive ceremony itself goes back to the days when kings went to war and picquets or sentries were posted round their tens just as the Guards sentries are set round the Royal Palaces. The notice of guard-mounting in 1717 says that “at half past ten of the clock tomorrow Colonel Pulleyn will exercise one of the battalions of Guards by the Wave of the Colour.” Even so this day, it is at half past ten of the clock that the guard is changed.

On the actual day of birth of a royal prince or princess the captain of the guard used to be promoted major. Edward VII was born at 10.45, while the guard-mounting was going on, and the curious question arose as to which guard, the old or the new, was entitled to this “birthday honour.” Guard-mounting regulations in 1668 show little difference in the manner of guard-mounting then and now.

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Official Organ of The Navy League Council of Australia
Circulating throughout H.M.A. Ships and Shore Establishments and to the General Public in Australia.

Price 1/-

JUNE, 1947
Vol. 10—No. 6

"MEN AT WORK"

"Men at Work!" The sign is a familiar one on our land highways. It is not seen on the sea roads, where, in any case, fewer would have the opportunity of seeing it if it were there. Hence the not uncommon question, "What's the Navy doing, anyhow?" The answer, for any island dweller such as each one of us in Australia, lies under his nose. It is that while we, living on our ability to export our primary products, are able to do so, and to get full and plenty to eat by day and a peaceful bed to sleep in by night, the Navy is doing its job—passively in times of peace, actively in times of war—of keeping the sea road clear for the passage of the world's most important vehicle, the cargo-carrying ship, and of denying passage on that road to an enemy. But the inability to see what lies under one's nose is a recognised human failing. That is why it is a principal object of the Navy League "To spread information showing the vital importance to the British Commonwealth and Empire of maintaining such sea and air power as will ensure the permanent safety of the British Commonwealth and Empire, of our trade and of our supplies of food and raw materials." And all who spread that information are, in a most vital cause, Men at Work.
EDITOR'S NOTES

"THE NAVY" is published monthly, literary communications, photographs and letters covering such matters should be addressed to Lieutenant C. H. Gill, Editor of "THE NAVY", c/o Naval Historical Research Section, Navy Office, Melbourne E.P.O. The Editor does not hold himself responsible though every effort will be made to return those found unsuitable, with stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

PITHEAD, historic scene of many pages of British naval might in the past, was that of another historic occasion on Sunday, May 11, when, to the thunder of guns firing a Royal salute, of the pealing notes of bugles, the booming and shrilling of whistles and sirens, and the cheers of tens of thousands of people facing the waterfront, H.M.S. "Vanguard" steamed slowly through a great concourse of yachts and launches, bringing the Royal Family home to England from South Africa.

Much of the story of England has been written along that strip of coast facing the Channel, and much of it has been directly connected with the Royal Family of England's Monarchs. Sussex saw William the Conqueror land from France in 1066. Today their work is to be here: it marked the end of a triumphant Royal Progress in which, as the London "Times" said:

"The King carried through with flawless success a mission which he alone was qualified to undertake. It has been the King's privilege to leave with his South African subjects a new vivid conception of the meaning of the monarchy. He visited every part of the Union and played a visible part in the normal working of its constitution".

It is fitting that the Sailor King and the Royal Family should have travelled as they did in order to witness and give their greatest support to the battleship, for the sea and the ships that traverse it remain the sure shield and defence of the Mother Country and the British Commonwealth, the tangible links that bind the Empire, in peace as in war.

Australia was born of the sea, and by its virtue and the hundred years of quietude of the Pax Britannica made possible by the world-wide steadying influence of the Royal Navy, grew to maturity and strength in safety. The charts of her waters bear witness to her sea-faring godparents, Dampier, Cook, Flinders, and those others who blazed the trail in surveying the world. Today the work being carried on and expanded by the survey ships and surveyors of the Royal Australian Navy. Herein lies one of the great peaceful works of the Navy. It is a task the magnitude and value of which are but imperfectly understood. In those whose business it is to use the charts of which the surveys are the basis. There has, for economy reasons, been neglect in this field in the past; but that such was false economy was demonstrated during the recent war, when surveys of our northern waters had often to be carried out in the face of the enemy, and when past neglect might have had serious results. The present industry is an encouraging sign.

Taking the most generous view of their motives, it is difficult to understand the outlook of the vociferous minority which is protesting against the Mount Eba rocket range project. There are among them those who, apparently consider that universal peace is attainable by the approval of a motion at a meeting. Desirable as the Millenium may appear, the parlous condition in which the Empire found itself in 1914 could be as the result of unilateral disarmament should, one would think, have brought it home to the most ardent peace-lover that, until some great change comes over human nature generally—and not just British human nature—wished thinking is not enough. In the meantime, if only going on past records, it would appear that to back British human nature—which is to back ourselves—is the safest road towards a peaceful world.

The R.A.N. and the R.A.A.F. will be co-operating in the Antarctic Expedition being planned for next summer, with Group Captain S. C. Campbell, R.A.A.F. as leader of the Expedition, and Commanding Officer of the Expedition's vessel "Wyatt Earp". Each of these officers had previous experience in the Antarctic, Group Captain Campbell having been Office in Charge of Flying Operations, and Captain Karl Oom, O.B.E. R.A.N., as Commanding Officer of the Expedition's vessel "Wyatt Earp". Each of these officers had previous experience in the Antarctic, Group Captain Campbell having been Office in Charge of Flying Operations, and Commanding Australian Antarctic Expedition under Sir Douglas Mawson, while Commander Oom was a member of the "Discovery's" crew in 1930, when Sir Douglas Mawson led an expedition to the South Pole.

The object of the expedition as at present being planned is to gain meteorological information in the Antarctic, and provide for the establishment of a principal meteorological station at Macquarie Island, and of at least two or three subsidiary stations at other points yet to be decided.

Growing interest in the high latitudes of both hemispheres is becoming increasingly manifest. While Australia is planning and going ahead with her Antarctic Expedition, the United States Navy Department is planning for operations in the North Polar regions, which are regarded by the Navy as a strategic area for the launching of long-range guided missiles. In the conversion programme for ships of the U.S. Navy, special Arctic ships have a place, including a sub-marine "Arctic piper boat", capable of travelling through ice-filled waters on reconnaissance, ice-breakers, and a dock landing ship for Arctic operations.

The Annual Meeting of the Victorian Branch of the Navy League was held in the Board Room of the Overseas Shipping Representatives Association, 357 Collins Street, Melbourne, at 8 p.m. on May 7, 1947. When the business arising from the Report for the year ended November 30, 1946, was dealt with, the President, Captain S. A. Pidgeon, R.D. R.N.R., announced his intention of retiring from office, and proposed the name of Commander (S. J. D. Bates), R.A.V.R., as his successor. Commander Bates was unanimously elected, and took over the Chair of the Meeting.

In a number of speeches, in which the decision of Captain Pidgeon to retire was regretted, tribute was paid to the fine work he had done for the League during his seventeen years tenure of office, especially that in connection with the Sea Cadets. The first plausible task of the incoming President was to present to Captain Pidgeon, on behalf of the League, a tartan rug and a fountain pen as a testimony of the high esteem in which he is held.

The election of Officers which followed resulted as under:


The Meeting was favoured with the presence of Captain A. S. Rosenthal, D.S.O., R.A.N., Director of Naval Reserves and Reserve Fleet, who expressed to the Meeting the appreciation of the Naval Board of the objects of the League, and the desire sympathetic and to co-operate as far as possible toward their attainment.
ORE than half the seagoing ships of the world, whether steam or motor, were owned in Britain at the beginning of this century, when the Second World War opened, the proportion had fallen to just over one-quarter (26.4 per cent.); when that war ended in 1945 it was only 18 per cent. That decline was not due to a considerable shrinkage of the British mercantile marine, but to the expansion of foreign fleets. The accompanying chart shows that British tonnage in 1945—the last year for which reliable figures are available—was just over 5 per cent, less, in fact, than in 1905, but the tonnage under other flags, including the flags of the Dominions, increased enormously in that period. The movement between the beginning of the Four Years War and of the Six Years War—1914 to 1939—is that reflected in the figures on the next page.

As Lloyd's Register of Shipping has recorded, the first forty years of the present century witnessed unprecedented development in the mercantile fleets of the world, mechanically propelled tonnage having increased from 24,000,000 tons in 1901 to 68,500,000 tons in 1939. In the case of Great Britain and Ireland, the figures rose from 12,053,000 tons to 17,891,000 tons. The changes in the balance of shipping are shown in the table.

What has now happened? The Chamber of Shipping has summed up the British losses during the Six Years War:

"The United Kingdom entered the war with a merchant fleet of some 3,400,000 tons. In the course of the war more than half this tonnage has been lost as the result of enemy action. Part of the loss has been made good by new building and acquisition; but, excluding 34 million tons of Dominion and foreign-owned vessels operating under charter, the United Kingdom merchant fleet at 30th June, 1945, amounted to less than three-quarters of the pre-war fleet."

Looking back on the whole period of the war, the position is strikingly illustrated by the losses of tramp cargo vessels upon which we so largely depend for our supplies of food and raw materials. By the end of the war, out of some 750 deep-sea tramps at the beginning of the war, 571, or nearly 75 per cent, had been sunk.

Other sections of the industry also suffered grievously. Of the great liner fleet of some 1,100 vessels which we possessed in 1939, about half were sunk and many of those which survive are still in Government service and will need reconversion before they are fit for their normal work. Tanker owners lost about 50 per cent, of their vessels, and among the coasters and smaller ships the destruction, including losses on the Normandy beaches and at Dunkirk, was considerable.

As a penalty for their campaign with U-boat, mine and bomber on the shipping of the United Nations, as well as neutrals, Germany and Japan, who together owned 10,000,000 tons gross of shipping in 1939, have been banished from the trade routes. The passengers and cargoes which their ships once carried will now be transported under other flags. What the future of Italy's shipping may be will not be known until the terms of peace be imposed on that country are fixed. The mercantile marine of Italy, which was of just over 3,400,000 tons gross, was almost wiped out during the war and it must be a long time before it can be restored to its pre-war strength. In any event, for some years to come there will be three fewer first-class competitors for the movement of the world's trade.

As a commercial Sea Power Britain no longer occupies the
As a legacy of the war, the Americans have today a vast standardized fleet of ships, far more than they can use on the seas. Many of them are to be broken up, others are being sold to foreign countries, yet others are being laid up as an emergency reserve, and the remainder are being transferred at low prices by the Government at Washington to private American ship operators. When all these adjustments have been made, the American merchant marine, though still ranking high among the marines of the world, will not, judged by aggregate tonnage, be as pre-eminent as it now appears to be on paper, and it will consist almost entirely of standardized ships of pre-war design. It will not embody, therefore, the technical lessons which were among the gains of the war years.

British shipowners—with the co-operation of the best naval architects to be found in any country, and shipbuilders who are supreme for the quality of their output—had all their plans for the restoration of their fleets ready by the time the war came to an end, for business men, with expert knowledge and years of experience, plan more successfully than the much-advertised theoreticians who claim to be "planners". With the ending of the war, the shipyards in Britain and Northern Ireland were freed from requisition by the Government and the keels of new ships were laid immediately. Since so much standardized cargo-carrying tonnage suitable for "trimming", had been constructed since 1939, attention was concentrated on specialized ships running to schedule, each designed for a particular route and a particular trade—whether for the carriage of passengers or cargo—and on oil tankers, for the consumption of oil fuel in this country is rapidly mounting up owing to the decrease in the output of coal, and the increase in its price. To the man-in-the-street a ship is just a ship, but every shipowner needs a special type of vessel, differing in size, equipment, steaming radius and speed, so as to suit the needs of his "masters", whether, on the one hand, travellers on business or pleasure or, on the other hand, shippers of goods or oil fuel.

The mould staff of this British shipbuilding yard prepare mould battens and wooden templates from which plates and bulkheads are made, and rivet holes are marked. The frames of a 300 foot cargo vessel. Constructing a double bottom. This is a continuous series of tanks on the bottom of the vessel from end to end.

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that policy is that building prices and operating costs reflect the high standard of living in the United States and that parity must be established on what are regarded as essential trade routes. It is in these conditions that the British mercantile marine has to be rebuilt and conducted in future years so that voyages may not be made at a loss, resulting in the laying-up of ships and the unemployment of seafarers.

But British shipowners have other problems to consider besides the action of foreign competitors. The nation looks to them to pay its debt of gratitude to the officers and men for their courage, resource and devotion during the war years. So wages are to be raised, hours of work cut, and the advantages in port, being reduced, and the general conditions of life of seafarers improved. Through the National Maritime Board negotiations with the organizations representing officers and men have been in progress for the past twelve months or so, without so far reaching a solution satisfactory to the Left-Wing section of the industry.

At the opening of the First World War the standard monthly wage of an able-bodied seaman, in cash—that is apart from "board and lodging" provided by the shipowner—was £4 10s.; as a result of recent discussions on the National Maritime Board, an offer was made by the Chamber of Shipping of £5 12s. 6d., (with a transition bonus of 6s. 8d. until the end of this year) for an able-bodied seaman, and £15 17s. 6d. for a chief officer. This is an efficient service, with corresponding improvement for other seafarers, officers and men. It is apparent, therefore, that owners, with the responsibility of making an ends meet, are to provide employment and with all costs far higher—prices of new ships and repairs are about twice what they were before the war—have not tried to evade their duty.

Mr. Charles Jarman, the acting Secretary of the National Union of Seamen, has admitted that the increase of wages is by no means the only benefit which seamen of all classes have received. He has conceded that it is right and proper to have regard not only to wages and food and lodging but to other considerations—the total remuneration of the seamen in terms not only of their money wages but of the amenities of their social safeguards, the health, welfare and comfort of the seafarer and the security of his family ashore”. He and his colleagues who carried on the negotiations with the owners took account of the many advantages which have been gained—such as “sickness pay abroad, the regulation of the hours of labour in the ship, with overtime payments connected therewith, improved dietary scales, special allowances in foreign-going two-watch ships, improved sail fare and travel for seamen ashore and other war-time concessions”. He has stated that “in their totality all these improvements in status and service conditions are equivalent to substantial money wage increases and should be so reckoned”.

What the real all-in wage would be under the wage scheme put forward by the owners has not been calculated. A few months ago, the Chamber of Shipping declared that “in cash or kind, and making due allowance for time-off articles, the able-bodied seaman receives £200 per annum”. The equivalent sum today is probably not less than £400 a year.

Ships are to this country what railways are to the United States. We in this island, the pivot of a great maritime empire, cannot exist without ships. This brief record of the decline of British shipping, broken in two wars, shows that the task of restoring its strength, even to the level of 1939, will be no easy one, in view of the increased costs of shipbuilding and ship-repairing as well as of running costs and the intensification of competition on the trade routes, since some rivals will be financed from State funds. But the leaders of the industry are not dismayed or downhearted. In faith and courage that, in the last analysis, efficiency will triumph, they are facing the many war losses with the best ships that can be built and at the same time endeavouring to pay the nation’s debt to the seamen, who, incidentally, far better housed and fed today in the latest ships than most workers on shore, for there has been a great improvement in their accommodation on board ship and the hotels and other institutions which they use when not at sea.

Shipowners are planning the renaissance of the industry with confidence in the outcome of the coming competition, not forgetting that, if new rivals are staking out claims, two of the most serious competitors of the past has disappeared and a third has been crippled. The Germans, adopting various tricks and stratagems to give them advantages in trading, and the Japanese, who gained the benefit of what Westerners would regard as sweated labour as well as of State aid, were serious and unfair rivals. Italy, which also subsidized her shipping, lost most of her ships during the war, and has been crippled. But other rivals are appearing. The British shipping industry has before it an embarrassing obstacle race, but owners, with as fine ships as can be built and seamen second to none, are supported by their confidence in their native wit, exercised under expert knowledge and their long experience.

"The Navy" is Your Guide to Naval Affairs
of a citizen of this country, with no naval affiliations, were asked to name the British Admirals who have won for their country its proud position amongst the great nations he would immediately name Nelson, and then, after Hood, Rodney and perhaps, as an afterthought, Jellicoe and Beatty.

Some of the eighteenth-century Admirals who belonged to the sailing era were not only in command of a British Fleet when a decisive victory was won which settled the issue in the maritime war, but commanded fleets in more than one war, and also as junior flag officers and Captains commanded forces which were victorious in important minor operations, and, in many cases, restored the situation in major battle by their initiative and genius for doing the right thing at the right moment. Jellicoe and Beatty, on the other hand, never had the opportunity of fight to a finish with the German Fleet, but on every occasion of contact with the elusive enemy displayed such qualities of leadership and tactical skill that the German Fleet, little inferior in battle-strength, eventually surrendered.

Which, then, of the British Admirals of the Second World War will join the small but supremely distinguished company of British sea-leaders who will in future years come at once to the mind of John Citizen? There were 25 years of peace after the First World War and so no opportunity for them to emulate the war records of the sailing fleet Admirals; there was no powerful German Fleet to challenge in major battle; Lord Cunningham's hopes of pitched battle with the Italian Fleet, which outnumbered him in every class of vessel, were soon dashed by the first brushes which made it all too clear that the policy of the Italian Admirals was to run away and live to fight another day; Admiral Sir Bernard Rawlings' hopes of sea battle with the Japanese main fleet were gradually dispelled as reports came through of the staggering victories of the American fleet.

One might, therefore, infer that as the greatest clash of arms the world has ever witnessed passes into the pages of history books and is just one more war to worry the schoolboy, the names of the British Admirals, with the exception of Lord Cunningham, will gradually be forgotten, but that would be taking a very superficial view.

Lord Cunningham is excepted here, not so much for the dramatic victories at Taranto and off Cape Matapan, but for the whole Mediterranean campaign, which bears comparison with any campaign in history.

Never before has a British Admiral been faced with such hazardous operations as the withdrawal from Crete; or had to make so many fateful decisions when his relatively small forces were strained to the limit to give vital support to the Army in Africa, to fight through convoys on which all depended, to maintain pressure on the enemy's vital supply lines from Italy and to meet continual demands for minor operations. Never before has a British Admiral been left with a few cruisers and destroyers to contain a major fleet of battleships, and cruisers and destroyers in plenty.

Mr. Churchill said that Lord Jellicoe was the only man who could lose the war in a few minutes; in the Second World War, these minutes had become seconds, owing to the immense increase in speed and power of attack. Matapan, which was all over in two or three minutes, proved the Admiral's powers of immediate decision, a high-speed brain attuned to the new high-speed warfare.

But the key to his achievement lies elsewhere. It is no exaggeration to say that never before in history has British naval personnel been so highly tested in battle. Continually under severe bomb attack, never knowing when it would be their turn to take to the rafts, none of those well-
Film based on the Exploits of the R.A.N.

By Barry E. Keen

Recently I was fortunate to meet the producer-director of the new Australian film "Always Another Dawn", Mr. T. O. McCreddie of Embassy Pictures. I met him on the way out from Garden Island and the film naturally formed the topic of our conversation. The story of the picture, Mr. McCreddie told me, has been adapted from the book of the same title written by Miss Zelma Roberts. Miss Roberts, a New Zealander, spent considerable time interviewing senior Naval Officers, visiting various Naval establishments, and talking to members of all ranks to gather material for her story, which is based on the exploits of famous Australian ships during World War II.

Production on the Film began early in January this year, but only after further extensive research was made to ensure that procedure in accordance with Naval atmosphere and records was correct to the last detail. The picture is being made with the full co-operation of the Naval Board and included Officers and Men of the R.A.N. in everyday routine Naval scenes.

Progress is up to schedule on the "shooting" timetable, Mr. McCreddie told me. This has been made possible only by the ever-ready assistance given to Embassy Pictures staff by all ranks who have been in any way associated with the making of the picture. The location areas range from Flinders Naval Depot, Sydney, for interior scenes, to sea off the N.S.W. coast with units of the R.A.N. at Camden property "Glendon."

To a final question as to when the book will be published, Mr. McCreddie said that arrangements have been made with Miss Zelma Roberts for publication to be effected simultaneously with the release of the picture. I understand that the musical numbers in the film are "Men of the R.A.N." (words and music by T. O. McCreddie), "You'll Be Sorry" and "What's It Matter", arranged by Iris Mason and Hal Saunders.

The film is now reaching the cutting and editing stage, Mr. McCreddie said. An interesting highlight of the picture will be a reconstruction of H.M.A.S. Yarra's epic fight against a superior Jap fleet. This action took place in the Indian Ocean south of Java in March, 1942. The part of H.M.A.S. Yarra will be portrayed by H.M.A.S. Bataan in the picture, under the name of H.M.A.S. Dauntless.

The cast of "Always Another Dawn" is headed by Charles Tingwell and Guy Doleman, whilst Charles Zoli, Douglas Herald, Max Gibb and Russell Jarrett are featured. The feminine interest is supplied by the well-known radio and stage artistes Queenie Ashron and Betty McDowell.

Who would dare interrupt this romantic interlude between stars Charles Tingwell and Betty McDowell whilst Police Dog Lassie stands guard. Scene from "Always Another Dawn" whilst on location at Edgar Downe's Camden property "Glendon."

Captain "Gopper" Morrow, R.A.N., studies the script prior to going on location to sea with H.M.A.S. "Bataan" and other units of the R.A.N.
Admiral Sir LOUIS HAMILTON

ADMIRAL SIR LOUIS HENRY KEPEL HAMILTON, K.C.B., D.S.O., First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff, comes of a distinguished line of Naval Officers.

His father, the late Admiral Sir Frederick Hamilton, G.C.V.O., K.C.B., was a torpedo expert, for some years Commanding Officer of H.M.S. “Excellent”, the Gunnery School, Whale Island, subsequently attaining high command and becoming Second Sea Lord. Admiral of the Fleet Lord Chatfield describes him in “The Navy and Defence” as “One of the most popular, indeed beloved, officers in the Service...a captain under whom anyone would be fortunate to serve, one of the great gentlemen of the Captains’ List.”

On his mother’s side Sir Louis is descended from the famous Keppel family. She was the daughter of Admiral of the Fleet Sir Henry Keppel, G.C.B., who, when in command of the China and Pacific Station in 1841 stamped out piracy in those waters, and who later obtained distinction in the Crimean War. He was himself a descendant of a First Lord of the Admiralty, Admiral Viscount Keppel.

The present First Naval Member followed in the family tradition by entering the Royal Navy in 1903 as a member of the first term of the Osborne and Dartmouth Scheme. The outbreak of the 1914-1918 War found him a Lieutenant, and he early saw service in the Cameroons in command of the River Flotilla which drove the Germans from Dehane in December, 1914. Later he commanded the detachment which transported a naval gun 160 miles up the Niger, thence 480 miles up the Benue River, and finally 60 miles overland, thus contributing largely to the success of the operations which culminated in the German surrender at Garua on June 10, 1915. For these services he was awarded the D.S.O. Subsequently he served in destroyers, and took part in the Battle of Jutland.

The greater part of his service during the 1939-1945 War was performed at sea, and he saw considerable action. He was Captain when the war broke out, and from January to October 1940 was in command of H.M.S. “Aurora”, being awarded a Bar to his D.S.O. for his part in the operations near Narvik during the German invasion of Norway in 1940. For a brief period in 1941 he was in command of H.M.S. “Prince of Wales” before his promotion to Rear-Admiral, and his appointment as Rear-Admiral (Destroyers) Home Fleet.

In December, 1941, he commanded the Light Forces in the combined operations raid on the Lofoten Islands, when, without damage or casualties to our Forces, German sea communications in this area were destroyed, prisoners were captured, and an enemy patrol vessel was sunk.

Contd. on Next Page
**Prominent Men in Shipping**

**No. 1**

**SIR THOMAS STEWART GORDON**

EVIDENTLY one of the most prominent shipping men in Australia today, Sir Thomas Stewart Gordon, K.B., received his knighthood in 1938 in recognition of his services to Empire Shipping previous to that year. He has since given of his great talents and experience in speeding the "swift shuttles of an Empire's loom" in the war years.

Born at Ardrossan, S.A., in 1882, educated at Broughamton, Vic., Sir Thomas at the age of twenty-one joined the firm of Birt and Co. of Sydney and Brisbane, succeeding the late Sir Owen Cox as Managing Director and Chairman in December, 1929.

His shipping interests are manifold. He is also Australian Director of the Federal Steam Navigation Co. Ltd., of London, Chairman of the Newshead Wharves and Stevedoring Co. Pty. Ltd., of Brisbane and the Darling Harbour Stevedoring and Lighterage Co. Pty. Ltd., of Sydney, and a Member of the Association of Shipbrokers and of the Institute of Naval Architects. His Belgian decoration of Knight Grand Cross of the Order of Leopold was in recognition of his years as President of the Belgian Chamber of Commerce in N.S.W.

The war brought him additional responsibilities in plenty, firstly as Australian Representative of the British Ministry of War Transport, and later, when the Commonwealth took over shipping control, as Director of Shipping. The records of tonnage handled in Australia during that trying period bear testimony to the efficiency of his administration.

Founder and Chairman of the King George's Fund for Sailors (N.S.W.), Founder and President of the Australian Merchant Seamen's Relief Fund, he has also been for many years associated with the Mission for Seamen and the Sailors' Home in Sydney.

He has circled the world four times, and golf is his only interest to have suffered by reason of the shortness of the unfortifying minute.

**Naval Personalities, Contd.**

Appointed Rear-Admiral Commanding the First Cruiser Squadron in February, 1942, he flew his Flag in H.M.S. "London" when the Squadron provided close cover for the Murmansk Convoy in July of that year, the Convoy bearing the brunt of the heaviest air attacks ever delivered by the Germans on that route, with the added threat of surface attack by the "Furphite" and "Flippit".

He was promoted Vice-Admiral, and in August, 1943, became Vice-Admiral Malta and Flag Officer Commanding the Central Mediterranean, an appointment he held until his taking over his present post as Admiral, in June, 1945.

In 1943 Sir Louis was awarded the C.B., and received his K.C.B. in the Birthday Honours List in 1944. The Russian Government bestowed upon him the Order of St. Stanislaus, and he was the recipient of the Norwegian War Cross in 1942.

Known to his intimates as "Tommy", Admiral Sir Louis Hamilton is a bachelor, of medium stature, and a strong personality with a quiet but impressive manner enhanced by a nice sense of humour and a twinkling eye. A great sportsman, he is keen on games and carries with him from his early days at Osborne, when he was whip of the hounds, a particular fondness of horse riding.

In view of the large and steadily growing proportion of the total personnel of the Royal Navy concerned with aviation, there is in some quarters a disposition to question the soundness of the present policy of training new entries in battleships. It is felt that it would be a better preparation for his service career if the young sailor were to be trained in an aircraft carrier, by which method, moreover, larger numbers could be dealt with in a given time.

Amongst the advantages which an aircraft carrier possesses over a battleship is the extensive space afforded by the flight deck, which provides an ideal parade ground when not in use for flying purposes. It also gives excellent opportunities for physical training and for recreation generally, obviating the necessity of landing large parties, and so relieving the heavy demands at present made on ships' boats in the Training Battelship Squadron. In bad weather the hangar would be available for these purposes.

Though the shortage of aircraft might preclude frequent flying practice in a training carrier, there should be little difficulty in arranging for a few machines to be operated from time to time, to give the new entries some experience of the duties to which so many of them are likely to be assigned in the future.

It may be added that in the U.S. Navy the carrier has largely displaced the battleship for training purposes. There are now only two American battleships in commission, the "Iowa" in the Pacific and the "Missouri" in the Atlantic.

Fresh light is thrown upon various aspects of the war with Germany by three documents of enemy origin which the Admiralty released for publication at the end of January. They include a summary of statements made by Gross-Admiral Donitz, who considers that "the war was lost before it began" through the German Government's refusal to entertain until the last moment the possibility of having to fight the Royal Navy. If he had been able to dispose of 1,000 submarines at the outbreak of war instead of about 50, Donitz thinks the issue might have been very different. Actually the programme of 1,000 U-boats was not completed until 1944.

It seems to have been the general view in the German Navy that the co-operation of the Luftwaffe in maritime operations was neither cordial nor effective. If there had been a separate naval air service much more might have been accomplished. An illustration of this is the view expressed by a German court of enquiry.
into the loss of the destroyers "Leberecht Maass" and "Max Schultze" in February, 1940, viz., minefield.

A correspondent writes to enquire about the "Barle" class of destroyers, having observed that H.M.S. "Barrossa" had just passed into service. He is uncertain whether two or three fillies of this type are being completed, but has assembled from Press references a list of 17 names, including the "Barrossa".

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Though no official statement appears to have been issued, it is believed that in fact there will be three fillies of these destroyers, each comprising eight ships. The additional units, names of which are sought by this correspondent, are understood to be "Agincourt", "Aisne", "Almein", "Corunna", "Dunkirk", "Finistere", "Jutland" and "Matapan".

In a memorandum prepared by two anonymous officers of the German Naval Staff the friction between Navy and Air Force is discussed, blame being assigned principally to Goering, described as "a narrow-minded dilettante", though it is admitted that Raeder, Commander-in-Chief of the Navy up to January, 1943, "was not gifted with a persuasive manner nor with the necessary tenacity of will to force his opinions on a listener."

After the failure of the German attack on a Russia-bound convoy at the end of December, 1942, when Captain R. St. V. Sherbrooke, R.N., in command of the destroyer escort, gained the V.C. for his gallant and skilful defeat of the much superior forces opposed to him, Hitler lost all confidence in Raeder and superseded him by Donitz. He also ordered all large German surface warships to be withdrawn from active operations, but this instruction was modified to such an extent that the "Scharnhorst" and "Tirpitz" remained in northern Norwegian ports until first one and then the other was destroyed.

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The Royal Hellenic Navy has also acquired a corvette from Canada, the ex-"Petrolia". Some motor mineworkers have besides been transferred to the Greek flag from the Royal Navy. It is hoped to use a cruiser to replace the antiquated "Averoff", of 9,450 tons, built in Italy in 1910.

The second raider was now engaged by "Bengal", who suffered a hit which started a fire, whereupon the raider shifted target to "Ondina" and these two ships exchanged fire until "Ondina's" ammunition was exhausted and "Abandon Ship" was ordered.

Shortly afterwards the bridge was hit by shrapnel and the Captain killed. A number of boats and rafts was got away. The raider twice torpedoed "Ondina" and evidently concluded she had finished the ship, as she made off. The "Ondina" crew thereupon returned to the ship and succeeded in bringing her safely to Fremantle, while the "Bengal" made port at Colombo.

Able Seaman Hammond, in command of the gun's crew of the "Ondina", set an example which the men followed in the cool behaviour of his crew and in the results they attained.

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Shortly afterwards the bridge was hit by shrapnel and the Captain killed. A number of boats and rafts was got away. The raider twice torpedoed "Ondina" and evidently concluded she had finished the ship, as she made off. The "Ondina" crew thereupon returned to the ship and succeeded in bringing her safely to Fremantle, while the "Bengal" made port at Colombo.

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WHAT THE R.A.N. IS DOING.

at Sea and Ashore

Landing Ships Infantry
H.M.A.S. "MANOORA" (Captain A. O. Cousin, D.S.O., R.A.N.(S)) is in Darwin.
H.M.A.S. "KANIMBLA" (Commdr. S. H. Crawford, M.B.E., R.A.N.(S)) is at Kokopo.

Mine Sweeping Flotilla
H.M.A.S. "WATSON" for radar training.

Units and personnel of the Royal Australian Navy, on their lawful occasions, are doing useful jobs in various parts of the Western Pacific and around the Australian coast. Dispositions and employment change from time to time, as is natural in the case of a highly mobile force with various and varying duties, so that by the time these lines appear in 'The Navy' there will have been some alterations, but the position as at the time of writing — which is mid-May — is as follows:

**New South Wales**

H.M.A.S. "HOBART" (Captain D. H. Harries, R.A.N.) is with the Occupation Forces in Japan.


10th Destroyer Flotilla
H.M.S. "BATAAN", Captain W. M. C. Morrow, R.A.N.(S) is in Sydney completing repairs and a refit.

1st Frigate Flotilla
H.M.A.S. "SHOALHAVEN", Senior Officer (Commdr. J. K. Walton, R.A.N.) is at Williams town for refit.

H.M.A.S. "CONDAMINE" (Lt. Commdr. R. J. Hodge, R.A.N.) is on passage, Sydney to Port Moresby.


H.M.A.S. "HAWESBURY" is in Sydney, where she is paying off into reserve.

H.M.A.S. "MURCHISON" (Lt. Commdr. J. Mcl. Adams, O.B.E., R.A.N.) is in Sydney, where she is attached to H.M.A.S. "WATSON" for radar training.

20th M.Sweeping Flotilla
The ships of this Flotilla are all in the Cairns area, where they are engaged in minesweeping operations. They are:

H.M.A.S. "QUETERON" (Commdr. J. L. Bath, R.A.N.) with the Occupation Force in Japan.

H.M.A.S. "QUICKMATCH" (Lt. Commdr. C. J. Stephenson, R.A.N.) is also in Japanese waters.


1st Survey Ships

H.M.A.S. "LACHLAN" (Lt. Commdr. C. G. Little, R.A.N.) is in Sydney for refit and leave.

**Western Australia**


H.M.A.S. "WYALLA" is in Mandurah where she is attached to H.M.A.S. "LACONIA".

H.M.A.S. "MILDURA" (Lt. Commdr. A. W. Savage, R.A.N.) is in Mandurah for refit and leave.

H.M.A.S. "WARRAMBIL" (Lt. Commdr. A. J. Travis, R.A.N.) is in Mandurah for refit and leave.

Also in the Cairns Area for mine-sweeping operations are the H.D.M.Ls. Nos. 1323,1326, 1328 and 1329, and M.S.L. 706.

10th L.S.T. Flotilla
The work on which H.M.A.S. "Lachlan" had been engaged previously to her arrival in Sydney at the beginning of May was that of completing the survey of Guichen Bay and Whyalla, South Australia. The information obtained will enable the Hydrographic Branch to issue a new chart of the approaches to Whyalla and Robe Harbour. The last survey of this area was commenced in 1938 by H.M.A.S. "Moresby", and H.M.A.S. "Lachlan" continued the work in 1946 when the more pressing wartime commitments had been fulfilled.

She resumed work on the survey in January of this year and, when she completed her task in April, had recorded over 100,000 soundings.

South Australian Hospitality
Officers and men of H.M.A.S. "Lachlan" are enthusiastic about the hospitality they received in South Australian ports, the general conclusion reached being that it was "grand".

From South to North West
The next surveying operation to be undertaken by H.M.A.S. "Lachlan" will take her across to the North West of Australia. After fifty days in Sydney, where leave is being given to her shipmates, she sails to continue her survey of King Sound and the approaches to Derby.

Her officers consider that this forthcoming survey is one that will be undertaken under most difficult surveying conditions, mainly owing to the rise and fall of the tides in the area, which is approximately 30 to 40 feet, with a small current sometimes attaining speeds of 6 to 7 knots.

Canyon in Continental Shelf
While H.M.A.S. "Lachlan" was carrying out her South Australian survey Commander Little, in accordance with Hydrographic instructions, proceeded south of Kangaroo Island. Soundings were disclosed a canyon in the continental shelf. It is believed that this may indicate the original exit into the ocean of the River Murray.

**Goodwill Cruise**

When H.M.A.S. "Bataan" arrived in Sydney on May 7 she was wearing the flag of Rear-Admiral Commanding His Majesty's Australian Squadron, Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., had been in the ship on her goodwill cruise during which she had called at New Zealand, Fiji, Suva, and Norfolk Island and Lord Howe Islands. Rear-Admiral Farncomb transferred his
WHAT THE R.A.N. IS DOING at Sea and Ashore...

Continued

Flag to H.M.A.S. "Shropshire" at 0830 on May 8.

Firing Practice

As I sit here writing these lines with my windows open to the sun, I hear the rumble of a distant Drum thudding through Hobson's Bay, I "heed the rumble with my windows open to the sun—a very nice day she has for it.

Yesterday she was out also, engaged on torpedo firings. She is at present the temporary home of a Film Unit, and there is nothing shooting than that with the ship's armament in progress. Director T. O. McCreadie, with his staff of Cameraman Harry Malcolm and Sound Engineer B. Hallett, is on the job shooting scenes for the film "Another Dawn".

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Heavier Armed Frigate

H.M.A.S. "Culgoa", which leaves for Japan in June, is twelfth of the River Class Frigates built in Australia since the outbreak of the recent war. She has benefited from the experience gained in the building of her predecessors, and her ship's company will enjoy the many improvements that have been introduced in her, not the least of these being the more comfortable and convenient quarters that have been provided.

Considerably increased armament has been installed in her, in comparison with the earlier ships of her class. Apart from lighter armament, these had two four-inch guns, one forward and one aft. The "Culgoa" doubles this main armament, with four four-inch guns in twin forward and after mounts. In addition she has three Bofors Anti-Aircraft guns, and two power-driven twin Oerlikons. She is also equipped with a modern fire control system and radar.

H.M.A.S. "Culgoa" was built at Williamstown Naval Dockyard, Victoria. Launched on September 22, 1945, she was commissioned on April 1 of this year. Her Commanding Officer, Lieutenant-Commander H. L. Gunn, D.S.C., R.A.N., formerly commanded H.M.A.S. "Barwon", and took up his new appointment after bringing her back from New Guinea to pay off into reserve at the end of March. A number of his ship's company were transferred from "Barwon" to "Culgoa" with him. His present command is of 1420 tons, with 301 feet length and 36 feet beam, and a complement of 104 officers and men. She has a speed of 20 knots.

Capital Survey

The survey carried out by H.M.A.S. "Barcoo" at Kokopo, at the southern entrance to Blanche Bay, New Britain, was to determine the sea approaches to the site of the new capital of the Island, which is to be built there. The deprivation of Rabaul of its dignity as the centre of Government has been rendered necessary by the volcanic upheaval that periodically disrupt that town.

Iron at Yampi Sound

Following the Kokopo survey, "Barcoo" will, throughout the northern survey season until the middle of October, be engaged in a survey of Yampi Sound, on the north-west coast of Australia. The object is to establish a safe route for deep draft shipping into the Sound, where there are extensive iron ore deposits which it is intended to work on a large scale. New deep draft vessels are now being built especially for this trade.

The last survey of Yampi Sound was conducted by the British Admiralty survey ship "Fantome" in 1913, but it was not nearly sufficiently complete for present requirements. H.M.A.S. "Barcoo" is well equipped for her task. She has been fitted with the most modern echo-sounding gear and radar apparatus, and will do the work with expedition and accuracy. Her ship's company will have little opportunity for recreation at the Sound, but they will have a break every five weeks or so when they visit Darwin for boiler-cleaning, steaming ship, and recreational leave.

When she has completed her work in the north-west, "Barcoo" will proceed to Fremantle on her way to Melbourne or Sydney, preparatory to resuming the survey of the waters of Bass Strait.

Personal

Commodore J. M. Armstrong, D.S.O., R.A.N., is Second Naval Member of the Australian Commonwealth Naval Board, an appointment which, with its responsibilities in regard to personnel, has been particularly onerous in the period of demobilisation, with the many problems that the change-over from wartime to peace-time conditions presented. Commodore Armstrong saw much sea service during the war, and a period as NO.I.C. New Guinea. His latest command was H.M.A.S. "Barcoo".

"AUSTRALIA", whose Captain he was, as Flagship to Commodore H. B. Farncomb, she withstood five attacks by Japanese kamikaze aircraft in the Leyte Gulf operations. Later he took H.M.A.S. "AUSTRALIA" to England, via America, for repairs and refit, and those who, in the ship's wardroom in New York, saw the way she stood up to a prolonged barrage of questions from 40 American newspaper reporters, have nothing but admiration for his bearing under such concentrated fire.

Military Secretary

Commander (S) Frank George Crowther, R.A.N., has been appointed to the position of Military Secretary and Comptroller of the Household to His Excellency the Governor-General, and has been promoted to the rank of Acting Captain. Captain Crowther joined the Royal Australian Navy at Prince on May 17th, some officers of U.S. Task Force 38 were honoured at a function attended by the wife of the American Ambassador, Mrs. Robert Butler. From the left are Rear-Admiral Moore, R.A.N., Mrs. Butler and Captain Tompkins, U.S. Naval Attache.

Photo Courtesy Truth Newspapers Ltd.

The First Naval Member of the A.C.N.B. (Admiral Sir Louis Hamilton), calling on Rear-Admiral G. H. Caron, on board the American flagship "DULUTH", in Melbourne last month.

The Navy

June 1947
WHAT THE R.A.N. IS DOING at Sea and Ashore... Continued

**Sporting Results**

Results of the Uniformed Staff and Civil Staff Golf Competition organised at Navy Office, Melbourne, recently, and played at the Albert Park links, were:

**Championship**: Commander T. K. Morrison, O.B.E., D.S.C., R.A.N., with 79 off the stick.

**Handicap**: Mr. Mervyn Neilson, D.N.A's Branch, net 69.

9 Holes Out: Mr. W. Kenny, D.N.A's Branch, net 32.

9 Holes In: Instructor Captain F. G. Reddall, R.A.N., net 33.

Rugby: Up to the time of writing, Flinders Naval Depot Rugby Team is undefeated in the Melbourne competition.

In a golf match at Woodlands (Vic.) on May 12, the R.A.N. defeated the R.A.A.F. 16-7.

**RUGBY UNION**

Inter-ship competition for the Dempster Cup is well under way, points being: "Kuttabul" 25, "Penguin", "Watson" and "Rushcutter" 21, "Australia" 17, Reserve Ships and I.S.T's combined 16; destroyers and frigates 13; "Shropshire" 9, "Kanimbla" and "Manoora" combined 5.


**GOLF**

The R.A.N. Golfing Society has been revived and new membership is nearly 100. This Society is open to all serving members and R.A.N. officers on the retired list. Membership entitles play for the "Randle Ford" cup, donated by Admiral Randle Ford for handicap play. This trophy was competed for and won by Instructor Lieutenant E. T. Griffin of H.M.A.S. "Rushcutter" in December, 1946. It was previously competed for in 1930 when it was won by Engineer Captain L. J. P. Carr. The R.A.N. Golf Championship for 1946 was won by Captain E. C. Rhodes of H.M.A.S. "Penguin" who came home with 89. The inter-services Golf match has been arranged for Friday, June 13th, 1947, at "Elanora" and it is expected the annual match of Services versus Bench and Bar will take place about mid-July, at "Elenora".

**SQUASH**

The Garden Island Squash Club has been revived and renamed The R.A.N. Squash Rackets Club, N.S.W. This club is being affiliated with the N.S.W. Squash Rackets Association, in which at present are represented five civilian clubs and one Army. The R.A.N. has had no court since the prior wartime requirements for the use of Garden Island court for storage of wartime equipment, but it is hoped that a new one will be provided. The Navy has entered one "B" grade team for the 1947 Squash competitions in Sydney. The N.S.W. Squash Rackets Association is hoping to stage both the State and Australian Championships in Sydney this year.

**CRICKET**

The 1946-1947 season was split into two halves for two series of inter-ship competitions. Some difficulty was experienced in playing off due to the movements of ships to and from New Guinea and Japan, but the leaders at the end of the first half were "Kuttabul" with 40 and "Australia" with 40 points. The second half resulted in Kuttabul and Australia both gaining 50 points. Matches were also played against the Army and Air Force at Victoria Barracks in all of which, unfortunately, the Navy was unsuccessful.

**TENNIS**

The Garden Island Tennis Club Championships were played during the latter part of 1946. The entries were disappointingly few but meritorious wins were recorded.

**Success of R.A.N. Officer in Gunner F. G. Egerton, R.N., who was mortally wounded on the 2nd Nov., 1899, in the defence of Ladysmith. It is awarded annually to naval officers who, when qualifying for Gunner Lieutenants, pass the best examination in practical Gunnery. Lieutenant Hamer gained his D.S.C. "for gallantry, skill and devotion to duty while serving in H.M.A. Ships in the support of assault operations in Lingayen Gulf.

Lieutenant Hamer recently arrived in Australia after participating in a long gunnery course at Portsmouth.


as a Paymaster Cadet in February, 1921. From April 1926 to June 1928 he participated in the "Long Air Course", and he also had considerable service in the seaplane carrier H.M.A.S. "Albatross". He leaves the position of Base Supply Officer, H.M.A.S. "Leeuwin", to take up his new appointment.

**Success of R.A.N. Officer in Gunnery Course**

The Commander Egerton Memorial Prize open to Naval Officers of the Royal Navy, Dominion Navies and the Royal Indian Navy has been awarded to two officers for 1946. Lieutenant D. J. Hamer, D.S.C., R.A.N., of Melbourne, is one of the successful officers.

This prize was founded in 1901 in memory of the late Commander
SWIMMING

A Trophy has been donated by Rear-Admiral C. D. Moore, O.B.E., R.A.N., Flag Officer-in-Charge, Sydney Establishments for competition between the Navy at Sydney and the Garden Island dockyard employees. The result of the first competition for this trophy, which is for a relay race won 10 aside in the Garden Island baths was a win for the Navy by half a length of the baths.

BOXING

An amateur boxing competition against U.S. Army Task Force No. 36, was staged at Leichhardt, N.S.W. Crippled Children's Association. Each team won 4 boxing contests and there was one draw. The three wrestling contests were won by the U.S.

SAILING

At the Anniversary Day Regatta in June, 1947, an event was included for service whalers open to crews from the R.A.N. Naval Reserve and members of the Royal Naval Sailing Association.

In a gusty weather Lieutenant Commander Hinchliffe, R.A.N., of H.M.A.S. "Rushcutter" won with a margin of 3 minutes. On the 5th April, Balmoral 12 footer sailing club also included a race for service whalers in Middle Harbour which was won by Mr. Dobson, bosun of H.M.A.S. "Rushcutter" with Lieutenant Commander Hinchliffe second.

Several attempts to decide the challenger for the Rawson cup during the past season were unsuccessful due to lack of wind and misunderstanding about the course. H.M.A.S. "Hobart", therefore, retains the Rawson Cup for the present.

Keep a Good Lookout for the Next Issue of 'The Navy' June 1947

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Naval Quiz

Answers on Page 206

1. There is one instance of a name given by Captain Cook being blotted from the map of Australia. Do you know it?
2. Do you know when the Australian Station was first formed?
3. What sailing ship holds the England to Australia passage record?
4. A Lieutenant, R.N., is credited with having first conceived the idea of the present Suez Canal. Do you know who he was?
5. During the Nineteenth Century Australian Naval forces rallied to the assistance of Britain in a war in the Middle East. Can you say what war, and the Australian ships involved?
6. To whom, on what occasion, was the signal "Well done, 'Condor'" made?
7. Who was Captain Thomas Fleming of the "Golden Hind"?
8. Do you know who were the first and last to hold the position of Lord High Admiral of England?
9. On December 26, 1943, cruisers and destroyers of the Royal Australian Navy took part in a bombardment of Japanese positions previous to the landing of U.S. Marines at Cape Gloucester, New Britain. How did Cape Gloucester get its name?
10. Who was the original First Naval Member of the Australian Commonwealth Naval Board?

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Objects of the Navy League

General Statement of Policy

Té Navy League maintains that the well-being of all the British peoples depends entirely upon the restoration and extension of their maritime trade, shipping and industries; that in no other way can their security, standard of living, prestige and influence be regained and enlarged; and that, unless a great effort is made during the coming years to bring home to every man, woman and child in the Commonwealth and Empire, by demonstration, and argument, our utter dependence on the sea for our livelihood, we shall have to learn it in the bitter school of experience.

Sea Power, in spite of contrary opinions advanced from time to time in certain schools of thought and in spite of the social problems which press upon us daily, is still the fundamental basis of the security and prosperity of a sea-girt Commonwealth and Empire.

In consequence of the foregoing, the Navy League reaffirms its principal objects as set forth in its Constitution, namely:

1. To spread information showing the vital importance to the British Commonwealth and Empire of maintaining such sea and air trade and of our supplies of food and raw materials, and securing British prestige on every sea and in every port in the world.

Defence Ministry Proposal

We desire to point out that the exercise of sea-power is no longer, if indeed it ever was, the exclusive responsibility of the Royal Navy. It involves an integrated effort on the part of the sea, land and air forces to secure the passage of the seas and the defence of essential shore bases against every form of attack.

Consequently the Navy League welcomes in general, the proposal of H.M. Government to set up a Defence Ministry to co-ordinate the administration of the three services and the apportionment of available supplies between them in accordance with the strategic policy laid down by the Defence Committee as advised by the Chiefs of Staff Committee.

Conscription for Royal Navy

The Navy League accepts the view of H.M. Government that a continuance of conscription is necessary to provide, in accordance with the strength of arms required for our defence and overseas commitments and considers it to be consonant with democratic principles that every citizen, should be prepared to take his share in the defence of the Commonwealth.

Nevertheless, the strength of the Royal Navy, as a highly technical service, has always consisted...
and must always consist in its long-service officers and men supported by a strong voluntary reserve.

Consequently the Navy League urges H.M. Government to do all in its power to maintain the strength of the Fleet by the voluntary recruitment of long-service officers and ratings supplemented by an adequate and well-trained Royal Naval Reserve and Royal Naval Volunteer Reserve.

Commonwealth Collaboration

While the Navy League fully appreciates that the sovereign independent states of the British Commonwealth of Nations have their own several responsibilities in regard to Defence, it is of opinion that H.M. Government should take all possible steps consonant with those individual and regional authorities and responsibilities to achieve the highest possible measure of collaboration in the Defence of the British Commonwealth and Empire as a whole.

The Navy League welcomes, therefore, as a first step, H.M. Government's proposal that United Kingdom Liaison officers should be appointed to each of the Dominions and that Dominion liaison officers should similarly be appointed to London for the purpose of joining with the respective Chiefs of Staff in their study of regional security problems.

United Nations Organisation

Though the Navy League recognises that this country must be prepared to play its part in any measures of collective defence that may be organised under the aegis of the United Nations, it insists that H.M. Government must discharge its primary duty to organise and maintain in collaboration with the Dominions such forces as are necessary for our own defence until such time as the general forces of the United Nations Organisation could come to the assistance of whatever part of the Dominions or Colonies might be attacked at any time.

Ex-Naval Men's Association of Australia

"The Navy" is now the Official Organ of the Victorian Branch of the above Association. This was decided at a general meeting held in Melbourne on May 21st.

All Branches were invited last month to adopt "The Navy" as their official Organ and to send reports of their activities for publication each month.

In this way it is hoped that "The Navy" will be able to present between the covers of one magazine, everything of interest to both serving and ex-Naval men and women throughout Australia.

New South Wales Section

We had quite a busy time during the past month of April, being the 22nd Anniversary of the formation of the New South Wales Section, and we had a record crowd at our General Meeting held on the 28th. The large room was crowded out, over 300 being present. After the business was completed we finished the evening with first class harmony and refreshments, and everyone present decided it was the best evening they had had for donkeys' years.

We have good news for members now, and that is—we have decided to purchase premises for our Headquarters; and, by the time this appears in print we expect the contract will have been signed, and we will all have to get busy to bring our ambition to a head and have our own rooms in the centre of the city.

The question has been asked: "Why should I join the Ex-Naval Men's Association?" Well, here are some of the reasons:

Unity is strength, and all Ex-Naval men and women should band together to make their presence felt in the Commonwealth and help each other to make their position secure in civil life on leaving the Service. We render assistance in every possible way to ease the lot of our old shipmates, and do everything possible to assist their families if in need. We have our Honorary Solicitor, who is always available and ever ready to give advice in your own interest. Our Honorary Architect, although a very busy man, is very pleased at any time to give you his advice when needed. Our Social and Welfare Officer is available at any time for your benefit. If you are sick in hospital, let us know, and our Sick Visitor will be out to see you and help where necessary.

Lectures, entertainments, and social functions are arranged regularly, and we hold a dance the second Saturday in every month at the I.O.O.F., 100 Clarence Street, City; and all members, their wives and families, and their friends are welcome and a good night is assured.

We endeavour to find employment for our members, and have been very successful in that effort.

On the death of a member we give immediate financial assistance to those who are left behind.

In fact, we do everything we possibly can to help, and if you have any useful suggestions as to how and where we can improve the assistance, we will be pleased to go fully into the matter and, if feasible, adopt the suggestion. How to Join.

Get in touch with the Hon. State Secretary, Mr. R. Humphry, 77 Pitt Street, Sydney, or Box 3082, G.P.O., Sydney; Telephone No. BW 5036. The office hours are 10 a.m. to 4 p.m. Monday to Friday, and 10 a.m. to 12 noon Saturday.

Our regular Monthly Meeting is held on the fourth Monday in each month at 8 p.m. on the first floor of the I.O.O.F. Hall, 100 Clarence Street, Sydney, where you can meet old shipmates and have a good time.

If you can form a sub-section in your district, inform the State Secretary, and we will help to get it going; and then you could hold monthly meetings in your own district.

We ask you to keep in mind our motto, and do your best to live up to it—"Each for all, and all for Each." If you honour that, you will be of assistance to all.

Yours faithfully,

GEO. B. DARLING,
State President.

R. HUMPHRY,
State Secretary.
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With the Officers of the Merchant Service

Being an Australian journal of the Sea and Seamen generally, “The Navy” is for the Merchant Service also. Here we introduce a feature which tells you of our Merchant Ships and the men who man them. Following is a list of ships on the Australian Register, and their Masters. We plan to expand this section, and tell you something, next month, of the rest of the personnel—a “Merchant Service Who’s Who”, in fact.

Adelaide Steamship Co.
M.V. Moonta: Captain D. B. Tobin.
M.V. Minnipa: Captain B. H. Buck.
M.V. Moorall: (Overhaul).
S.S. Aldinga: Captain J. F. Heyen.
S.S. Allara: Captain W. A. Walker.
S.S. Arkaba: Captain R. J. Williamson.
S.S. Arona: Captain E. W. Evans.
S.S. Barossa: Captain J. W. Sampson.
S.S. Belzana: Captain N. S. Campbell.
S.S. Broadway: Captain G. V. Adie.
S.S. Bundaleer: Captain V. L. Adie.
S.S. Bungaree: Captain F. J. Silva.
S.S. Dilga: Captain C. E. Goss.
S.S. Dundula: Captain T. Minro.
S.S. Kapara: Captain S. Benson.
M.V. Kaloora: Captain H. J. Chapman.
M.V. Momba: Captain D. D. Thomas.
M.V. Mundalla: Captain D. Morison.
S.S. Noora: Captain W. H. Boyle.
S.S. Oorana: Captain J. W. Fletcher.
S.S. Quoma: Captain T. Richards.

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The Navy
June, 1947

Costa Steamships Ltd.
S.S. Kopoola: Captain W. S. J. Kerriison.
S.S. Karana: Captain R. Pearson.
S.S. Australian United Steam Navigation Co. Ltd.
M.V. Ormiston: Captain H. Raven.
M.V. Carinda: Captain W. E. Mortlock.
S.S. Mildura: Captain D. J. Freeman.
S.S. Murada: Captain J. M. Little.
S.S. Mungan: Captain G. C. Smith.
S.S. Bulumba: Captain G. Geddes.
M.V. Babinda: Captain S. A. Smith.
S.S. Baralaba: Captain F. W. Reid.
S.S. Nellore: Captain H. C. G. Stretford.
S.S. Nellore: Captain H. C. G. Stretford.
S.S. Eastern and Australian Steamship Co. Ltd.
M.V. Western: With R.A.N.
M.V. Wanganella: Captain R. Darroch.
S.S. Nankin: Captain B. W. Dun.
S.S. Barwon: Captain P. K. Holthe.
S.S. Colac: Captain R. J. Webb.
S.S. Corio: Captain W. G. Ferris.
S.S. Goulburn: Captain J. Gibber-son.
S.S. Macedon: Captain D. MacRae.
S.S. Time: Captain O. J. Edwards.

McIlraith McEacharn Ltd.
M.V. Kanimba: With R.A.N.
S.S. Kooringa: Captain O. K. Snowball.
S.S. Koomilya: Captain W. R. Fellowes.
S.S. Barlow: With R.A.N.
S.S. Barlow: With R.A.N.
M.V. Dunroon: Captain J. R. Lloyd.
S.S. Ellaroo: Captain D. G. Jones.
S.S. Lowana: Captain R. McLe-
man.
S.S. Mernoo: Captain J. Roberts.
S.S. Huddard Parkers, Ltd.
M.V. Westralia: With R.A.N.
M.V. Wanganella: Captain R. Darroch.
S.S. Nankin: Captain B. W. Dun.
S.S. Barwon: Captain P. K. Holthe.
S.S. Colac: Captain R. J. Webb.
S.S. Corio: Captain W. G. Ferris.
S.S. Goulburn: Captain J. Gibber-son.
S.S. Macedon: Captain D. MacRae.
S.S. Time: Captain O. J. Edwards.

Broken Hill Pty. Ltd.

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ROYAL AUSTRALIAN NAVY

Sub-Branch, R.S.S. & A.I.L.A.

By H. E. Neal

The usual monthly meetings of the sub-Branch was held in the I.O.O.F. Building, 100 Clarence Street, City, on Tuesday, July 10th, July 8th and August 12th, at 8 p.m.

The newly formed sub-Branch Women’s Auxiliary did a grand job for the sub-Branch on Tin Hat Day, April 24th. The ladies acted as voluntary sellers and collected the amount of £146/18/0, of which the sub-Branch Distress Fund will benefit by 50 per cent. The Auxiliary is to be congratulated on its first effort, which was certainly an excellent one, on behalf of the sub-Branch. The Women’s Auxiliary are holding their first dance on Friday, August 13th, in the Benevolent Society’s Hall, Thomas Street (near Central Railway). Tickets are ½, including supper, and are obtainable from the Hon. Secretary, Mrs. F. B. O’Leary, 250 Old South Head Road, Watson’s Bay. Members and ex-Naval Men generally are invited to come along and support the ladies in their efforts to raise funds which will assist in the welfare of Naval men later.

Employment. Those carpenters, electricians, engineers and technicians of all kinds, interested in employment in New Guinea, with average wages ranging from £10-12 per week, are invited to contact the Sydney Office of the New Guinea Administration. Vacancy also for a disabled ex-Naval Man as Lifeguard and Casual watchman.

Any serving or discharged member of the R.A.N., R.N., or Dominion Navies with the necessary qualifications for membership of the R.S.S. & A.I.L.A., and desirous of joining the premier Naval sub-Branch in Australia, can contact the Secretary by writing Box 4556, G.P.O., who will forward information immediately.

The next General Meetings of the sub-Branch will be held in the I.O.O.F. Building, 100 Clarence Street, City (between King & Barrack Streets) on Tuesday, June 13th and August 12th, at 8 p.m.

The usual monthly meeting of the sub-Branch was held in the I.O.O.F. Building, 100 Clarence Street, City, on Tuesday, May 13th and well attended with 75 members being present. New members enrolled for the month totalled 16 including 2 transfers from other sub-Branches.

The main business of the meeting was the sub-Branch vote on the question of widening the eligibility for membership of the R.S.L. to include all men who served not less than six months during the 1939-45 war, irrespective of where they served. The negative vote was carried with only two negative votes. The resignation of Mr. R. A. S. Platt as Penins and Rehabilitation Officer was received and accepted with regret. It was decided to dispense with that Office in the sub-Branch in future, in view of the facilities available at the present time, in regard to both Pensions and Rehabilitation.

Acting on a request from State Headquarters, a Life Membership was conferred upon Mr. K. Bromley, who was elected to the position in a keen manner. It is felt that the sub-Branch will benefit from this liaison with an officer whose services are those of Legacy, which is doing a grand job for the children of deceased ex-Servicemen.

The sub-Branch delegate and alternate delegate to the R.S.S. & A.I.L.A. Annual State Congress, 1947 were elected, namely: Messrs. H. E. Neal and F. B. O’Leary respectively. Two important amendments were submitted by R.A.N. sub-Branch to Congress; one asking for a proportionate increase on all war pensions, and the other asking for an amendment to the War Gratuity Act, 1945, to allow an ex-Serviceman to use part of his Gratuity for the purpose of furnishing a home.

The next sub-Branch “Smoko” is still indefinite, due to the difficulty still being experienced in obtaining a suitable hall in the city.

In the sporting world, now that the cricket season has ended, members are concentrating on the sub-Branch Football Club. Three matches have been played to date, and our boys have yet to record their first win. Unfortunately they are severely handicapped by the lack of a coach. If any reader of “THE NAVY” would care to volunteer to coach the R.A.N. sub-Branch Football Club, please contact Mr. G. F. Nolan, B 6528, immediately. Such a gesture would be greatly appreciated by the Club.

The next General Meetings of the sub-Branch will be held in the I.O.O.F. Building, 100 Clarence Street, City, on Tuesday, June 13th, July 8th and August 12th, at 8 p.m.
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HARVEST OF A REGIME. "The Ciano Diaries", by Galeazzo Ciano, Count di Corcelazzo; with an introduction by Mr. Sumner Welles. (Doubleday and Co. Inc., Garden City, New York, 1946.)

This document makes fascinating reading. In the day by day entries by Count Ciano, Italian Foreign Minister during the period of the war up to the time of the coup d'etat against Mussolini in 1943, there unfolds a picture of the melancholy reaping of the harvest of the Fascist regime. It was a poor harvest. Like Ciano himself, it was the product of his time and to quote Mr. Welles "the times in which he had his being are the least admirable mankind has known for many centuries."

Count Ciano wrote with a frankness that is rather surprising in view of the fact that the Diary's existence was not secret to himself. Mussolini, who emerges from its pages as a pitiful figure dancing ego-driven down the pathway to destruction along which he led his hapless people, knew of it. There are references in its entries to his asking Ciano if it were being kept up to date, and one particularly revealing entry, which was made at his expressed wish. It tells of Mussolini's reception of the news of the death of Neville Chamberlain. "He was," it is his observation, "the first time he referred to Mr. Chamberlain's comment on Hitler when Germany invaded Norway—"definitely missed the bus." And he Ciano records, so pleased with his wit that he told Ciano to be sure to record it in his Diary.

In spite of this knowledge of the Dictator, Mussolini appears throughout the pages of the Diary as the one solely responsible for the plight of Italy, against the known wishes of the Italian people as a whole and many of the highest officers, Service and Civil, of the country, firstly into a disastrous alliance with Germany, and secondly into a war which many of them saw could have one result.

In his Diary (again to quote from the excellent introduction by Mr. Sumner Welles) Count Ciano "shows himself precisely what he was in life, an amoral product of a wholly decadent period in Italian, and for that matter, in European history. To him morality in international relations did not exist. He was wholly seized of the concept that only might makes right."

The question whether the Italian people should be consulted before the nation was plunged into war, since it would be they who would make the sacrifices involved, simply did not occur to him.

"Yet where he showed himself far superior to the man who was his father-in-law, his political chief, and finally his executioner, was in his ability to see clearly where Italy's real security lay. He appears to have had no illusions from the time of the German occupation of Austria as to the danger inherent to Italy in German ambitions and in the extension of Hitler's sway."

On the Naval side, the Diary gives a picture of iniquity in the High Command, of lack of cooperation between the Italian Services—especially between Navy and Air — of shortage of fuel hampering or denying operations, of general strong dislike of the German Allies, and, on the part of the High Command, and especially of Mussolini, of a complete failure to realise the significance of Sea Power and of the suicidal policy of carrying on an overseas war without control of the sea communications.

Again and again these matters appear in the Diary, as some extracts show:

July 13, 1940: "The real controversy in the matter of naval conflicts is not between us and the British but between our aviation and our Navy. Admiral Cavagnari maintains that our air action was completely lacking during the first phase of the encounter — Calabria — "but that when it finally came it was directed against our own ships, which for six hours withstood the bombing of our airplanes. Other information also gives the lie to the glowing reports of our air force. I confess that I am incredulous too. Mussolini, on the other hand, is not. Today he said that within three days the Italian Navy has annihilated 50% of the British naval potential in the Mediterranean. Perhaps this is somewhat exaggerated."

October 1, 1941: "A conference with Admiral Ferreri. He is concerned about the fate of Libya, especially if the sinkings of our merchant ships continue to be as numerous as in September. While in the past the percentage of ships lost had reached a maximum of 5%, in September it jumped to 18%. Like all our Naval officers, he is outright anti-German."

November 22, 1941: "No positive news about the Libyan battle. - There is no doubt that the task of moving supplies is most difficult, and it is that which keeps our hearts in our throats."

September 2, 1942: "Rommel is halted in Egypt on account of lack of fuel. Three of our oil tankers have been sunk in two days. Cavallero" — Count Ugo Cavallero, Army Officer and policia, Chief of Staff after the resignation of Badoglio — "maintains that this will not change the course of operations, and that other means will be found to forward gasoline. Instead of the oil tankers which are too easily identified, ordinary boats and hospital ships can be used. This is an old system that goes well as long as it goes well."

And so the sorry tale unfolds. It is that of a country driven to ruin under the sway of a Dictator living in a completely unreal world of theatrical dreams; of a Foreign Secretary who saw clearly where the road led but, shackled by environment and the limitations of his morality, was powerless to act until it was too late; of a crowd of self-searching harpies flourishing in a corrupt administration; of a supine population; and of a Navy — the only possible sure sword and buckler of a maritime nation with overseas commitments — rendered impotent by lack of faith in its cause and heart in its job.
Naval Appointments Etc.

PERMANENT NAVAL FORCES OF THE COMMONWEALTH

Sea-going Forces

Appointments.—Lieutenant Alexander Hugo Evelyn Hood is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 16th May, 1941, dated 5th March, 1947; the Reverend Kevin Patrick Ellis is appointed Chaplain (on probation), dated 20th March, 1947; the Reverend Frederick George Kyte is appointed Temporary Chaplain (on probation), dated 17th February, 1947; George William Röyston (Surgeon Lieutenant (D), Royal Australian Naval Reserve), is appointed Surgeon Lieutenant (D) for temporary service, with seniority in rank of 1st November, 1945, dated 1st August, 1946.

Promotions.—Sub-Lieutenant (E) George Angus Bennett is promoted to the rank of Acting Lieutenant (E), dated 1st November, 1946; Lieutenant (S) Walter Henry Ross is promoted to the rank of Acting Lieutenant-Commander (S), dated 1st February, 1947; Sub-Lieutenant (S) Max Blyer is promoted to the rank of Lieutenant (S), dated 1st March, 1947; Thomas Victor Dicks, official number 20552, and Reginald Thomas Green, official number 23614, Chief Engineer Room Artificers, are promoted to the rank of Warrant Engineer (Acting), dated 17th February, 1947; Robert Arthur May, Chief Petty Officer Radio Mechanic, official number 19068, is promoted to the rank of Warrant Electrician (Acting) (Provisional), dated 29th January, 1947; Kenneth Colston Eames, Temporary Schoolmaster Candidate (on probation), is promoted to the rank of Temporary Schoolmaster (on probation), dated 26th February, 1946.

Confirmation in Rank.—Acting Lieutenant Cecil James Cochran is confirmed in the rank of Lieutenant, with seniority in rank of 9th March, 1940, dated 1st January, 1947; Acting Lieutenant James Hume is confirmed in the rank of Lieutenant, with seniority in rank of 15th December, 1943, dated 5th December, 1946; Henry Thomas Blake, Gunner (Acting), is confirmed in the rank of Gunner, with seniority in rank of 22nd February, 1946; Alec Russell Ryan, Temporary Warrant Engineer (Acting) (Provisional), is confirmed in the rank of Temporary Warrant Engineer (Provisional), with seniority in rank of 18th April, 1945; Kenneth Colston Eames, Temporary Schoolmaster (on probation) is confirmed in the rank of Temporary Schoolmaster, with seniority in rank of 23rd October, 1945; Lloyd Adolph Bock and Edward George Cyril Stokes, Warrant Writer Officers (Acting), are confirmed in the rank of Warrant Writer Officer, with seniority in rank of 1st February, 1946; Leslie Arthur Hitchin, Temporary Warrant Stores Officer (Acting) (Provisional), is confirmed in the rank of Temporary Warrant Stores Officer (Provisional), with seniority in rank of 10th November, 1945.


Transfer to Retired List.—Commander (S) Eric Kingsford-Smith is transferred to the Retired List, dated 27th February, 1947; David Victor Strachton, Commissioned Gunner, is transferred to the Retired List, dated 11th February, 1947.

Termination of Appointment.—The appointment of David Victor Strachton, Commissioned Gunner, for temporary service is terminated, dated 10th February, 1947.

RETIRE LIST

Termination of Appointments.—The appointment of Commander (Acting Captain) Harvey Mansfield Newcomb is terminated on reversion to the Royal Navy, dated 4th February, 1947; the appointment of George Allen Standen, Commissioned Mechanic, for temporary service is terminated, dated 17th February, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH

Royal Australian Naval Reserve (Sea-Going)

Fixing Rates of Pay.—Temporary Engineer Lieutenant William Humphreys is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Temporary Engineer Lieutenant-Commander (on promotion), whilst acting in that rank, dated 27th February, 1947.

Royal Australian Naval Reserve

Promotion.—Sub-Lieutenant William Martin Featherstone is promoted to the rank of Lieutenant (Provisional), dated 1st March, 1947.

Transfer to Retired List.—Lieutenant Thomas Richard Prior is transferred to the Retired List, dated 17th January, 1947.

Royal Australian Naval Volunteer Reserve

Promotion.—Sub-Lieutenant (A) Duncan Nixon Caldwell is promoted to the rank of Lieutenant (A), dated 24th March, 1946.

Confirmation in Rank.—Sub-Lieutenant (A) (on probation) Duncan Nixon Caldwell is confirmed in the rank of Sub-Lieutenant (A), with seniority in rank of 24th March, 1944.

Transfer to Retired List.—Lieutenant-Commander William James Pascoe is transferred to the Retired List, dated 17th January, 1947.

Royal Australian Naval Nursing Service

Appointments.—Catharina Hendrica Aarsen and Nancy Slattery are appointed Sisters, dated 29th January, 1947, and 18th February, 1947, respectively; Annie Gloria Burke and Pauline Margaret Overeheu are appointed Sisters, dated 17th February, 1947.—(Ex. Min. No. 18—Approved 23rd April, 1947.)

W. J. E. RIORDAN, Minister for the Navy.

June, 1947
cause that long chase was so
chroned with strategical and tac-
tical factors. But perhaps the
most important factor was that all
those in the many detached squad-
ions knew exactly what their Ad-
мирals intended of them and few
signals were passed. Another
Band of Brothers.

For the same reason officers and
men were nothing better than
to go to sea under the flag of
Admiral of the Fleet Sir James
Somerville. Cunningham and
Tovey were both seamen with a
seaman's eye trained by long ser-
vice in destroyers. Somerville,
with his scientific bent, was in the
early months staring radar on its
meteoric development, but soon
came the complex task of immobi-
izing the French Fleet at Oran
and after that three major convoy
operations in the Mediterranean,
the bombardment of Genoa, the
chase of the Bismarck and the first
attempt to stem the Japanese move-
ment. About such a man—Sir
Bruce Fraser after successfully
forming with what may be the
most arduous task that fell to any man—the
building up of a great fleet from
small beginnings—was privileged
to employ with resounding success
the new instruments he had
brought into service when he at
last brought the Schornhors to
battle. That was a perfect exam-
ple of the co-ordination of all arms
and of just that extra skill that
is found only in a perfectly train-
ed fleet manned by a Band of
Brothers. With his profound
knowledge of administration and
proved powers as a sea-comman-
der he was the natural choice for
faced far greater odds than their
predecessors, were required to
the high command in the Pacific,
but the success that attended the
wide-flung operations was as much
due to a personality that was able
to impress itself on the American
Commanders-in-Chief.

Any historical account of the
Second World War, however
much compressed, will throw in
to high relief the great amphibious
operations because it is they
and they alone that secured the
final victory.

Eisenhower is an imposing
name, but the British Admiral
who organized the armadas and
who became the acknowledged
master of amphibious warfare will
surely always be mentioned when
the historian comes to Dunkirk,
North Africa, Sicily, Italy, and
Normandy.

Great skill in organizing, pro-
fessional knowledge and leader-
ship were all at a premium on
these great occasions and Admiral
Sir Bertram Ramsay possessed
them in abundant measure.

To stop there may seem to be
ignoring the just claims for in-
clusion of such men as Sir Max
Horton, who won the Atlantic
Battle; Sir Edward Syfret, of Mad-
agascar and Mediterranean con-
voys; Sir Bernard Rawlings, who
commanded the Eastern Fleet; and
Sir Philip Vian, who perhaps saw
more fighting than anyone. But,
judging by precedent and remem-
bering the vast scale of the Army
and Air operations and the scores
of Generals and Air Marshals who
achieved great distinction, it can
not be expected that John Citzen
hundred years hence will, on
being questioned, be able to name
any but those who held the
supreme commands in the three
Services.

Mention of the three Services
inevitably brings to mind another
supreme commander—Lord Louis
Mountbatten. It was his name
that Lord Cranborne coupled with
Lord Cunningham's when he
pressed for the inclusion of the
names of the principal comman-
ders in the motion of thanks to
the Services in the House of
Lords. The scope, importance
and victorious operations of his
command will certainly include
him in the small band of leaders
who will be given an abiding
place in history.

The historian, whether writing
for the schoolboy or the student,
will not be true to his calling if
he fails to emphasize that, though
make decisions in the same num-
ber of seconds as hours or days in
earlier wars, and, despite the
unprecedented strain borne by their
personnel, were by their character
and their appeal as masters of
their profession able to lead into
every battle a Band of Brothers.
JAPAN

The heavy cruiser "Takao", which fell into British hands in damaged condition at Singapore when the Japanese forces there surrendered in 1945, was scuttled outside the port on 27th October, 1946.

The shattered hull of the fleet "Shiozato", of 14,450 tons, which was sunk inside the flat- auxiliary "Siretoko" (also spelled "Shiretoko"), of 14,050 tons, as a depot ship for midget submarines, was subsequently reconstructed with two tripod masts, increased beam and extra accommodation, to serve as a depot ship for midget submarines.

RUSSIA

It is understood that, under the terms of the loan to the Soviet Navy of the battleship "Arkhangelsk" (ex-H.M.S. "Royal Sovereign"), the ship has to be returned to this country as soon as the various ships surrendered by Italy under the Peace Treaty have been divided between the Navies of Britain, the United States and Russia. Thus it should not be long before the Royal Sovereign hoists the White Ensign again. She is believed to be at Murmansk.

The ex-German cruiser Nurnberg, of 6,000 tons, is reported to have been renamed Makarov, after the admiral who lost his life at Port Arthur when his flagship, the battleship Petropavlovsk was sunk by Japanese mines on 13th April, 1904. An able leader, he became a popular hero in Russia as far back as 1877, as a result of his exploits as a young lieutenant against the Turkish fleet in the Black Sea.

Last year the Russians returned to the United States Coast Guard two icebreakers, the Northwind and Westwind, which were known during their temporary service in the Soviet Navy as the Severnii Veter and the Severnii Polius, respectively.

POLAND

Warships transferred to the Polish flag by the Soviet Navy do not appear to be of much importance. They include nine motor minesweepers of 130 tons, names "Albatros", "Capata Jaszkik", "Jastrzab", "Kania", "Kondor", "Kormoran", "Krogulec" and "Orlak"—all bird names; and a dozen so-called submarine chasers, wooden motor launches of about 40 tons, which have been given Polish names with meanings such as acute, brave, brisk, rapid, etc. A couple of motor torpedo boats have also been acquired from Russia.

Turkey

The minelayer Yuzhni Hakki, built by Mearns, Thornycroft for the Turkish Navy in 1940, has been renamed Torgud Reis, after the Turkish painter of the days. Another ship of the Turkish Navy which has been renamed is the Istanbul, originally the French oiler Adour. She is now known as the Akal, since her previous name has been transferred to a fleet auxiliary purchased in America, the Mexico, of 5,236 tons gross. The latter was originally launched in 1932 as the Colombia.

OCEAN RACE

The Committee of the Royal Prince Alfred Yacht Club extends an invitation to members of the Royal Naval Sailing Association to enter their yachts in a race round Macquarie Island and return to Sydney commencing on Friday, 3rd October, 1947.

The distance is approximately 350 sea miles and under normal circumstances the race should be completed within three days.

In addition to a trophy to be awarded the winning yacht, £100 has been allocated as prizes.

The conditions governing this race will be furnished on application to the Branch Secretariat of the Royal Naval Sailing Association, Box No. 1, Post Office, Edgecliff.
Answers to Naval Quiz

1. Point Hicks, Victoria, the first point of land sighted from the "Endeavour" on April 18, 1770, and so named by Cook after Lieutenant Zachary Hicks, who was on watch at the time. It was later renamed Cape Everard, out of compliment to a Victorian politician of the 1860’s.

2. On March 26, 1859, when Captain William Loring hoisted his Blue Pendant as Commodore 2nd Class in H.M.S. "Iris", as Senior Officer of Her Majesty’s Ships on the Australian Station independently of the Commander-in-Chief in India.

3. The "Thermopylae" of the Aberdeen Line, London to Melbourne 60 days. "Thermopylae", of 948 tons, was built by Walter Hoo of Aberdeen in 1868 to the design of Mr. Bernard Waymouth and Mr. Cornelius Thompson. Her best day’s run was 350 miles.

4. Lieutenant Thomas Fletcher Wyghorn, famous as the pioneer of the "Overland Route" to the Eastern European and Egypt Ferdinand de Lesseps, referring to Wyghorn at a banquet in Paris celebrating the completion of the Suez Canal, said: "He it was who first conceived the idea; it was his indomitable courage and great perseverance, which led him on to prove its practicability."

5. The Sudan War in 1884. Her Majesty’s Ships "Victoria", "Albert", and "Childers".


7. Thomas Fleming was the English sea captain who sighted the Andalusian Squadron of 15 galleons commanded by Pedro de Valdes off the Lizard on July 19, 1588, and sailed to Plymouth with news of the arrival of the Spanish Armada.

8. The first was John Beaufort, Earl of Somerset, natural son of John of Gaunt, appointed in 1406. The last was the Duke of Clarence (afterwards King William IV) who was deprived of the great post by Wellington in 1828.

9. From William Dampier, who sighted it from the "Roebuck" in March, 1700; this East Land does not join New Guinea, there being a suitable lead so that vessels can man the rope.

10. Vice-Admiral Sir William Creswell, K.C.M.G., R.A.N., who was First Naval Member from 1911 to 1919.

Answers to Make and Mend

KNOW YOUR STARS

(a) 1. Southern Cross; 2. Orion and his sword; 3. The Plough.
(b) The top star in our diagram No. 3 (a line drawn through the two end stars of the Big Dipper points to the tail star of the Little Dipper, which is the North or Pole Star).
(c) Big and Little Dipper, The Plough, Big and Little Bear.

CROSSWORD SOLUTION


ORDER, PLEASE

1. Graf Spee—Scuttled, River Plate
2. Bismarck—Sunk by torpedoed from the Dorsetshire, about 400 miles off Scapa Flow
3. Ruyal Oak—Torpedoed by U-boat Scapa Flow
4. Royal Oak—Torpedoed by U-boat in the Atlantic

DO YOU KNOW?

1. One-third its size.
2. Along the score from crown to tail.
3. First: to ensure that the rope is being led in the best direction so as not to strain the gear. Second: to ensure having a suitable lead so that vessels can man the rope.
5. To ascertain the nature of the sea bed.
6. To 14 lb.
7. Deviation.
8. Taking a ship from one place to another, out of sight of land.
9. Taking a ship from one place to another, when land or navigational marks are in sight.
10. The highest high waters.
11. The lowest high waters.
12. The wind shifting clockwise.

O.S. SMITH

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